

SPORTSCAR



DAYTONA RISING

2015 National Championship
Runoffs lights up the World
Center of Racing

FORWARD THINKING
2016 U.S. Majors Tour
schedule unveiled

ROAD TO THE GOLD
Future Runoffs
racetrack revealed

CLEAN START
RallyCross program
gets revamped

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COVER PHOTOGRAPHY Melissa K. Smith

Sometimes You Win by 0.1 Seconds, Sometimes by 0.1 PSI

Precision Digital Air Pressure Gauges from Intercomp



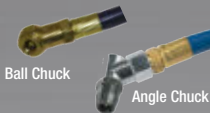
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Mazda-powered cars often represent the largest contingent at the SCCA Runoffs. At the 2015 Runoffs, more than 125 Mazda competitors took advantage of a great photo op.

DATE | Sept. 24, 2015

LOCATION | Daytona International Speedway, Daytona Beach, Fla.

WHAT | SCCA National Championship Runoffs

PHOTOGRAPHER | Jay Bonvouloir





Drifting champ Vaughn Gittin Jr. made his Trans Am TA2 debut during Round 8 in picturesque Elkhart Lake, piloting the Monster/Gumout/BlackMagic/ETE Ford Mustang, qualifying 13th and racing to a fifth place finish.

DATE | Aug. 29, 2015

LOCATION | Road America, Elkhart Lake, Wis.

WHAT | Trans Am Series

PHOTOGRAPHER | Chris Clark



PALMER OPENS ITS DOORS

In May 2015, Palmer Motorsports Park proudly opened Whiskey Hill Raceway, a 2.3-mile asphalt rollercoaster carved out of Whiskey Hill granite. The road course boasts 15 turns, and more than 18 stories of elevation change near Central Massachusetts. For more information, visit www.palmermotorsportspark.com.



Precision Track Time, LLC

RUNOFFS HITS THE BRICKYARD IN 2017

The world famous Indianapolis Motor Speedway, and its 14-turn, 2.439-mile road course, will be the site of the 2017 SCCA National Championship Runoffs with race days set for Sept. 29-Oct. 1.

The event is unprecedented for both the Club and the Indianapolis Motor Speedway, pitting the amateur National Championship event on the road course that has hosted the Formula One World Championship, and the Verizon IndyCar Series' Angie's List Grand Prix of Indianapolis, and MotoGP in various configurations over the years.

"In 2013, we announced that the Runoffs would go on an annual rotation, moving around the country with the goal of hitting bucket list tracks," Eric Prill, SCCA Vice President/COO said. "We've done that, having gone from Road America to Mazda Raceway Laguna Seca to Daytona International Speedway, and will be at Mid-Ohio in 2016. But the visit to Indianapolis in 2017, a track that no other SafeRacer Club Racer will have a chance to compete on prior to the Runoffs, is truly unique and a dream come true for many of our racers."

Indianapolis history and SCCA history are intrinsically linked.

Countless SCCA graduates have competed in "The Greatest Spectacle in Racing," with Mark Donohue and Bobby Rahal earning both a Runoffs title and an Indy 500 win in their careers. Indy 500 winner Buddy Rice drank the milk but couldn't collect a Runoffs win; current competitor Graham Rahal is the youngest Runoffs champion, but still has a chance to add his name to the Borg-Warner Trophy.

"As a racer, I know that the American dream of being a racecar driver starts with the Indianapolis 500," Lisa Noble, SCCA President & CEO and Formula Vee racer, said. "IMS is an integral part of our history as we are a part of theirs. Many of the Speedway's crew, workers, drivers and Indy 500 winners have their roots in the SCCA. Drivers such as Bobby and Graham Rahal, Jimmy Vasser, Mark Donohue, Buddy Rice, Michael Andretti and Lyn St. James are just a few who raced in the SCCA Runoffs before reaching the Indy 500.

Jimmy Vasser was the 1986 champion in the current Formula F class (then called Formula Ford) and his win at the Runoffs was his first step to competing in the Indianapolis 500. "It's awesome," Vasser said of the news. "Every young racer...when you're a driver, you dream about just going to Indianapolis." 🏁



RUNOFFS VIEWING STARTS NOW!

All 28 races from the SCCA National Championship Runoffs presented by Garmin VIRB are now available for on-demand viewing. Simply select "Runoffs" under the "Programs" menu on www.scca.com, and then click the "Runoffs On Demand" link to view the action in high definition.

SOLO TRIAD AWARDS

The Solo Triad Award has come to symbolize the best of the best in SCCA Solo. This year is no different as only six of 75 class winners were able to complete the feat. In order to earn the title, a National Champion must have either won one Tire Rack Championship Tour event and one Tire Rack Match Tour event, or have taken home a pair of wins at a Championship Tour event in the same class.

The 2015 winners are:
Patrick Salerno, Super Street;
Dave Ogburn, C Street; Rachel Kerswill, C Street Ladies (pictured); Mark Scroggs, G Street; Steve O'Blens, B Street Prepared; Brian Peters, E Street Prepared. 📍

Rupert Berrington



Mark Weber

U.S. Majors schedule expands for 2016

The initial batch of 2016 SCCA U.S. Majors Tour dates are set, with a total of 20 events scheduled to be held across five conferences throughout the country, with more events to be announced soon.

The new race season is set to begin much like that in 2015, with back-to-back events at Homestead-Miami Speedway and Sebring International Raceway in early January, before opening in other parts of the country.

The current schedule has the U.S. Majors Tour wrapping up in the Northeast Conference at Pocono Raceway Aug. 13-14, after which the focus will be on the 2016 SCCA Runoffs presented by Garmin VIRB at Mid-Ohio Sports Car Course.

A number of dates have yet to be finalized, so visit www.scca.com for the latest developments. 📍

NORTHEAST CONFERENCE

April 15-17: VIRginia Int'l Raceway (Alton, Va.) – with SE Conf.
April 29-May 1: Summit Point Motorsports Park (Summit Point, W. Va.)
June 24-26: Watkins Glen Int'l (Watkins Glen, N.Y.)
Aug. 13-14: Pocono Raceway (Long Pond, Pa.)

SOUTHEAST CONFERENCE

Jan. 8-10: Homestead-Miami Speedway (Homestead, Fla.)
Jan. 15-17: Sebring Int'l Raceway (Sebring, Fla.)
March 18-20: Road Atlanta (Braselton, Ga.)
April 15-17: VIRginia Int'l Raceway (Alton, Va.) – with NE Conf.

NORTHERN CONFERENCE

April 30-May 1: Blackhawk Farms Raceway (South Beloit, Ill.)
June 3-5: Mid-Ohio Sports Car Course (Lexington, Ohio) *
July 9-10: GingerMan Raceway (South Haven, Mich.)
Aug. 13-14: Grattan Raceway (Belding, Mich.)

*Pending track confirmation

MID-STATES CONFERENCE

April 9-10: Hallett Motor Racing Circuit (Jennings, Okla.)
May 14-15: Gateway Motorsports Park (Madison, Ill.)
May 28-29: Pueblo Motorsports Park (Pueblo, Colo.)
July 2-3: High Plains Raceway (Deer Trail, Colo.)

WESTERN CONFERENCE

Jan. 29-31: Auto Club Speedway (Fontana, Calif.)
Feb. 20-21: Willow Springs Int'l Raceway (Rosamond, Calif.)
April 29-May 1: Buttonwillow Raceway Park (Buttonwillow, Calif.)
May 28-30: Pacific Raceways (Kent, Wash.)
July 2-3: Portland Int'l Raceway (Portland, Ore.)

(At least one event to be added to each Conference)

MCLAREN CAN-AM EDITION

To celebrate the 50th anniversary of the SCCA Pro Racing Can-Am series, McLaren Special Operations has created a special edition of the 650S Spider, inspired by the cars that won these championships. Just 50 examples of the 650S Can-Am will be produced globally. Visit www.cars.mclaren.com for more information.



Courtesy McLaren



Rupert Bermington

OVERHAUL

The RallyCross National Challenge will receive additional support from the National Office for 2016 events.

RallyCross National Challenge revamp

The SCCA RallyCross National Challenge program is set to change for 2016. Additional resources from the SCCA National Office will be provided to create a more uniform experience for competitors in different parts of the country that will be more representative of the National Championship event.

This new plan to "take RallyCross Nationals on the Road" will have the SCCA National Office partnering with host Regions to create this Nationals-like experience. SCCA will assume some of the more onerous tasks and responsibilities such as financial risk, sanctioning, registration, timing and scoring, and general event administration. Regions would truly be the hosts of the event focused on site procurement, site relations and social activities.

The 2016 program will consist of the Eastern States National Challenge and the Western States National Challenge, along with possibly a Mid-States National

Challenge, all running at premier locations with a history of good participation. The locations would generally rotate each year as sites and programs develop, allowing a variety of Regions and Divisions to serve as hosts over the years.

The SCCA would support these RallyCross National Challenge events with promotion, an operations trailer, and equipment, along with event operational rules and procedures consistent with the National Championship. This consistency will make the events more attractive for drivers from different areas of the country to converge and compete on a level playing field with known expectations. ●



SCCA's Clubhouse

Many of us got our start in SCCA when we were kids - coming to events, making friends, getting involved.

With that in mind, we want to make the next generation of SCCA members feel welcome.

That's why each of our members 12 years old and younger will be receiving a letter welcoming them to the SCCA Clubhouse!

In that letter, they'll get a welcome to the SCCA Clubhouse; a membership card; a page to color; and an invite to visit SCCA.com/clubhouse, which includes activities and printable coloring pages.

This is just a start for the SCCA Clubhouse. In the coming year, the official SCCA membership cards that children receive will look different - they will have the SCCA Clubhouse logo on them, and be a little more "fun." They will also get a birthday card from the SCCA Clubhouse. ●



Richard S. James

GONE GLOBAL

2015 MX-5 Cup Champ John Dean will use his scholarship to contend in the new 2016 Global MX-5 Cup.

MX-5 Cup champ makes new ladder

Winner's hardware and two scholarships were awarded to the series champions and top finishers at the awards banquet for the SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires.

John Dean, winner of the 2015 Battery Tender Mazda MX-5 Cup championship title, not only earned the trophy and contingency that go with winning the championship, but he also earned the \$200,000 Mazda Road to 24 scholarship to advance his career as a racecar driver.

Dean announced, however, that he would take advantage of a unique arrangement regarding the scholarship funds. With the pricing announcement

regarding the new 2016 Global MX-5 Cup car package, Dean elected to receive two of the new \$53,000 racing machines, plus \$100,000 to use in campaigning the cars next season. The move was unprecedented, as all past series champions have used the scholarship funds to move to the next level of sports car racing.

Also taking home scholarship funds was Robby Foley after he won the season-long Skip Barber MAZDASPEED Pro Challenge Championship. His scholarship was worth \$100,000 to be used to help fund a full season in the 2016 Battery Tender Mazda MX-5 Cup. ●

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MOBIL 1 THE GRID DOES THE RUNOFFS

Mobil 1 The Grid aired coverage of the 2015 National Championship Runoffs presented by Garmin VIRB from Daytona International Speedway in October on the CBS Sports Network. Whether you were at the Runoffs or watched from afar, you're going to want to see this international coverage of one of SCCA's marquee national events. The footage can be seen at www.grid1.tv.



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Rupert Berrington

MAZDA ROAD TO 24 SHOOTOUT

The Mazda Road to 24 Shootout is the single largest prize in grass-roots racing. Launched in 2006 as the Club Racer shootout, the Mazda Road to 24 Shootout has annually promoted one talented

THE RIGHT PATH

(ABOVE) Joseph Burton-Harris goes from Runoffs champion to Mazda Road to 24 Shootout contender.

club racer into the professional ranks. The \$100,000 scholarship package supports a drive in the 2016 Battery Tender Mazda MX-5 Cup. For 2016, this will be in the all-new Global MX-5 Cup car, which officially went on sale on Oct. 1.

The final shootout was held at Carolina Motorsports Park, in Kershaw, S.C., on Nov. 8-10. The racers were tested on the track for their driving skills and in the garage for their technical understanding of the sport. This is a winner-take-all competition; there is no second place.

Among the semifinalists were SCCA racers Joseph Burton-Harris, who got in courtesy of his Formula Mazda win at the 2015 SCCA National Championship Runoffs; and Jonathan Goring who earned his invite via the Runoffs, taking the hotly contested Spec Miata title.

Coming in as At Large Nominees are 2014 Runoffs Champ Matt Reynolds, and 2015 Formula 1000 second-place finisher Alex Mayer. 🏆

TRACK NIGHT by the numbers

By all accounts, the 2015 SCCA Track Night in America Driven by Tire Rack concluded the year with encouraging results. From April to September 2015, almost 4,200 thrill seekers ventured to nearly 90 events at more than 15 challenging race circuits around the United States to grab 500 on-track hours thanks to SCCA Track Night in America. More than 40 percent of participants registered as "Novice" for racetrack activities, and more than 60 percent were not members of the SCCA.

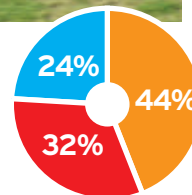
Of the people who rolled on track for an evening, the majority were under the age of 35, with a surprisingly high percentage aged 51 or older. Of all participants, however, 95 percent of the drivers were male.

Dreamed up as an easy and inexpensive way for anyone who loves cars or motorsports to get on a real racecourse in their own vehicle,



Clark Michms

Track Night participants only needed to be at least 18 years old with a valid driver's license and have access to a racing helmet and street car in good working condition. No previous on-track experience or SCCA membership was required to join the fun. Entrants were divided into Novice, Intermediate, and Advanced groups so on-track activities remained fun for all. The cost was never greater than \$150 per entrant and granted three 20-minute sessions on track, as well as feedback from SCCA driver coaches on site. 🏆



WHO THEY ARE

44%: 35 years old or younger

32%: Ages 51+

24%: Ages 36-50



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CLUB VIEW
LISA NOBLE
PRESIDENT AND CEO OF SCCA INC.

