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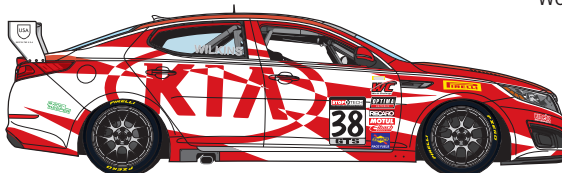
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Paul Laguetie Illustration

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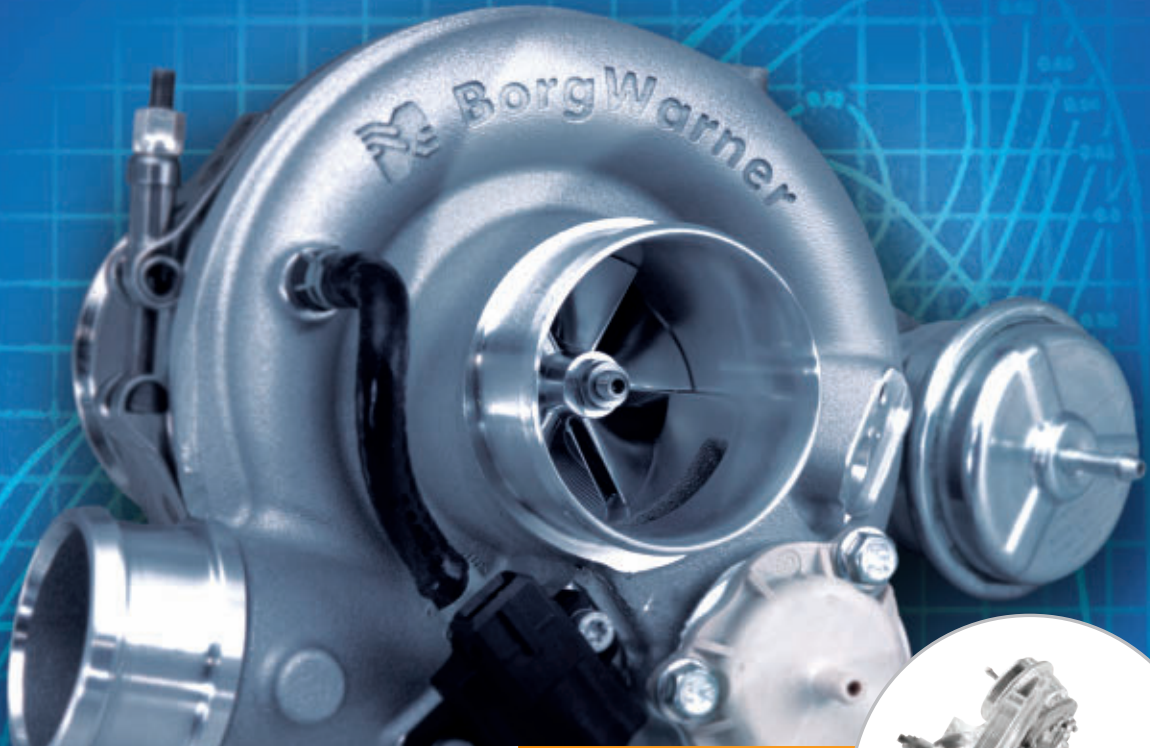
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Formula Lites, the latest series sanctioned by SCCA Pro Racing, wraps its inaugural season on Sept. 19-20 at MSR Houston. The series features spec 220hp, 1,150lb formula cars in close competition. In its premier season, the series hit six racetracks from Thompson Speedway to Pikes Peak International Raceway.

**WHAT** | Formula Lites Crawford FL15-Honda

**COST** | \$120,900 race ready

**PHOTOGRAPHER** | Boyd Jaynes









SCCA Pro Racing alumni and Mazda Ladder graduate Kenton Koch takes time to pass the motorsports dream to the next generation, offering a young race fan a behind the wheel tour of his winning Prototype Lites racer.

**DATE** | July 10, 2015

**LOCATION** | Canadian Tire Motorsport Park

**WHAT** | Kenton Koch with race fan

**PHOTOGRAPHER** | Richard Coburn



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## SEB'S TOWN HALL GOES VIRTUAL

The Solo Events Board held a first of its kind online Town Hall on July 29. The virtual Town Hall allowed both phone and web visitors to listen in and offer input. The call lasted some two hours, with 164 people listening in. Based on the success of the first run, there could be more to follow.



istockphoto.com / UnfinishedBusiness\_StarStock



The 2015 Memorial Day Majors might (or might not) have been the final go round for Texas World Speedway | **WORDS** Sydney Davis

# FAREWELL TO

As the sun set on Memorial Day weekend, many drivers were left wondering if that would be the final SCCA Club race at Texas World Speedway. It was announced in mid-2014 that the track would be closing its doors after May 2015, but just days before the End of the Trail Grand Prix Majors, a reprieve was granted and Texas World was given life through the end of 2015.

"What happens after December 2015 is still up in the air as the developers are moving forward," Joey Todd, Director of Sales for Texas World Speedway, says. "But, this is a huge project with lots of moving parts. Another extension is always possible, but organizers and drivers should not count on it happening."

When the time comes, it will be the end of a four-decade run that featured

countless sanctioning bodies and famous drivers in open and closed wheels.

Texas World Speedway was constructed in 1968 as a two-mile super oval with 22-degree banking in the turns. The first professional event there, the Texas 500 NASCAR Grand National Series race, was held Dec. 7, 1969.

"Texas World Speedway was a high-bank track, a lot like Michigan Speedway, but it was 15mph faster," racing legend A.J. Foyt recalls. "The facility was ahead of its time, and the track was smooth with a few differences than Michigan."

Since then, the track has hosted a variety of professional events including IndyCar, IMSA, Can-Am, and NASCAR, plus tons of amateur racing events – not to mention concerts and festivals.

"I've had some good memories from that track," Foyt says. "In 1972, I won the pole in the NASCAR race, driving for the Wood Brothers. I ran second in the race, and got beat by a foot by Buddy Baker. I won IndyCar races there, and I also won USAC stock car races there."

Despite its original oval configuration, the track primarily utilizes one of its many road course configurations. There are several variations that are contained inside the oval, including the custom-designed Foyt Test Track. The favored 2.9-mile course includes the front straight of the oval plus an additional six turns outside the back straight.

"The 2.9 course is really nice," 55-year SCCA member Bill Bagby says. "It's one of my most favorite tracks. We also used to run the

Courtesy Toyota



## NEVER MISS ANOTHER SHIFT

In the September issue of *Fastrack*, the CRB classified the 2011-'15 Toyota Camry in Touring 3, marking the first such classification for a car that only comes equipped from the manufacturer with an automatic transmission. While dual-clutch type transmissions have existed in Touring for a number of years, torque converter based automatics have typically been shunned – but not anymore.

Sydney Davis



# TWS?



Wayne Hill

1.8 [clockwise], and the pace car would go off really early leading to a green-flag start in fourth gear. Talk about an interesting start.”

The 562-acre property is slated to be redeveloped into a mix that includes commercial, retail, and residential properties. But no matter when the final day comes, Texas World Speedway will always hold a special place in our hearts. 📍

**RICH HISTORY**  
(ABOVE) Texas World Speedway has seen a number of significant series compete there over the decades, including the legendary Can-Am.

Ken Brown



### INDY BOUND

Winning the Runoffs in FF or FC will set those racers on the Road to Indy.

## SCCA JOINS THE ROAD TO INDY

Runoffs competitors will have a clear path from Club Racing to the Indianapolis 500 as the National Championship Runoffs becomes the latest step in the Mazda Road to Indy USF2000 \$200K Scholarship Shootout.

Joined by other major open-wheel and karting champions, newly crowned Formula F and Formula Continental Runoffs Champions will be given the opportunity to compete for a \$200,000 prize in the 2016 Cooper Tires USF2000 Championship Powered by Mazda. In addition, the F1600 and F2000 Championship Series Champions, sanctioned by SCCA Pro Racing, will also be included as affiliated series feeding this program.

The Shootout will be an unprecedented event, bringing the champions of North American and international series together for the first time in a knockout-style format. Each participating series will be able to offer its 2016 champion an “entry ticket” to the Shootout, which will be a hotly contested event in the fall of next year. The winner will be awarded a \$200K scholarship from Mazda to enter USF2000 in 2017.

A total of 15 drivers will be invited to take part in the Shootout program. Each participating series will be designated as an Official Feeder Series of the Mazda Road to Indy.



## DAVE WHEELER HAS THE SPIRIT

Mazda Motorsports is recognizing the best racing with the monthly Spirit of Mazda awards. In June, SCCA Club Racer Dave Wheeler, of Advanced Autosports, was recognized for his contribution to the sport and his integrity. Wheeler authored *The Spec Miata Constructors Manual*, has built more than 150 Miata racecars, and currently maintains more than 40 at his shop.



# REGISTER NOW FOR RUNOFFS CONTINGENCY



Jeff Loeve

### SIGN THEN RACE

Be sure to sign up for Runoffs contingency programs and apply the correct stickers before heading on track at Daytona.

Some 32 companies are supporting the 2015 National Championship Runoffs presented by Garmin VIRB at Daytona International Speedway on Sept. 21-27 by offering contingency sponsorship programs. The organizations involved in the effort represent a range of roles, from auto manufacturers to motorsports retailers. Additionally, a number of manufacturers are offering Super Sweep awards, pole awards, start money and, in some cases, a tow fund.

As with all contingency programs, it is the responsibility of each driver to make sure they are eligible to receive any contingency awards in which they are interested, and to register for all applicable programs prior to the event. A number of other programs, such as Hawk Performance, should be announced shortly. Be sure to check for latest offerings, class restrictions, and eligibility requirements for each program by visiting [www.scca.com](http://www.scca.com). 📍

## ACCESSORIES

COMPANY	FIRST	SECOND	THIRD
Mobil 1	Mobil 1 racing suit and \$500	\$400 certificate	\$250 certificate
Sunoco	\$100 Hard Charger		
Red Line Synthetic Oil	\$750 certificate	\$400 certificate	\$250 certificate
Carbotech Performance Brakes	6 axle sets	\$300 certificate	\$250 certificate
Pagid RS	Full set of brake pads	One axle set	
Eibach Springs	2 free springs	2 free springs	1 free spring
Hyperco	2 free springs	2 free springs	1 free spring
Penske Racing Shocks	\$100 certificate	\$50 certificate	\$25 certificate
AiM Sports	Solo lap timer		
Electromotive	\$500 certificate	\$200 certificate	\$100 certificate
SPA Technique	\$100 certificate	\$50 certificate	
Tilton Engineering	\$175 certificate	\$100 certificate	\$50 certificate
Garmin VIRB	\$200 cash or \$300 certificate	\$100 certificate	
SafeRacer	\$100 certificate		
Bell Helmets	\$100 cash	\$50 cash	\$50 certificate
CoolShirt Systems	\$250 Hard Charger		
Pegasus Auto Racing Supplies	\$75 certificate		
Summit Racing Equipment	\$150 certificate	\$100 certificate	\$50 certificate

(Award may vary based on car, class, and finishing position)

## CAR MANUFACTURERS

COMPANY	FIRST	SECOND	THIRD
Chevrolet	\$750	\$500	\$250
Ford	\$2,500	\$1,000	\$750
Honda	\$2,500	\$1,500	\$1,000
Mazda	\$5,000	\$3,000	\$1,500
Mini	\$2,500	\$1,500	\$1,000
Nissan	\$2,500	\$1,500	\$1,000
Scion/Toyota	\$5,000	\$3,000	
SCCA Enterprises	\$700	\$500	\$300

(Awards may vary based on car, class, and finishing position)

## TIRE MANUFACTURERS

COMPANY	FIRST	SECOND	THIRD
BFGoodrich Tires	12 tires	6 tires	4 tires
Goodyear Tire	\$500	\$300	\$100
Hankook Tire	\$4,000	\$2,000	\$1,000
Hoosier Racing Tire	4 free tires plus 4 tires for each 2016 Majors		
Michelin	4 tires		

(Awards may vary based on car, class, and finishing position)

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Competition GTS-class turbocharged Optima, TCA-class Forte Koup, and B-Spec Rio 5-Door shown.



The Solo Events Board is currently seeking member input regarding alternative radiators in Street Touring, making it similar to the Street Prepared rules. The rules give very specific dimension, capacity, and installation criteria. Interested members should reach out to the SEB via its website, [www.sebscca.com](http://www.sebscca.com).



Perry Bennett

## SPORTSCAR

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## THE CLUB BOARD

**JOHN WALSH**

CHAIRMAN, SCCA BOARD OF DIRECTORS

## Becoming a champion

You've been there: participate in a Club event and the whole weekend is smooth as silk. Registration and tech are a breeze, event organization and the schedule are terrific. You may or may not have had great personal success, but as you're headed home from an emptying paddock, you think, "Wow, that was a great program. I'm coming back."

You've probably also had one like this: "Wowzers, it'll be a cold day in hell before I ever come back here again." Registration was a tedious chore, tech was an anger management class gone awry - you can fill in the rest.

What's the difference? Sometimes it's the weather, and sometimes it's the competition, but sometimes it's the confluence of circumstances and the people running the event. How can we identify and promote the high spots, and shore up the low spots in our events? After all, every Region of our Club is a bit different, and it would be difficult (a nice way of saying "impossible") to homogenize all of our programs, tracks, Regions, and people.

But we can find champions. Everyone knows at least one wizard who can make everything run smoothly, make all participants feel welcome, and hit the financial targets of the organizing Region. How can we learn from these folks?

Area 9 Director Brian McCarthy chairs our Board's

"Everyone knows at least one wizard who can make everything run smoothly"

Planning Committee, and that committee is taking up this subject. The goal is to build a network of "champions" who can be resources for programs, Regions, and events. Their skills in navigating critical, unique Club processes lead to event and program success, and we'll be able to look to these folks as a help desk resource for all of our Regions, either by written guides or personal guidance.

Some of this already exists. Raleigh and Velma Boreen are an effective team, working to help Regions grow their Solo programs. There are also tools available in the SCCA's extended family. Brian Ghidinelli's MotorsportReg website offers a free Event Schedule Builder tool that is hugely valuable to event chairmen and stewards in building a schedule before an event, and tweaking it during one. Search "MotorsportReg event schedule builder" online and you'll find it. If you've

ever been a race chairman or chief steward, this tool is manna from heaven.

What Brian McCarthy and his planning committee want to do is make these resources available to our

Regions and event managers, by organizing known champions to provide web and personal assistance, sharing those skills with our Club members. If you know one of these champions, or are one yourself, contact Brian at [bmccarthy@scca.com](mailto:bmccarthy@scca.com) and help us build a strong program and event management toolbox for all our Regions and programs. 📍



Doris L. Jarney / LAT

## DORSEY SCHROEDER JOINS WORLD CHALLENGE OPERATIONS

Multi-time racing champion and television commentator Dorsey Schroeder has been named Race Director for Pirelli World Challenge. As an accomplished professional racer with four decades behind the wheel, Schroeder brings a highly experienced perspective to the race operations decision-making process, and the respect of the teams and drivers he will oversee. In addition to his duties as director, Schroeder will work closely with the newly formed Race Operations Committee, which consists of Brian Till, Pat di Natale, and Marcus Haselgrove.



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## NEW PATH FOR COMPASS

Pirelli World Challenge regulars Compass360 Racing announced further expansion of its racing program to include an Audi TT-RS in the series' GTS class. The new No. 78 car will be helmed by current C360R driver Paul Holton, with support from partners AERO Advanced Paint Technology, Spyder apparel and Audi Sport customer racing.



Courtesy Compass360



## CLUB VIEW

**LISA NOBLE**

PRESIDENT AND CEO OF SCCA INC.

## 25U Superstars

It's great to have Formula Vee competitor Laura Hayes on the cover. Laura roared onto the SCCA scene a couple of years ago and has successfully challenged the very best that our über competitive Formula Vee class has to throw at her. Not that I so much fit into the über competitive category anymore, but it's worth a mention that Laura has bested me at some of my favorite SEDiv tracks, and it has been a joy watching her get it figured out and then start to bring her considerable skill set to race with the top drivers in the county.

Laura represents a growing cadre of young superstars in the SCCA Club and Pro ranks who are raising the bar for every other competitor out there. Many of these fierce competitors will be joining us at the National Championship Runoffs presented by Garmin VIRB this September.

The 25-year-old and under (25U) drivers I've been on track with in my race groups lately include Max Mallinen, Meg Sauce, and Hans Saurino in Formula F, Jeremy Morales in

F500, Justin Wilbanks, Laura Hayes, and Jake Pipal in Formula Vee (although Jake just moved to SRF). I can vouch that it is not an easy crowd. These drivers are as savvy, tough, and fair as any I've been around. I'd confidently race alongside any of them, and I fully expect that we will see this group in the hunt for podium finishes at the 2015 Runoffs in Daytona.

While these are the seven 25U drivers I've been on track with in the last 12 months, there are a total of 515 SCCA competition license holders in this age bracket! It's wonderful that we have such a depth of new talent in our Club Racing program. Another bragging point is that many are second- or third-generation racers who are helping keep the sport alive as a family

activity. It's fun to watch the next cohort start their career, and thrilling to watch their on-track skills.

In this group to watch, and picked in this month's *Who Will Win the Runoffs?* article

as podium contenders, are Joseph Burton-Harris (FM), Reece Everard (FE), Conner Kearby (FA), Cooper MacNeil (T2), Max Mallinen (FF), Alex Mayer (FB) and Josh Saurino (FC). I know I will be watching each of these races with an

*"Many are second- or third-generation racers who are helping keep the sport alive"*

eye on these talented superstars who are challenging some of the legends in the Club for championships. They will be exciting races!

While watching the drama of these SCCA racers as they attempt to make their marks as National Champions, is certainly a compelling reason to attend the first Runoffs at Daytona International Speedway since 1969, it isn't the only reason. The excitement is high for the first Runoffs race under the lights when the rowdy Spec Miata class takes to the high banks on Friday night - it'll be a race we talk about for years to come. Our thanks to Mazda for making this possible. Added to all of that, we will crown National Champions in a total of 28 classes, and the Runoffs should satisfy even the most diehard race fan or motorsport enthusiast.

Most important for me is that the Runoffs is a homecoming, an all-Club event that everyone should support by competing, attending, or volunteering. There will be plenty to do and see, and you are welcome. If you haven't already made plans to attend, put it on your calendar for Sept. 21-27.

Stop me in the paddock and let me know which of these young superstars is on your must-watch list for the week, or just stop by my garage and say hello. *This* is the Club that I want to belong to! 📍



### RIDING DIRTY

Patryk Matecki cleaned up in Prepared Rear Wheel Drive, claiming a championship.

Rupert Berrington

## RALLYCROSS CROWN CHAMPIONS

The latest group of SCCA RallyCross National Champions were crowned in August at the 11th running of the RallyCross Nationals. The two-day, winner-take-all competition took place in Indianola, Iowa, at the site of the world famous National Balloon Classic. Extensive coverage will appear in the next issue of *SportsCar*, but provisional results can be found to the right.

### 2015 RALLYCROSS NAT'L CHAMPIONSHIP WINNERS

Modified Front Wheel Drive  
**Kent Hamilton**

Modified Rear Wheel Drive  
**John Lambert**

Modified All Wheel Drive  
**Warren Elliott**

Prepared Front Wheel Drive  
**Greg Cheney**

Prepared Rear Wheel Drive  
**Patryk Matecki**

Prepared All Wheel Drive  
**Max Lawson**

Stock Front Wheel Drive  
**Donald Carl**

Stock Rear Wheel Drive  
**Tim Hardy**

Stock All Wheel Drive  
**Charles Wright**



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### JULIAN GARFIELD

WASHINGTON DC REGION  
SCCA MEMBER SINCE 2004

“It wouldn’t be unreasonable to say that my life is a sculpture, molded and crafted by the SCCA. After all, while I’m 17 years old, I have been an SCCA member for over two-thirds of my life. I began competing in Solo at the age of 5 (in 2003) with the Washington DC Region, where my family is heavily involved with the program. I then attended the 2006 Walnut Ridge ProSolo in Arkansas, where I had to receive an exception in the rules to participate, as I was a few weeks shy of turning 8 years old. We then lobbied – and successfully won – junior kart drivers a place at the Tire Rack Solo National Championships, where I was fortunate enough to be one of the first participants in 2008. I received my first Solo National Championships win in the inaugural year, and have collected four more wins at Nationals.

In 2013, I received my SCCA competition license and spent a successful season competing with a Showroom Spec Miata in the Mid Atlantic Road Racing Series, as well as participating in the Charge of the Headlight Brigade 13-hour endurance race at VIR. Returning to the Solo scene in 2014, I became the first driver to compete in a car at the Solo Nationals while still on a learner’s permit, with my gracious mother riding shotgun.

Currently, I am competing in a C Street Prepared Mazda Miata alongside my mother and father, making it quite the family affair. I act as one of the novice coordinators on the Washington DC Region Solo committee, and work as a driving instructor for the Region and Evolution Performance Driving Schools. More recently, I have been able to use my skills and experience from the SCCA to become a writer for SoloMatters, as well as reviewing cars on my personal blog, [www.thestudentdriver.blogspot.com](http://www.thestudentdriver.blogspot.com).

Some of my best memories come from participating at SCCA events. I am so thankful for all the great experiences I have had thus far, and am excited for what’s to come.

**MAIN IMAGE** Brian Lausch



# *The Science of Going Faster*

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## POBST POSITION



Philip Tucker

## EXIT SPEED

OK, esteemed readers, especially you SCCA National Champions: All else equal, what's the number one factor in a fast lap time? Why does a Miata sometimes pass my Mustang halfway down a short straight (although if it does, I'm probably not a Runoffs winner)? What did we use before Traqmate, AiM, and MoTeC on-board data recorders? What single factor affects our car a larger part of the time around a circuit than any other? That's correct: Our paint job!

Let's face it, if we don't look great, we're gonna be slow. Or look slow, which is even worse. Paint matters around every inch of the 2.54 miles at Road Atlanta. Even in the paddock - it isn't how fast we go, but how sexy we look out there.

What, no? It's not a car show it's a car race? So you prefer function over form, I gather? Well, if you insist, let's think about the function that affects our lap time more than any other. Though I recommend an open trailer to display awesomeness and dishearten any unfortunate hopefuls we blow by on the way there.

Exit speed. The National Champs had it from hello. Pre-data, we'd look down at the tach when the wheel was straight at the track-out point. Po' folks still do. Our velocity as we finish a corner determines our speed all the way to the next one, a long, dang time. This is true in Solo, too. But let's be more specific. What affects exit speed? A combination of two elements, blended together by the friction circle: apex speed (that topic is for another column); and acceleration (that's where we're going today).

Putting power to the ground, kids! Traction, my road race engineers call it. Forward bayht (Yankee translation: bite), NASCAR style. The more power you have, the more important it becomes. Wheel spin looks cool but gets you nowhere on pavement. I am so into traction (my speed secret) that a favorite engineer used to call me (cover your ears *First Gear presented by SafeRacer* kids) a traction whore. I'd do anything for it.

**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

It's tricky, because when we first roll into the throttle to leave a corner, our tires are loaded with lateral g-forces. Now we ask them to add longitudinal. If we don't change something, it'll be too much, and the driven tires will break free and slide. Too much slide is slippery. If we lose grip, we lose time. If we apex late enough, we are straightening the steering, smoothly cornering less, so we can smoothly accelerate more without going over the limit of the tires. Notice I wrote *smoothly* twice. Make that three times. That's how important it is.

As we add power, weight transfers back, and that load adds grip to the rear wheels. More weight back, more rear grip, so more power, so more weight back, so more grip. Beautiful, ain't it? Unless we're driving the front wheels. Oh, yeah, that. That's ninety percent of the cars on the street, and twenty-five percent of the race paddock. Leaning into the go-pedal on a Civic transfers weight rearward, too - off the drive wheels. More power, less weight on the front, less grip up front, what?

Which brings us to FWD Pet Peeve 1: Even with your OS Giken limited slip, the front tires will not pull you through the corner. Though I will give you this, the resulting reduction of inside wheel spin will likely improve on power steering grip over an open diff. The real trick with a front-driver is to put so much cornering load into the rears that it wants to oversteer, so when we kick into VTEC the surge will return the chassis to balance (see any RealTime Racing Acura TSX YouTube vids). The entry looseness exhibited is too much for a street Joe, so most factory cars push strongly. Brake torque vectoring helps a lot, until they overheat (Ford Focus). That's why it's common to see stiffer springs and bigger swaybars on the rear of FWD racecars; or even better, a little rear toe out or bump steer. The good news is that front drives also have a lot more weight on the front anyway; engine, trans, and final drive all on that end. The challenge is, the stronger the powerplant, the lighter the front gets.

"We cannot just floor it at apex and let the all-wheel drive pull us through"

I have great respect for the Pirelli World Challenge KIA Optima turbo front-wheel-drive team in GTS for how well they make that KIA work against Camaros, Mustangs, and Porsches.

Which brings me to Pet Peeve 2: all-wheel drive. I raced Pirelli World Challenge two years in the Champion Racing Audi RS6 (winning the championship in 2003), and five years in the K-PAX Racing Volvo S60 (becoming the 2010 champion). Counter to advice I often hear, we cannot just floor it at apex and let the all-wheel drive pull us through the corner. Why? Because the tires cannot corner and accelerate hard at the same time. The same rules of the friction circle apply. We absolutely must sacrifice some cornering in order to crank up the speed. The critical trick with all-wheel drive is to split enough torque to the rear wheels. It takes a good 65-70 percent to have a balanced chassis under power. An even 50/50 split means power understeer, and I hate that. If you have a street-based all-wheel-drive car - most are that way - set it up like a front-drive for optimum balance.

For quicker lap times, focus on getting power to the ground, accelerating off the corner. Most racers are rear-drive, and this means transferring weight to the rear quickly when we roll on the loud pedal. Soft front rebound allows the load to shift more quickly off the front tires, and stiffer rear compression adds it to the rear in a hurry. Softer rear springs reduce the cornering load relative to the front, so there is room for the weight transfer without going into a slide so soon. A stiffer front swaybar does the same thing, adding corner load up front and leaving more potential for the rear tires to accept the

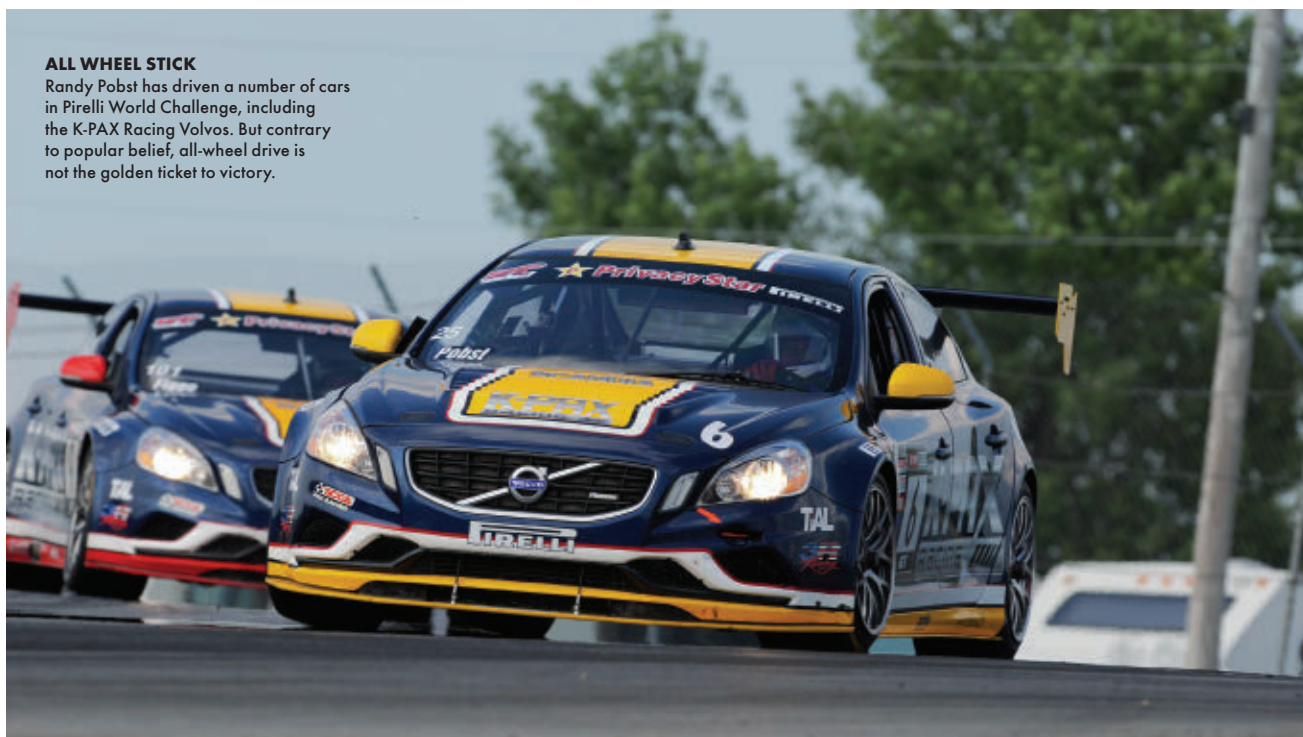
power. Some describe this as holding the inside tire down, a misnomer, but a useful visualization.

Anti-squat geometry adds rear load, within reason, a common tune in GT-1 and Trans Am.

But wait, there's more! A special bonus! If we reduce wheel spin, either end, our tires last longer, and we will be faster near the end of the race - and exactly when does that checkered flag fall? 🏁

#### ALL WHEEL STICK

Randy Pobst has driven a number of cars in Pirelli World Challenge, including the K-PAX Racing Volvos. But contrary to popular belief, all-wheel drive is not the golden ticket to victory.



Kenneth Hawking





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# WINNING FORMULA

From stock cars to BMW driving instructor to Formula Vee racer, 25-year-old Laura Hayes is not one to shy away from a challenge

WORDS Erin Cechal IMAGES Fred Rollison

There are many peculiarities in the story of Laura Hayes. For the average person on the street, the double-take factor is when a then-19-year-old girl leaves home to drive stock cars. To the average race fan, the story is a racer going from stock cars to BMWs to Formula Vees. But to an SCCA member, the peculiarity is that there's a young woman racing Formula Vee. Did we mention she's winning races and, this year, was crowned the U.S. Majors Tour Southeastern Conference Formula Vee Champion against vets who have decades of experience on her?

In fact, the speed with which Laura acclimated to Formula Vee and the speed she shows on track have made her one to watch at the 2015 SCCA National Championship Runoffs, and we have no doubt she'll be battling at the front of the pack come Sept. 26.







#### HEAD OF THE CLASS

Laura Hayes instructs students at the BMW Performance Center, teaching car control skills that could save lives.

"It's an honor to be listed as someone like that," Hayes says. "We had a really good year this year. I think my worst finish was fourth and I didn't have a DNF. I've been enjoying it a lot.

"In Formula Vee, I've never experienced drafting like that," she continues, admitting, however, that figuring out the draft took work. "At Homestead this year, we were four-wide across the finish line and first through fourth were separated by six hundredths of a second. It's like that every race! There's dicing every lap and that's why I like it so much; it's competitive and close racing."

Laura had been out of racing for a couple of years before co-worker and SCCA racer Donnie Isley suggested she give his Formula Vee car a try. It may have been 600hp less horsepower than her last car, but it was fun and within her budget. It's also a class that embraces newcomers and takes care of its own.

"Especially with Formula Vee, it's one big family," Laura explains. "If somebody's having problems with a car, everybody will jump on that car and get it ready for the next day. When we were at VIR this year, there

"It was a culture shock going from California to Virginia"

**LAURA HAYES**

was a big crash - Donnie ended up wrecking. There was another competitor, Mitchell Ferguson, who came over to our camp and stayed until dark to help get Donnie's car back together. Stevan Davis pitched in and he helped me last year at Mid-Ohio,

and even lent me one of his engines. The camaraderie is really cool. Even though we're all competitors on the track, everyone makes sure that if you are having problems, you're still racing."

It wasn't always that friendly and fun for Laura. Her last race season before Formula Vee was a trying one: the 2009 NASCAR Whelen All American Series. After a decade of climbing up the stock car ladder (yes, a decade, she started quarter midgets when she was 8), she'd earned the backing of the NASCAR Drive for Diversity program. It was a golden opportunity that was supposed to open doors, but it ended up being a forgettable season in a setting that didn't quite fit.

Parents everywhere can relate to that agonizing moment when you drop your child off at college. Now imagine what Laura's parents must have felt

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#### ROAD WARRIOR

The motorsports dream started early for Laura, racing stock cars for a while. When that ended, she stepped into the role of instructor with the BMW Performance Center (ABOVE and BOTTOM RIGHT). There, she met fellow instructor and SCCA racer Donnie Isley, who introduced her to Formula Vee, where she currently races (RIGHT).

when they took their 19-year-old daughter, who was born and raised in California, and dropped her off in South Boston, Va.

"It was culture shock going from California to Virginia," Laura recalls. "I couldn't understand anything anybody was saying with their accents. I didn't have any friends in the area. The tough thing is that South Boston is in the middle of nowhere, and where I was living, the cool thing to do was hang out in your truck in the Hardee's parking lot. It was super different for me."

When the Whelen All American Series ended up being a dead end, Laura moved to Charlotte, N.C., still hoping to make it in the stock car world. She spent some time working at the Richard Petty Driving Experience before deciding to move back home. She was considering going back to school, but made one last trip back east.

"I moved home for a few months and I flew back to the East Coast to visit some friends, and then the BMW thing came up," she says. "I'd heard of the [BMW] Performance Center and I thought, 'I'll go in and see if they need some help.' I brought my resume, walked in and introduced myself and asked if they needed any help instructing. They said they'd take my resume and let me know. The next day, I got an e-mail and they wanted me to come back out and talk with them. I did, and the next thing I knew I had a job and I had to say, 'Sorry mom and dad, you just got me back, but I'm staying out here now.' It was too good an opportunity to pass up, so I've been at BMW for the last three years."

Laura is at the BMW Performance Center four to five days a week and is lead instructor at many programs. At 25, she is not the youngest instructor at the school, nor is she the only female. The corporate clients and BMW enthusiasts might be a bit skeptical

**"I brought my resume, walked in and introduced myself"**  
**LAURA HAYES**

upon introductions, but quickly recognize that Laura is the real deal.

The BMW Performance Center doesn't offer a female-centric class, but according to Laura, the ladies can be some of the best students.

"There was one school we did last year that was with the BMW Car Club of America," she says. "There were a group of girls who are part of the club who wanted to do a two-day M School, just them. To this day, I think all the instructors on the program would agree that that was the most fun school we ever did. The girls listened...and did things just the way you



told them to do it. They weren't out to prove anything; they were just there to have a good time."

Her enthusiasm for her BMW teaching gig doesn't just come from the fun of getting to drive high-performance cars all day and making trips to Germany. After losing her best friend in a car accident six years ago, Laura finds teaching safe driving to be exceptionally rewarding.

The BMW Performance Center also altered the course of Laura's racing career. It was there she met Donnie Isley, a regular on the Formula Vee circuit. He could tell Laura was longing to get back in a racecar and let her test out his Vee. She was hooked.







#### RACE READY

While we were busy assembling this feature, Laura was hurrying to prep her Formula Vee for her first appearance at the National Championship Runoffs.

Laura and Donnie teamed up, bought a bigger trailer, and share expenses. Thanks to the generous support of BMW enthusiast, Ed Van Avery, and his company Digital Intelligence, Laura and Donnie have been regular contenders around the Southeast. Performances like last year's race at Road Atlanta have established Laura as a Runoffs contender.

"I had some laps at Road Atlanta under my belt from the Advanced M School," she tells us. "I went out in the Formula Vee and was able to get comfortable with the track rather quickly and, I think, set the track record during that race, which was really cool. I'd fallen back a little bit in the start of the race and lost the draft. I was driving as hard as I could and ended up picking them off one at a time and made the winning pass coming through Turn 12.

"Another reason that win was special was because my parents were there. They've only seen me race my Vee one time, so it was great to win with my family in the stands."

"I was driving as hard as I could and ended up picking them off"  
**LAURA HAYES**

So whom does Laura think will win Formula Vee at Daytona?

"It'd be mean if I didn't pick my teammate Donnie Isley," she laughs. "He could totally win! He's got a fast car aerodynamically, and aero will be a big thing at Daytona.

I've never raced against Michael Varacins, but I know he's very fast and I'm hoping I can be on his rear bumper at the end. He'll be a really tough one to beat."

Would she like to move up to something quicker, race a BMW or reignite her stock car career? Absolutely, if the right sponsor comes along. For now, Formula Vee is in the budget and satisfies the craving to go wheel to wheel.

"For my mom and my dad, I'd love to make it big, because they're the ones who got me to where I am right now," she says. "Now that I'm paying for my own racing, I appreciate even more what they did for me. For my parents, I'd love to make it somewhere, and if not, Formula Vee is a whole lot of fun." ●





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# WORLD CUP

Mazda's fourth-generation MX-5 racecar is poised to take the globe by storm

**WORDS** Richard S. James

**PHOTOGRAPHY** Peter Harholdt



**TRACK TESTED, RACER APPROVED**

Mazda's fourth-gen Miata racer, in the form of the Global MX-5 Cup car, has some tough acts to follow, but feedback from the development program and testing says it's more than up to it.

**A**lmost from the very beginning 25 years ago, the Mazda MX-5 Miata has been raced. The three generations of MX-5 are now likely the most-raced production cars in the U.S., perhaps the world. And the first two generations, the NA and NB, serve as the basis for the most popular amateur racing class in America, Spec Miata.

With the third-gen, Mazda created a professional spec series, the MX-5 Cup, sanctioned by SCCA Pro Racing. As the fourth-gen arrives on our shores, there was never any doubt that it would do the same with the new car.

But there are two big differences this time around. First, not only will this car be the basis for the Battery Tender Mazda MX-5 Cup Presented by BFGoodrich Tires in the U.S., it will also serve as the racecar for similar series in other parts of the world. Second, instead of supplying a list of parts and specifications for racers to build to, Mazda is building the car itself.

It's a route well traveled by Porsche, Ferrari, Lamborghini, and Maserati, but when the 2016 MX-5 racecar goes on sale, it will be the least expensive race-ready car sold by a manufacturer. Mazda's reasons for



Richard S. James

## RAISING THE BAR

**Drivers who've tested the Global MX-5 Cup car during its development say that it's more nimble, better under braking and acceleration, and quicker, too.**

building it in-house are in large part because it will be a global racecar.

"For the global series, we felt it was important to maintain absolute parity with the build and specs of each of the cars," says John Doonan, Director of Mazda Motorsports. "That was the impetus for bringing it in house. Secondly, and ironically, our customers in the U.S. were asking for it."

While the 2016 MX-5 Cup was the target for the car in America, it's unlikely that the Global MX-5 Cup car will remain confined to that series. Ex-MX-5 Cup cars are already racing in a variety of series, and that is likely to happen again.

"From the very beginning our goal was to build a car that would be to the Global MX-5 Cup specs," Doonan says. "But other than changing a decal package, and potentially tires, customers could easily campaign the car in [other pro and amateur series], and without making a serious modification. Our hope was to build the best value in sports car racing."

That value, he adds, isn't only in the cost of the car, but the possible rewards. The champion of the Battery Tender Mazda MX-5 Cup Presented by BFGoodrich Tires earns a scholarship to move up the sports car racing ladder with Mazda. The champion of the Global Mazda MX-5 Cup shootout, the first of which will be at Mazda Raceway Laguna Seca late in 2016, will earn a test in Mazda's TUDOR Championship-contending Prototype racecar.





## FROM ROAD TO RACE TRACK

Mazda had a strong formula in the NC-based MX-5 Cup car, so it didn't want to stray too far from that, notes John Doonan.

That means a similar level of prep, a similar level of cost to run, and still a racecar that an individual racer could maintain and be competitive. Starting with a clean slate, though, meant the development team could come up with the ideal car from the beginning.

The task of developing the car was largely placed on the shoulders of prep shop and racing services house Long Road Racing, whose principal, Glenn Long, has served as a crew chief for a variety of racing efforts, most recently

for the Freedom Autosport MX-5s in the Continental Tire SportsCar Challenge.

His son, Tom, serves as chief test driver and has raced every generation of MX-5. He's won races as a driver for Freedom Autosport, including Spec Miata, and currently drives a Mazda Prototype in the TUDOR United SportsCar Championship.

"The current MX-5 Cup car was really built and developed over a series of seasons," says Glenn Long. "For this car, on the other hand, Mazda has requested we engineer it from the beginning. Doing the kinematics and compliance testing, seven-post rig testing and chassis analysis has really allowed us to fabricate

the various pieces and parts of the vehicle correctly from the beginning."

It also gave the Longs some pretty good insight into the ND MX-5 and what makes it not only a better road car, but will make it an outstanding racecar as well.

"First and foremost is the chassis itself, which is a much stiffer platform," Glenn explains, while noting that it goes well beyond that. "The SKYACTIV philosophy is one of light weight coupled with efficiency. That's created some opportunities for us. The car is very, very light, so we get to go with a lighter spring rate, and lighter components throughout the car, which are still very strong and durable."