Daytona: An American Dream

Daytona International Speedway has been on the bucket list of places to race for many of us. To be up on the high 31-degree banking, in thrilling packs of cars, to experience the draft in a way that is unlike most any other racetrack was only something we thought about. We've watched from the grandstands and on TV as our heroes from the Rolex 24 and Daytona 500 made their mark on American racing. At the National Championship Runoffs presented by Garmin VIRB this year, we got that chance - and it was a dream come true. Some said it was "too dangerous," or would be "boring," or that we'd have a hurricane. How did it end up? Fun with some incredible racing, great weather, and storybook finishes!

Friday Night Lights presented by our great partners at Mazda was one of those unlikely stories with a great ending. Start with 62 Spec Miatas, a class famous for mixing it up in ways that usually mean at least one full course yellow, and add in a downpour of rain before race time and racing in the dark with partial infield lights - what could possibly go wrong?

Well, nothing did. Our talented drivers delivered on one of the best Runoffs races of all time. Tire choice, as conditions changed from wet to dry, and no small amount of determination, made for a dream come true win for Jonathan Goring. He made a run through the field for a last-lap pass that even he didn't know was for the lead and his first National Championship.

There was a paddock full of proud SCCA members as infield grandstands and the fence lines filled to watch this Spec Miata demonstration of close and clean racing. As the checker flew, no one left - because as a Club, we celebrated this iconic track and this wonderful moment in our racing

history with world-class fireworks. When we did leave, we left knowing that something very special had taken place - and we were a part of it.

For me, the dream didn't happen on the track. It happened every day as our members shared their joy and the fun they were having. Some said they couldn't believe they were getting to race at Daytona; that the banking was a blast; that they wanted another shot at running here for a National Championship. Comments, handshakes, and hugs from my fellow SCCA'ers made the week a pure pleasure. It was wonderful to share their excitement!

But the experience was a little different each night when sometime before midnight, I'd drive back out to the track, jump on my golf cart, and take a slow drive through the entire 180-acre paddock - every area, every row. Sometimes there would be people purposefully gathered around a car, tools in skilled hands, with trouble lights strung along the sides of a canopy working through to the small hours to get it just right. I always made it a point to watch what happened the next day - hoping for them that they got it right, but never questioning their commitment toward a National Championship and giving it their all. Often, I'd see the remnants of a bunch of friends finishing an evening together, the sounds of their laughter and conversation like music on the night air. Mostly, it was quiet. The efforts and fun of the day were over and anything was possible for the next day.

If anyone gets to decree the Daytona Runoffs as the best ever, I'd like the chance to do it. There were so many wonderful races, close finishes, unexpected surprises, and happy people having fun that I really can't describe the week any other way. This is the Club that I want to belong to! 🍷

Membership Drive Contest

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

MEMBERSHIP REFERRAL LEADERS FOR SEPTEMBER 2015

NAME	REF	REGION
Warren Leach	121	San Diego
Brian Ghidinelli	58	San Francisco
Gayle Jardine	37	Cal Club
J. Burchardt	20	SW Louisiana
Richard Meyers	17	Detroit
Mike Holzinger	16	Iowa
Jim Nowlen	16	Milwaukee
Mary Shiloff	16	Detroit
Sydney D. Yagel	15	Houston
Cindi Clark	14	Las Vegas
Karen McCoy	14	Oregon
Linda Rogaski	14	San Francisco

There are 2,300 additional members with at least one referral.

REGION LEADERS

(Category based on 2014 year end membership)

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ERIC GENACK

CONTINENTAL DIVIDE REGION
SCCA MEMBER SINCE 2005

“When I was younger, my dad used to take me to watch his friend compete in circle track racing, and to SCCA Club Racing events where he worked tech, but I never got into motorsports myself other than playing video games. Fast forward a few years and I randomly stumbled upon a Solo event being held in the parking lot next to a gaming convention I was attending - and it looked fun! Though it wasn't until I bought a used 2003 Subaru later in the year that I started competing and got hooked on a hobby I don't see ending any time soon. I even lucked out that the Subaru came with an unused membership to the SCCA!

Just like Solo, I randomly stumbled upon Rallycross, but this time through an online search. The first event I tried to attend had heavy snow forecast for the day, but the event was close by so I figured I'd go anyway. That event was canceled, but at the next event I had success, and I discovered a different world outside of Solo.

Once the RallyCross hook was set, I started competing in every local event I could, only missing one or two in the past eight years. After the first season passed, however, I stepped up to fill in for registration and have also been doing registration ever since. I even volunteered at the last few RallySprints held in my area, and I hope they return.

I'm very glad I got into this fun hobby, especially since I've also met a great group of people from traveling around the country who love doing exactly what I enjoy.”

IMAGES Rupert Berrington



SETTING THE HOOK

Eric Genack stumbled upon RallyCross by chance, but that was all it took.





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POBST POSITION



Jay Bonvolontar

SMOOTH ANGLE
Getting the apex right translates to better exit speed, and that leads to more top speed on the straights.

THE APEX

There's a T-shirt that says "Apex late." Those who wear it understand the intimate relationship it has to speed. Do you? Do I, I ask myself? Here is my grass-roots definition: It's where the corner stops getting tighter and starts getting wider. You have to wait for it. Many drivers do not wait long enough. This is a major factor separating the very quick from the nearly very quick.

Why is waiting so important? The wait is important because of the weight. This is my Holy Mystical Path of Driving. My *Way of the Weight*. Born of a youthful, accidental, discovery of physical truth (see the *My Epiphany* column years ago), and it can be yours, too.

Entering a turn, your car still needs to change direction, to turn more in the direction of the corner exit. Exiting the turn, you need to accelerate, and more speed means a wider line, turning less, beginning to straighten out. When you slow for a corner, more weight is transferred to the front tires, improving their grip, so your car turns best while you are still slowing down. When you go to the gas, accelerating the car,

more weight is transferred to the rear, off the front tires, reducing its ability to turn. So, there it is. And right in the middle of the concept, is the apex ("Ahhhhhhhhh!" heavenly chorus of angels sings).

When the driver recognizes, looks, and waits for the apex (Ahhhhhh!), the driver will naturally be slowing down longer into a typical corner, thereby leaving the weight on the steering tires long enough to get the car to point at that apex (Ahhhhhhh!). This is why when a corner is done properly, hitting that mid-corner marking point, once a driver goes to power, he will never back off. Properly done, the throttle will only be steady or increasing from that point on.

Watch and listen to my Pike's Peak in-car video on YouTube for a good example (he said humbly), right up until I go all *Dukes of Hazzard* (another reason he's humbled), but that was another column. Data throttle traces should show the same thing. A smooth angle up, like a ramp, not a jagged alpine mountainside. If you ever have to lift off the gas, you apexed too early and

"Properly done, the throttle will only be steady or increasing from that point on"

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



are wasting precious time. Tick-tock-tick-tock. Remember to fix it next lap and forever after.

Think of the in-car videos you've seen and heard, or observed trackside, live and in person: baaaaahh - baah - baah - BAAAAAAHHHHHH! You can beat that car. Early apex, had to lift twice.

A late apex (Ahhhhhh!) gets more of your turning done before going to power, which is perfectly effective because when you squeeze the accelerator leaving the turn, the car no longer turns as well. This later, straighter line also helps put power to the ground because the tire is cornering less and less and, of course, you cannot demand that your tire do a lot of two things at once. That's called drifting - crowd pleasing and fun, but (sorry) slow.

The apex (Ahhhhhh!) has other benefits. Another way to define it is: It's the place where you can begin to accelerate and not run off the road. Good to know when you're cresting a hill and cannot see ahead, especially if you're the instructor in the passenger seat. This is another good reason to consistently clip it, as the cognoscenti say. Keeping to the pavement is a good long-term racing strategy.

The more power you have, the later you must apex. This is an immutable law of physics. If your car accelerates faster, it straightens out faster, and the tires need to put more of their effort into forward traction. Back in 1995 was the first time I drove something with real power: the Ed Arnold/TC Kline Racing BMW M5 in the Bridgestone Supercar Championship. Its M-power 3.8L six made about 500hp in race tune. I hadn't driven much over 250hp (RX-7 turbo and E30 M3 - classics now, ha). David Donohue had won the championship the year before, amazing considering the way it understeered, and was generous with his driving advice. The series ran on normal street

tires, so grip was low. The cars were big for the time and had that terrific, wailing six - high power, low traction. "Drive it like a drag racer," he said. "Apex very late, and drive it straight off the corner to

capitalize on the acceleration."

He was right, and I appreciated it when I got to Lime Rock Park. The downhill was always a hairy, hang-it-on-the-edge sweeper, fourth-gear fast, in the Hondas, Toyotas, and VWs I'd raced there. First time down that breathless drop in the M5 I had to brake (lots of power, low stick), turn in, and then gently roll that brawny power in, almost like one of the 90s down at Sebring. Totally different experience, and way easier than the flat-out early apex of a drifting, twitching, leaping CRX carrying max corner speed through there. It was a revelation. In the big Bimmer, it was more like a stop-and-go, slow-in-fast-out, classic Skip Barber chalkboard training turn. I was shocked, truthfully, to learn that a high-powered car was actually easier to drive in many corners than a low-powered one because of the enter-slower, apex (Ahhhhhh!) later, exit-straighter technique they reward. Make the track into a bunch of little drag races. Power transfers weight, which gives more control options than Spec Miata style foot-to-the-floor.

In a long, even-radius turn, more patience is required. Like Turn 3 at the Daytona Runoffs. The apex (Ahhhhhh!) is long. Come down to the inside and just hold it there, smoothly at the limit, and wait.

Early-apex kinks are my favorite. They open up, like Thunderhill's Turn 1. Run, fly, be free! Finish braking early, no trail-brake here, or not dang much, and roll the throttle down early too. If you do not recognize the shape, you will over slow.

Annoyed by my heavenly chorus after the "apex" (Ahhhhh!)? Well, now you know how important it is. You're welcome. 🍷

"This later, straighter line also helps put power to the ground"

THE RUNOFFS!

When the green flag waved at Daytona International Speedway on Friday, Sept. 25, 2015, the National Championship Runoffs began a new chapter in its history as well as saluted its past



RUNOFFS SCHEDULE

FRIDAY, SEPT. 25

CLASS	RACE TIME	PG
GT2	8:50 a.m.	24
FM	9:55 a.m.	26
T4	10:50 a.m.	28
GT1	11:45 a.m.	30
HP	1:30 p.m.	32
P2	2:25 p.m.	34
F5	3:20 p.m.	36
STU	4:15 p.m.	38
BS	5:10 p.m.	40
SM	7:30 p.m.	42

SATURDAY, SEPT. 26

CLASS	RACE TIME	PG
AS	8:30 a.m.	48
FA	9:25 a.m.	50
STL	10:20 a.m.	52
FB	11:15 a.m.	54
SRF3	1:00 p.m.	56
FP	1:55 p.m.	58
T1	2:50 p.m.	60
FV	3:45 p.m.	62
GTL	4:40 p.m.	64

SUNDAY, SEPT. 27

CLASS	RACE TIME	PG
T2	8:30 a.m.	68
T3	8:30 a.m.	70
FC	9:25 a.m.	72
GT3	10:20 a.m.	74
SRF	11:15 a.m.	76
FF	1:00 p.m.	78
EP	1:55 p.m.	80
FE	2:50 p.m.	82
P1	3:45 p.m.	84

Back in the day, SCCA's National Championship Runoffs used to alternate between Riverside International Raceway in California, and Daytona International Speedway in Florida. That tradition ran from 1964-'69, with the winner-take-all championship's first visit to Florida coming in 1965. So it was fitting that after the Runoffs visited Mazda Raceway Laguna Seca in California in 2014 that the big event headed east to Daytona for 2015.

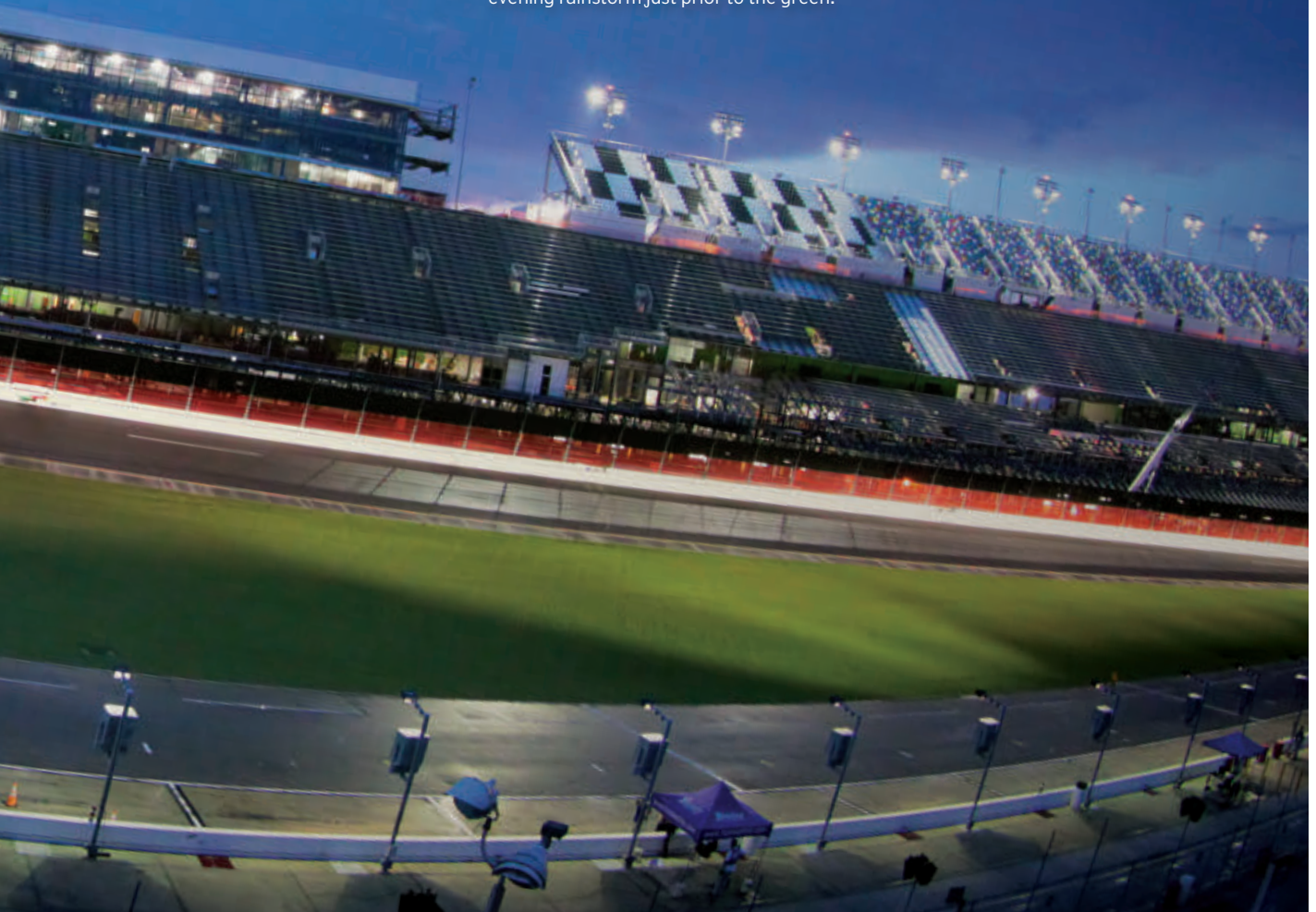
The 52nd running of the Runoffs was highly anticipated, with many foreseeing this year to equal the Runoffs all-time high entry count. While the official count fell about 100 entrants short of the record, the trip to Daytona was, by all counts, an unequivocal success.