Richard S. James

## RUNNING WITH THE PACK

Testing with the current-spec MX-5 racecars in 2015 highlights the visual differences between the two generations of Mazda's iconic, rear-wheel-drive roadster.

## FUN SIZED

The Global MX-5 Cup racer is lighter, lower, and more compact than its third-gen predecessor. Front overhang is 45mm (1.77in.) shorter, and the wheelbase is reduced by 20mm (0.79in.).

Tom Long sees several improvements over the previous generation that are built into the new car, including a couple that really stand out. He says the ABS calibration makes threshold braking easier to achieve. The other thing he notes is the different rear suspension geometry, where bump steer goes to toe-in as the rear unloads during braking as opposed to toe-out. These two factors combine to make the car much more confidence-inspiring for a driver.

The most important thing, Tom says, is, "We didn't take away any attribute the new MX-5 has in its street car form. We've just enhanced every capability."



Courtesy Mazda

## LIGHTER IS THE KEY

The Global MX-5 Cup car certainly has a great starting platform in the form of the 2016 Mazda MX-5 Miata road car.

Mazda reduced the weight of the latest MX-5 by 148lbs, compared with the previous-gen car. Its 2-liter, inline-4 SKYACTIV engine produces 155hp, which is 12 less than its predecessor. But the all-important power-to-weight ratio is up: 14.9lb/hp, compared to 15.3lb/hp in the old car.

Add in more torque, a lower center of gravity, and the MX-5's traditional, near-perfect 50/50 weight split, and the raw materials are there for an exceptional spec racer.



The road car's 2-liter, inline-4 SKYACTIV engine produces 155hp @ 6,000rpm and 148lb. ft torque @ 4,600rpm.

## KEEPING TRACK

For the latest news from the 2015 MX-5 Cup series, or updates on the upcoming Global MX-5 Cup series, visit [www.mazdamotorsports.com](http://www.mazdamotorsports.com) or check out @MazdaRacing on Twitter.







### FINDING SPEED

Road car exhausts are made to keep things quiet; racecar exhausts are made to remove the spent gases from the combustion chamber as efficiently as possible. Mazda and Long Road Racing developed a header and exhaust system that immediately gave them 2mph on the straight at Mazda Raceway Laguna Seca.

## ENGINE AND TRANSMISSION

# BETTER POWER TO WEIGHT; MORE TORQUE

The 2-liter SKYACTIV-G engine in the ND MX-5 racecar is the same capacity as the MZR in the previous generation. It makes a tad less horsepower in stock trim, which isn't a problem due to the reduced weight of the chassis. However, it makes significantly more torque.

Long Road Racing found that the stock airbox flows really well, so it's not making any changes to the intake side of things; but it is adding a stainless steel, four-into-one, long-tube header and exhaust system that bumps power up a little. More is expected to be found with a new ECU.

The transmission is one area of big changes. The differential is much more compact, with a smaller gear. As a result, since the gear ratio has to be made up somewhere, the diameter of the gears in the transmission are significantly increased.

"That's really good, because we've now gone to a larger,

more durable synchronizer," says Glenn Long. "For racing, [previous generation] transmissions have been a little light on the durability side."

Even with the larger diameter gears, the transmission is still a smaller package, and the new design eliminates any plastic.

Making the car capable of being raced anywhere in the world presented some challenges, partly because series in countries or regions where street cars are right-hand drive will remain right-hand drive. That means the development team had to ensure that the headers and exhaust wouldn't cause interference with the steering shaft. It also required designing a rollcage that not only meets FIA specs, but is compatible with the seat on either side of the car. Only a single cross bar has to be moved for a left-hand-drive cage to become a right-hand-drive cage.

## TECHNICAL MORSELS

### COMPLIANCE

Compliance is a big part of the development program. Every non-factory part that Long Road Racing puts on the racecar will have a serial number for easy recognition. The Global MX-5 Cup car will also have a new ECU that, although tunable by the manufacturer, is designed to be tamper proof.



### COOLING SOLUTION

For differential and transmission cooling, Mazda and Long Road Racing's neat solution was to take two 4in. x 12in. oil coolers and package them with a rheostat-controlled cooling fan. The compact unit sits under the trunk, in the position where the muffler is on the road car.

### ADDED PARTS

Chief among the short list of performance items added to the Global MX-5 Cup car were stiffer springs and corresponding adjustable dampers, a stiffer front swaybar, brake ducts to cool the stock Brembo front brakes (RIGHT) that are an option on the road car, and a freer-flowing exhaust.



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### A VERSATILE CAGE

Because the fourth-gen Mazda MX-5 will race globally, the rollcage was designed to be FIA compliant. However, Long Road Racing also took into account drivers wishing to compete in SCCA Club Racing and other sanctioning bodies. Hence, the cage has eight attachment points and is designed for a 6ft 4in. driver to meet the SCCA's requirement for a 2in. minimum helmet clearance.

One design of cage is suitable for left- and right-hand drive cars, with the single crossbar on top of the cage (LEFT, in left-hand drive spec) the only difference between versions.

### DEVELOPMENT

## TESTING IN PLAIN SIGHT

The process of developing the ND MX-5 into a capable racecar began with complete analysis of the road car. Full math models were developed using kinematics and compliance testing and multi-post rigs. Everything that could be measured, was.

"Virtually anything that rotated, we measured speed, velocity changes and temperatures, trying to identify any potential problem areas for the customers so we could address it before it gets into their hands," Glenn Long says.

Math models acquired, Long says the project team had a good idea in which directions to go with spring rates, dampers, brake compounds, and tires so that they would need to try as few combinations on the track as possible.

Unlike most racecar development, though, not all the testing was done in private. Mazda and Long Road Racing brought the two test mules to several events, including the MX-5 Cup rounds at Mazda Raceway Laguna Seca, running them during testing with other cars on track.

"That gave us some more useful



Richard S. James

data," says Long. "It helps us understand how the car aerodynamically performs with other vehicles. We only have two prototypes for our development program, so there's not a lot of opportunity for drafting. It also gave us some real, live, back-to-back lap time comparisons."

### IN PLAIN SIGHT

Running test cars at a number of MX-5 Cup rounds, including Mazda Raceway Laguna Seca (ABOVE), not only generates data, but provides a useful performance benchmark.



LAT/Richard Bole

#### MULTI-TASKING WITH MAZDA MOTORSPORTS

#### TOM LONG

Long started out in amateur road racing with SCCA's Showroom Stock and Spec Miata.

As well as being lead test driver for the Global MX-5 Cup car, the 33-year-old is a full-season driver for Mazda's SKYACTIV Prototype in the TUDOR United SportsCar Championship.

## THE DRIVER'S VIEW

A car designed for a spec series needs to deliver on a number of fronts. It needs to be consistent, a good training ground for young drivers and, of course, fun to drive. Chief development test driver for the Global MX-5 Cup car Tom Long feels those goals have been achieved - and notes that it's quick, too.

"The car is lighter, and that absolutely comes through in the driving enjoyment," says Long. "It's much more responsive; the braking response and acceleration have both moved on another step compared with the current model."

"The new MX-5 racecar is able to generate more lateral grip and, more than just pure cornering G force, you'll find it's a lot more responsive through quick transition sections because it's more nimble," he adds. "It's able to carry more speed and attack the corner with more momentum."

"Driving is a finesse activity, even at the

limits of grip. But the car is more 'tossable,' and more predictable when you do that."

For those who might be using the car to compete in open classes, Long feels that there is something for them, as well.

"Where the MX-5 already excels is in the turns; the lack of speed you need to lose to get through the corner compared to other cars," he explains. "The new car is going to do that even better. But now that the car is a more capable vehicle under braking and acceleration, I think it's going to be more competitive at tracks beyond the scope of just a 'handling' track."

While Mazda has kept lap times close to its chest, defending MX-5 Cup champion Kenton Koch, who sampled the Global MX-5 Cup car in its early form at Mazda Raceway, says he expects the car he describes as "easier to drive" will be anywhere from a second to two seconds faster than the previous generation. ●

#### TOSS IT

The more nimble fourth-gen MX-5 makes for a very responsive racecar through quick transition sections.



WHO WILL WIN?

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# WHO WILL WIN





*SportsCar* attempts to pick the winners of this year's National Championship Runoffs. If you don't agree with our predictions, don't worry – we're probably wrong

WORDS *SportsCar* staff MAIN IMAGE Dave Green

# THE RUNOFFS?



On Sept. 21-27, 2015, for the first time since 1969, the SCCA National Championship Runoffs – the premier, winner-takes-all Club Racing event of the year – will take place at Daytona International Speedway. Yes, *that* Runoffs, and *that* Daytona. Needless to say, many of SCCA's greatest and fastest have spent the season qualifying, testing, and tuning, preparing for their shot at Runoffs glory. Tears have been shed, sweat has been sweated, and plenty of tires have been flat spotted in order to qualify. And, just weeks from now, on Friday, Sept. 25, all the talk will end, the green flag will fly, and the drivers will sort it out on track.

But right now, *SportsCar* is going to do what it does best and – statistically speaking – incorrectly predict the winners of all 28 races. Yes, even the Spec Miata race that will be held Friday evening, Sept. 25, under the lights – the first Runoffs race ever to be held at night. So, flip the page, peruse our predictions, and feel free to disagree with everything we say. Heck, some of it even we disagree with, and we wrote it!

## MAKING IT HAPPEN, IN MORE WAYS THAN ONE

Assembling *SportsCar*'s Who Will Win the Runoffs? isn't cheap or easy, and thankfully Motovicity Distribution stepped up to make it happen. Motovicity ([www.motovicity.com](http://www.motovicity.com)) is an automotive performance parts distributor, so chances are good that the place you order performance parts from uses Motovicity. It turns out, Motovicity also offers customized race contingency programs to its distributors, paying out more than \$20,000 this year alone. If you're a performance shop that campaigns any SCCA series, contact Motovicity at (888) SPEED-16 to sign up.



## E PRODUCTION | F PRODUCTION | H PRODUCTION

WORDS J. Michael Hemsley



**T**oby Grahovec has been racing BMWs in various classes for a while but wanted “to try a class that had fierce competition,” he tells us, so this year he built a BMW Z4 for E Production. Its slick shape should be an advantage at Daytona, despite the fact that he’s bucking the system running the roadster with a windshield and hardtop. Despite this, he’s our pick to win.

If fierce competition is what he wants, he’s sure to get it in E Prod. “I think the competition is going to be tough at the front of the grid, with defending Champ Matt Reynolds, Joe Moser, Jon Brakke, Chris Dryden, and Eric Powell,” says Grahovec. He might want to add former champion Greg Ira to that list, as we figure he will be Grahovec’s main competition this year, and regular podium finisher Aaron Downey could be a wildcard.

Meanwhile, in F Production, “I want to do Daytona to experience it,” multi-time National Champion Joe Huffaker and our FP pick to win told us. “I remember my dad going to Daytona and Riverside.” Huffaker has never raced at Daytona, but he’s coming this year and will contend in FP and GT-Lite. He recognizes that his FP MG Midget is down on power compared to the Miatas, in particular, and Kent Prather’s MGA, but he hopes his car’s light weight and a good drafting partner will overcome his power disadvantage.

Huffaker has spent this year refining his car and says he has found more power. He’s broken track records in his last four races. “It’s been a rocket ship this season,” he says. Still, he suggested that, “You’ll see my feet working under the car trying to get more speed on the banking.”

With the exception of Prather, Huffaker expects Mazda drivers to be his principle

competition: Eric Prill, Charlie Campbell, and Ken Kannard. Kevin Ruck is fast in his Integra and will also be a challenger. Our money? It’s on Campbell for second and Prather in third.

In H Production, Aj Hulse II holds the Daytona track record - his home track - in a VW Cabriolet. Maybe it’s because his car is somewhat unconventional, but we just couldn’t resist picking him to win this year.

A former ITB racer, Hulse and his father decided to build a cabriolet in 2001 when the car was classified in four classes, and he’s got trophies from all four. According to Hulse, “The Cabriolet seems to have the best of both worlds at a track like Daytona. The 1.8L LP engine makes enough horsepower and torque to pull through the turns and get down the straights. The shape of the car is still a brick, but instead of two bricks stacked, I have one brick to get through the air.”

He’ll change the final drive for Daytona “so the engine doesn’t run out of revs before Turn 1.” As for his primary competition, he’s raced against Jay Griffin and knows he will be fast in his Honda. Then there’s Jason Isley (our pick for second place in an equally unconventional car), Will Perry

**UNCONVENTIONAL**

Our Production class picks are somewhat outside the box. (TOP LEFT) EP’s Toby Grahovec kept the hardtop in place on his BMW, while (CENTER) Alan Hulse II opted for an unusual VW variant in HP. (ABOVE) Joe Huffaker’s FP Midget is fast, but can it match the aerodynamics of the more modern cars?

(who we think will finish third in the more “traditional” H car), and Sam Moore, against whom he’s not raced, but all of whom are likely to be trying to show up that “brick” VW on the banking.

**PODIUM PREDICTIONS**

Driver Region; Vehicle	C’ships
<b>E PRODUCTION</b>	
1. <b>Toby Grahovec</b> Texas; BMW Z4	<b>2</b>
2. <b>Greg Ira</b> Florida; Nissan 260Z	<b>1</b>
3. <b>Joe Moser</b> Detroit; Honda Prelude	
<b>F PRODUCTION</b>	
1. <b>Joe Huffaker</b> San Francisco; MG Midget	<b>9</b>
2. <b>Charlie Campbell</b> Mohawk Hudson;	
3. <b>Kent Prather</b> Kansas Region; MGA	<b>8</b>
<b>H PRODUCTION</b>	
1. <b>Alan Hulse II</b> Central Florida; VW Cabriolet	
2. <b>Jason Isley</b> Cal Club; Toyota Yaris	
3. <b>Will Perry</b> Chattanooga; Honda CRX	

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## GT1 | GT2 | GT3 | GT-LITE

WORDS Sydney Davis



**M**ike Lewis will be returning with his 15-year-old Jaguar to battle for the GT1 title. With seven National Championships under his belt, he's our pick to win at Daytona this year. "If we hit our marks and run clean we should have a good chance," Lewis says. "The key to winning will be to minimize mistakes - and weather will be a big deal too, probably."

Lewis has prior experience at Daytona, but not much. "I ran the Rolex 24 Hours of Daytona in a Porsche Cup Car about 14 years ago," he says. "But with the exception of the Regional weekend back in May, I don't have that much experience [there] in the Jag."

Lewis is looking forward to stepping on the top step again, but be sure to keep an eye on Doug Peterson and Simon Gregg who will be charging for the front as well.

In GT2, we believe John Kachadurian will make it to the checkered flag first. This will be Kachadurian's sixth time attending the Runoffs, but having never been to Daytona, Kachadurian will have to rely on the knowledge and setup up provided by his team at Fall-Line. "Fall-Line always preps a championship-winning car, and I think a podium finish is possible, but a lot of things have to fall in line for that to happen," he tell us.

But don't count out Pete Peterson for the win. Word on the street is that he will be bringing his tube-frame Celica and a GT3 Cup car, running whichever proves faster during testing. And, despite the fact that Andrew Aquilante isn't planning to run in the class, he has already qualified for T1 on points, and as the defending GT2 Champion he has his provisional in his back pocket. If he decides to run, he'll probably win.

Rob Warkocki is continuing his 26-year streak of attending the Runoffs and is this year's pick to win GT3. The two-time champ will be running his Mazda RX-7 in an attempt to redeem himself after a rough time at Mazda Raceway. "I have never raced at Daytona before," Warkocki says, "but this is a great opportunity to race on such an iconic track for the chance at the National Championship."

Warkocki feels that his chances are good depending on who shows up, but don't count out Mike Henderson or Bill McGavic, both of whom will be on his bumper.

Nine time Runoffs Champ Joe Huffaker, our pick to win GT-Lite, will be performing double duty again running both GTL and FP, but both will be in his MG Midget (last year he won GTL in his Mini). "I can plan around the schedule," Huffaker says. "I get plenty of track time, but I may not have it optimized during qualifying. However, there will be plenty of time to get the car ready for each race."

Others that will be looking to capitalize if Huffaker is the least bit distracted by the double include Peter Shadowen and Charles Leonard, but don't count out Michael Kamalian, and Kyle Disque.

**HANG ON**

(FAR LEFT) Michael Lewis will be one of the fastest in GT1. (TOP) GT2's John Kachadurian is poised to collect his first win. (ABOVE) GT3's Rob Warkocki will extend his Runoffs streak. (LEFT) Joe Huffaker will defend his GTL title.

**PODIUM PREDICTIONS**

Driver Region; Vehicle	C'ships
<b>GT1</b>	
1. <b>Michael Lewis</b> San Diego; Jaguar XJR	<b>7</b>
2. <b>Doug Peterson</b> Buccaneer; Chevrolet Corvette	<b>1</b>
3. <b>Simon Gregg</b> Buccaneer; Chevrolet Corvette	
<b>GT2</b>	
1. <b>John Kachadurian</b> Chicago; Porsche GT3 Cup	
2. <b>Mark Boden</b> Chicago; Porsche GT3 Cup	<b>1</b>
3. <b>Pete Peterson</b> Central Carolinas; Toyota Celica	<b>7</b>
<b>GT3</b>	
1. <b>Rob Warkocki</b> Chicago; Mazda RX-7	<b>2</b>
2. <b>Mike Henderson</b> Cal Club; Mazda RX-7	
3. <b>Bill McGavic</b> Central Florida; Mazda RX-7	
<b>GT-LITE</b>	
1. <b>Joe Huffaker</b> San Francisco; MG Midget	<b>9</b>
2. <b>Peter Shadowen</b> Florida; Honda CRX Si	<b>1</b>
3. <b>Charles Leonard</b> Central Florida; Nissan 200SX	

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SPEC MIATA

WORDS Jeff Zurschmeide



**THE BIG ONE**  
The action on track in Spec Miata never disappoints, and the combination of Daytona with a nighttime slot should give us something to talk about for years. (LEFT) Look for Erik Stearns to win on the track in 2015. Danny Steyn (BELOW) and Todd Lamb (ABOVE) should round out the podium.

SCCA history will note that Erik Stearns claimed the Spec Miata championship in 2014, but historians will also remember the protest storm that tarnished the race. This year, we pick Stearns to win again, and this time without drama.

“Honestly, I think this will be the year for the best Spec Miata race ever,” Stearns says. “I wouldn’t be surprised if it’s six cars crossing the finish line side by side and nose to tail.”

Stearns has been preparing for this race all year. “When I saw the three-year schedule, I thought Daytona might be boring, but then I went to do some testing in May and June and got some valuable information,” he says. “I think I have a legitimate chance to win. Our cars are good and I have good teammates.”

So, just what did Stearns learn about Daytona? “I was surprised in May. Two Spec Miatas can get up to 136mph at start/finish in the draft; by yourself, it’s only 122mph. And a three-car team doesn’t work, because the third car gets left behind. So you can’t do much unless you have someone to work with,” Stearns says.

Our pick for second place this year is perennial contender Danny Steyn. He has his own ideas about getting to the front. “For the first time in a long time, the Runoffs-dominant East Street gang will find themselves on the back foot, as their



experience at Daytona is not nearly as deep as the Southern Mafia,” says Steyn. “The Florida gang includes multiple drivers with podium aspirations running under the OPM, BSI, and Autotechnic tents that have shown consistent pace at Daytona.”

The list of Florida-based Spec Miata drivers includes Steyn, Alex Bolanos, and past Champion Andrew Charbonneau. Any of these drivers could make a strong play for the win.

But as the panjandrum of the East Street gang and the only man with multiple Spec Miata championships, Jim Drago has a few thoughts on the matter, too. “Daytona is team racing at its finest,” says Drago. “None have been able to do that as well as Craig Berry and myself. Todd Lamb and Todd Buras will be the next best team, or really equally as good. You need to pick the

best two-car tandem because that is the race, not individuals.”

Throwing an additional twist on the race, the Spec Miatas will compete on Friday night under Daytona’s lights. This is a first in Runoffs history, and this added element is sure to make the most intensely competitive class in SCCA unbelievably exciting.

PODIUM PREDICTIONS

Driver Region	C’ships
SPEC MIATA	
1. Erik Stearns Northwestern Ohio	1
2. Danny Steyn Florida	
3. Todd Lamb Atlanta	

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# AMERICA SEDAN | B-SPEC | SUPER TOURING UNDER | SUPER

WORDS Jeff Zurschmeide



**POWER STRUGGLE**  
(LEFT) Andy McDermid has always had the speed to win, but will his Mustang have the aero? (BELOW) John Heinricy looked to have B-Spec in hand at the 2014 Runoffs until a mechanical issue sidelined him. He'll remedy that in 2015. (RIGHT) John Schmitt will win STU in a Honda, although the rumor is he'll be bringing something other than the Civic he's been campaigning. (BOTTOM RIGHT) Kevin Boehm will try to power his way to the front in STL.