Part of the anticipation came from the juxtaposition from 2014's championship race. Compared to last year's low-speed, technical Monterey circuit, Daytona allowed competitors to flex their car's horsepower down the long straights, with impressive top speeds hit by a number of classes. GT1, as expected, wowed spectators with the polesitter topping out a few clicks shy of 200mph, while classes like American Sedan were well into the 160mph arena. But that's not to say Daytona was about raw power; adaptation was also key, as many brought cars set up for the oval and ended up swapping to modified infield alignments to maximize lap times.

Another twist for 2015 was Friday Night Lights presented by Mazda, where Spec Miata took the green flag in the dark, illuminated just like the Rolex 24. Adding more chaos into the mix was an evening rainstorm just prior to the green.

With this year's Runoffs in the record books, the title Club Racing event is set to return to Mid-Ohio Sports Car Course on Sept. 19-25, 2016 - a circuit that hosted the Runoffs from 1994-'05. And, for 2017, it was recently announced that the Runoffs would travel to the incomparable Indianapolis Motor Speedway from Sept. 25-Oct. 1.

Speaking of the record books, flip the page and read our behind-the-scenes tales for each of this year's 28 races. While the record book will tell you *who* won, it's more exciting to find out how it all played out, as told by the those who stood on the podium...



RACE 1 | FRIDAY | Sept. 25, 2015 | 9:00 a.m.

GRAND TOURING 2

Despite spending most of the race in second position, John Kachadurian made a final-lap pass on Jordan Bupp when he suffered a mechanical failure. Kachadurian started on the outside pole in his No. 85 The Kachadurian Group/Fall-Line Porsche 911 Carrera and made few mistakes throughout the 14-lap race to find himself on the bumper of Bupp's Tire Rack pole-sitting No. 81 American Speed Factory Ford Mustang as the white flag waved.

"It was a tough race, everyone had a great start," said Kachadurian. "Jordan never put a wheel wrong and he was running hard the whole time. I just tried to be a gnat and stay in his mirrors throughout the entire race. I was ready to settle for second, but saw a puff of smoke come out of Bupp's car on the final lap. Unfortunately for him, he started to slow down and I was just able to make it around him."

Jonathan Start was one of those with a great start, and he made his way from sixth

to third by Turn 6 of the first lap. He was holding off a charging Mark Boden and Robert Kennedy when he went off at the bus stop and filled his grill with grass, unable to continue.

Making his first Runoffs appearance, Kennedy drove his No. 118 Daytona One Performance Lubricants Ford Mustang deep into the braking zone of the bus stop on the final lap and won the dual with Boden and his Fall-Line Motorsports Porsche 997 GT3 Cup car, claiming the second position.

"Mark raced me so cleanly," said Kennedy, "I never had to worry about running close with him. I was just so happy to get by him going into the Bus Stop. It wasn't anything he did; I just went in there as deep as I could, not knowing what was going to happen. I was fortunate to finish where I did."

The advantage might have come down to track familiarity, however. "This is my home track, so I love racing here every chance I get," Kennedy continued. "On the second

day of qualifying, I was able to get up to second. However, I didn't go out the last two days, so that dropped me back to fourth. I wasn't happy starting there, but I knew that wasn't a big deal here at Daytona."

Boden, a Runoffs veteran scoring his eighth podium, had some issues during the week but was able to gain back his focus and continue a charge to the front.

"We were able to go from eighth on the grid to third [on Thursday]," said Boden. "We got a good initial start in the race, but had an issue getting into fourth gear going into the first corner. That hurt us as we lost a spot or two, there. We had another issue causing us to drop back to fifth. From there, we bided our time and did what we could to hold our gap."

"As we came into the bus stop during the last lap, we ran into lapped traffic. I didn't time the traffic quite right, so Bobby [Kennedy] was able to make the pass and get around me. He drove a great race."

Sydney Davis Yagel

GT2 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Jordan Bupp/FLA (Ford Mustang Fastback) 1.54.533 / 1.54.186 / 1.53.996 / **1.53.652**; 2. John Kachadurian/CHI (Porsche 911 Carrera) No time / No time / 1.54.533 / **1.53.854**; 3. Mark Boden/CHI (Porsche 997 GT3 Cup) 1.56.298 / 1.55.503 / 1.55.605 / **1.54.350**; 4. Robert Kennedy/CFR (Ford Mustang) No time / **1.54.732** / No time / No time; 5. Scotty B White/NWST (Dodge Viper) No time / 1.55.490 / 1.57.056 / **1.54.795**; 6. Jonathan Start/MILW (Dodge Viper) 1.55.423 / 1.54.976 / **1.54.809** / 1.55.566; 7. Tim Myers/ATL (Dodge Viper) 1.55.777 / 1.56.368 / 1.55.028 / **1.55.208**; 8. Randall Kinsland/NCR (Chevrolet Corvette Z06) **1.55.036** / 1.56.921 / 1.56.860 / 1.56.540; 9. Tim Kezman/MILW (Porsche 911 GT3) 1.55.899 / 1.55.550 / 1.55.922 / **1.55.203**; 10. Michael Flynn/CFR (Porsche GT3 Cup) 1.56.736 / No time / 1.56.103 / **1.55.941**; 11. Bryan Collyer/CFR (Chevrolet Monte Carlo SS) 1.57.675 / 1.56.596 / **1.56.541** / No time; 12. Preston Calvert/WDC (Chevrolet Corvette Grand Sport) **1.57.059** / 1.58.544 / 1.57.580 / No time; 13. Pete Peterson/CCR (Porsche 997) 2.28.285 / 1.58.726 / **1.57.170** / 1.57.805; 14. Mark Kirby/KCR (Dodge Viper) **1.57.395** / 1.57.473 / No time / No time; 15. Jerry Onks/TEN (Chevrolet Corvette Z06) 2.01.089 / 1.59.877 / 1.59.458 / **1.58.120**; 16. Jorge Nazario/FLA (Chevrolet Corvette Z06) No time / 1.59.781 / **1.58.733** / 1.58.943; 17. Michael Smellie/FLA (Mazda RX-7) 2.36.649 / **1.59.175** / 1.59.584 / 1.59.662; 18. Brad Gross/TEX (Chevrolet Monte Carlo LS) 2.02.243 / No time / 2.01.387 / **1.59.739**; 19. John Yarosz/NEP (Chevrolet Corvette C6 Coupe) 2.00.559 / No time / No time / **1.59.986**; 20. Butch Kummer/ATL (Chevrolet Monte Carlo) 2.03.445 / 2.00.066 / 2.00.193 / **2.00.044**; 21. Richard Smith/FLA (Mazda Mazda RX-7) 2.04.971 / 2.04.510 / **2.01.774** / 2.33.532; 22. Timothy Gray/LOL

(Chevrolet Camaro) 2.02.710 / 2.02.762 / **2.02.155** / 2.02.238; 23. Robert Kelley/CSCC (Chevrolet Monte Carlo) **2.04.590** / No time / No time / No time; 24. Daniel Harding/NEO (Porsche GT3 Cup) 2.08.066 / 2.07.839 / **2.04.902** / 2.05.454; 25. Daniel Malfatti/SFR (Chevrolet Monte Carlo LS) 2.10.583 / 2.08.355 / 2.06.473 / **2.05.116**; 26. Sidney Collins/CFR (Porsche 911) 2.29.018 / 2.24.456 / 2.08.847 / **2.08.315**; 27. John Maddox/BUCC (Porsche 911) 2.14.603 / 2.15.500 / 2.15.494 / **2.13.061**;

White - Loss of qualifying 1 times per Chief Steward - GCR 9.1.2 GT2/SP spec line p.453

Calvert - Loss of fastest qualifying 1 lap per Chief Steward - GCR 6.11.3

Peterson - Loss of fastest qualifying 2 lap per Chief Steward - Supp. 5.6

GT2 RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. John Kachadurian (14); 2. Robert Kennedy (14); 3. Mark Boden (14); 4. Tim Kezman (14); 5. Pete Peterson (14); 6. Michael Flynn (14); 7. John Yarosz (14); 8. Jerry Onks (14); 9. Michael Smellie (14); 10. Brad Gross (14); 11. Jordan Bupp (13); 12. Timothy Gray (13); 13. Richard Smith (13); 14. Daniel Harding (13); 15. Sidney Collins (13); 16. John Maddox (12); 17. Daniel Malfatti (11); 18. Butch Kummer (8); 19. Scotty B White (6); 20. Tim Myers (6); 21. Jonathan Start (6); 22. Jorge Nazario (4); DNS. Randall Kinsland (); DNS. Bryan Collyer (); DNS. Preston Calvert (); DNS. Mark Kirby (); DNS. Robert Kelley ();

Overall Time of Race: 26:48.531; **Average Race Speed:** 111.545mph; **Margin of Victory:** 09.952 seconds; **Fastest Race Lap:** J. Bupp 1:53.543 (112.874mph); **Lap Leaders:** #81 laps 1-13 #85 laps 14; **Sunoco Hard Charger:** #33 John Yarosz



Jeff Levee



Reck Carvins

OPPOSITES ATTRACT
(RIGHT) The TA2 spec Ford Mustang of Robert Kennedy (118) and GT3 Cup Porsche piloted by Mark Boden (47) couldn't be more different, but both were fighting for second. Kennedy collected the silver while Boden claimed the bronze. (LEFT and MAIN) John Kachadurian was the man of the hour.

GT2 CHAMPION

JOHN KACHADURIAN
Chicago Region
The Kachadurian Group/Fall-Line
Porsche 911 Carrera

Clark Morris



RACE 2 | FRIDAY | Sept. 25, 2015 | 9:55 a.m.

FORMULA MAZDA

At just 18 years of age, Joseph Burton-Harris won this year's Formula Mazda National Championship. But this is far from the young Australian driver's first podium, and he is serious about making sure it won't be his last.

"I started go-karting at age 8, raced in Europe and won two world championships at the age of 15 and 16," he explains. "When I reached 17, it was time to go to cars. We had opportunities in Europe or we could go through Formula F to V8 Supercars, but I love the USA and I'm a massive fan of IndyCar. We met with Moses Smith and Tara Wilson at Texas Autosport, and they showed us the Formula Mazda class."

Burton-Harris transitioned to SCCA racing this year, landing his No. 132 Si Partners/Sydney Sports/GMG Formula Mazda on the Tire Rack pole position with a time better than a second faster than outside polesitter and defending National Champion Mike Anderson in the No. 1 HASA Pool Products Formula Mazda.

But they don't deliver the champion's

medal for a good qualifying time, and Burton-Harris had to contend with Anderson alongside him and past winner Alan McCallum behind him before he could claim the title.

Burton-Harris rode the pole position to an early lead, but Anderson and third-place qualifier Carson Weeder in the No. 28 Weeder Motorsports Formula Mazda kept the pressure on, and Weeder took the lead in the second lap. Then a bold Turn 1 move on the third lap gave the lead back to Burton-Harris, and he held that lead to the end, stretching out a 9.906sec margin of victory.

The rest of the race happened in Burton-Harris' rearview mirrors, with Weeder and Anderson battling for the second step of the podium and the wild card Brekk Harris coming up fast from the back of the grid. Harris made it to fourth place on the first lap, and pressed Weeder and Anderson for several laps before they shook him off.

In the second half of the race, the show was all about Anderson catching up to Weeder after giving up a midrace deficit of several seconds. But by lap 11, Anderson

had closed the gap and was running side by side with Weeder, trading positions around the course all the way to the checker. In the end, it was Weeder in second place and Anderson in third.

"It was a little nerve-racking at the end" Weeder exclaimed, who also scored the Sunoco Hard Charger award. "[Anderson] caught up to me and we started losing our grip on the infield because we were set up for the straightaway. Then we got to the white flag and I just knew I had to try to [stay in front]."

"I just wasn't able to hang in his draft," Anderson admitted. "The one thing that really changes the game here at Daytona is the setup, and I was a little more dialed in for the infield, and Carson is all about having a fast car on the speedway. I wasn't quite there to have a challenge at the end, but we did have an awesome race."

For his part, Burton-Harris knows exactly what he's going to do with his victory. "We're looking to get into Pro Mazda next year and get on the Mazda Road to Indy!"

Jeff Zurschmeide

DOWN UNDER
(MAIN) Australian import Joseph Burton-Harris plans to use his Runoffs win as a stepping stone in his professional racing career. (BOTTOM LEFT) Carson Weeder came from third on the grid to claim the silver medal. (RIGHT) 2014 Champ Mike Anderson was lacking speed on the oval but managed to hang on for third.



Richard S. James



Richard S. James



Richard S. James

FM QUALIFYING

Pos. Driver/Region Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Joseph Burton-Harris/TEX 1.59.220 / **1.57.804** / 1.57.887 / 1.57.973; 2. Mike Anderson/SAND 1.59.152 / 1.59.028 / 1.59.224 / **1.58.910**; 3. Carson Weeder/CFR 1.59.485 / **1.58.962** / 1.59.810 / No time; 4. Alan McCallum/HOUS No time / No time / 1.59.735 / 1.59.953; 5. Jarret Voorhies/CFR 2.00.400 / **2.00.115** / 2.00.781 / 2.00.883; 6. John Entwistle/TEX 2.02.905 / 2.02.805 / **2.01.798** / 2.02.297; 7. Paul Ravaris/TEX No time / No time / 2.07.212 / **2.01.955**; 8. Bradley Yake/TEX 2.06.093 / 2.08.423 / **2.06.036** / 2.06.712; 9. William Snyder/TEX No time / No time / No time / **2.13.012**;

Harris - Loss of qualifying 4 times per Chief Steward
- GCR 9.1.1.E.10.D

FM RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Joseph Burton-Harris (14); 2. Carson Weeder (14); 3. Mike Anderson (14); 4. Brekk Harris (14); 5. Jarret Voorhies (14); 6. John Entwistle (14); 7. Bradley Yake (14); 8. William Snyder (13); 9. Paul Ravaris (6); 10. Alan McCallum (4);

Overall Time of Race: 27:48.314; **Average Race Speed:** 107.548mph; **Margin of Victory:** 09.906 seconds; **Fastest Race Lap:** J. Burton-Harris 1:58.029 (108.583mph); **Lap Leaders:** #28 laps 1#132 laps 2-14; **Sunoco Hard Charger:** #28 Carson Weeder



FM CHAMPION

JOSEPH BURTON-HARRIS

Texas Region

Si Partners/Sydney Sports/GMG

RACE 3 | FRIDAY | Sept. 25, 2015 | 10:50 a.m.

TOURING 4

Philip Royle scored a flag-to-flag victory in Touring 4, but it was no cakewalk. While it looked like a breeze to observers, inside the cockpit it was a tough day. Royle's 2015 Honda/BFGoodrich/HMS/RACER.com/Lucas Oil Honda Civic Si had all of seven miles on the odometer coming into the week, and had every conceivable electronic gismo on it - which is where the difficulty arose.

"Everything in the car that told me what I was doing during the race failed," Royle recalled. "The data system turned off on lap one, but as a backup I was also using my cell phone to read live timing during the race. Then that went away for a while."

Despite - or because of - that, he decided to run every lap like qualifying, attempting to build as much of a gap as possible. Then came the white flag lap. "On the last lap, the front of the car started to fade," explains Royle, who's also *SportsCar*'s editor. "The combination of the relentless pace and front-wheel drive really abused the brakes and tires. I slid wide going into Turn 3 and began to question whether I'd be able to beat Lance [Stewart] to the finish."

But he did, leading Stewart (Hoosier/Mazda/Hawk/Summit Mazda RX-8) across the line by 5.663sec for his first National Championship. Royle had qualified on the Tire Rack pole, with Michael Scornavacchi second. Stewart, however, made a great start, jumping Scornavacchi into second coming out of the infield on the first lap. The biggest mover, however, was Don Knowles, who moved from ninth to fifth. Unfortunately, not only was his charge blunted there, but he also drifted back to ninth at the finish thanks in part to what appeared to be braking issues.

Michael Tsay (Honda Performance Development/THR-W Honda Civic Si) qualified sixth but moved up to third by lap three with an impressive start. "I thought I was done at the start," Tsay admitted. "I was bumped in the rear and the tail slid out. I kept my foot in it and got back in traffic. I tried to catch Lance but he had just a bit more."

Toby Grahovic was expected to be on the podium, but his day went bad right at the start. He qualified his BMW Z4 in fourth but

spun on the first lap, dropping to eighth in the pack. He spent the race trying to claw back lost ground and eventually finished in fifth.

The main difference between the front-wheel-drive Hondas and the others was aerodynamics. The slippery shape was very telling. Royle explained, "The Hondas don't have the most horsepower, but they do have great aerodynamics." Stewart echoed that by saying, "My car was just perfect and I did everything I could. I also had an advantage of rear-wheel drive. But the aero on the Civics was just so good."

While the top four were static for the majority of the race, pressure was being applied at all times. Royle, Stewart, Tsay, and Scornavacchi were always within striking distance of each other, with Grahovic constantly lurking. But at the finish we had a brand-new car in winner's circle, and a first-time winner as its driver.

Tom Schultz



T4 CHAMPION

PHILIP ROYLE
Cal Club Region
Honda/BFGoodrich/HMS/RACER.com/
Lucas Oil Honda Civic Si

Richard S. James



FINDING SPEED

The sleek and trim imports of Philip Royle (BELOW), Lance Stewart (RIGHT), and Michael Tsay (LEFT, 21) came out on top over the American Muscle of Michael Scornavacchi (25). (FAR RIGHT) Short vehicle prep time and a severe cold took a toll Royle, but he held on to win from the pole.



Jay Bonvillian



Rick Corvino



Jeff Loewe

T4 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Philip Royle/CSCC (2015 Honda Civic Si) 2.17.658 / 2.16.353 / 2.17.685 / **2.15.886**; 2. Michael Scornavacchi/FLA (Ford Mustang) 2.17.930 / 2.16.836 / 2.16.740 / **2.16.245**; 3. Lance Stewart/RENO (Mazda RX-8) No time / No time / 2.18.462 / **2.16.613**; 4. Toby Grahovec/TEX (2003 BMW Z4 2.5i) 2.17.986 / 2.16.772 / **2.16.639** / 2.16.774; 5. Tim Myers/ATL (Mazda RX-8) 2.18.031 / **2.16.748** / 2.17.029 / 2.18.167; 6. Michael Tsay/CSCC (2012 Honda Civic Si) 2.20.671 / 2.18.902 / 2.17.878 / **2.17.174**; 7. Tom Wickersham/SFR (Mazda RX-8) 2.19.276 / 2.19.714 / 2.18.543 / **2.17.185**; 8. Ralph Porter/IND (BMW Z4) 2.19.320 / **2.17.317** / 2.20.750 / 2.17.980; 9. Don Knowles/NCR (1999 Pontiac Firebird) 2.18.125 / **2.17.706** / 2.18.198 / 2.18.317; 10. Stan Czacki/PNAM (2005 Acura RSX Type-S) 2.20.126 / 2.19.064 / 2.19.506 / **2.17.887**; 11. Scotty B White/NWST (Ford Mustang V6) 2.18.840 / **2.18.099** / 2.18.824 / 2.18.584; 12. Jared Lendrum/MHR (Subaru BRZ) 2.19.452 / 2.20.175 / 2.19.391 / **2.18.443**; 13. Alex Bolanos/FLA (2006 Ford Mustang Coupe) 2.20.415 / **2.19.174** / No time / No time; 14. James Place/TEX (2001 Acura Integra GS-R) No time / No time / 2.21.635 / **2.19.870**; 15. Derrick Ambrose/ORE (2015 Mazda 3 4-Door) No time / No time / **2.19.915** / No time; 16. Andrew Charbonneau/FLA (Ford Mustang) No time / No time / 2.21.373 / **2.19.992**; 17. Steve Strickland/BRR (2007 Mazda Mazda MX5) **2.21.470** / No time / 2.23.810 / 2.21.534; 18. Bob Demers/NER (2007 Pontiac Solstice) 2.22.912 / **2.21.566** / 2.25.893 / 2.28.756; 19. Joseph Cooley/NCR (2006 Mazda MX-5) 2.24.174 / 2.23.282 / 2.23.846 / **2.22.853**; 20. Stephen Lewis/NER (2009 Ford Mustang) No time / No time / No time / **2.23.718**; 21. Thomas Aquilante/SJR (Chevrolet Camaro) 2.25.910 / **2.23.733** / 2.24.755 / 2.27.992; 22. Tracy Geiger/CFR (1999 Honda Civic Si Coupe) 2.41.831 / 2.35.406 / 2.32.834 / **2.29.498**;

Lewis - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a.1

T4 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Philip Royle (14); 2. Lance Stewart (14); 3. Michael Tsay (14); 4. Michael Scornavacchi (14); 5. Toby Grahovec (14); 6. Tom Wickersham (14); 7. Tim Myers (14); 8. Ralph Porter (14); 9. Don Knowles (14); 10. Jared Lendrum (14); 11. Scotty B White (14); 12. Andrew Charbonneau (14); 13. Stan Czacki (14); 14. Steve Strickland (14); 15. Derrick Ambrose (14); 16. Joseph Cooley (14); 17. Bob Demers (14); 18. Thomas Aquilante (14); 19. Tracy Geiger (13); 20. James Place (2); 21. Stephen Lewis (0); DNS. Alex Bolanos (0);

Overall Time of Race: 32:04.654; **Average Race Speed:** 93.224mph; **Margin of Victory:** 05.663 seconds; **Fastest Race Lap:** P. Royle 2:15.994 (94.239mph); **Lap Leaders:** #09 laps 1-14; **Sunoco Hard Charger:** #69 Andrew Charbonneau

RACE 4 | FRIDAY | Sept. 25, 2015 | 11:45 a.m.

GRAND TOURING 1

Michael Lewis did more than just win the GT1 National Championship this year; the California-based driver took his eighth championship, his second Super Sweep, and set the fastest qualifying time at this year's Runoffs, lapping the Daytona course in a blistering 1:44.244. Lewis' qualifying time was over 4.7sec faster than any other GT1 competitor, averaged almost 123mph around the course, and reached a top speed of 196.916mph at the Start/Finish line.

"Coming in, we were fast in every session and everything was running smoothly. That's when you really begin to worry," Lewis said. "[On the race morning] we took a hardship lap to check a gearbox rebuild, and blew the exhaust off the car. Luckily, the guys were able to get it fixed before the race. You never know in this game."

The only man who could conceivably have challenged Lewis for the win was John Heinricy. Heinricy held the outside pole but suffered a mechanical failure before the pace lap could begin and did not start the race.

At the green flag, Lewis predictably ran far

in front of the pack in his No. 12 Goodyear/pegzlist.com Jaguar XJR, steadily building up his lead at about 4.5sec per lap. At the checker, the margin of victory was a staggering 50.488sec.

After the race, Lewis said, "I wasn't pushing the whole time and had backed off once I had built a good gap. When you have a little bit of a gap, it's just more nerve-wracking than if you are in a battle."

It's safe to say that most Runoffs drivers would dearly wish to have Lewis' worries.

In the field, third-place qualifier Jack Busch slotted his No. 105 Spectro Oils/Hoosier Tire/Leifert Moto Ford Mustang into second place in front of Stewart Bachmann's No. 68 EXSYS/Eppinger/Hoosier/Mobil 1 Chevrolet Camaro SS. For a time, Busch also stretched out a commanding lead, but Bachmann made up time in the last four laps as Busch noticeably slowed.

"We ran into some issues with the gearbox," Busch revealed. "We tried to run the rest of the race in fourth gear, which didn't work as well as I had hoped. I wish I had gotten a little more of a gap between Bachmann and myself, so I could have held him off. My thought was just to try to make it to the end."

Bachmann caught Busch on the final lap of the race, with Busch running 20 seconds slower than his qualifying time. But the top three had stretched such a lead that Busch was safe in third place. Raymond Webb finished fourth in the No. 09 Kenco Signs Chevrolet Corvette, and was the Sunoco Hard Charger of the race, moving up from ninth position on grid.

Jeff Zurschmeide

GT1 QUALIFYING

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

Session 2/Time Session 3/Time Session 4;

1. Michael Lewis/SAND (Jaguar XJR) 1.47.851 / 1.45.807 / No time / **1.44.244**; 2. John Heinricy/FLA (Chevrolet Corvette) 3.00.367 / 1.49.616 / **1.48.989** / 1.56.584; 3. Jack Busch/NER (Ford Mustang) 1.54.432 / 1.51.468 / 1.51.914 / **1.49.553**; 4. Kyle Kelley/CSCC (Chevrolet Corvette) **1.51.734** / No time / No time / No time; 5. Bernard Bupp/FLA (Chevrolet Camaro) 1.52.671 / **1.52.049** / 1.52.070 / 1.55.272; 6. Stewart Bachmann/CFR (Chevrolet Camaro SS) 2.08.086 / 1.57.730 / 1.57.614 / **1.53.806**; 7. Paige Alexander/ATL (Chevrolet Corvette) 1.59.846 / 1.57.431 / **1.54.032** / 1.59.544; 8. Robert Monette/ATL (Jaguar XJR) 1.56.617 / 1.58.490 / **1.54.467** / 2.00.140; 9. Raymond Webb/CFR (Chevrolet Corvette) **1.55.088** / No time / No time / 1.55.111; 10. Don Noe/TEX (Ford Mustang) 1.59.738 / 1.56.114 / 1.56.088 / **1.55.987**; 11. David Fershtand/TEX (Chevrolet Corvette) 2.00.769 / No time / No time / No time;

Noe - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.6

GT1 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Michael Lewis (14); 2. Stewart Bachmann (14); 3. Jack Busch (14); 4. Raymond Webb (14); 5. Robert Monette (13); 6. Don Noe (6); 7. Paige Alexander (2); DNS. John Heinricy (); DNS. Kyle Kelley (); DNS. Bernard Bupp (); DNS. David Fershtand ();

Overall Time of Race: 26:16.009; Average Race Speed: 113.847mph; Margin of Victory: 50.488 seconds; Fastest Race Lap: M. Lewis 1:47.116 (119.646mph); Lap Leaders: #12 laps 1-14; Sunoco Hard Charger: #09 Raymond Webb



Rick Corvino



Jay Bonvulture

GT1 CHAMPION

MICHAEL LEWIS
San Diego Region
Goodyear/pegzlist.com
Jaguar XJR



Super Sweep

EASY STREET

San Diego Region's Michael Lewis made his eighth Runoffs win look easy, despite some pre-race mechanical woes during a hardship lap.



Rick Corvino

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RACE 5 | FRIDAY | Sept. 25, 2015 | 1:30 p.m.