American Sedan veteran and six-time National Champion Andy McDermid is our pick to win – and he's optimistic about his race group. "The American Sedan numbers are increasing, which is good, so I am hoping for a big turnout [at Daytona]," says McDermid. "To me, it looks like Tom Sloe needs to be on the short list [of potential winners], but I would include Tom Ellis, Ed Hosni, Jim Wheeler, and Bill Baten, because they look strong as well."

And, while the field is growing, McDermid is left looking at the other cars and wondering how slippery his Mustang may – or may not – be while cutting through the air at Daytona. "I think the Camaros and Firebirds will have an aero advantage, so Daytona should be a challenge for me."

John Heinricy will be one of those driving a Firebird, and he's our pick for second place, probably followed closely by Tom Sloe. But Heinricy will also be at Daytona driving what is possibly the complete opposite of his Firebird: a Chevrolet Sonic in B-Spec. But while he's our pick to win in the class, he expects some challenges. "I don't [think I'll be dominant] for a couple of reasons," says Heinricy. "My car has been restricted a bit, and the competition is getting better. David [Daughtery] has a Honda now, and he's very competitive. Kyle [Keenan] was competitive



last year, and he has picked up time this year, too. Matt Krentz in the Mini has also improved. I see him running in [Pirelli] World Challenge and doing real well."

Heinricy is known as an analytical driver, so we asked for his thoughts on the new Runoffs track.

"The track has an awful lot to do with who's fast in B-Spec," he explains. "It's a big track, so I don't know what kind of speeds we'll reach there. How competitive the cars will be may be based on whether they get into fifth gear, and what kind of fifth gear they have. For example, at Daytona, I have to

go to fifth gear, and I have a tall fifth. Anyone else will go to fifth gear earlier and have an advantage. But I won't know until I get there, because I'm not doing any testing."

For their parts, 2014 Champion Keenan and runner-up David Daughtery – our picks for second and third – are thinking about how to stay ahead of Heinricy. "I know my Kia's going to be fast," says Keenan, "so I believe the secret will be finding a drafting partner and working together until the last lap."

"We are concentrating on winning this class," Daughtery reveals. "Honda Performance Development gave us the

## TOURING LITE



Jeff Loewe

car and a take-no-prisoners attitude. I'm confident I can outdrive Schmitt, based on our race together in the rain. The winner will be the one who doesn't make mistakes."

In Super Touring Lite, we believe Kevin Boehm has the best shot at the win, and that Cliff Ira and Nick Leverone will join Boehm on the podium. Paul Whiting and Thomas Lepper could also make a play for the winner's circle.

"This year's STL competition is fierce," Boehm says. "For example, I raced against Nick Leverone at Watkins Glen International and he wasn't easy to beat on a track with long straights and where horsepower is king. As for Cliff Ira, I don't know him personally, but as a past champion I have no doubt that he will put on a solid fight for the win as well."

With the depth in the field that Boehm sees, and the long banked run to the finish line, Boehm believes there could be a crowd at the checkered flag. "Daytona is different than most tracks. The straights are very long, so horsepower and the draft play a much larger role on lap time - more than hitting all of your marks. I think this will give some drivers a better chance at winning than they would have at a more technical track. I wouldn't be surprised if there were as many as 10 cars with a chance of winning at the race."



Jeff Loewe

support needed to make the switch. John and Kyle have well-prepared cars, but I believe if we match their prep level we can make it a race."

On the other end of the spectrum from B-Spec is Super Touring Under. Our pick for the win is Honda driver John Schmitt. But as always, the STU field is so varied that it could be anyone's game at Daytona. We've picked "Irish Mike" Flynn and Eric Heinrich to complete the podium, with Carl Young as a wild card.

"I guess I would say I'm cautiously optimistic," Schmitt says. "Michael Flynn

and Eric Heinrich are both very good drivers with well-prepared cars. I have raced at Daytona for a number of years, and the infield is pretty tough for a front-wheel-drive car. I'll definitely have to manage the front tires to make sure I have enough car at the end."

Heinrich returns the respect back to Schmitt, and gives props to Irish Mike as well, but he has a plan to win. "Schmitt has a vast amount of experience," says Heinrich, "and for Irish Mike, that's a home track for him. [But] I really want it this year, and I'm going in with a fast, well-prepared

### PODIUM PREDICTIONS

Driver Region; Vehicle	C'ships
<b>AMERICAN SEDAN</b>	
1. Andy McDermid Milwaukee; Ford Mustang	6
2. John Heinrich Florida; Pontiac Firebird	12
3. Tom Sloe Neohio; Ford Mustang	1
<b>B-SPEC</b>	
1. John Heinrich Florida; Chevrolet Sonic	12
2. Kyle Keenan Oregon; Kia Rio	1
3. David Daughtery Indianapolis; Honda Fit	8
<b>SUPER TOURING UNDER</b>	
1. John Schmitt Ohio Valley; Honda Civic	
2. Mike Flynn Central Florida; BMW	
3. Eric Heinrich New England; BMW M3	
<b>SUPER TOURING LITE</b>	
1. Kevin Boehm Ohio Valley; Honda Civic Si	
2. Cliff Ira Kansas City; Acura Integra GS-R	1
3. Nick Leverone New England; Mazda Miata	



## TOURING 1 | TOURING 2 | TOURING 3 | TOURING 4

WORDS Jason Isley

**T**ouring 1 is an easy pick. Last year, Andrew Aquilante jumped into a backup car, qualified in second place, and then cruised to a half-minute margin of victory. With lots of seat time this year we don't expect Aquilante to be any less dominant. We do expect, however, Mark Boden and John Buttermore to be the closest of the rest on the way to the checker.

In Touring 2, expect some redemption to come Kurt Rezzetano's way after the heartbreak he suffered in 2014. Rezzetano easily cleared the field in qualifying last year, but trouble in the pack came to a head in Turn 2 as Rezzetano's Mustang suffered major damage. Phoenix Performance rebuilt his Mustang, and it should be capable of getting him the gold he deserves.



### CAR OF THE YEAR

Look for Mustang drivers A.J. Aquilante (TOP) and Kurt Rezzetano (LEFT) to be at the front in T1 and T2, respectively. (ABOVE) Bob Schader has opted for the 350Z in T3. (BOTTOM LEFT) T4's Tom Wickersham is stepping from an MX-5 to an RX-8 just for Daytona.

"You wouldn't believe what our body shop went through to fix that car," Rezzetano tells us. "It's more true now than it was before."

Rezzetano has lots of laps under his belt at Daytona competing with IMSA, and has been producing great results in the Pirelli World Challenge GTS class. But that doesn't mean the win will come easy. "Cooper MacNeil is probably going to be one of the fast guys, the BMW is definitely the top T2 car now," says Rezzetano. "The Bimmer has the edge, horsepower and aerodynamic wise. I will be looking for him to tow me around."

It took David Daugherty coming out of retirement in 2013 to show the Touring 3 field what the Nissan Z was capable of. A mechanical issue sidelined his run



that year, but he came back in 2014 and left no doubt about his, and the Z car's, abilities. With no plans to defend, Daytona will see a new winner. A lot of people expect Robert Schader to carry the torch for Nissan and collect the win, and we tend to agree. We also think Jason Ott will keep him honest, and Chad Gilsinger should be near the front as well.

"This is going to be a heck of a horse race," says Schader. "[J. Patrick] Womack, Gilsinger, Ott, [Tom] Wickersham, [Scotty] White, Aquilante, [Kevin] Fandozzi - throw a blanket over us and one of us will emerge the winner."

Of course, if Aquilante, Wickersham, and White get their Mustangs nose to tail, they could bully their way around the imports.

Touring 4 is arguably the most impacted by Daytona's giant roval, as you can have speed, handling, aero, or brakes in your T4 car - just not all of them in any one car. We saw the RX-8 set the pace in 2014, but it did not have the consistency to get it done over the MX-5. Daytona should play to the RX-8's strengths, and since we know Tom Wickersham was blazingly fast in one last year (despite the fact that he opted for the MX-5 at Mazda Raceway) we think he'll get it done with rotary power this year.

## PODIUM PREDICTIONS

Driver Region; Vehicle	C'ships
<b>TOURING 1</b>	
1. <b>A.J. Aquilante</b> Philadelphia; Ford Mustang	5
2. <b>Mark Boden</b> Chicago; Porsche	1
3. <b>John Buttermore</b> Detroit; Chevrolet Corvette	2
<b>TOURING 2</b>	
1. <b>Kurt Rezzetano</b> Philadelphia; Ford Mustang	
2. <b>Cooper MacNeil</b> Colorado; BMW M3	
3. <b>Preston Calvert</b> Washington DC; Ford Mustang	
<b>TOURING 3</b>	
1. <b>Bob Schader</b> Colorado; Nissan 350Z	1
2. <b>Scotty B. White</b> Northwest; Ford Mustang	
3. <b>Tom Wickersham</b> San Francisco; Ford Mustang	1
<b>TOURING 4</b>	
1. <b>Tom Wickersham</b> San Francisco; Mazda RX-8	1
2. <b>M. Scornavacchi</b> Florida; Ford Mustang	2
3. <b>Toby Grahovec</b> Texas; BMW Z4	2

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## FORMULA ATLANTIC | FORMULA 1000 | FORMULA CONTINENTAL

WORDS Tom Schultz



Conner Kearby and Michael Mallinen ran as tight as possible at last year's Runoffs before Kearby was able to seal the deal, and we expect this year's Formula Atlantic race to be a repeat performance. Kearby has concentrated on the East Coast pro Formula Atlantic series but has five Majors wins. Mallinen also is a past champion and can be expected to give Kearby all that he can handle. Knocking on the door, however, will be Tyler Hunter. Hunter leads the SCCA Nationwide Points and also has five wins to his tally. A dark horse will be Keith Grant - he has mostly driven the pro events this season, but past records indicate he is always a threat.

J.R. Osborne debuted a new Firman at last year's Runoffs and took the cake in Formula 1000. He has five wins so far this season, and we expect Daytona to be his sixth (and his fifth National Championship), but Alex Mayer, Gary Hickman, and Jeremy Hill will be knocking on the door. The class sleeper is Tyler Thielmann, who has come on strong in the Northern Conference.

Last year, Rob Allaer gave his full concentration on winning Formula



Continental at Mazda Raceway Laguna Seca. He is as single minded this year, although he has never been to Daytona. This is surprising, since he lives in Florida. Nonetheless, he intends to take FC once again. "I have given my complete focus to preparing my Van Diemen to be fast on the

banking, but to still have maneuverability in the infield," he says. "The infield is simple squirt and turn, but I still have to have a car that will handle the tight corners."

As far as his competition is concerned, Allaer thinks Tim Minor will be his toughest competitor. "Tim has been dominant in pro

# FORMULA MAZDA

## LEARNING TO FLY

We expect FA's Conner Kearby (LEFT) and FB's J.R. Osborne (BOTTOM LEFT) to back up their 2014 wins. (RIGHT) Florida native Rob Allaer is the favorite FC. (BELOW) Australian import Joseph Burton-Harris is looking to take a Runoffs title down under.



F2000 and should be tough at Daytona. Josh Saurino will be fast also."

Indeed, Saurino will be a threat. Meanwhile, Yufeng Luo has been honing his skills in the USF2000 series and Majors racing, making him the sleeper of the race.

The story this season in Formula Mazda has been a young lad who has come all the way from Australia to race in the U.S. Joseph Burton-Harris has made the long-range commitment pay off as he has seven wins this season.

"One can never plan for every eventuality, but I have been working to make sure that I am physically fit and mentally ready," Burton-Harris says of his prep for this year's Runoffs. "The team has been preparing a great car, and since it's a team effort, we will be ready."

Burton-Harris will have strong competition, as Darryl Wills is always a strong threat to win. Wills left the Runoffs last year with a sour taste in his mouth and will want to make up for that, and Michael Ottis has been having a stellar year and has every intention of taking the gold.

## PODIUM PREDICTIONS

Driver Region; Vehicle	C'ships
<b>FORMULA ATLANTIC</b>	
1. Conner Kearby Texas; Swift 016.a	1
2. Michael Mallinen Kansas City; Swift 016.a	1
3. Tyler Hunter Continental Divide; Swift 014.a	
<b>FORMULA 1000</b>	
1. J.R. Osborne Oregon; Firman	4
2. Alex Mayer Philadelphia; JDR	
3. Jeremy Hill Ohio Valley; Photon	
<b>FORMULA CONTINENTAL</b>	
1. Rob Allaer Central Florida; Van Diemen	1
2. Josh Saurino NE Oklahoma; Van Diemen	
3. Brandon Dixon Alabama; Citation	2
<b>FORMULA MAZDA</b>	
1. Joseph Burton-Harris Texas	
2. Darryl Wills Houston	3
3. Michael Ottis San Francisco	



## FORMULA F | FORMULA 500 | FORMULA VEE

WORDS Sydney Davis



**T**im Kautz is ready to take back the National Championship in Formula F, and we think he's going to do it. While Kautz will be coming to Daytona for the first time, this will be his eighth Runoffs appearance in 10 years of racing and, if we're right, he'll be adding a fourth National Championship trophy to his mantel.

"We have a lot to figure out in a short amount of time," Kautz says, "but that's what makes new venues exciting and challenging. This track is significantly different than anything we've run on, but we'll work hard and figure it out."

Kautz believes anyone who is gunning for gold will have to bring their best, including the best compromise in tire compounds and construction, car setup, and gearing, balancing between the infield road course and banked oval. We anticipate those with the best chances of that are Max Mallinen and Jeremy Grenier.

When discussing who will win Formula V, you'd be silly not to predict Michael Varacins for the win. He's been on the podium every year except two since 2006, and after last year's DNF, he's our pick to win this year. "I haven't raced at Daytona," Varacins admits, "but I've been practicing on computer simulators. I did the same last year for Laguna, and I was fastest from the first session, so I'm confident I'll be able to get up to speed quickly."

Varacins feels his chances are as good as anyone, but this race will come down to a lot of luck. The draft will, of course, play a huge role in the outcome, but Varacins believes there will be more at play. "On the last lap or two, who is around you and who decides to work with or against you can determine the

outcome," he says. "It's going to be a lot about placing your car at the right place at the right time."

On the last lap, look for Charles Hearn and Stevan Davis to challenge Varacins for the win, but don't count out Laura Hayes (who also graces this month's cover), Robert Neumeister, and Rick Shields either.

In Formula 500, James Weida will be attempting to back up his 2013 National Championship with a second one. "I do not have any experience at Daytona," he tells us, "so I will be at a slight disadvantage. Hopefully, I will get up to speed quickly." We think he'll find that speed, so he's our pick for this year's F500 win.

The key to winning, Weida believes, is making sure your car is prepared and driving smart. But luck doesn't hurt either. And he'll need luck, as our picks for second and third, Jack Walbran and Clint McMahan, will be close in the draft looking for Weida to wobble.

**TUNNEL VISION**

(ABOVE) James Weida is looking to get back on top in F500. (TOP LEFT) Tim Kautz will make it win number four in FF. (LEFT) Michael Varacins seemed to be able to defy the FV draft at Road America, so why should Daytona be any different?

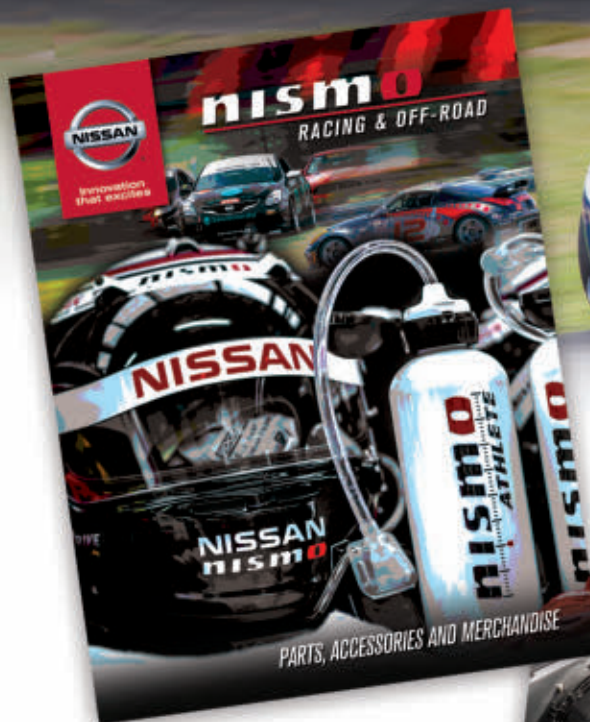
**PODIUM PREDICTIONS**

Driver Region; Vehicle	C'ships
<b>FORMULA F</b>	
1. <b>Tim Kautz</b> Chicago; Piper DF3D Honda	<b>3</b>
2. <b>Max Mallinen</b> Kansas City; Spectrum 014H	
3. <b>Jeremy Grenier</b> Central Florida; Citation	<b>1</b>
<b>FORMULA VEE</b>	
1. <b>Michael Varacins</b> Chicago; Speed Sport AM-5	<b>3</b>
2. <b>Charles Hearn</b> Houston; Vortech	
3. <b>Stevan Davis</b> Atlanta; Racer's Wedge SB-1	<b>2</b>
<b>FORMULA 500</b>	
1. <b>James Weida</b> Indianapolis; Scorpion W1	<b>1</b>
2. <b>Jack Walbran</b> St. Louis; Scorpion	
3. <b>Clint McMahan</b> Middle Georgia; Scorpion	



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## SPEC RACER FORD | SPEC RACER FORD 3 | FORMULA ENTERPRISES

WORDS Jeff Zurschmeide



2015 will mark the first National Championship for the new SRF3 class, and a total of three classes supported by SCCA Enterprises. This also marks the beginning of the end for the older SRF racecars, as the plan is to faze those out in exchange for the faster GEN3 cars over the course of three competition seasons. But that doesn't mean the racing in SRF will be any less exciting this year, where Denny Stripling is our pick to win. "This race promises to be a real barnburner," he tells us. "The combination of numerous strong drivers and the dynamics of racing at Daytona all but ensure a nail biter to the checkered flag, potentially with a seven or eight car photo finish in the offing."

What Stripling is talking about could be the key to many race wins this year. With the long run to the finish line around Daytona's big sweeping super speedway

oval, a big draft is likely to form, with the actual winners decided by inches.

The other wild card factor in SRF is who's not in the race. "The introduction of SRF3 this year has changed the look of the field a bit," says Stripling, "with several perennial top SRF drivers running only in that class - but the SRF field will still be very, very deep on talent. We have super-talented National Champions Scott Rettich and Cliff White running in SRF as well as SRF3, plus a gaggle of local Southeast Division hot shoes at their home track."

Stripling also understands that strategy will be critical. "I think the key in the race will be to stay in the lead pack until the end and then see how it all plays out at the Bus Stop," he says. "The SRF leader out of the Bus Stop on the last lap may well not end up on the podium at the end of the day."

As Stripling mentioned, Scott Rettich, Cliff White, Derek Schofield, or Grayson Strathman could all take the win or make the podium. The only way to know is to be there at the end.

In the new SRF3 class, our pick for the top step is Brian Schofield, who has twice won SRF National Championships in 2010 and 2013. Schofield races out of Lakeland, Fla., so Daytona is a home track for him, and he has an unusually candid take on the race. "I love racing at Daytona because of the strategy it takes to win there," he tells us. "You can totally miss the setup but still be in the hunt for a win with a draft. This year the best car or driver will not win the race - the race will be won by the person who has a drafting partner who is willing to finish second."

Our pick this year for that second-place finish is four-time National Champ



Karl Brown

#### THE NEXT GEN

(ABOVE) We think Brian Schofield will be the first SRF3 Runoffs champ.

(LEFT) The clock is winding down on the last generation SRF, but can Denny Stripling add his name to the prestigious list of winners who have raced it? (RIGHT) Scott Rettich could notch his fifth FE title.



John W. Wilmath

Mike Miserendino, who agrees about the race strategy at Daytona. "There will probably be six to eight guys - or more - in the lead pack who will all have a shot to win coming to the flag," Miserendino explains. "Schofield has proven to be the best drafter probably ever in our class, so that is a strong pick. Tray Ayers seems to be really in the mix. I know Cliff 'Boom Boom' White will be strong, and I would not count out John Black either."

Other drivers who could be there for the last lap madness include Kerry Jacobsen, Todd Harris, T.J. Acker, and Scott Rettich.

Did we mention Scott Rettich? Multi-time National Champ Scott Rettich is our pick to win the hotly contested Formula Enterprises class. "The Formula Enterprises field will be even bigger and stronger at this year's Runoffs," says Rettich. "Ryan

Norman and Reece Everard will be very strong competitors, as will Brandon Kennedy, Brandon Aleckson, and Paul Schneider. Many new drivers have entered Formula Enterprises this year including Hanna Zellers and Ray Mason, who may surprise everyone with their speed."

Like all potential winners, Rettich is thinking ahead about how to win on the new track. "Daytona presents some unique challenges and it requires a very different race strategy than Mazda Raceway Laguna Seca, but the race strategy will be similar to Road America; a track where we have a very strong setup and win record," says Rettich. "We have experience at Daytona from running the Rolex 24 Hour a few times and we plan to run multiple test days to dial in our setup. I am confident we have what it takes to win."

#### PODIUM PREDICTIONS

Driver Region; Vehicle	C'ships
<b>SPEC RACER FORD</b>	
1. Denny Stripling Texas	
2. Scott Rettich Ohio Valley	4
3. Derek Schofield Central Florida	
<b>SPEC RACER FORD 3</b>	
1. Brian Schofield Central Florida	2
2. Mike Miserendino Cal Club	4
3. Kerry Jacobsen Central Florida	
<b>FORMULA ENTERPRISES</b>	
1. Scott Rettich Ohio Valley	4
2. Ryan Norman Neohio	
3. Reece Everard Detroit	



## PROTOTYPE 1 | PROTOTYPE 2

WORDS Tom Schultz

**WARP SPEED**

In recent years, Prototype winners were typically the person who had the latest and greatest chassis, but this is the year of the powerplant. (LEFT) Jacek Mucha will use Mazda power to get to the front in P1. (BELOW) Chris Farrell, who took the P1 win in 2014, is now campaigning P2, and we think he's the one to beat.



The closed wheel sports racers likely will be the fastest cars on the Daytona high banks, with their slippery bodies cleaving the air better than the open-wheel machines. In Prototype 1, the faster of the Prototype classes, the win may well come down to whom has the strongest engine with the lowest drag.

Jacek Mucha has been a Runoffs bridesmaid six times, but we think this is his year. Mucha has a very strong car, a Swift 016.a Atlantic with a slick shell. The Mazda four puts out gobs of power. Chris Farrell, last year's P1 champ (who's running P2 this year), flatly states that this year belongs to Mucha. "Jacek has the car," says Farrell. "Daytona suits both his car and his driving style. He should be able to pull away once he gets into the lead."

Kirk Kindsfater in a Speads RS11 has been fast, too. At the time of this writing, he is undefeated this season, but the question is whether he has the engine to stay up front. Timothy Day has the fastest Stohr and has had a good season himself; and there are others who we think will figure into the race. Jim Downing has age and experience on his side, and he's driving his own car, a Ralt-based Peach Day 02, and then there's Jim Devenport in his Norma M20FC. Jason Miller

hasn't had a spectacular year, but has what is arguably the fastest car; he drives a West powered by a flat six cylinder Kohler engine. The car is a rocket, but also fragile.

In Prototype 2, Chris Farrell has stepped over from P1, where he claimed the win in 2014. We expect him to win in P2 at Daytona. "My motor for P1 was not up to my satisfaction," he says. "It didn't have enough horsepower for Daytona, so I put my efforts into P2. I changed the Stohr body and floor and have concentrated on making this car as good and as advanced as the P1 car was."

Farrell does expect stiff competition. "Jeff Shafer, in his Radical, is very fast," Farrell tells us. "I think he will give me a run for it." Greg Gyann has been winning in the Northern Conference in his Stohr while Michael Reupert has been struggling. Reupert, in a Nostendo powered by his own homebuilt flat four engine, has shown speed, but reliability has not been there. The same is true of his stable mate, Richard Colburn, also in a Nostendo

but powered by a motorcycle engine. Last year's runner-up, David Ferguson, is not making the long tow from California, but he does have an opinion about the outcome: "Farrell will win. He will crush them."

**PODIUM PREDICTIONS**

Driver Region; Vehicle	C'ships
<b>PROTOTYPE 1</b>	
1. Jacek Mucha Florida; Swift 016.a	
2. Kirk Kindsfater Colorado; Speads RS11	
3. Timothy Day Cal Club; Stohr	
<b>PROTOTYPE 2</b>	
1. Chris Farrell Utah; Stohr	1
2. Jeff Shafer Cal Club; Radical	
3. Mike Reupert Milwaukee; Nostendo	1





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# MOTUL



# IN IT TO WIN IT

As the Runoffs hits Daytona International Speedway in September, drivers are set to face a series of unique car setup challenges | WORDS Jason Isley



If you've raced on a roval before, you likely made several small adjustments to your racecar in search of those last few tenths of a second - but this year's National Championship Runoffs at Daytona International Speedway (held Sept. 21-27, 2015) is like no roval you've ever run. Consequently, there are a number of tips you'll need (possibly *right now*) if you want to beat those we listed in this month's *Who Will Win the Runoffs* feature that starts on pg. 38.

Daytona is different. As a point of reference, Auto Club Speedway in California has a modest banking of 14 degrees in the oval, while Michigan International Speedway sees 18 degrees. Daytona, on the other hand, has a neck-straining 31-degrees of banking. And, even as you cross the start/finish line after one of the two longest straightaways you've ever raced down, you'll be sitting on 18-degrees of banking. What does this mean for your car's setup? Flip the page and we'll tell you...



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**DRAFT-A-THON**

Daytona is all about going fast, and when it comes to optimizing top speed, learning to draft is essential.



Mark Weber

Those long straightaways make horsepower and aerodynamics king at Daytona. Chances are, if you've been to the Runoffs before you are already packing as much power as you can produce given your class specifications, but there are tricks to cleaning up your aero in many classes.

"As a rule, you want the body to fit good, and you want to hide all the sharp edges that are facing forward," says Trans Am racer and team owner Tony Ave, who is also hoping to contend for the GT2 title at this year's Runoffs. "If I were racing an Atlantic car for example - one that was not subject to any type of spec rules - I would want to trick the ride height and the angle of attack to get rid of some of the drag that the tunnels make, or raise the skirt height. In a spec car, where you are not allowed to alter the body, then you try to run the back of the car as low as you can to get the wing out of the air. There are advantages to bodies that fit really good in places, and there are advantages to bodies that don't fit very good in other places."

The question becomes, how much down

**"You want the body to fit good, and you want to hide all the sharp edges"**

**TONY AVE**

force should you sacrifice to gain straight-line speed? "The car that can achieve the drag target, yet achieve the highest downforce among its competitors for that drag

level, should win," says Peter Weston, Technical Director for Pirelli World Challenge GT and past Rolex team Dyson Racing. "In general terms, you may reduce the drag by 30 percent from what you may run at a high downforce track like a street track, say Lime Rock, for example. The game is to lose the least amount of downforce for that 30-percent loss in drag."

We have seen in recent years at Road America how important the draft is, and that is amplified as we head to Daytona. "The big drama tends to be in a Formula Vee or Formula F race - those guys are going to be able to stay in touch because of the draft," says Ave.

But Ave's final piece of aero advice might be the only thing you really need to know: "What it really comes down to is how good is your car from Bus Stop chicane to the finish line." Figuring out that segment of the track might just put you on the podium.

**STOP IT**

Braking plays a big role at Daytona, but don't over think it. "We've done a lot of testing between lighter, smaller brake packages and bigger ones [at Daytona]," says Trans Am racer and team owner Tony Ave. "We are always faster with the car that stops better than one with less rotating weight." But because of the hard-braking zones at the end of the long straights, Ave's team utilizes a different brake duct and pad setup at Daytona, otherwise "the brakes get thermal shock," he explains.

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Chris Clark

**DIFFERENT ANIMAL**  
Daytona International Speedway is like no track you've ever run, so you may find optimal camber (ABOVE) and tire pressures (LEFT) at this track are just as unique.

With your car's aero taken care of, let's look at the chassis - which, for Daytona, really comes down to keeping your tires happy. "Don't worry about the setup as far as the bumps are concerned," says Ave, "That doesn't mean the track's smooth, you just don't gain much setting up for the bumps. You can make anything work. You can run higher ride height with softer springs and let the car set down; you can run really stiff springs and have it statically low. We won Trans Am races there with both setups, and both ran about the same lap times."

But the aggressive nature of the track puts significant load into your tires, and chassis adjustments should be made to compensate. "It's the dynamic loading, it's what that track does to cars," says Tim Gilvin of Hoosier Racing Tire. "Even at 1 degree of camber, coming around the banking will push your car down, so you will be at 3 or 3.5 degrees automatically. If you go out there with your normal road course setup of say 3 degrees, you are coming around that banking at 6 degrees."

**"Raising tire pressures is beneficial to the tire carcass"**  
**PETER WESTON**

Where Hoosier typically recommends settings around 3 degrees of negative camber for radial tires on the racetrack, for Daytona that changes to a much more conservative setting of 2 degrees or less. Additionally, Hoosier also suggests increasing hot tire pressures by 4psi to accommodate the excessive chassis loading.

"Camber and tire pressure on the outside tires need to be optimized so as not to cause a concentrated load in a small area of the tire carcass that can lead to failure," says Weston. "Raising tire pressures is beneficial to the tire carcass, as this increases the tire spring rate, making it more able to accommodate the load within an acceptable amount of deflection." Another tip for eking out that last bit of top speed is toe settings,

which should be kept to a minimum to reduce drag. "The easier you can make the car roll around the track, the better," says Gilvin. "If you set up for the infield, if you set up for grip, you might pass two or three cars in the infield but you are going to get passed by 10 in the banking." 🚦

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# REPUTATION BUILDER

Kia's move into motorsport has been key in turning around outdated perceptions about its road cars.

WORDS George Tamayo | ILLUSTRATIONS Paul Laguette

There are a number of automotive brands synonymous with motorsport. BMW, Ferrari, Ford, and Porsche are prime examples - but they weren't born that way; they were forged over decades with uncountable ups and downs. But recently another brand has joined fray, using motorsport to burnish its reputation in a world that's more sophisticated and cynical than the one in which those marques established themselves: Kia.

Founded in South Korea in 1944, Kia Motors arrived on American shores in 1994. The first wave of cars were inexpensive, low-frills, utilitarian vehicles that didn't quite appeal to car buyers. Within 10 years, however, Kia began taking steps to turn around an image that was not entirely warranted. Their strategy was to win over the market with design and quality, the two things they were least known for. A key was hiring Peter Schreyer from Audi to be their Chief Design Officer.

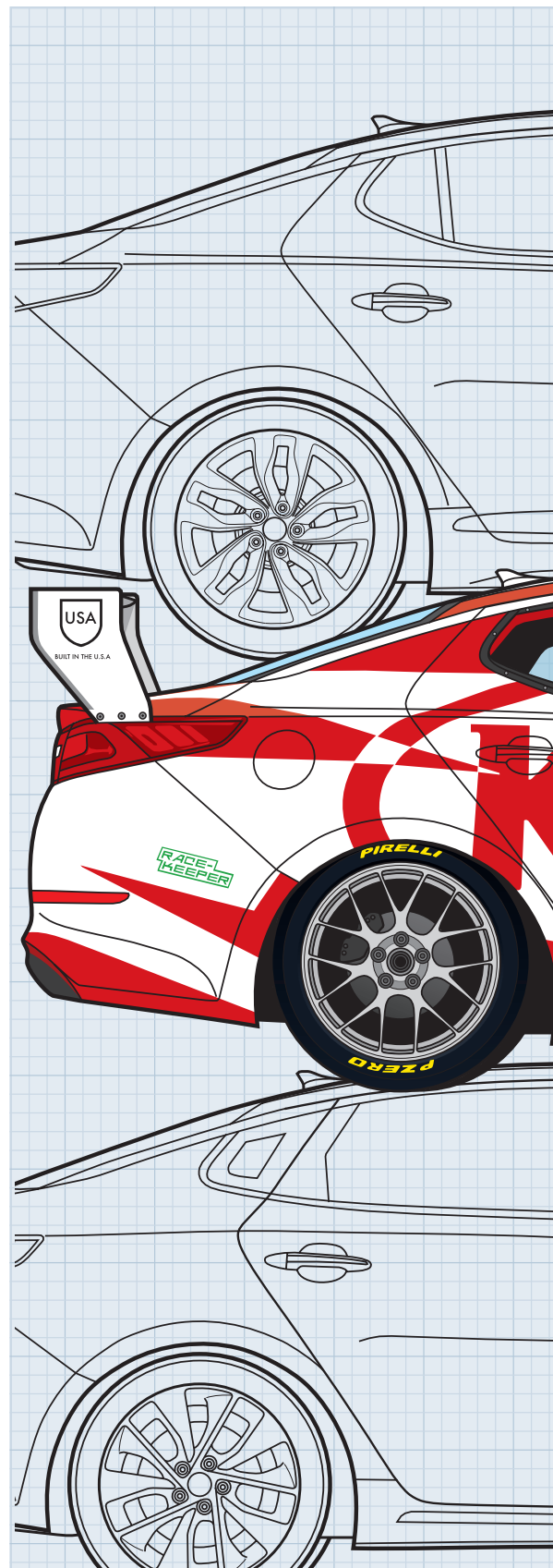
Soon after, Kia rolled out fun and interesting models like the Soul and Forte. With the introduction of the Optima sedan, the design voice took on

a decidedly elegant and sophisticated tone. Kia didn't stop at design. If the cars were meant to look good, they also had to feel good, and to that end, build quality became a top priority. Their efforts were recently rewarded. Kia earned second place overall out of 33 in the most recent J.D. Power Initial Quality Survey, behind Porsche.

Kia first went professional racing in 2010, using the Forte Koup to forge the waters. The program was run by Kinetic Motorsport, and the partnership continues to this day with the Kia and Kinetic competing in Pirelli World Challenge's GTS class as a manufacturer effort. In World Challenge TCA, three privateers campaign the Forte Koup.

The usual line from a car company when it goes racing follows the old "improves the breed" trope. Not so with Kia, at least not yet.

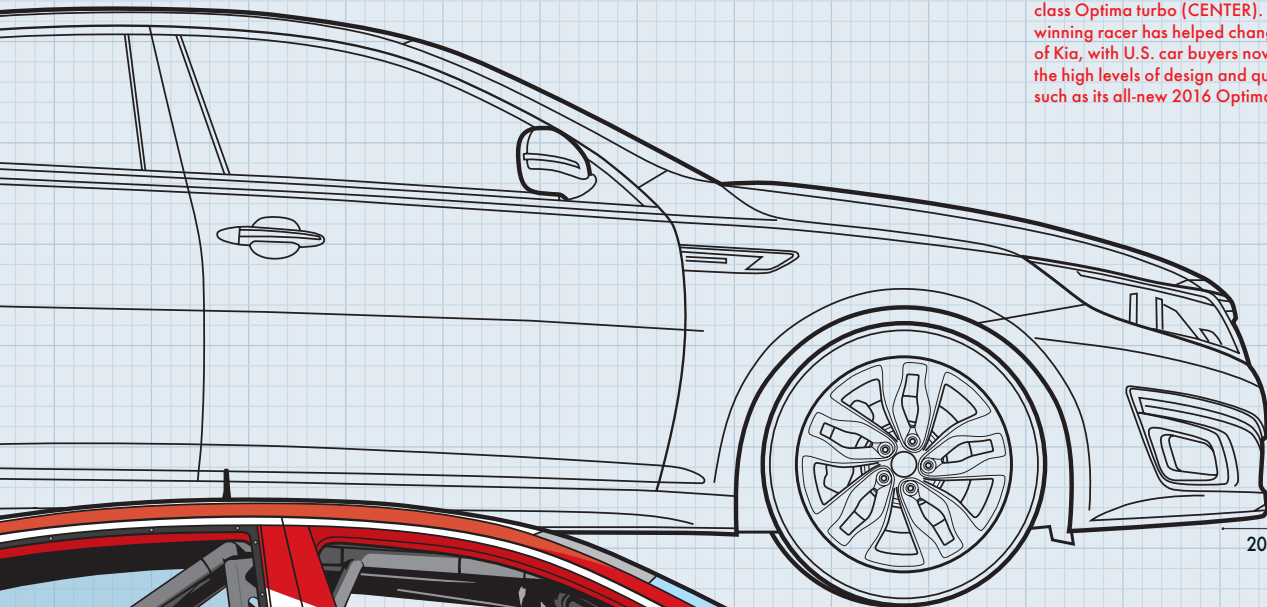
"From a brand communications perspective, our mission over the last few years has been to change the perception of Kia in the U.S.," says Scott McKee, director of public relations for Kia Motors America. "The truth is we



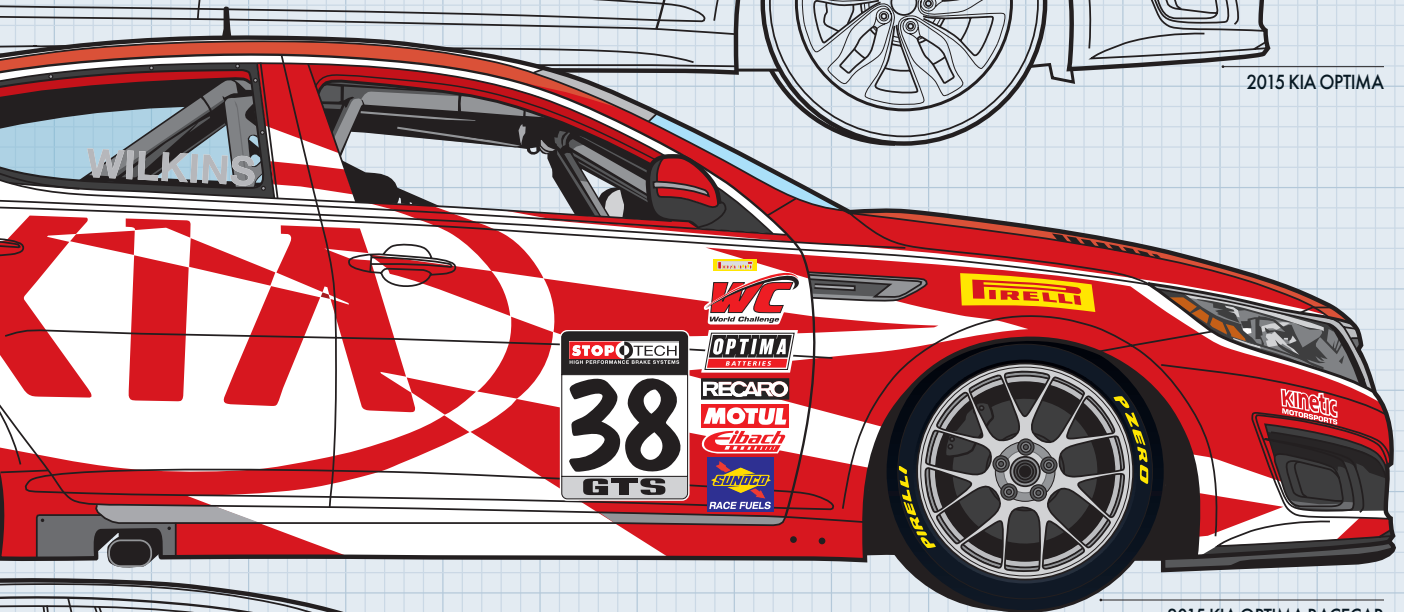
Courtesy Kia

#### RACING POWERS PERCEPTION

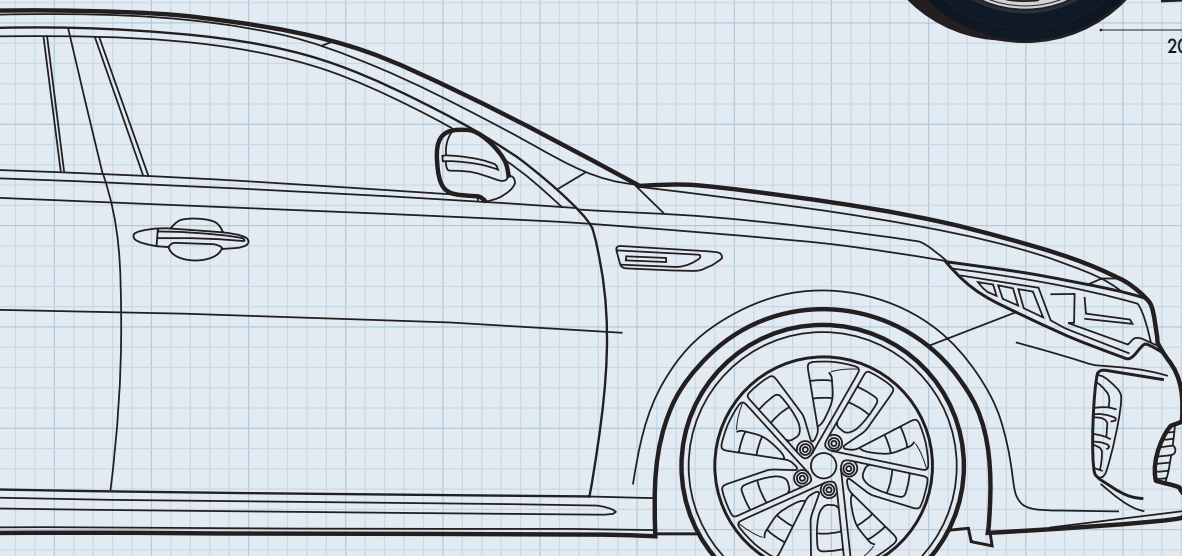
Kia's Optima midsize sedan (TOP) is the platform for its Pirelli World Challenge GTS class Optima turbo (CENTER). The title-winning racer has helped change perception of Kia, with U.S. car buyers now recognizing the high levels of design and quality in models such as its all-new 2016 Optima (BOTTOM).