H PRODUCTION

You would have thought it was NASCAR the way the H Production race ended - the three leaders spinning and sliding across the finish line, almost like the 500 in 1976. While it can't be said it wasn't expected at Daytona, no one thought it would be in HP.

SportsCar's pick to win the Runoffs was Alan "AJ" Hulse (Hoosier/App. Race Tire/Linfert Performance VW Cabriolet). His qualifying time only put him in seventh, nearly four seconds slower than Tire Rack polesitter Jason Isley (RACER.com/Hoosier/TRD Toyota Yaris).

"Getting the pole at Daytona was right up there with winning the Tire Rack Solo National Championships," said Isley. "But I knew the race would be an uphill battle because the trap speeds showed my pole-winning time was coming from the infield, and I was down 5-7mph on the oval." Isley's Yaris was taller than every other car in the field - not exactly the car that would be picked to qualify nearly a second faster than second-place starter Brian Linn's Hoosier Tire/LINNSpeed/Hussey Honda CRX. But looks are often deceiving.

Isley immediately took the lead, but Will Perry and Hulse had great starts, moving into second and fourth, respectively. The first lap saw Isley build a gap over the cars battling behind him. Hulse got past Linn in the Kink and set after Perry. By lap three, Hulse had caught and hooked up with Perry, staying right on his rear bumper so they could draft up to Isley.

"We knew it was just a matter of getting a great start and finding a comparable drafting partner," said Hulse. "We were able to get from seventh to fourth in the Turn 1 brake zone, and then it was just a matter of using the better handling car to work up to third by Turn 6."



Everything looked good for Isley - until the full course yellow on lap five due to Tim Pitts stopped in the Bus Stop. When the green came out again on lap eight, Isley began to gap the field, Hulse passed Perry for second, and then Linn passed Perry for third in the Bus Stop and Hulse for second at the start/finish line. After that, Perry lost the draft and fell back. The top three were spaced out, and it appeared that the finish was secure - little did we know.

Lap 11 saw the first change for the lead when Isley went into the grass at Turn 1 and was passed by Linn. Linn and Isley ran together on the oval on the penultimate lap, establishing a small gap back to Hulse. Then came the last lap.

"I was leading the last lap and messed up into Turn 1," said Linn. "Jason closed up on me and got through, and forced me off a little bit between Turns 1 and 3. AJ got by me too, and I thought I gave it all away. But I thought I was close enough - as we came out of Turn 6 and onto the banking - that I still had a chance to run them down because the draft was so effective in my car."

Through NASCAR 3 and 4 it was Isley, Hulse, and Linn, who was charging in the draft. Isley went low, Linn went to pass Hulse up high, and Hulse and Linn made contact, with Hulse spinning to the outside wall. Out of control, Linn shot down the banking and hit the Yaris; they then slid across the finish with Linn slightly ahead. Hulse crossed the finish backward for third.

There was a steward's review of the entire last lap, but the results stood. Linn had his first championship after numerous tries and podium finishes.

J. Michael Hemsley

HP QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Jason Isley/CSCC (2015 Toyota Yaris 3-Door) 2:18.219 / 2:18.006 / 2:19.418 / **2:17.369**; 2. Brian Linn/CSCC (1990 Honda CRX) 2:19.924 / **2:18.347** / 2:20.306 / 2:19.162; 3. William Perry/CHA (1987 Honda CRX) 2:20.676 / **2:18.661** / 2:19.974 / 2:19.400; 4. Greg Gauper/MILW (1984 Honda Civic Si) 2:22.374 / 2:21.386 / 2:20.471 / **2:19.774**; 5. Michael Ogren/CFR (1988 Volkswagen Scirocco) 2:24.902 / No time / 2:21.533 / **2:19.985**; 6. Matthew Brannon/OVR (1980 Fiat X1/9) 2:23.597 / 2:21.834 / No time / **2:21.005**; 7. Alan "AJ" Hulse/CFR (1988 Volkswagen Cabriolet) 2:22.524 / 2:22.164 / 2:22.204 / **2:21.319**; 8. Edward Funk/NER (1986 Honda CRX) 2:27.123 / 2:22.534 / **2:21.891** / 2:22.358; 9. Tim Pitts/ATL (1990 Volkswagen Golf) 2:25.900 / 2:23.532 / **2:21.945** / 2:22.048; 10. W. Jay Griffin/CFR (1986 Honda CRX Si) 2:25.528 / No time / 2:23.679 / **2:22.065**; 11. Sam Moore/CCR (1986 Honda Civic Si) 2:27.785 / No time / 2:25.004 / **2:22.547**; 12. Phillip Ellis/BUCC (1986 Volkswagen Golf) 2:28.143 / 2:24.896 / **2:24.096** / 2:24.238; 13. David Stephens/TVR (1972 Datsun 510) 2:27.756 / 2:27.633 / **2:25.392** / 2:27.162; 14. Andrew Wright/TEN (2004 MINI Cooper) No time / No time / **2:25.414** / 2:26.771; 15. Keith Church/NCR (1974 Toyota Corolla) No time / 3:15.247 / 2:32.967 / **2:26.736**; 16. Vesa Silegren/CHA (1987 Honda CRX) **2:27.543** / 2:28.168 / 2:28.799 / 2:27.737; 17. Tom Broring/WDC (1977 Triumph Spitfire) 2:33.361 / **2:28.666** / 2:34.394 / No time; 18. Robert Horrell Jr/TEX (1989 Honda CRX) 2:30.666 / **2:28.994** / 2:30.230 / 2:55.357; Brannon - Loss of qualifying 3 times per Chief Steward - 9.1.5.9.a.9
Ogren - Loss of qualifying 2 times per Chief Steward - GCR 9.3.26.B
Wright - Loss of qualifying 1 times per Chief Steward - GCR 9.1.5.E.1N.Z
Wright - Loss of fastest qualifying 4 lap - Supp. 5.6

HP RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Brian Linn (14); 2. Jason Isley (14); 3. Alan "AJ" Hulse (14); 4. William Perry (14); 5. Michael Ogren (14); 6. Matthew Brannon (14); 7. Greg Gauper (14); 8. Sam Moore (14); 9. Robert Horrell Jr (14); 10. W. Jay Griffin (14); 11. Keith Church (14); 12. Vesa Silegren (14); 13. Edward Funk (13); 14. Tom Broring (12); 15. Phillip Ellis (8); 16. Tim Pitts (2); 17. David Stephens (1); DNS. Andrew Wright ();
Overall Time of Race: 35:15.964; **Average Race Speed:** 84.795mph; **Margin of Victory:** 00.010 seconds; **Fastest Race Lap:** A. Hulse 2:17.981 (92.882mph); **Lap Leaders:** #99 laps 1-11; #37 laps 12-14; **Sunoco Hard Charger:** #91 Robert Horrell Jr.

HP CHAMPION

BRIAN LINN
Col Club Region
Hoosier Tires/
LINNspeed/Hussey
Honda CRX

HARD FOUGHT

(LEFT) A blanket could have covered the top three in H Production during the final laps. (BELOW) A dustup worthy of NASCAR found the podium finishers all sliding across the finish line. (RIGHT) Brian Linn emerged the victor after a review of the the last lap.



RACE 6 | FRIDAY | Sept. 25, 2015 | 2:25 p.m.

PROTOTYPE 2

Chris Farrell scored his third straight National Championship as he took the Prototype 2 crown over semi-teammate Jeff Shaffer. Farrell, who won P1 last year and CSR the year before, decided to run his smaller engine Stohr this season rather than the car in which he had won P1. But this was no arbitrary shift - rather, an exacting evaluation and calculation.

"My motor in the P1 car was not up to my satisfaction," Farrell explains of his decision. "I felt that we needed more power for Daytona than it was giving, so I put my efforts into P2. I changed the body and the floor and concentrated on making this car as ready as my P1 car was last year."

The work quickly paid off, as Farrell took the Tire Rack pole in his C&M Mfg/Hoosier/GDRE Stohr and shot into the lead at the green. Jeff Shaffer, running his ONE Motorsports Radical SR3 Powertee from under the same tent, immediately made a

move for first, but had to back out of it. Sherman Chao (Lee/GDRE/Hoosier/Hawk Stohr), meanwhile, moved past a slowing Michael Crowe for third, with Anders Graff, Lindstrand Prince, and Greg Gyann following.

The top six places remained static on the lap chart, but on the track there were constant thrusts and feints. At half distance it appeared that Graff was about to get around Chao, but Chao held him off and pulled out a bit of a margin.

Afterward, Chao was pleased with his day. "Hopefully I showed more of who I am, both as a driver and as a person."

Farrell extended his margin over Shaffer to about two seconds at half distance, but the two were a good 20 seconds ahead of the Chao and Graff twosome battling for third. Shaffer made a maximum effort as the laps ran down and, on the last lap, Farrell encountered lapped cars, momentarily balking him. This allowed Shaffer to pull within

three car lengths, but that is as close as it got. As they pulled up onto the banking for the last time, Farrell pulled away to take the win.

Afterward, a happy Farrell exclaimed, "This was my toughest race this year. Jeff [Shaffer] kept me more honest than I wanted to be. I had to drive my butt off to keep ahead of him."

Shaffer knew he had one shot through traffic on the last lap, but it was not to be. "Chris [Farrell] was just outside my reach for most of the race. I thought for a moment that I could take advantage of him in traffic, but he did well and was able to keep the gap that he needed."

As an aside, while Farrell and Shaffer were not teammates per se, they did paddock together and Shaffer brought Farrell's car out from the West Coast. When asked if he would do that again, he admitted with a laugh that it was not likely!

Tom Schultz



Rick Corvino

P2 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Chris Farrell/UTAH (Stohr WF1 GDRE) 1.52.035 / **1.51.825** / 1.52.329 / 1.52.826; 2. Jeff Shaffer/CSCC (Radical SR3 Powertee) 1.53.078 / **1.52.329** / 1.52.538 / 1.52.569; 3. Michael Crowe/CFR (Stohr WF1) 1.57.738 / 1.58.455 / **1.54.967** / 1.56.685; 4. Anders Graff/MILW (Prince LSR) **1.55.161** / 1.55.575 / 1.55.169 / 1.55.973; 5. Sherman Chao/FLA (Stohr WF1) **1.55.447** / 1.56.733 / 1.56.589 / 1.55.526; 6. Greg Gyann/CHI (Stohr WF1 Suzuki) 1.57.913 / 1.56.583 / 1.55.946 / **1.55.565**; 7. Bryan Yates/NCR (West WR1000 Kawasaki) 1.58.463 / 1.58.881 / **1.58.048** / 1.58.755; 8. Richard Colburn/CIN (Duckway Suzuki) 1.58.500 / **1.58.050** / 1.58.878 / 1.58.114; 9. Jake Thielmann/MILW (Stohr WF1 Suzuki) 2.00.451 / 2.00.018 / **1.58.103** / 1.58.800; 10. Michael Reupert/MILW (Nostendo Wood Duck Reupert) 1.58.637 / **1.58.591** / 1.59.013 / 2.00.193; 11. Thomas Kaufman/NCR (West WX-10) 2.03.395 / 2.01.472 / No time / **1.58.723**; 12. Sherry Dowling/CFR (Beasley Lola T-540 Suzuki) 2.01.902 / 2.01.550 / **1.59.833** / 2.00.315; 13. John McTaggart/CFR (Praguar 002 Suzuki) **2.01.458** / 2.02.987 / 2.03.027 / No time; 14. Bruce Gurney/COLO (Carbir CS-II Ford) **2.01.586** / No time / No time / 2.02.239; 15. Doug Piner/NCR (Dauntless/Tatuus MX-1) 2.02.087 /

2.02.441 / 2.02.078 / **2.02.004**; 16. Jack Donnellan/OKLA (Iola B07/90) 2.07.372 / 2.07.612 / 2.03.406 / **2.02.501**; 17. Ed Ronshausen/CFR (Van Diemen Kestral Suzuki) 2.06.502 / No time / 2.06.626 / **2.03.795**;

Thielmann - Loss of fastest qualifying 1 lap per Chief Steward - Supp. 5.6

Ronshausen - Loss of qualifying 2 times per Chief Steward - Supp. 9.12

P2 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Chris Farrell (14); 2. Jeff Shaffer (14); 3. Sherman Chao (14); 4. Anders Graff (14); 5. Greg Gyann (14); 6. Richard Colburn (14); 7. Sherry Dowling (14); 8. Michael Reupert (14); 9. John McTaggart (13); 10. Bruce Gurney (13); 11. Doug Piner (13); 12. Jack Donnellan (13); 13. Thomas Kaufman (13); 14. Ed Ronshausen (13); 15. Jake Thielmann (12); 16. Bryan Yates (5); 17. Michael Crowe (1);

Overall Time of Race: 26:23.194; **Average Race Speed:** 113.330mph; **Margin of Victory:** 00.957 seconds; **Fastest Race Lap:** J. Shaffer 1:52.355 (114.067mph); **Lap Leaders:** #58 laps 1-14; **Sunoco Hard Charger:** #47 Sherry Dowling



Jay Benavolior



Richard S. James



Jeff Loewe

THREE FOR THREE
(FAR LEFT) Chris Farrell continues his winning ways even as he changes classes. (LEFT, MIDDLE) Sherman Chao won a hard fought battle for the bronze medal. (LEFT) Jeff Shafer made a valiant effort, but came a few car lengths short of the win. (BELOW) Chris Farrell won from the pole, making it three gold medals in a row.



P2 CHAMPION

CHRIS FARRELL
Utah Region
C&M mfg/Hoosier
Tires/Geartronics
Stohr WF1 GDRE

F500 CHAMPION**CALVIN STEWART**

Detroit Region
Novarace LLC/
Sabbathtruth.com
NovaKar Blade
F600 Suzuki



RACE 7 | FRIDAY | Sept. 25, 2015 | 3:20 p.m.

FORMULA 500

Formula 500 was as good an illustration of Daytona International Speedway's dichotomy as one could ask for, and that difference between the hairpin-laden infield and the fast banking provided one of the most thrilling contests of the 2015 SCCA National Championship Runoffs.