2015 KIA OPTIMA



2015 KIA OPTIMA RACECAR



2016 KIA OPTIMA



# STOCK CAR RACING

OK, that rear wing isn't standard on the Kia Optima road car, but a significant proportion of the Pirelli World Challenge GTS-contending racecar is straight off the production line.



have world-class quality, but there's a gap between an outdated public perception and the current reality of our products. Motorsport is one of the ways we're bridging that gap."

The theory goes that if the cars are not just good enough to race, but are actually winning titles, as they did in 2014 across three classes with three different models (the Optima in World Challenge GTS claiming the Manufacturer's Title, the Forte Koup in TCA with the overall and Manufacturer's Titles, and the Rio in B-Spec with a National Championship at the Runoffs), that kind of credibility helps overcome any final reservations a potential buyer may have.

"The success and the history of the Kia Racing program is a significant feather in our cap that accentuates the quality of our brand and sends the message we put our money where our mouth is," says Joe Johnson, GM of Patterson Kia in Arlington, Texas. "The more we can incorporate our racing presence into our success story, I think we hit home with American car enthusiasts who will be obligated to take notice of Kia."



Courtesy Kia

## OPTIMA ENHANCED

The all-new 2016 Optima's lighter, stiffer chassis improves steering response, high-speed handling and stability. Find out more at [kia.com/us](http://kia.com/us)

Go into most any Kia dealership and there will be a display listing all of the parts that are common to both the Optima racecar and street car. It includes the 2-liter, four-cylinder turbo engine block, crank, and high-pressure direct-injection fuel system, among others. There's no funny business here of turning a front driver into a rear-wheel-drive machine, or taking the bigger more powerful engine from another model.

Further proving the point, the actual racecars were taken by Kinetic Motorsport right off of the line at the Kia assembly plant in West Point, Ga., as a standard street model. The workers from West Point are particularly proud that

their original work created the foundation for the championship-winning program.

As mentioned, the Kia Motorsport program has, until now, been an exercise in brand perception improvement. As an engineering exercise, not as much – but the seeds of change are being sown.

"The Optima proved to be a good foundation for a racecar straight out of the box," says former driver and Kinetic co-owner Nic Jonsson. "When we first went up against a field of the more usual GTS class production racecars, with big engines, rear-wheel drive and stiffer, lighter coupe underpinnings, the Optima wasn't given much of a chance. But a couple of things helped us, particularly on tracks with long straights and long, fast turns: Having a longer wheelbase means more stability under extended duration corner loads, plus the car has an inherently good aero shape. We suffered a bit on the twisty, technical tracks for sure, but the basic package was fast and reliable.

"From there, we found a number of ways to draw more speed from a car that's had absolutely no development



## COMMON GROUND

The Kia Optima turbo that competes in the Pirelli World Challenge GTS class (LEFT) shares many key components with the baseline road car (BELOW). The lengthy list includes...

- Chassis (body shell including front and rear sub frame)
  - Roof
  - Doors
  - Front and rear quarter panels
  - Engine block
  - High-pressure direct-injection
  - Crank
- Head (with race-spec cams, valves, springs, etc.)
- Retains the OEM driveline configuration



from R&D in terms of high performance. We're truly taking the car you can buy today and honing it to win at a tremendously competitive level, against cars that have much more performance integration from engineering teams within the manufacturer."

The success has clearly caught the attention of the movers and shakers at Kia Motors, as well as its parent company Hyundai Motor Group (Hyundai owns a 33 percent stake in Kia). According to McKee, the process of getting R&D more involved is beginning. Recently, Albert Biermann made the stunning move from BMW's M Performance Division as VP of Engineering to take up a similar role for

HMG - a clear signal that both brands are focusing on performance and dynamics. While no plans are confirmed, using motorsport as a component of R&D would be the next logical ramp-up for the program. To that end, small steps are already taking place.

"We've begun a program that brings Kia-certified master technicians to the race track," says McKee. "The idea is to expose the people who service our customers' cars to the engineering and efficiency-intensive world of motorsports, where results are measured in real time. At the recent [World Challenge] round in Road America, one of those technicians jumped right in to help the crew from Kinetic resolve an issue that used his experience with the car to solve the problem."

A decade ago, who would have thought Kia would be competing with, and beating, cars with a much richer racing pedigree? With a greater focus from the engineering teams on performance, what might be an anomaly today could become the new normal tomorrow. ☉

## ALL BUSINESS

(LEFT) Perhaps the biggest visual difference between the street and race Kia Optimas is inside the passenger compartment. Seats and trim are stripped out, and a roll cage and race seat added.



## MARQUE OF CHOICE

A sure sign of confidence in a marque's competitiveness is when someone is willing to reach into their own pocket to go race it.

Kia Motorsports began as an exclusively manufacturer-supported program run by Kinetic Motorsports. But just five years later, Kinetic is now fielding Kia Fortes (ABOVE) for three privateer racers in Pirelli World Challenge TCA. These drivers could race any brand, and the fact they're choosing Kia adds to its increasing motorsport legitimacy. Bear in mind that the base package in TCA is critical, since the class rules severely restrict changes beyond the OEM spec.

"Rental drivers have seen the introduction of Kia into the racing stable and were skeptical of performance at first," says Kinetic Motorsport co-owner Russell Smith. "But that's exactly why Kia got into racing as a brand - to change people's perceptions of it - and we see that happening with each race."

"With seven championship titles in five years across four different classes and with three different cars, Kia's quickly secured rental drivers' trust and admiration. That's why Kia isn't just an option, but has become a very competitive and sought after choice."

Mazda and Porsche have established their very successful customer racing programs over time. Whether Kia aspires to a similar level is not yet even a serious discussion, but surely its success in such a short period of time certainly points it in the right direction.



Kyle Keenan leads the way for Kia in amateur racing. His Rio (ABOVE) won B-Spec at the 2014 Runoffs.





# AT WAR

With constantly changing track conditions, Round 6 of the Trans Am Championship turned into a battle of determination

WORDS Clark Trexler, edited by Philip Royle | IMAGES Chris Clark

It wasn't just racer vs. racer at the June 5 round of the Trans Am Championship during the Ryan Companies Independence Day Classic at Brainerd International Raceway. Rather, it was racer vs. track conditions as the slick surface kept challenging drivers and crew to find the ideal setup to reach Victory Circle.

In the Trans Am 2 class, Dillon Machavern emerged victorious after a vigorous last-half battle with drivers Gar Robinson and Tommy Archer, surging from third to first with three laps remaining. Machavern managed to fend off the charges of Robinson and Archer for the final laps of the race and came home with his first TA2 victory.

"We've worked really hard to get here," said Machavern. "Finally we get the win! We've been working all season - every race we're getting better. We're improving, and we're learning more about the car and this platform."

Machavern has been competitive all season as he continues his rookie year in Trans Am; and while the victory marks his fourth podium appearance during the year,

the competition certainly has not made it easy on him.

"I think the competition in TA2 is some of the best out there," said Machavern. "I raced in the Continental Tire Series last year, and the competition has nothing on this; it's been incredibly challenging getting to this top step. These cars are a blast to drive, and I wouldn't want to be anywhere other than TA2 right now."

Machavern also reaped the points benefits of his win, propelling him to second in the TA2 Championship race with a total of 139, moving him within 20 points of current Championship points leader Cameron Lawrence and into the lead of the Rookie of the Year standings.

Amy Ruman, meanwhile, captured her fifth TA class victory of the year, overcoming class traffic, less than ideal track conditions, and a strong challenge from Cliff Ebben during the final length of the race. Ruman, who started in the second position behind polesitter Doug Peterson, took the lead on only the fifth lap and never looked back.

"This McNichols No. 23 car has just been

## FIGHT TO THE END

Brainerd featured challenging track conditions, but that didn't stop TA's Amy Ruman (ABOVE) and TA2's Dillon Machavern (TOP) from taking class wins.

awesome all year long," said Ruman. "I waited patiently and set Doug [Peterson] up for the pass, and we made it stick."

Race conditions, according to Ruman, were far from ideal. "It was hot, it was dirty, it was grimy, it was slick, and it was just a long race, but luckily we prevailed."

In TA3, Cindi Lux and Jason Fichter both captured their first Trans Am victories in the International Group and American Muscle Group, respectively.

For Lux, the race marked a flag-to-flag victory as she battled both teammate Steve Stremier and the slippery Brainerd surface in pursuit of her first Trans Am finish and victory.

"BIR absolutely lived up to its reputation as a survivor's course," said Lux. "It's a race, but it's also a war. It's not about the war between us; it's the war with the course and the clock." 🕒

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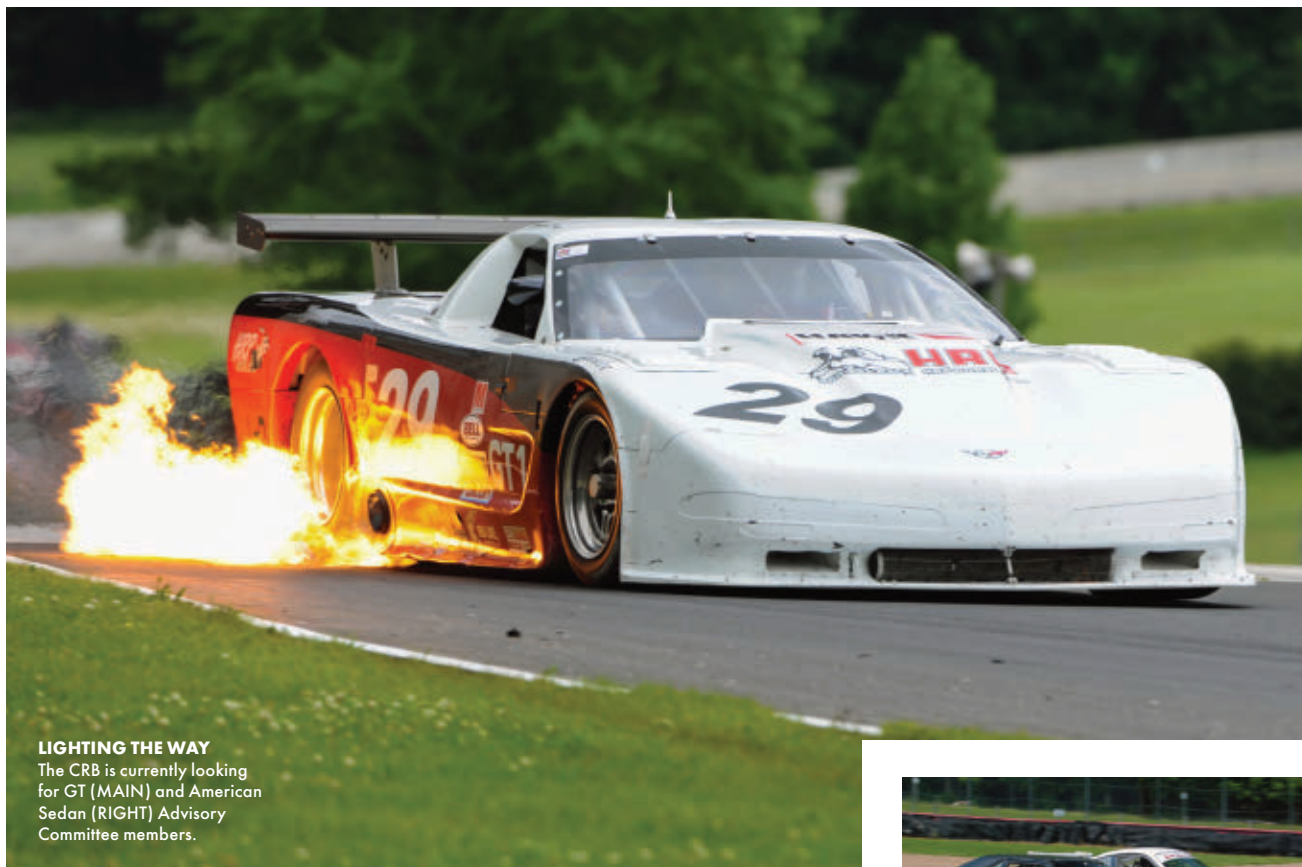
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#### LIGHTING THE WAY

The CRB is currently looking for GT (MAIN) and American Sedan (RIGHT) Advisory Committee members.

# FIRED UP

The 2015 Club Racing season was one of change and debate as Advisory Committees welcome new members to the fray

**WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** John W. Wilmoth

After the 2014 Runoffs, there were discussions between the Club Racing Board and the Board of Directors about the makeup of the CRB's Advisory Committees. Some felt that the members of the various committees should not be people who made their living from businesses that relied on the class for which their committee had responsibility. In other words, don't include people on the Spec Miata Advisory Committee (SMAC) whose business was building or prepping Spec Miatas. Through the various forums, parts of this discussion became public and were reported as a new mandate.

As the 2015 season progressed, the CRB decided that this was not the right way to


look at the Advisory Committees. We feel that the people who run the prep shops, engine, and chassis shops are the very people with the most knowledge about their classes. On the other hand, we feel that the committees must also have a balance of drivers and crew people whose profession has nothing to do with the class.

In addition to the new SMAC members who joined earlier in the year, we have added a couple of new members. Driver, coach, and racer Todd Lamb, of ToddSpeed, has joined and is the new chairman. David McAnaney, the former

*"Through the various forums, parts of this discussion became public"*

chairman, has retired after serving for nine years. Sean Hedrick, president of MiataCage, is also a new member.

The Touring Advisory Committee has added Scotty B. White and Tim Wise. Scott Sanda, a Cadillac driver, has joined the American Sedan Advisory Committee. David Locke is on his first year with the Formula and Sports Racer committee, and the Super Touring committee has new members Adam Jabaay and Christopher Jurkiewicz.

The CRB thanks them all for stepping up to serve their classes. We are still looking for applicants interested in joining the GT Advisory Committee and will need new American Sedan committee members in 2016. If you're interested in offering your expertise, send an inquiry through [www.crbacca.com](http://www.crbacca.com). 



Jeff Loewie

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**BOXED**

The University of Hawaii's setup arrived in Lincoln, Neb., for the 2015 FSAE competition donned in creative garb.

# GETTING CREATIVE

The SCCA Foundation has a lot to do, and is looking at alternative funding to make it happen

**WORDS** Raleigh Boreen, SCCA Foundation Board

They say that time flies when you're having fun. Well, the past six months have flown by, so I guess your SCCA Foundation and its Board are having fun! In reality, the last half year has been a lot of fun - as well as hectic - and rewarding, as all of us on the Foundation Board have been involved with our various National Championship events over the last few of months in between our Foundation activities.

What is the Foundation involved with? The SCCA Archives moved from Indianapolis to Watkins Glen; Formula SAE held its two largest events in the world (one in Michigan in May and the other in Nebraska in June); we completed our third annual raffle at the end of June; and we also help out at Tire Rack Street Survival schools almost every weekend. And, somewhere in there, we all find time to go to SCCA events, participate in Club races, Solos, rallies, and RallyCrosses.

In the recent past, the SCCA Foundation has been very focused on supporting SCCA's historic preservation, Formula SAE, and the Tire Rack Street Survival program, but in the future we want to expand our base to cover other items or causes that affect our Club and its

members. Our hope is to be able to be a leader in causes that affect our members and the activities we do, and as you would imagine, fundraising is a critical exercise to keep all of this in motion.

Most of the money that the SCCA Foundation receives today comes from member's donations and the yearly raffles. Most SCCA members are using discretionary dollars to participate in all SCCA activities. The Foundation is aware of this and wants to find alternative revenue sources to support all our causes. Over the coming months you will see some new creative ideas on how your SCCA Foundation is able to support our main programs and new ones.

We also have some changes going on with the Board members of the SCCA Foundation. We have four new members who will be joining the Foundation Board on Nov. 1. The new members are in the final approval process by SCCA's Board of Directors, and their names will be announced shortly.

Thank you for all of your support this year and, if you have any questions regarding the SCCA Foundation or how you can get involved, please contact us by clicking the "contact" link on [www.sccafoundation.org](http://www.sccafoundation.org). 🍷

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# ENGINEERING SPEED

George Hamilton might be only 18 years old, but he's kept busy the entire time | **WORDS** R.A. McCormack

It's too early to tell whether young St. Louis Region's George Hamilton, who turned 18 in August, is the second coming of the legendary engineer turned race driver Mark Donohue, but he's off to a good start in combining the two careers, especially on the engineering side.

"As soon as I understood how to use the Internet I began looking up videos of CAD models," says George, "to watch videos of the inner working of engines of any kind, especially vintage Formula 1 engines. When I was 13 I was frustrated by the fact our power washer required a lot of work 'pulling the rip cord' to get started. So I researched the 110cc Kohler engine, removed the valve cover, and began tinkering. Whether it was adjusting the valve lash to proper specs or using a Dremel to port and polish the intake and exhaust side of the headers, you name it, I loved doing it. Sure enough, it starts up first pull to this day. This is a rather silly engine to work on, but it's what taught me everything I know today."

Fast forward to today and you'll find George is essentially acting as his own crew chief, doing all the maintenance, tuning, and race prep on his 2009 Piper Formula F, which he began racing this year with promising early results (notably, firsts at three Double Regional events at Gateway). His only previous racing experience was a Skip Barber school, so he knows he has a lot to learn and has not been shy about seeking knowledge from veteran Formula F drivers.

His interest in motorsports was sealed in the fourth grade. "My father drove Formula Mazda in the '90s," says George, "and, as a fourth grader, my dad came in to our class and showed everyone his suit, helmet, and pictures of his car. It was at that point I knew I wanted to be 'the guy in the helmet.'"

Steve Hamilton sold the Mazda in 1998 when his work in computer sales moved the family to England. "I fully

intended to get another racecar when we returned from England in 2000," Steve says, "but with a young son and other demands on my time, that didn't happen. George and I did some autocrossing in 2013 after he got his driver's license, and I think that was good driver education for him. But after seeing a JDR F1000 racecar displayed at the St. Louis Region annual banquet - the JDR was designed by St. Louis' Jerry Hodges and Don Conner, and won the 2013 National Championship Runoffs with Lawrence Loshak at the wheel - I decided to order a car and get back into Club Racing. George helped with final assembly of the car and then worked for me as crew for the first few races before getting his own racecar."

Working with Jerry Hodges suited George perfectly, allowing him to come to Jerry's house and assist hands-on with all phases of production. "I learned the car inside and out," says George, "and watching my dad and helping with virtually anything on the car at the races was a great experience. Fixing things, replacing engines; it all taught me how to effectively work under stress."

While he was not busy learning the tricks of the racing trade building the JDR F1000, George assembled a computer that was powerful enough to enable Hodges to perform computational fluid dynamics, saving him thousands of dollars over the cost of a commercial unit. When Steve Hamilton bought an aluminum welder for his home shop, "George taught himself how to weld," says Steve,



Courtesy George Hamilton



Bill Coby

## ON THE JOB TRAINING

George Hamilton has gained a lot of his skills by doing, including handling much of the heavy lifting on his Formula F racecar (ABOVE). At the track, George often gets to race alongside his father (BELOW, left), who now races in Formula 1000.

"and used that skill to help build a robot for his school robotics team."

That high school happens to be the renowned St. Louis Priory High School, the small (437 students) all-boy private Roman Catholic school run by Benedictine monks. While the school may teach classical Greek and Latin, along with the Zen of calligraphy, the monks also make it a point to emphasize the learning of modern tools. Their FIRST Robotics Team (FRT) is 70 boys strong; with George Hamilton as its president.

With 21 million dollars in college scholarships up for grabs, the FRC competition is fierce. "This year we finished fourth at our competition in Kansas City out of about 60 teams," says George, "and at our competition in St. Louis we lost in the quarter finals."

Asked for one word that best describes his son, Steve says, "In my biased opinion, one word can't do him justice. He's a very well rounded and mature young man with a great sense of humor, and I very much enjoy spending time with him. He's an only child, and as a result he gets a lot of attention. But he's earned the privilege of going racing by meeting high goals for school achievement that his mom and I set for him."

George Hamilton has half a dozen colleges on his radar (an FSAE team is essential) and based on his resume, there's likely to be a bidding war. 🏁





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39 LED TRIANGLE  
WORKLIGHT**

LOT 62158 shown  
62417/62574

**\$32.99**  
REG. PRICE  
~~\$77.99~~

Batteries included.



61888410

## WOW SUPER COUPON



**SAVE \$180**

**WINNER**  
- Truckin' Magazine

**26" 4 DRAWER  
TOOL CART**  
US • GENERAL  
• 580 lb. Capacity  
LOT 95659 shown  
61634/61952

**\$99.99** ~~\$159.99~~  
REG. PRICE  
~~\$279.99~~

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61940336

## WOW SUPER COUPON



**SAVE \$165**

**NEW**

**12" SLIDING COMPOUND  
DOUBLE-BEVEL  
MITER SAW WITH  
LASER GUIDE**  
LOT 61776/61969/61970/69684 shown  
CHICAGO ELECTRIC  
POWER TOOLS

**\$134.99** ~~\$107.99~~  
REG. PRICE  
~~\$299.99~~

**LIMIT 4** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61867407

## WOW SUPER COUPON



**SAVE \$85**

**RAPID PUMP® 3 TON  
LOW PROFILE  
HEAVY DUTY STEEL  
FLOOR JACK**

LOT 68049/62326  
62670/61282/61253 shown

**\$84.99** ~~\$169.99~~  
REG. PRICE  
~~\$169.99~~

• Weighs 77 lbs.

**PITTSBURGH AUTOMOTIVE**



61868145

## WOW SUPER COUPON



**NEW**

**29 PIECE TITANIUM  
NITRIDE COATED  
HIGH SPEED STEEL  
DRILL BIT SET**  
LOT 5889/62281/61637 shown

**\$9.99** ~~\$24.99~~  
REG. PRICE  
~~\$24.99~~

**SAVE 60%**

**LIMIT 8** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61907889

## WOW SUPER COUPON



**POWDER-FREE NITRILE GLOVES  
PACK OF 100**

**HARDY**

• 5 mil. thickness

YOUR CHOICE!

**\$6.49**

REG. PRICE \$11.99

**SAVE 45%**

**MEDIUM LOT**  
68496/61363

**LARGE LOT**  
68497/61360

**X-LARGE LOT**  
61359

68498 shown

**LIMIT 9** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61933509

## WOW SUPER COUPON



**CHICAGO ELECTRIC**

**WELDING  
90 AMP FLUX  
WIRE WELDER**

LOT 61849  
62719

68887 shown

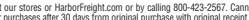
**\$99.99** ~~\$149.99~~  
REG. PRICE  
~~\$149.99~~

• No Gas Required

**WE CARRY A FULL LINE OF WELDING WIRE**

**SAVE \$50**

**PITTSBURGH AUTOMOTIVE**



61928827

## WOW SUPER COUPON



**PITTSBURGH**

**130 PIECE TOOL KIT  
WITH CASE**

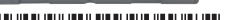
LOT 69331  
68998 shown

**\$29.99** ~~\$89.99~~  
REG. PRICE  
~~\$89.99~~

**SAVE 66%**

**PITTSBURGH AUTOMOTIVE**

**LIMIT 3** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61874821

## WOW SUPER COUPON



**WOW**

**2 PIECE VEHICLE WHEEL DOLLIES**  
PITTSBURGH AUTOMOTIVE  
• 1500 lb. Capacity

LOT 60343  
67338 shown

**\$49.99** ~~\$79.99~~  
REG. PRICE  
~~\$79.99~~

**SAVE 37%**

**PITTSBURGH AUTOMOTIVE**

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61938216

## WOW SUPER COUPON



**CHICAGO ELECTRIC**

**4000 PEAK/  
3200 RUNNING WATTS  
6.5 HP (212 CC)  
GAS GENERATORS**

LOT 69675/69728  
CALIFORNIA ONLY

• 70 dB Noise Level

**\$299.99** ~~\$499.99~~  
REG. PRICE  
~~\$499.99~~

**WE CARRY A FULL LINE OF WELDING WIRE**

**SAVE \$200**

**PITTSBURGH AUTOMOTIVE**

**LIMIT 4** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



61867883

## WOW SUPER COUPON



**WOW**

**LOW-PROFILE  
CREEPER**

LOT 69262  
69094/61916

2745 shown

**\$19.99** ~~\$29.99~~  
REG. PRICE  
~~\$29.99~~

• 300 lb. Capacity

**SAVE 60%**

**PITTSBURGH AUTOMOTIVE**

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/24/15. Limit one coupon per customer per day.



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# CALENDAR

SPORTS CAR CLUB OF AMERICA **OCTOBER 2015**  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU



## TRANS-AM

gotransam.com

**Mar 1** Sebring Int'l Raceway, Fla.

Ruman (TA); Lawrence (TA2); Saunders (TA3I); Napieralski (TA3A)

**Apr 12** Homestead-Miami Speedway, Fla.

Ruman (TA); Lawrence (TA2); Streimer (TA3I); Ellis (TA3A)

**May 9** Road Atlanta, Ga.

Ruman (TA); Andretti (TA2); Francis Jr. (TA3A); Saunders (TA3I)

**May 23** Lime Rock Park, Conn.

Fix (TA); Ave (TA2); Francis Jr. (TA3A); Mueller (TA3I)

**Jun 14** New Jersey Motorsports Park, N.J.

Ruman (TA); Aquilante (TA3I)

**Jul 5** Briarcliff Int'l Raceway, Minn.

Ruman (TA); Machavern (TA2); Fichter (TA3A); Lux (TA3I)

**Aug 15** Mid-Ohio Sports Car Course, Ohio

**Aug 29** Road America, Wis.

**Sep 27** VIRginia Int'l Raceway, Va.

**Oct 11** NOLA Motorsports Park, La.

**Nov 8** Circuit of the Americas, Texas

**Nov 14** Daytona Int'l Speedway, Fla.

## IT'S A WRAP!

The Mazda MX-5 Cup completes its season with an event at Road Atlanta the first weekend of October.



## WORLD CHALLENGE

world-challenge.com

**Mar 6-8** Circuit of the Americas, Texas

Beretta (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS); Ellsworth (TC); Rivera (TCA); Schwartz (TCB); Ellsworth (TC); Rivera (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Schwartz (TCB)

**Mar 27-29** St. Petersburg, Fla.

Eversley (GT); Fogg Jr. (GTC); Martin (GTS); Beretta (GT); Thompson (GTC); Pumpelly (GTS)

**Apr 17-19** Long Beach, Calif.

Beretta (GT); Thompson (GTC);

**Apr 24-26** Barber Motorsports Park, Ala.

Davidson (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS)

**May 15-17** Canadian Tire Motorsport Park, Canada

O'Connell (GT); Thompson (GTC); Heitkotter (GTA); O'Connell (GT); Trefethen (GTC); (Heitkotter (GTA); Rezzetano (GTS); Baldwin (GTS); Francis Jr. (TC); Goulart (TCA); Nixon (TCB); Fergus (TC); Holton (TCA); Schwartz (TCB); Fergus (TC); Merjeh (TCA); Schwartz (TCB);

**May 29-31** Detroit Belle Isle, Mich.

Estre (GT); Cisneros (GTA)

**Jun 26-28** Road America, Wis.

Enge (GT); Heitkotter (GTA); Dyson (GT); Montecalvo (GTA); Thompson (GTC); Davidson (GT); Montecalvo (GTA); Thompson (GTC); Gliotti (GTS); Aquilante (GTS); Kozarov (TC); Rivera

(TCA); Nixon (TCB); Kozarov (TC); Rivera (TCA); Washay (TCB); Altenburg (TC); Rivera (TCA); Nixon (TCB); Francis Jr. (TC); Rivera (TCA); Nixon (TCB)

**Jul 31-Aug 2** Mid-Ohio Sports Car Course, Ohio

Dalziel (GT); Udell (GTC); Montecalvo (GTA); Dalziel (GT); Heitkotter (GTA); Thompson (GTC); Cooper (GTS); Wilson (GTS)

**Aug 21-23** Miller Motorsports Park, Utah

**Aug 28-30** Sonoma Raceway, Calif.

**Sep 11-13** Mazda Raceway Laguna Seca, Calif.



## MAZDA MX-5 CUP

mx-5cup.com

**Mar 18** Sebring Int'l Raceway, Fla.

Kemper; Dean

**Apr 10** NOLA Motorsports Park, La.

Dean; Dean

**May 1** Mazda Raceway Laguna Seca, Calif.

Dean; Gallagher

**Jul 10** Canadian Tire Motorsports Park, Canada

**Aug 28** Road America, Wis.

**Oct 1** Road Atlanta, Ga.

(all events double weekends)

### All dates/events subject to change

* = Double Event	# = Enduro
Ro = Runoffs qualifier	r = Restricted
+ = Addition/Change	v = Vintage
HC = Hill Climb	T = Tentative
CT = Club Trial	TT = Track Trial
PDX = Performance Driving Experience	
RR = Regional Road Rally	R = Regional
GTA = Game, Tour, Adventure Rally	
GRC = Great Race Class	NT = National Tour
NC = National Course	RT = Regional Tour
CR = Course Rally	SR = Social Rally

E-mail addresses for registrars and event organizers are available at [www.scca.com](http://www.scca.com)

### FOR CHANGES

Club Racing: (785) 232-7229  
Solo, Road Rally: (785) 232-7656  
RallyCross: (785) 357-7259

## PRO RACE

**WHAT** Trans Am

**WHEN** Sept. 27

**WHERE** Alton, Va.

Will Amy Ruman keep her amazing season of domination going as the Trans Am series heads to VIRginia International Raceway?



Chris Clark



## F1600 CHAMPIONSHIP

f1600championshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)

Kasemets

**Apr 10-12** Road Atlanta, Fla.

Kirkwood; Andrews; Mitchell Jr.

**May 15-17** Watkins Glen, N.Y.

Mack; Andrews; Andrews

**Jun 5-7** VIRginia Int'l Raceway, Va.

Andrews; Andrews; Bamford

**Jul 3-5** Mid-Ohio Sports Car Course, Ohio

Andrews; Cane; Andrews

**Jul 31-Aug 2** Pittsburg Int'l Race Complex, Pa.

Robinson; Cane; Cane

**Aug 28-30** NJMP, N.J.

**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.



## F2000 CHAMPIONSHIP

f2000championshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)

Lall

**Apr 10-12** Road Atlanta, Fla.

Grant; Beasley

**May 15-17** Watkins Glen, N.Y.

Bamford; Beasley

**Jun 5-7** VIRginia Int'l Raceway, Va.

Beasley; Beasley

**Jul 3-5** Mid-Ohio Sports Car Course, Ohio

Beasley; Beasley

**Jul 31-Aug 2** Pittsburg Int'l Race Complex, Pa.

Beasley; Beasley

**Aug 28-30** NJMP, N.J.

**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.



## ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)

Kasemets

**Apr 10-12** Road Atlanta, Fla.

Grant; Kearby

**May 15-17** Watkins Glen, N.Y.

Andres; Andres

**Jun 5-7** VIRginia Int'l Raceway, Va.

Andres; Grant

**Jul 3-5** Mid-Ohio Sports Car Course, Ohio

Kearby; Grant

**Jul 31-Aug 2** Pittsburg Int'l Race Complex, Pa.

Grant; Grant

**Aug 28-30** NJMP, N.J.

**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.



Photo: Bouzenkova

**FORMULA LITES**

formulalites.com

May 29-30 Thompson Speedway, Conn.

Neri; Paparelli

Jun 13-14 NJMP, N.J.

Paparelli; Paparelli

Jul 24-25 VIRginia Int'l Raceway, Va.

Aug 15-16 Carolina Motorsports Park, S.C.

Sep 4-5 Pikes Peak Int'l Raceway, Colo.

Sep 19-20 MSR Houston, Texas

**CLUB RACING**

Date Track/Region

Phone numbers are for region registrars

**U.S. MAJORS TOUR**

sccamajors.com

**NORTHEAST CONFERENCE**

Aug 14-16 Pitt Race, Pa.

**NORTHERN CONFERENCE**

Aug 22-23 Michigan Int'l Speedway, Mich.

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**

Sep 21-27, 2015 Daytona Int'l Speedway, Fla.

**DIVISIONAL/REGIONAL****NORTHEAST nediv.com**

Sep 5-7 Summit Point/Washington DC

Sep 12-13 Triple Palmer Motorsports Park/New England

Sep 19-20\* Ro Pitt Race/Steel Cities

Oct 2-3 Lime Rock Park/New York Region

Oct 3-4 Summit Point/Washington DC

Oct 9-10 Triple Thompson Speedway/New England

Oct 24-25 NJMP/South Jersey  
Finger Lakes/Mahoning Valley  
(585) 328-2617

Glen (607) 739-2953

New England (508) 561-2188

New York (518) 789-3762

South Jersey (609) 784-5316

South Jersey (May race) (609) 289-5925

Steel Cities (412) 831-0361

Tri-NEP, Phil, S.J.R, NNJR

(302) 739-1078

Washington DC (301) 572-7444

**SOUTHEAST sediv racing.org**

Sep 5-6# Sebring/Central Florida

Oct 10-11# Roabling Road/SEDiv

Oct 17-18\* VIR/North Carolina

Oct 17-18 Sebring/Central Florida

Oct 24-25# VIR/North Carolina

Oct 30-Nov 1# Road Atlanta/Atlanta

Nov. 14-15# Palm Beach Int'l Raceway/Florida

Nov 28-29# Sebring/Central Florida

Alabama, Tennessee (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 654-3396

North Carolina (800) 342-7390

SEDiv (561) 654-3396

South Carolina (704) 575-5960

**GREAT LAKES greatlakes-scca.org**

Oct 10-11\* Mid-Ohio/Ohio Valley

Ohio Valley (614) 561-0597



Dave Green

**THE RUNOFFS AWAITS**

The Timing and Scoring crew is probably already setup for this year's Runoffs at Daytona. Are you there yet?

**CENTRAL cendiv-scca.org**

Sep 5-6\* Ro Brainerd/Land O' Lakes

Oct 10-11\* Ro Road America/Chicago

Chicago TBA

Land O' Lakes TBA

**MIDWEST midiv.org**

Oct 24-25\* Gateway Motorsports Park/St Louis

St Louis (314) 249-6571

**SOUTHWEST sowdivscca.org**

Dec 5-6\* Ro MSR Houston/Houston

Houston TBA

**NORTHERN PACIFIC norpacscca.org**

Sep 12-13\* Ro Sonoma Raceway/San Francisco

Oct 24-25\* Ro Thunderhill/San Francisco

San Francisco (530) 934-4455

**SOUTHERN PACIFIC scca-sopac.org**

Sep 12-13\* Ro Buttonwillow/Cal Club

Oct 17-18 Auto Club Speedway/Cal Club

Dec 5-6\* Ro Chuckwalla/Arizona, San Diego

Arizona, San Diego (602) 616-4598

**STREET SURVIVAL SCHOOLS****SOUTHEAST sediv racing.org**

Nov 14 Seminole State College/Central Florida

Central Florida (407) 324-1874

**CLUB RACE****WHAT** Divisional Club Racing**WHEN** Oct. 3-4, 2015**WHERE** Summit Point W. Va.

Summit Point Motorsports Park

in early October will be the

scene of Washington DC's final

Club race of the season.



Ken Brown

**GREAT LAKES greatlakes-scca.org**

Sep 26 Fowlerville Proving Ground/Detroit

Oct 11 Magnavox Way Corporate Center/

Fort Wayne

Detroit (313) 341-5642

Fort Wayne lwdent@wildblue.net

**NORTHERN PACIFIC norpacscca.org**

Oct 18 Portland Int'l Raceway/Oregon

Oregon (503) 327-8990

**SCCA ACCREDITED SCHOOLS****FULL COMPETITION LEVEL****Bertil Roos Racing School**(800) 722-3669 [racenow.com](http://racenow.com)**BIR Performance Driving School**(866) 511-7606 [birperformance.com](http://birperformance.com)**Bob Bondurant School**(800) 842-7223 [bondurant.com](http://bondurant.com)**Bridgestone Racing Academy**(905) 983-1114 [race2000.com](http://race2000.com)**MSR Houston**(281) 369-0677 [msrhouston.com](http://msrhouston.com)**Pettiford's Go 4 It Racing Schools**(303) 666-4113 [go4itservices.com](http://go4itservices.com)**Porsche Sport Driving School**(888) 204-7474 [porschedriving.com](http://porschedriving.com)**Simracing Performance Driving Center**(800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)**Skip Barber Racing School**(800) 221-1131 [skipbarber.com](http://skipbarber.com)**Spring Mountain Advanced Driving School**

(800) 391-6891

[springmountainmotorsports.com](http://springmountainmotorsports.com)**NOVICE PERMIT / SCHOOL AND EVENT CREDIT****Allen Berg Racing School**

(888) 722-3220

[allenberggracingschools.com](http://allenberggracingschools.com)**Pro Drive Racing School**(503) 285-4449 [prodrive.net](http://prodrive.net)**ProFormance Racing School**

(253) 630-5130

[proformanceracingschool.com](http://proformanceracingschool.com)**NOVICE PERMIT / SCHOOL CREDIT****Bobby Cee's Racer's Edge High**

Performance Driving School

(562) 714-1799

[bobbyceesracersedge.com](http://bobbyceesracersedge.com)**Danny McKeever's Fast Lane**

Racing School

(888) 948-4888 [raceschool.com](http://raceschool.com)**FAASST Performance Driving School**

East: (877) 266-4429,

West: (719) 761-1372 [faasst.com](http://faasst.com)**OFFICERS**Chairman **JOHN WALSH**Vice Chairman **DAN HELMAN**Secretary **TODD BUTLER**Treasurer **BILL KEPHART****SCCA NATIONAL OFFICE**

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Main: (785) 357-7222

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**HOWARD DUNCAN**

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Senior Manager, Marketing &amp;

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Maryland Heights, MO 63043

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Huffman, TX 77336

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(585) 624-9289 (h); [jwalsh@scca.com](mailto:jwalsh@scca.com)Area 11: **K.J. Christopher**

310 Via San Sebastian, Redondo Beach,

CA 90277 (213) 842-2363;

[kchristopher@scca.com](mailto:kchristopher@scca.com)Area 12: **Tere Pulliam**

10 Northwood Springs Dr.

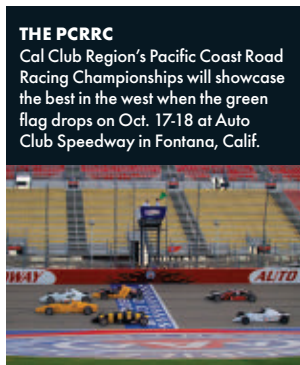
Oxford, GA 30054

(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)Area 13: **Todd Butler**

P.O. Box 607, Yamhill, OR 97148

(503) 754-0988; [tbutler@scca.com](mailto:tbutler@scca.com)





D.E. Beyer

## THE PCRR

Cal Club Region's Pacific Coast Road Racing Championships will showcase the best in the west when the green flag drops on Oct. 17-18 at Auto Club Speedway in Fontana, Calif.

## Sports Car Driving Experience

(800) 453-5506

[corvetteracingschool.com](http://corvetteracingschool.com)

## Waterford Hills Road Racing Inc.

(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

## TIME TRIALS

### NORTHEAST [nediv.com](http://nediv.com)

Sep 12-13 CT/PDX SummitPoint/

Washington DC

Oct 24-25 CT/PDX Summit Point/

Washington DC

Washington DC (301) 572-7444

### SOUTHEAST [sedivacing.org](http://sedivacing.org)

Sep 5-6 PDX Sebring/Central Florida

Sep 12-13 HC Robbinsville, N.C./Central

Carolinas

Oct 3-4 TT/PDX Talladega Grand Prix/

Alabama, Tennessee Valley

Oct 30-Nov 1 PDX Road Atlanta/Atlanta

Nov 14-15 PDX/TT Roebing Road/

Buccaneer

Alabama, Tenn. Valley (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

Oct 9 PDX/CT Mid-Ohio/Ohio Valley

Ohio Valley (614) 561-0597

### CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

Sep 13 PDX Autobahn Joliet/Chicago

Sep 17 PDX Milwaukee Mile/Milwaukee

Oct 2 PDX Road America/Milwaukee

Oct 24 PDX Milwaukee Mile/Milwaukee

Chicago (847) 934-3905

Milwaukee (414) 678-9679

### MIDWEST [midiv.org](http://midiv.org)

Oct 24-25 PDX/CRE Gateway

Motorsports Park/St Louis

St Louis (314) 249-6571

### SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

Dec 4 PDX MSR Houston/Houston

Dec 5 CT MSR Houston/Houston

Houston TBA

### SOUTHERN PACIFIC [scca-sopac.org](http://scca-sopac.org)

Sep 12-13 CT Buttonwillow/Cal Club

Cal Club (661) 304-9382

## SOLO

### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 8-11 Lincoln Airpark, Neb.