The strengths of the two drivers battling for the win – after Tire Rack polesitter W. Clint McMahan's Simcraft/F6R/Satellite Racing Scorpion FDS Rotax rolled to a stop on the first lap with suspension damage – was clearly evident. Matthew Strand had the edge from Turn 1 to Turn 6 in his Satellite Racing/Simcraft FDS 003 Suzuki, but on the banking it was all Calvin Stewart and his Novarace LLC/Sabbathtruth.com NovaKar Blade F600 Suzuki, and that made all the difference.

"Jay Novak spent a year-and-a-half on the computer doing CFD studies to make sure

that this was the most aerodynamic car on the planet in this class," said Stewart. "It was designed to go fast at Daytona. We knew we were coming here, so we said, 'Let's build the slipperiest car we can build.'"

Despite the preparation, it still came down to the wire. "We did a ton of setup changes [on the morning of race day] because we haven't been able to do a lot of testing and development," Stewart continued. "We're still getting the balance down."

Strand had the measure of Stewart into Turn 1, able to go deeper into the corner and often taking the lead at that point, if not in Turn 3 or 5, on every lap, while Stewart would reclaim the spot by start/finish. Officially, Stewart led every lap, but he also lost the lead on nearly every lap.

"It was fun; I really enjoyed it," said Strand. "I've been racing with [Stewart] in the Formula 600 Challenge for two years

now, and I always love racing with him. We can push each other right to the edge, and give just enough to respect each other. I tried; I was driving kind of dirty for me. It was everything I could do to hold him back. I just had to throw it into the infield and hope I could get enough of a gap and maybe work a little bit of traffic, but I couldn't get it to play out."

Strand thought he might have a good shot to put enough of a gap on Stewart on the final lap to stay in front at start/finish, so he gave it everything in the final run through the Bus Stop.

"I looked back and saw where Calvin was, and we'd done it 13 times before," said Strand. "I knew from where he was, he'd pass me before we got to start/finish. He'd draft up on me and just motor by. So, we got to the Bus Stop and knew if I was going to have any kind of a chance, it was



Rick Corvino



Dave Green



Rick Corvino

to try to pull enough coming out. I turned in, put my foot to the floor and just tried to make it stick."

Strand, however, hit the curb on the exit, drove through the grass, and lost all the momentum he had hoped to gain. Stewart held back for a moment, and then went on by to claim the win.

Overshadowed by the amazing battle for the lead was James Weida's steady run to third in his Weida Apartments/Formula X-1 Scorpion W1 Rotax. Weida described it like testing without the ability to come in to make changes. "It wasn't much of a race for me," Weida said. "I was sitting back watching these guys dice it out every lap, which was a pretty good race."

When the third-place finisher finds the race for the lead entertaining, you know it was good.

Richard S. James

SHIFTING GEARS

(ABOVE) Calvin Stewart (07) and Matthew Strand (36) fought nose to tail, lap after lap, with the two exchanging the lead nearly every lap. (TOP RIGHT) James Weida had an uneventful drive to third place. (BOTTOM RIGHT) Calvin Stewart was in the right place on the last lap and claimed the win.

F5 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. W. Clint McMahan/MGA (Scorpion FDS Rotax) 2.04.391 / 2.02.638 / 2.14.053 / **2.01.624**; 2. Calvin Stewart/DET (NovaKar Blade F600 Suzuki) 2.02.845 / **2.02.284** / 2.24.052 / 2.02.719; 3. Matthew Strand/FLA (FDS 003 Suzuki) 2.06.458 / 2.04.496 / 2.20.917 / **2.03.163**; 4. James Weida/IND (Scorpion W1 Rotax) 2.04.712 / No time / 2.43.506 / **2.03.870**; 5. David Lapham/NYR (QRE Invader QC-1 Other) No time / 2.07.717 / No time / **2.04.793**; 6. H Cory McLeod/CCR (Red Devil F500 Rotax) **2.08.219** / 2.08.333 / No time / 2.09.244; 7. Jay Beckley/SJR (QRE Invader QC-1 Rotax) 2.10.509 / **2.09.092** / 2.34.558 / 2.11.384; 8. Jeremy Morales/IND (Scorpion S1 Rotax) 2.11.101 / **2.09.748** / No time / 2.09.833; 9. Ted Simmons/SJR (NovaKar MC Rotax) 2.15.906 / **2.11.993** / No time / 3.26.146; 10. Brian Heun/SJR (QRE Invader QC-1 Rotax) 2.13.074 / **2.12.813** / 2.28.804 / 2.14.765; 11. Don Napier/IND (Scorpion S1 Rotax) **2.14.058** / 2.16.922 / No time / 2.15.186; 12. F. Russell Strate/WNY (Rocketech R-2 Rotax) No time / 2.14.267 / 2.29.339 / **2.14.254**; 13. Jack Walbran/STL (Rakavon Aero Rotax) No time / No time / 2.26.946 / **2.15.588**; 14. Chuck McAbee/BUCC (QRE Invader QC-1 Rotax) 2.19.724 / **2.19.698** / No time / 2.22.338; 15. Christopher Hite/FLA (Sidewinder A13 Rotax) No time / No time / 3.44.381 / **2.20.024**; 16. Charles Thomson/CFR (Sidewinder A-12 Rotax) **2.49.096** / 3.22.688 / No time / 2.51.345;

Walbran - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.0.9

Walbran - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.6

Walbran - Loss of qualifying 1, 2 times - car change - Supp 9.7

F5 RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Calvin Stewart (14); 2. Matthew Strand (14); 3. James Weida (14); 4. David Lapham (14); 5. Jeremy Morales (14); 6. H Cory McLeod (14); 7. F. Russell Strate (13); 8. Don Napier (13); 9. Jack Walbran (13); 10. Ted Simmons (12); 11. Charles Thomson (12); 12. Brian Heun (11); 13. Jay Beckley (9); 14. Christopher Hite (5); 15. Chuck McAbee (1); 16. W. Clint McMahan (0);

Overall Time of Race: 29:02.588; **Average Race Speed:** 102.964mph; **Margin of Victory:** 00.713 seconds; **Fastest Race Lap:** M. Strand 2:03.298 (103.943mph); **Lap Leaders:** #07 laps 1-14; **Sunoco Hard Charger:** #9 F. Russell Strate

RACE 8 | FRIDAY | Sept. 25, 2015 | 4:15 p.m.

SUPER TOURING UNDER

John Schmitt has been coming to the Runoffs since 1997, competing over the years in T1, SSB, SSC, EP, and this year in both Super Touring Light and Super Touring Under. He also claimed his first Runoffs podium finish since 2004 in 2015, and it was his first time on the top step, claiming the STU National Championship in his No. 92 Hoosier/Red Line/HPD Honda Civic. "It's been a long time," Schmitt said of his first win. "We put a lot of effort in, and it really feels great to finally win one."

Victory was far from certain, as Eric Heinrich had earned the Tire Rack pole in his No. 10 BFGoodrich Tires/Pagid/VAC/2002racing.com BMW M3. Heinrich set the fast lap in Monday's qualifying session, and no one got within 1.5sec of his time all week. With Heinrich dominating the field as the prohibitive favorite, the race seemed to be for second place.

At the green flag, Heinrich took up the lead, followed by Schmitt and Anthony Simmers (No. 45 Hoosier/Rebay/United Motorsport Volkswagen GTI), but a first-lap crash farther back in the field brought out a full course caution. After the restart, Schmitt and Simmers chased Heinrich for several laps until Heinrich slipped on downed oil and impacted the wall in Turn 1.

Taking over the lead, Schmitt still didn't have it easy, as a full course caution came

out to clear Heinrich's incident. Under caution, Oscar Jackson (No. 16 Jackson Racing/BFGoodrich/Hasport Scion FR-S) had been running a distant fourth. Now with Heinrich out of the race, Jackson took over third place and made up a 14-second deficit behind the safety car.

After the restart, Jackson had to fend off a challenge by Ian Mullen, and while Mullen briefly held the final spot on the podium, Jackson won it back with a bold move in Turn 1. Meanwhile, Simmers was pressing Schmitt hard for the lead. Simmers was running a tidy line, but Schmitt had the speed and made no mistakes that would give Simmers any opportunity to make a play for the lead.

In the final laps, Schmitt opened a larger lead of 6.045sec at the finish line, as Simmers seemed to fall off the pace. Jackson finished third, just 1.7sec behind Simmers.

"I couldn't stay in the draft, so I decided I would just click it back a notch and try to save my tires to make it to the end and hold on to another podium," Simmers said.

On the podium, Schmitt gave Simmers plenty of credit. "Anthony had a couple of good restarts and I was like, 'Oh my goodness! I have to deal with this,'" said Schmitt. "I was a little loose in the Kink and I had to protect the inside line there a couple of times, but he didn't hit me and we had a really good race."

Jeff Zurschmiede



Jeff Loewe



Rick Comrie



Jay Bonavol

WORKING FOR IT

(MAIN and RIGHT) John Schmitt survived a caution-filled race to take the win. (LEFT) After numerous restarts, Anthony Simmers was able to hold on for the silver medal. (ABOVE) Oscar Jackson fought off a late race charge by Ian Mullen to claim the final spot on the podium.



STU CHAMPION

JOHN SCHMITT
Ohio Valley Region
Hoosier/RedLine/HPD Honda Civic

STU QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Eric Heinrich/NER (BMW M3) **2.05.494** / No time / No time / 2.08.464; 2. John Schmitt/OVR (Honda Civic) **2.06.954** / 2.09.153 / No time / 2.08.111; 3. Anthony Simmers/COLORADO (Volkswagen GTI) **2.09.013** / No time / 3.24.300 / 2.09.930; 4. Carl Young/SFR (Chevrolet Cobalt Coupe) 2.12.808 / No time / No time / **2.09.600**; 5. Ian Girvan/COLORADO (Acura Integra GS-R) 2.21.913 / 2.10.386 / 2.21.502 / **2.10.072**; 6. Oscar Jackson/CSCC (Scion FR-S) **2.11.159** / 2.11.818 / No time / 2.12.012; 7. Ian Mullen/CFR (BMW E36 328is) 2.13.700 / 2.12.675 / No time / **2.11.447**; 8. Eric Thompson/NNJ (Mazda Miata) No time / No time / 2.25.416 / **2.14.273**; 9. Charles Lowrance/CFR (Mazda Miata M) **2.14.949** / No time / No time / No time; 10. Gary Frierson/CFR (Mazda Miata) 2.18.628 / 2.18.134 / No time / **2.16.426**; 11. Thomas Lyttle/ATL (Mazda Miata) 2.21.810 / 2.16.981 / 2.45.031 / **2.16.562**; 12. Greg Goss/MHR (Honda S2000) 2.17.246 / 2.18.283 / 2.44.259 / **2.16.953**; 13. Steve Rose/NCR (Mazda RX-7) 2.23.466 / 2.20.372 / 2.30.557 / **2.17.724**; 14. William Phee/ATL (Acura TSX) No time / No time / 2.30.523 / **2.18.561**; 15. Christopher Deshong/CFR (Honda Prelude VTEC) 2.28.122 / 2.25.134 / 2.28.650 / **2.23.084**; 16. Carlos Serrano/FLA (Mazda Miata) **2.24.153** / No time /

2.39.836 / 2.25.412; 17. Rachel Kullman/CFR (Mazda Miata) 2.27.780 / 2.26.951 / 2.40.888 / **2.26.556**; 18. Danny Statter/CFR (Dodge Neon Coupe) **2.31.494** / No time / 2.40.839 / No time;

Young - Loss of qualifying 2 times per Chief Steward - GCR 9.1.4.4.2

Schmitt - Loss of qualifying 3 times per Chief Steward - GCR 9.1.4.K.5

Mullen - Loss of qualifying 3 times per Chief Steward - Supp. 9.12/GCR 9.1.4.d.3.f

STU RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. John Schmitt (14); 2. Anthony Simmers (14); 3. Oscar Jackson (14); 4. Ian Mullen (14); 5. Gary Frierson (14); 6. Steve Rose (14); 7. Charles Lowrance (14); 8. Greg Goss (14); 9. Christopher Deshong (14); 10. Eric Thompson (14); 11. Danny Statter (14); 12. Thomas Lyttle (12); 13. William Phee (11); 14. Carlos Serrano (11); 15. Rachel Kullman (10); 16. Eric Heinrich (5); 17. Ian Girvan (4); 18. Carl Young (0); Goss - Loss of 3 finishing positions per SOM - GCR 6.1.1.B;

Overall Time of Race: 36:27.560; **Average Race Speed:** 82.020mph; **Margin of Victory:** 06.045 seconds; **Fastest Race Lap:** J. Schmitt 2:06.754 (101.109mph); **Lap Leaders:** #10 laps 1-5; #92 laps 6-14; **Sunoco Hard Charger:** #9 Eric Thompson



Rick Covine



RACE 9 | FRIDAY | Sept. 25, 2015 | 5:10 p.m.

B-SPEC

After a disappointing mechanical failure at the 2014 Runoffs in B-Spec, John Heinricy returned to claim his 13th National Championship. Heinricy drove his No. 35 Hoosier/Mobil 1/Hawk/Matick Chevy Chevrolet Sonic to the Tire Rack pole position, and then engaged in a strategic battle for the win with eight-time National Champion Dave Daughtery in the No. 10 HPD/Carbotech/Hoosier/Honda of Fisher Honda Fit and Brian Price in the No. 51 Unlimited Auto Body RP Performance Honda Fit.

"I was on [Heinricy's] bumper and I had a plan to stay with him, and if other guys caught me, I would work with them," Price said. "Then John [Heinricy] ended up having an off in Turn 1 and I got in front and we started working together. The three-Honda draft pushed by us like we were sitting still."

That three-car draft included Chi Ho and Darren Seltzer and was led by Daughtery.

Daughtery took the lead with Heinricy in second, while Price and Ho created their own drafting team and ran side by side with the leaders for a time, shuffling Heinricy back to fourth.

But John Heinricy rarely stays behind for long, and he worked his way up during the middle portion of the race, retaking third position in lap six, and creating a three-car draft behind Daughtery and Price. On Lap 10, Heinricy moved past Price for second place. Price took the position back on lap 12, but bobbled at the Bus Stop and Heinricy moved up to second again. From that point on, the race was a drafting chess game between Daughtery and Heinricy.