### TIRE RACK® SCCA PROSOLO

Mar 28-29 El Toro Airfield, Calif.

Brian Peters; Shelly Monfort

Apr 25-26 Crows Landing Air Facility, Calif.

Brian Coulson; Christine Grice

May 9-10 Met Life Stadium, N.J.

Mark Daddio; Stephanie Reeve

May 22-23 Lincoln Airpark West, Neb.

Dennis Sparks; Shelly Monfort

May 30-31 Wilmington Airport, Ohio

Kyle Herbst; Kim Whitener

Jun 6-7 Mineral Wells Airport, Texas

Paul Brown; Meredith Brown

Jun 27-28 Toledo Express Airport, Ohio

Brian Conners; Jocelin Huang

Jul 18-19 Hampton Mills, Wash.

Paul Brown; Mina Ingraham

July 31-Aug 2 Wilmington Airport, Ohio

Jason Wagstaff; Laura Campbell

### TIRE RACK® SCCA PROSOLO FINALE

Sep 5-6 Lincoln Airpark, Neb.

## REGIONAL

### NORTHEAST [nediv.com](http://nediv.com)

Sep 19 Moore Airfield/New England

Sep 19-20 Bader Field/South Jersey

Sep 20 Warminster Community Park/

Philadelphia

Sep 27 Central Pennsylvania Institute of

Technology/Central Pennsylvania

Oct 4 Mid State Regional Airport/Central

Pennsylvania

Oct 10-11 Brodard Company/Northeast

Pennsylvania

Oct 11 Moore Airfield/New England

Oct 11 Warminster Community Park/

Philadelphia

Oct 18 Central Pennsylvania Institute of

Technology/Central Pennsylvania

Oct 24-25 Bader Field/South Jersey

Nov 1 Moore Airfield/New England

Nov 7-8 Bader Field/South Jersey

Central Pennsylvania (814) 669-4995

Finger Lakes (585) 455-9607

New England [kjbarnes22@gmail.com](mailto:kjbarnes22@gmail.com)

Northeast Pennsylvania (570) 881-0474

Northern New Jersey

[autox4u@gmail.com](mailto:autox4u@gmail.com)

Philadelphia (484) 949-4100

South Jersey (856) 534-5301

Western New York [dale@thekunzes.com](mailto:dale@thekunzes.com)

### SOUTHEAST [sedivacing.org](http://sedivacing.org)

Sep 6 Hernando County Airport/Central

Florida

Sep 13 Cleveland Reg'l Airport/Chattanooga

Sep 13 Henderson Stadium/Middle

Georgia

Sep 20 Deland Airport/Central Florida

Sep 26 Cape Fear Community College/

North Carolina

Oct 3 Atlanta Motor Speedway/Atlanta

Oct 11 Cleveland Reg'l Airport/Chattanooga

Oct 11 Hernando County Airport/Central

Florida

Oct 11 Henderson Stadium/Middle

Georgia

Oct 24-25 MCAS Cherry Point/North

Carolina

Nov 8 Cleveland Reg'l Airport/Chattanooga

Nov 15 Henderson Stadium/Middle

Georgia

Nov 21 Cape Fear Community College/

North Carolina

Nov 22 Seminole State College/Central

Florida

Dec 5 Cape Fear Community College/

North Carolina

Dec 6 Deland Airport/Central Florida

Dec 6 Cleveland Reg'l Airport/Chattanooga

Atlanta [randallprince@gmail.com](mailto:randallprince@gmail.com)

Blue Ridge (540) 290-2797

Central Florida [chuck.lutz@gmail.com](mailto:chuck.lutz@gmail.com)

Chattanooga (423) 883-4548

Middle Georgia [raybrake@comsouth.net](mailto:raybrake@comsouth.net)

North Carolina (910) 622-5513

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

Sep 5 Grissom (MCEDA)/Indianapolis

Sep 12-13 Walesboro Airport/Columbus

Club

Sep 13 Mid-American Air Center/

Southern Illinois

Sep 19 Lincoln College of Technology/

Indianapolis

Sep 20 Kentucky Exposition Center/

Kentucky

Sep 20 Wilmington Airport/Cincinnati

Sep 20 Mid-American Air Center/

Southern Indiana

Oct 3 Grissom (MCEDA)/Indianapolis

Oct 4 Wilmington Airport/Cincinnati

Oct 4 Mid-American Air Center/

Southern Indiana

Oct 10-11 Walesboro Airport/Columbus Club

Oct 11 Kentucky Exposition Center/

Kentucky

Oct 17-18 NCM Motorsports Park/

Kentucky

Oct 18 Grissom (MCEDA)/Indianapolis

Oct 18 Wilmington Airport/Cincinnati

Nov 1 Walesboro Airport/Columbus Club

Cincinnati [solochair70@gmail.com](mailto:solochair70@gmail.com)

Columbus Club (317) 796-0123

Indianapolis [indysccasolo@yahoo.com](mailto:indysccasolo@yahoo.com)

Kentucky [kyscca@gmail.com](mailto:kyscca@gmail.com)

Southern Illinois (618) 530-1147

Southern Indiana (812) 853-2875

## MEMBER BENEFITS

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Hyperfuels is offering members a 10-percent discount of all Hyperfuels.com purchases.



Receive a 10-percent discount on Eibach spring purchases.



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**U.S. Bank's SCCA Visa Signature Card** offer of a \$100 statement credit with your first purchase.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to [www.scca.com](http://www.scca.com) and check out the Member Benefits link under the "About SCCA" tab.



Rupert Berrington

## WHO DID WIN?

Look for Tire Rack Solo National Championships coverage in the next issue of *SportsCar*.

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This is your 4:00pm – 8:00pm

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## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

S.M. Horman	9/1/1955	Utah
-------------	----------	------

## 55-YEAR MEMBERS

Alan Bouverat	9/1/1960	San Francisco
Norman A. McGlin	9/1/1960	Chicago
Bruce R. McCaw	9/1/1960	Northwest
Peter Wilke	9/1/1960	Kansas City

## 50-YEAR MEMBERS

John W. Bailey	9/1/1965	Finger Lakes
Margaret D. Binks	9/8/1965	Cal Club, San Diego
Thomas E. Fanning	9/1/1965	New England
Rob Walker	9/1/1965	San Diego

## 45-YEAR MEMBERS

Sheila W. Cockey	9/1/1970	Washington DC
Joshua Cockey	9/1/1970	Washington DC
Kurt Cramer	9/1/1970	Arizona Border
H. Leigh Steves	9/1/1970	Colorado
John Waddell	9/1/1970	Cal Club

## 40-YEAR MEMBERS

Richard Bridgette	9/1/1975	Central Carolinas
John Brumder	9/1/1975	Colorado
Ann R. Chamberlain	9/1/1975	San Francisco
William W. Chamberlain	9/1/1975	San Francisco
Anthony Foster	9/1/1975	Land O'Lakes
Dick Rasmussen	9/1/1975	North Carolina
Dieter Ward	9/1/1975	South Jersey
Randolph C. Welch	9/1/1975	Northwest

## 35-YEAR MEMBERS

Jeanne K. Aquilante	9/1/1980	Philadelphia
Ernest Edward Begley II	9/1/1980	Tennessee
Nick Coenen	9/1/1980	Milwaukee
Ronald C. Fuller	9/1/1980	Atlanta
Rick Hiland	9/1/1980	New England
Jeffrey A. Klausner	9/1/1980	Milwaukee
Stephen W. Kruck	9/1/1980	Des Moines Valley
Terry Martin	9/1/1980	Milwaukee
Joel Andrew McGinley	9/1/1980	Central Florida
Peter B. Meyer	9/1/1980	South Jersey
Alan C. Walker	9/1/1980	Badlands
Bob Wheelless	9/1/1980	North Carolina

## 30-YEAR MEMBERS

Elizabeth E. Ames	9/10/1985	New England
Robert W. Andersohn	9/16/1985	St. Louis
Bob Antoine	9/24/1985	Ohio Valley
W.C. Dentinger	9/18/1985	Milwaukee
William E. Dupree	9/5/1985	Philadelphia
Nancy L. Eubel	9/26/1985	San Francisco
Douglas Fehan	9/16/1985	Detroit

June E. Frank	9/6/1985	Cincinnati
Ted Grieshaber	9/26/1985	Central Florida
Don Alan Himes	9/16/1985	Washington DC
Robert Houser	9/9/1985	Central Carolinas
William C. Kaiser Jr.	9/19/1985	Northern New Jersey
Anthony Lee	9/5/1985	Houston
Kathy Lee	9/5/1985	Houston
Alain Matrat	9/18/1985	Washington DC
Douglas B. Mitchell	9/25/1985	Detroit
Robert A. O'Brien	9/25/1985	Detroit
Bob Reynolds	9/16/1985	Cal Club
Nick Sciocco	9/18/1985	Northern New Jersey
Sara F. Snider	9/19/1985	Central Carolinas, North

## 25-YEAR MEMBERS

David Stephens	9/5/1985	Tennessee Valley
David R. Stevens	9/19/1985	Kansas
Nancy S. Stimola	9/9/1985	New York
John Stott	9/10/1985	Cal Club
Jim Waller	9/27/1985	Blackhawk Valley
Todd A. Walrich	9/16/1985	Washington DC
Susan B. Walrich	9/16/1985	Washington DC
Robert G. Woolston	9/5/1985	Land O'Lakes

Ruth A. Chapman	9/24/1990	New England
Philip M. Daus	9/7/1990	Chicago
Richard K. DeRose	9/10/1990	Texas
Gail Donnellan	9/27/1990	Oklahoma
Bryan A. Floyd	9/26/1990	Cincinnati
Walter W. Fricke	9/24/1990	Colorado
John Fujii	9/18/1990	Cal Club
Joseph C. Gandy	9/18/1990	Dixie
Steven E. Goldin	9/14/1990	Central Florida
Deborah J. Karling	9/28/1990	Chicago
David A. Karling	9/28/1990	Chicago
Donald K. Kehrer	9/19/1990	Northwestern Ohio
Bonnie J. Mueller	9/28/1990	Oregon
James L. Mueller	9/28/1990	Oregon
Sergio E. Musacchio	9/19/1990	Northern New Jersey
Meghan Nelson	9/27/1990	Oklahoma
George R. Olexa	9/28/1990	Atlanta
Eva Lynn Pim	9/14/1990	Northeast Oklahoma
Carl A. Porter	9/28/1990	Texas
Tim Slater	9/12/1990	Central Florida, Florida
Richard A.B. Smith	9/25/1990	Florida
Richard Russell Sperry	9/21/1990	Washington DC
John Peter Swapceinski	9/26/1990	Washington DC
Ralf Trebing	9/11/1990	Central Florida
Michael A. Unger	9/13/1990	Washington DC
Donald L. Wollesen	9/24/1990	San Francisco
Lance Yasenchak	9/11/1990	Central Florida

CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

**Sep 20** Marshalltown Kart Track/Iowa  
**Sep 27** LaCrosse Fairgrounds  
 Speedway/Land O' Lakes  
**Oct 3-4** Catapillar Building/Central Illinois  
**Oct 4** Oskaloosa Municipal Airport/Iowa  
**Oct 25** Hawkeye Comm. College/Iowa  
**Central Illinois** (309) 370-8326  
[loma.mholzi@aol.com](mailto:loma.mholzi@aol.com)  
**Lake Superior** (906) 440-8000  
**Land O' Lakes**  
[lucynumber1@hotmail.com](mailto:lucynumber1@hotmail.com)

## RALLY ANYTHING

The RallyCross National Championship may be over, but you can still RallyCross year round in just about any vehicle.



James Hume

MIDWEST [midiv.org](http://midiv.org)

**Sep 20** Hutchinson Naval Air Base/Wichita  
**Oct 4** Hutchinson Naval Air Base/Wichita  
**Oct 9-11** Millington Jetport/Mid South  
**Oct 11** Family Arena/St. Louis  
**Oct 25** Family Arena/St. Louis  
**Oct 25** Hutchinson Naval Air Base/Wichita  
**Mid-South** (901) 493-2986  
**St. Louis** (618) 581-9061  
**Wichita** (316) 299-3447

SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

**Sep 5-6** NOLF Waldron Field/South TX Border  
**Oct 3-4** NOLF Waldron Field/South TX Border  
**Nov 7-8** NOLF Waldron Field/South TX Border  
**Dec 5-6** NOLF Waldron Field/South TX Border  
**Delta** (504) 831-0724  
**Red River** (318) 469-0303  
**South TX Border** (361) 980-8000  
**Southwest Louisiana** (409) 727-0158

ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Sep 26-27** Miller Motorsports Park/Utah  
**Oct 3-4** Miller Motorsports Park/Utah  
**Oct 10** Pikes Peak Int'l Raceway/  
 Continental Divide  
**Continental Divide** (709) 310-8281  
**Utah** (801) 495-1442

NORTHWEST PACIFIC [norpacscca.org](http://norpacscca.org)

**Oct 11** Buttonwillow Raceway Park/San Francisco, Fresno  
**San Francisco Fresno** (559) 905-0061

SOUTHERN PACIFIC [scca-sopac.org](http://scca-sopac.org)

**Sep 27** Maui Raceway/Hawaii Maui  
**Sep 27** Pana'ewa Drag Strip/Big Island of Hawaii  
**Sep 27** Marana Reg'l Airport/Arizona Border  
**Oct 17-18** Marana Reg'l Airport/Arizona Border  
**Oct 25** Pana'ewa Drag Strip/Big Island of Hawaii  
**Oct 25** Maui Raceway/Hawaii Maui  
**Nov 22** Marana Reg'l Airport/Arizona Border  
**Nov 29** Pana'ewa Drag Strip/Big Island of Hawaii

**Dec 13** Marana Reg'l Airport/Arizona Border  
**Dec 20** Pana'ewa Drag Strip/Big Island of Hawaii

**Arizona Border** (520) 425-1948  
**Big Island of Hawaii** fdorri@gmail.com  
**Hawaii** (808) 349-8813  
**Hawaii Maui** (808) 281-3654  
**Las Vegas** (775) 727-8733

## ROADRALLY

A complete RoadRally planning calendar can be found at [www.scca.com/rally](http://www.scca.com/rally)

## NATIONAL

**Sep 19** Oktoberally/Land O' Lakes  
**Sep 20** Badger Trails/Land O' Lakes

## REGIONAL

NORTHEAST [nediv.com](http://nediv.com)

**Oct 18** Fall Foliage Fling/South Jersey  
**South Jersey** (835) 228-9249  
**Washington DC**  
[mgobrallymaster@gmail.com](mailto:mgobrallymaster@gmail.com)

CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

**Sep 19** Oktoberally/Land O' Lakes  
**Sep 20** Badger Trails/Land O' Lakes  
**Land O' Lakes** (608) 582-4386

SOUTHERN PACIFIC [scca-sopac.org](http://scca-sopac.org)

**Sep 4** First Friday Niter/Cal Club  
**Oct 2** First Friday Niter/Cal Club  
**Nov 6** First Friday Niter/Cal Club  
**Dec 4** First Friday Niter/Cal Club  
**Cal Club** ean21@juno.com

## RALLYCROSS

## NATIONAL CHAMPIONSHIP

**Aug 7-9** Indianola, Iowa

## REGIONAL

NORTHEAST [nediv.com](http://nediv.com)

**Sep 13** Frostburg Site/Washington DC  
**Oct 11** Frostburg Site/Washington DC  
**Washington DC**  
[adamkimmnett@gmail.com](mailto:adamkimmnett@gmail.com)

SOUTHEAST [sediv-racing.org](http://sediv-racing.org)

**Sep 20** Hollytree Offroad/Tennessee Valley  
**Oct 10** Hollytree Offroad/Tennessee Valley  
**Nov 22** Hollytree Offroad/Tennessee Valley  
**Dec 12** Hollytree Offroad/Tennessee Valley  
**Tennessee Valley** leon@dynatorch.com

GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**Sep 19** Thistle Hill/Detroit  
**Oct 24** I-96 Speedway/Detroit  
**Nov 14** Oakshade Raceway/Detroit  
**Detroit** (517) 515-2990

MIDWEST [midiv.org](http://midiv.org)

**Sep 13** Thunder Valley Sand Drags/  
 Kansas City  
**Oct 18** SW 700th Road/Kansas City  
**Oct 18** I-80 Speedway/Nebraska  
**Nov 11-80** Speedway/Nebraska  
**Kansas City** doug@formula1blog.com  
**Nebraska** spducharme@mac.com

ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Sep 19** Colorado Off Road Extreme/  
 Continental Divide  
**Oct 11** Pikes Peak Int'l Raceway/  
 Continental Divide  
**Nov 7** Colorado Off Road Extreme/  
 Continental Divide  
**Continental Divide** ryolse@gmail.com  
**Utah** gonzalo1975@msn.com

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### AUTO METER GPS SPEEDOMETER

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The ultra fast, omnidirectional micro antenna offers true plug-and-play functionality. [www.autometer.com](http://www.autometer.com)



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# CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

## The science of racing

Over the last year, I've plodded through a number of science fiction, space-based books, most notably *The Martian* by Andy Weir and *Seveneves* by Neil Stephenson. While fiction, the books are based on real science and truths about the space program and traversing the galaxy, and no matter the book, the overwhelming truth is that adventures in space are based on statistics and percentage, not guesswork, chance, and trial by error. When you guess, it's probable that something will go wrong. Racing couldn't be more different.

At this year's National Championship Runoffs at Daytona in September, the majority of racers will probably have never turned a wheel on the famous circuit before - a track that *everyone* says is different from anything they've ever run. Racecar setups, therefore, will have to change, driving styles will alter, and

racers and crews will be left to develop new setups. Trial and error will play a major role in success. But guesswork doesn't have to be a shot in the dark.

At the Runoffs, there are many tools at your disposal to help get your racecar in order. For years, both Hoosier and BFGoodrich Tires have been on hand to offer setup advice. They'll reveal ideal alignment settings and tire pressures, and many

times they have crews on pit lane during qualifying to collect hot tire temperature and pressure data for you. With their help, you can shift your car's alignment and tire pressures from workable to optimal.

You also have fellow racers at your disposal. If I've learned anything from my time in SCCA competition, it's that members - frequently, direct competitors - couldn't be happier to share their knowledge. While the Runoffs is often taken more seriously than Divisional

"You should listen to what I say, nod kindly, and then do the exact opposite"

[twitter.com/sportscarmag](https://twitter.com/sportscarmag)

[facebook.com/sportscarmag](https://facebook.com/sportscarmag)

Club races or U.S. Majors Tours, the people who constitute the event are the same, and they're just as eager to help.

Racers aren't the only ones who can make you faster. I was competing in SSC at the 2010 Runoffs and, one evening, a worker approached me with input about how I could change my approach to Turn 1 based on what my competition was doing. Prior to that, it'd never occurred to me that the folks in Flagging & Communications could also act as my personal spies. So during the various Runoffs evening parties, I *highly* recommend drivers make a few more friends in white.



Dave Green

### CORNER SPIES

An excellent resource for learning a new track are our workers, who have seen it all.

What we do as racers *isn't* rocket science - and, in fact, the fluidity of discovering the ideal setup for our specific car and driving style is what many of us love. That said, there's a lot to learn from gathering abstract data for a specific track in order to dial in your fastest setup (we have a story in this very issue that might help you at Daytona International Speedway). And, if you happen to see me in the Runoffs paddock prepping my racecar, feel free to ask what setup I'm trying. But if the past is any precedent, you should listen to what I say, nod kindly, and then do the exact opposite. 🚫

## FROM THE ARCHIVES

### 10 YEARS AGO... OCTOBER 2005



- *Winter Projects* gave reader's tips to keep their skills sharp, and car at the ready, for spring's arrival.
- The first National RallyCross event was set for October, setting the stage for the program's growth.

### 20 YEARS AGO... OCTOBER 1995



- We took a shot at picking the 25 winners from the 600 or so expected Runoffs competitors.
- Jim Kearney told the story of how to win the Runoffs, talking to some of the best in the business.

### 30 YEARS AGO... OCTOBER 1985



- Paul Newman was among the 22 names we picked to take a championship at Road Atlanta.
- Bill Mitchell shared part five of his series on racing tires, this time covering radial versus bias ply.

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