"If I got a good run on David [Daughtery], I thought I could maybe get by him on the way to the Bus Stop, but if that didn't work I was going to try to be on him after," Heinricy said. "Either way, I wanted to run

the Bus Stop as hard as I could so I could get on the draft early."

Like so many of this year's contests, the B-Spec championship came down to the final corners on the last lap, where Heinricy made his move heading into the Bus Stop.

"As soon as he pulled out of the draft, the wind just sucked my car backward," said Daughtery, whose run from the fifth starting position ultimately earned him the Sunoco Hard Charger award. "I got a good run coming out of the Bus Stop, and that's how I was able to catch him, but I had nothing for him."

Heinricy crossed the finish line just ahead of Daughtery, with Price running a strong third. With this victory, John Heinricy has tied Duane Davis' record of 13 National Championships, placing him second only to Jerry Hansen for the all-time record of SCCA National Championships won.

Jeff Zurschmeide



Clark Morris

LUCKY NUMBER 13

(LEFT) John Heinricy (35) drove from the pole to claim his 13th Runoffs title, besting David Daughtery (10). (BELOW) A rare error from Heinricy gave Brian Price (51) a chance to lead, but it was short lived. Price, however, held on for third. (BELOW LEFT) Multi-time Runoffs champs Daughtery (left) and Heinricy (right) share a post race laugh.

BS QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;
1. John Heinricy/FLA (Chevrolet Sonic) 2.30.700 / 2.30.702 / 2.31.049 / **2.29.366**;
2. Brian Price/WDC (Honda Fit) 2.31.702 / 2.31.172 / 2.30.949 / **2.29.984**; 3. Chi Ho/FLA (Honda Fit) 2.31.944 / **2.30.382** / 2.31.268 / 2.30.577; 4. Darren Seltzer/CFR (Honda Fit) 2.31.549 / No time / 2.31.112 / **2.30.575**;
5. David Daughtery/IND (Honda Fit) 2.32.145 / 2.31.282 / 2.30.801 / **2.30.591**; 6. John Phillips/HOUS (Toyota Yaris) 2.32.151 / 2.31.052 / 2.31.408 / **2.30.954**; 7. Ryan Hall/NER (MINI Cooper) 2.34.412 / 2.33.029 / 2.32.445 / **2.31.199**; 8. Mac Korince/WNY (Mini Cooper) 2.35.483 / 2.35.118 / 2.32.152 / **2.31.281**; 9. Derrick Ambrose/ORE (Mazda 3) 2.34.810 / 2.32.372 / No time / **2.31.355**;
10. Taylor Handwerk/NEP (MINI Cooper) 2.35.124 / 2.32.936 / 2.33.794 / **2.31.729**;
11. Brian Kelm/DET (Ford Fiesta) 2.34.329 / 2.34.248 / 2.34.983 / **2.32.907**; 12. John Kish/CFR (Ford Fiesta) No time / 2.34.764 / No time / **2.33.433**; 13. Brian Audet/WDC (MINI Cooper) 2.34.642 / **2.33.677** / No time / 2.39.004; 14. Cherielyn Storms/NWST (Mazda 2) 2.36.145 / 2.35.956 / **2.35.371** / 2.35.550;
15. Jason Huepenbecker/CFR (Honda Fit) 2.36.568 / 2.36.025 / 2.36.604 / **2.35.478**;

Kish - Loss of qualifying 1 times per Chief Steward - GCR 9.1.2

Seltzer - Loss of qualifying 2 times per Chief Steward - 9.1.10.E.35

BS RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. John Heinricy (14); 2. David Daughtery (14); 3. Brian Price (14); 4. John Phillips (14); 5. Chi Ho (14); 6. Derrick Ambrose (14); 7. Ryan Hall (14); 8. Mac Korince (14); 9. Brian Kelm (14); 10. Taylor Handwerk (14); 11. John Kish (14); 12. Jason Huepenbecker (14); 13. Cherielyn Storms (14); 14. Brian Audet (14); 15. Darren Seltzer (7);

Overall Time of Race: 35:13.189; **Average Race Speed:** 84.907mph; **Margin of Victory:** 00.262 seconds; **Fastest Race Lap:** J. Heinricy 2:29.465 (85.746mph); **Lap Leaders:** #35 laps 1-2, 14; #51 laps 3; #10 laps 4-13; **Sunoco Hard Charger:** #10 David Daughtery



Rick Corwine

BS CHAMPION

JOHN HEINRICY
Florida Region
Hoosier/Mobil 1/
Hawk/Matick Chevy
Chevrolet Sonic



Rick Corwine

RACE 10 | FRIDAY | Sept. 25, 2015 | 7:30 p.m.

SPEC MIATA

FRIDAY NIGHT LIGHTS AT THE RUNOFFS PRESENTED BY MAZDA



Dennis Wood

LET THERE BE LIGHT

Thanks to Mazda, the track lights illuminated the high banks and infield of Daytona, and fireworks lit up the sky as the checkered flags waved.



It's fitting that the first night race in Runoffs history would be run by Spec Miata. This is a class that sets records of one kind or another almost every year, and with Mazda's unprecedented support of the class, it was a natural choice for the nighttime experiment.

The lights at Daytona International Speedway don't come on for free, and Mazda picked up the tab for that, as well as for the celebratory fireworks display that erupted as the checkered flag flew.

Andrew Carbonell placed his No. 79 BSI Racing 1999 Mazda Miata on the Tire Rack pole position with a fast time set under the lights on Tuesday night qualifying. But every Runoffs has its moments, and when Friday evening arrived, rain showers had drenched

the track, leaving standing water in Daytona's treacherous Bus Stop curves and varying levels of moisture on the rest of the track surface. It was to be a nighttime race with 62 Miatas starting in the wet on an obviously drying track. What could possibly go wrong?

As it happened, almost nothing went wrong. This race was an impressive display of driving skill and courtesy in a class that is often called out for its physicality. However, like the very first Spec Miata Runoffs race at Heartland Park Topeka, the final results depended on tire choice. The race began 15 minutes late as the SCCA officials gave the drivers time to change tires on grid, if they chose to do so, and every driver gambled on a wet or dry setup.

At the green flag, fourth-gridded Cory Collum came up fast, grabbing the lead on wet tires, and Todd Buras charged up from 11th on grid to take up the second spot. Alex Bolanos, meanwhile, claimed the third position in his No. 57 Momo/Autotechnik/Apex Alignment 1999 Miata.

By the second lap, Carbonell had worked his way back to third, chasing Collum and Buras, but Bolanos was not giving up easily, pressing Carbonell for third, taking the position in the second lap and shortly moving into the lead while exiting the infield and coming onto the tri-oval. The run order was Bolanos, Collum, and Buras.

Buras and Collum raced hard and traded the lead, while past Champion Elivan Goulart

HIGH STAKES

With 62 Spec Miata racers tackling the challenging circuit, the stakes were high. Double that with less than ideal race weather conditions and a first time Runoffs night race, and this was a true test of every driver's skill.



Dennis Wood

came up through the field from a 17th-place starting position to battle Buras for third place. Meanwhile Bolanos and Collum started to break away in a draft. Goulart eventually took the third spot for a while and set the fastest lap yet seen in the race. But for all that, Goulart could not hook up with the Bolanos/Collum draft.

For a time, it looked as though Bolanos and Collum would have the race all to themselves, but in the final two laps it became apparent that the drying track was going to bring its own judgment. A whole new set of fast cars was coming up through the field to challenge for the lead at the end of the contest.

Runoffs rookie Jonathan Goring had qualified in sixth in his Alfas Unlimited/Dixon/Rossini 1999 Miata, almost 0.6sec off Carbonell's time. Goring first made himself known in lap 11, coming up fast on dry tires and covering the course about four seconds faster than the leaders. Goring took up the third position on lap 13, and moved up into second place and then

passed for the lead in the second half of the final lap. Carbonell brought home second place on his dry setup.

Collum finished just barely ahead of Bolanos at the checker. However, Collum's car was found non-compliant in post-race inspection, and he was disqualified, making Bolanos the third-place finisher.

"I'm just happy that all the effort my family and I have put in has paid off," Goring said. "We were sitting in the trailer in the paddock before the race, and we had dry tires on. We went back and forth in our heads about 20 times - I was chewing my fingernails off wondering what to do. We ended up putting the rains on and we went to the grid on rains. Then we made a last-minute decision to put on the dry tires."

After the race, there was some drama in tech as the compression calculations came up wrong for Goring's engine. But the situation was resolved when it turned out to be an arithmetic error, thus confirming Goring's first National Championship.

Jeff Zurschmeide

Richard S. James



Rupert Barrington

SM CHAMPION

JONATHAN GORING

New England Region

Alfas Unlimited/Dixon/Rossini 1999 Mazda Miata

SM QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Andrew Carbonell/FLA (1999 Mazda Miata) No time / **2.18.661** / 2.20.499 / 2.21.388; 2. Selin Rollan/FLA (1999 Mazda Miata) 2.19.891 / **2.18.689** / 2.20.369 / 2.19.315; 3. Alex Bolanos/FLA (1999 Mazda Miata) 2.20.001 / 2.19.936 / 2.21.505 / **2.19.178**; 4. Cory Collum/CFR (1999 Mazda Miata) No time / 2.19.936 / No time / **2.19.182**; 5. Preston Pardus/CFR (1999 Mazda Miata) 2.20.412 / **2.19.223** / 2.20.977 / 2.19.309; 6. Jonathan Goring/NER (1999 Mazda Miata) No time / 2.19.986 / 2.20.397 / **2.19.297**; 7. Blake Clements/HOUS (2002 Mazda Miata) 2.21.227 / 2.20.698 / 2.20.836 / **2.19.530**; 8. Danny Steyn/FLA (1999 Mazda Miata) 2.20.308 / 2.19.882 / 2.20.273 / **2.19.640**; 9. Todd Lamb/ATL (1999 Mazda Miata) **2.19.659** / 2.20.794 / 2.20.854 / 2.20.447; 10. Christopher Haldeman/TEX (1999 Mazda Miata) 2.19.868 / 2.20.124 / 2.20.498 / **2.19.659**; 11. Todd Buras/FLA (2001 Mazda Miata) **2.19.660** / 2.20.527 / 2.20.613 / 2.20.440; 12. Justin Hille/DET (1999 Mazda Miata) **2.19.669** / 2.19.893 / 2.20.135 / 2.20.206; 13. Michael Novak/DET (2002 Mazda Miata) **2.19.669** / 2.19.897 / 2.20.135 / 2.20.316; 14. T. Craig Berry/TEX (1999 Mazda Miata) 2.20.157 / 2.20.967 / **2.19.935** / 2.20.340; 15. Jim Drago/MIDS (2000 Mazda Miata) 2.20.156 / 2.20.792 / **2.19.936** / 2.20.338; 16. Matt Reynolds/ALMO (1999 Mazda Miata) **2.20.035** / 2.20.617 / 2.22.286 / 2.21.727; 17. Elivan Goulart/NER (2003 Mazda Miata) **2.20.187** / 2.20.578 / 2.20.817 / 2.20.404; 18. Anthony Geraci/NYR (1999 Mazda Miata) **2.20.209** / 2.21.828 / 2.22.052 / 2.21.358; 19. Michael Collins/WDC (1999 Mazda Miata) 2.21.545 / 2.20.542 / 2.21.884 / **2.20.235**; 20. Justin Elder/LOL (1999 Mazda Miata) 2.21.275 / 2.21.070 / 2.21.509 / **2.20.360**; 21. John Carter/CFR (1999 Mazda Miata) No time / 2.21.508 / 2.21.298 / **2.20.361**; 22. Joshua Bilicki/MILW (1999 Mazda Miata) 2.21.660 / 2.21.353 / 2.54.428 / **2.20.418**; 23. Erik Stearns/NWO (1999 Mazda Miata) **2.20.300** / No time / 2.21.192 / 2.21.273;

Dave Green



ONE FOR ONE

(FAR RIGHT and TOP) Jonathan Goring made the right call on tires and patiently worked his way to the front of the field to claim the win in his first Runoffs attempt. (ABOVE) Andrew Carbonell (79) started from the pole and secured a second place finish. (RIGHT) Alex Bolanos (57) started and finished the race in third.



Richard S. James



24. Joseph Strong/ATL (1999 Mazda Miata) 2.21.545 / **2.20.507** / 2.21.635 / 2.20.812; 25. Michael Ross/HOUS (2001 Mazda Miata) 2.21.133 / 2.21.467 / 2.21.438 / **2.20.561**; 26. Chris Fulton/CFR (1999 Mazda Miata) 2.22.067 / 2.24.042 / 2.22.183 / **2.20.816**; 27. Alex Acosta/FLA (2002 Mazda Miata) 2.22.652 / 2.22.295 / **2.21.026** / 2.21.383; 28. Michael Cottrell/ATL (1999 Mazda Miata) No time / 2.21.516 / **2.21.289** / 2.25.110; 29. Max Nufer/STL (1999 Mazda Miata) **2.21.330** / 2.21.756 / 2.22.288 / 2.21.471; 30. Charlie Campbell/MHR (1999 Mazda Miata) 2.23.053 / 2.21.812 / 2.23.427 / **2.21.349**; 31. Carlos Diaz/FLA (2001 Mazda Miata) 2.23.381 / 2.23.809 / **2.21.502** / 2.22.243; 32. Scott Lawrence/CFR (1999 Mazda Miata) 2.23.038 / 2.22.010 / 2.21.747 / **2.21.547**; 33. Mark Gibbons/FLA (2001 Mazda Miata) No time / No time / 2.22.118 / **2.21.675**; 34. Nick Leverone/NER (1999 Mazda Miata) 2.22.683 / 2.23.534 / 2.22.255 / **2.21.809**; 35. David Zippie/COLO (1990 Mazda Miata) **2.21.873** / 2.22.857 / 2.23.197 / 2.22.828; 36. Trace Hance/CFR (1999 Mazda Miata) 2.22.734 / 2.22.295 / **2.22.048** / 2.22.294; 37. Michael Gagliardo/CHI (2002 Mazda Miata) 2.23.031 / **2.22.169** / 2.22.761 / 2.22.231; 38. Skip Brock/ALA (1999 Mazda Miata) 2.23.610 / **2.22.171** / 2.22.745 / 2.23.094; 39. Amy Mills/NYR (1999 Mazda Miata) 2.22.651 / 2.23.534 / **2.22.252** / 2.23.093; 40. Gary Frierson/CFR (1999 Mazda Miata) 2.22.699 / **2.22.312** / 2.22.634 / 2.23.247; 41. Daniel Moen/NER (1999 Mazda Miata) **2.22.338** / 2.23.894 / 2.24.544 / 2.23.568; 42. Paco Diaz/FLA (1999 Mazda Miata) 2.23.358 / 2.25.057 / **2.22.348** / No time; 43. Spencer Rutherford/CKY (1993 Mazda Miata) 2.24.923 / 2.25.362 / 2.23.594 / **2.22.686**; 44. Andrew Charbonneau/FLA (1999 Mazda Miata) No time / No time / **2.22.786**; 45. Jeff Van Bendegom/CHI (1999 Mazda Miata) 2.25.200 / 2.24.403 / 2.24.339 / **2.22.937**; 46. Jason Connole/NCR (2002 Mazda Miata) **2.23.036** / 2.24.041 / 2.23.228 / 2.23.259; 47. Kent Carter/HOUS (1999 Mazda Miata) **2.23.162** / 2.23.383 / 2.24.595 / 2.24.777; 48. Whitfield Gregg/NYR (1999 Mazda Miata) 2.25.429 / 2.26.477 / **2.23.360** / 2.24.672; 49. Christopher Windsor/WDC (1999 Mazda Miata) 2.25.178 / 2.25.084 / **2.23.590** / 2.23.816;

50. Thomas Hart/SCR (1999 Mazda Miata) **2.23.614** / No time / No time / No time; 51. Spencer Patterson/STC (2016 Mazda Miata) No time / 2.26.711 / **2.23.730** / 2.24.416; 52. Richard Martin/ATL (1993 Mazda Miata) 2.25.663 / 2.25.413 / **2.23.769** / 2.26.165; 53. Marc Briley/LNST (1999 Mazda Miata) 2.25.422 / 2.26.509 / **2.23.784** / 2.26.027; 54. Bruce Bannister/DET (1999 Mazda Miata) 2.25.429 / 2.26.812 / **2.23.812** / 2.25.104; 55. Kristen Novak/DET (2003 Mazda Miata) 2.25.082 / 2.26.813 / **2.23.812** / 2.25.398; 56. Steve Sturm/WDC (2001 Mazda Miata) **2.23.916** / 2.25.311 / 2.24.299 / 2.24.313; 57. Paul Kwiecinski/CHI (1999 Mazda Miata) 2.25.489 / 2.27.066 / 2.25.801 / **2.24.508**; 58. Michael LaMaina/SJR (1999 Mazda Miata) 2.25.428 / 2.26.482 / **2.24.660** / 2.25.998; 59. Nicholas Soriano/CFR (1993 Mazda Miata) 2.27.144 / 2.27.888 / **2.26.923** / No time; 60. Daniel Harding/NEO (1999 Mazda Miata) 2.27.715 / 2.28.125 / **2.27.191** / 2.28.115; 61. James Brown/SCR (1999 Mazda Miata) 3.04.452 / 2.29.975 / 2.29.716 / **2.27.378**; 62. Jason Glover/HOUS (1999 Mazda Miata) No time / No time / **2.29.643** / No time;
Glover - Loss of qualifying 4 times per Chief Steward - GCR 9.1.7
Leverone - Loss of fastest qualifying 1 lap per Chief Steward - Supp. 5.6
Collum - Loss of qualifying 1 times per Chief Steward - GCR 9.1.7.C.6.e
Gibbons - Loss of qualifying 1,2 times - car change - Supp 9.7
Reynolds - Loss of qualifying 4 times per Chief Steward - GCR 6.11.3
Carbonell - Loss of qualifying 1 times per Chief Steward - GCR 9.1.7 p.746
Stearns - Loss of qualifying 2 times per Chief Steward - GCR 6.11.B
Stearns - Loss of 3 positions on grid per SOM - GCR 6.11.A
Cottrell - Loss of fastest qualifying 4 lap per Chief Steward - Supp. 5.6

Mills - Loss of fastest qualifying 1 lap per Chief Steward - Supp. 5.6
Windsor - Loss of fastest qualifying 1 lap per Chief Steward - Supp. 5.6

SM RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Jonathan Goring (14); 2. Andrew Carbonell (14); 3. Alex Bolanos (14); 4. Todd Buras (14); 5. Christopher Haldeman (14); 6. Elivan Goulart (14); 7. Selin Rollan (14); 8. Todd Lamb (14); 9. Danny Steyn (14); 10. Justin Hille (14); 11. T. Craig Berry (14); 12. Jim Drago (14); 13. Blake Clements (14); 14. Max Nufer (14); 15. Erik Stearns (14); 16. Matt Reynolds (14); 17. Michael Ross (14); 18. Justin Elder (14); 19. Preston Pardus (14); 20. Trace Hance (14); 21. Michael Cottrell (14); 22. Anthony Geraci (14); 23. Nick Leverone (14); 24. Scott Lawrence (14); 25. Carlos Diaz (14); 26. Joseph Strong (14); 27. Paco Diaz (14); 28. Kent Carter (14); 29. Michael Gagliardo (14); 30. Skip Brock (14); 31. Gary Frierson (14); 32. Jeff Van Bendegom (14); 33. Christopher Windsor (14); 34. Chris Fulton (14); 35. Spencer Patterson (14); 36. Amy Mills (14); 37. Whitfield Gregg (14); 38. James Brown (14); 39. Mark Gibbons (14); 40. Michael LaMaina (14); 41. David Zippie (14); 42. Jason Connole (14); 43. Jason Glover (14); 44. Alex Acosta (14); 45. Nicholas Soriano (14); 46. Spencer Rutherford (14); 47. Paul Kwiecinski (14); 48. Daniel Harding (14); 49. Andrew Charbonneau (14); 50. Kristen Novak (13); 51. Richard Martin (13); 52. Bruce Bannister (13); 53. Steve Sturm (13); 54. Charlie Campbell (11); 55. Michael Novak (9); 56. Daniel Moen (2); 57. Joshua Blicki (1); 58. John Carter (1); 59. Michael Collins (0); 60. Marc Briley (0); DNS. Thomas Hart (); DQ. Cory Collum (14); Collum - Disqualified per Chief Steward - GCR 9.1.7.C.1.f.5 Soriano - Moved to finish behind #24 per Chief Steward - GCR 6.11.1;
Overall Time of Race: 35:29.691; **Average Race Speed:** 84.249mph; **Margin of Victory:** 01.794 seconds; **Fastest Race Lap:** T. Lamb 2:24.067 (88.959mph); **Lap Leaders:** #23 laps 1-2; #57 laps 3-13; #118 laps 14; **Sunoco Hard Charger:** #177 James Brown

From Racing Line To Finish Line!

At this year's SCCA Runoffs, Honda and Acura racers won eight Sports Car Club of America national championship titles — the highest total ever for the Honda Racing/HPD program, including a podium sweep in the competitive Super Touring Light category and a fourth consecutive Formula F title!



*Super Touring Lite
Kevin Boehm, Honda Civic Si*



*Super Touring Under -
John Schmitt, Honda Civic*



*GT3 -
Joe Kristensen, Acura RSX*



*GT Lite -
Jim Dentici, Honda CRX*



*H Production -
Brian Linn, Honda CRX*



*Formula F -
Rick Payne, Van Diemen Honda*



*F Production -
Kevin Ruck, Acura Integra*

Honda Racing
HPD

hpd.honda.com/racing-line

Congratulations to our 2015 Honda and Acura SCCA National Champions!

A total of 64 Honda and Acura racers took part in 12 of the 28 classes. In addition to the record turnout, it also was a weekend of record results for Honda and Acura drivers, with victories and top-three results in 11 of the 12 classes!



Touring 4 –
Philip Royle, Honda Civic Si



RACE 11 | SATURDAY | Sept. 26, 2015 | 8:30 a.m.

AMERICAN SEDAN

The battle for American Sedan was over by the second lap, when second-qualifier and six-time National Champion Andy McDermid, who slipped briefly to third at the start, passed Tire Rack polesitter Tom Sloe's Hutter Race Engines/Hoosier/Precis Ford Mustang at the International Horseshoe to take the lead. Sloe faded backward from there and, by the end of the race, McDermid had put his WeatherTech/Lane Automotive/Hoosier Mustang out to a 20.459sec margin over John Heinricy.

"I got jumped on the start a little bit by Ed [Hosni], and Mr. Sloe was able to outrun us at the start," said McDermid. "We tried to file in so we could start getting into a rhythm right away. The first couple of laps it was a little dicey, but after that I was able to clear those guys, and that was pretty much it."

The real drama was what caused that 20-second margin of victory over five-time AS and 13-time National Champion Heinricy instead of giving watchers a good hard fight between the two. As it turned out, it was the cameras.

"We were sitting on the grid and they hold

up the sign that says it's going to be a quick three," said Heinricy, who had qualified in third. "When the quick three came up, Rob leaned into the car and was turning the cameras on. When he went to turn the second camera on, they started rolling, and they said, 'You can't go with somebody leaning in the car.' So I got held to the end of the grid."

As a result, Heinricy had to charge through the field of 20 starters in his Hoosier/Hawk/Mobil1 Pontiac Firebird to get to his second-place finishing position, putting on quite the show in the process.

"It was just plain-old endurance driving," Heinricy explained. "You've got to pick your spots and try to keep your momentum up as much as possible, and sometimes you've got to stick your nose in places you're not sure of - and I did plenty of that. But everybody was pretty cool."

As far as we could tell, there was only the tiniest bit of contact as he and Jim Wheeler went through the International Horseshoe with a third car on the outside.

One of the last cars Heinricy had to pass

before the laps ran out was Philip Smith in his Hoosier/Ron Sutton/Ilmor/PRS Chevrolet Camaro, and he did so while Smith was sideways in Turn 3. Smith had already taken a position from Hosni after Hosni's great start, but the two got together putting Smith into a half spin.

"The car started going away in the International Horseshoe," Smith explained. "I had to go painfully slow to get the thing to turn in and find the apex. When I turned in, Ed had four wheels locked up, and he must have hit the tire - because there's not a mark on the car - and spun the thing around."

Fortunately, Smith got it re-fired and followed Heinricy as the two got by Daniel Richardson and Hosni for Smith to take the final podium spot - his first Runoffs podium.

For McDermid, it was not only his seventh National Championship, but he also scored the Super Sweep, claimed by winning a U.S. Majors Tour Conference Championship, one of 10 key Majors races, the National point standings, and the Runoffs.

Richard S. James





Rick Carvane

MUSCLE CARS
Slowing the high-powered pony cars of American Sedan is no easy task, and nobody pushes it to the extreme like Andy McDermid (MAIN and LEFT). John Heinrich (BELOW) had to muscle his way to the front after a miscue on grid resulting in him starting last. Despite that, he crossed the line in second. After recovering from contact, Philip Smith (RIGHT) battled back to stand third on the podium.



Ken Brown



Rupert Bermington



Super Sweep

AS CHAMPION

ANDY MCDERMID
Milwaukee Region
WeatherTech/Lane
Automotive/Hoosier
Ford Mustang



AS QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Tom Sloe/NEO (Ford Mustang GT) 2.02.629 / **2.01.746** / 2.03.374 / 2.03.579; 2. Andy McDermid/MILW (Ford Mustang) 2.02.983 / **2.02.534** / 2.03.553 / 2.03.558; 3. John Heinrich/FLA (Pontiac Firebird) **2.02.903** / 2.07.228 / 2.16.378 / No time; 4. Philip Smith/OVR (Chevrolet Camaro) **2.03.255** / 2.05.441 / 2.13.422 / 2.04.929; 5. Ed Hosni/DET (Ford Mustang) 2.05.325 / **2.04.366** / 2.05.224 / 2.04.747; 6. Daniel Richardson/WDC (Chevrolet Camaro) 2.07.329 / **2.04.824** / 2.16.394 / 2.06.323; 7. Amy Aquilante/PHL (Pontiac Firebird) 2.05.920 / 2.09.254 / 2.10.740 / **2.05.690**; 8. Scott Sanda/CHI (Cadillac CTS-V) **2.06.440** / 2.12.534 / 2.26.422 / 2.08.618; 9. Jim Wheeler/KCR (Pontiac Trans Am GTA) 2.08.296 / **2.06.634** / 2.31.791 / 2.09.217; 10. Bill Baten/IND (Chevrolet Camaro) No time / 2.12.876 / 2.10.410 / **2.06.769**; 11. Tom Ellis/FLA (Ford Mustang Cobra) No time / **2.07.110** / 2.10.915 / 2.08.185; 12. B. Thomas Himes/DELT (Ford Mustang 5.0) 2.09.512 / 2.09.324 / No time / **2.07.965**; 13. Christopher Qualls/CSCC (Ford Mustang Cobra) **2.09.003** / 2.13.160 / 2.13.094 / 2.12.343; 14. Beth Aquilante/PHL (Pontiac Firebird) **2.09.415** / 2.10.441 / 2.16.838 / 2.11.472; 15. Robert Eubanks/BUCC (Ford Mustang) 2.11.392 / **2.10.588** / 3.01.339 / 2.10.808; 16. Jerry Post/CCR (Chevrolet Camaro) 2.10.925 / **2.10.824** / 2.14.459 / 2.12.842; 17. W. John Floyd/CFR (Ford Mustang GT) 2.16.622 / **2.12.970** / 2.20.167 / 2.16.052; 18. Andrew Wilkin/CFR (Ford Mustang) 2.45.121 / **2.13.051** / 2.13.746 / 2.13.440; 19. Kelly Lubash/

NER (Chevrolet Camaro) 2.15.274 / 2.16.147 / 2.13.515 / **2.13.064**; 20. Mark Wheaton/NER (Ford Mustang) 2.13.982 / 2.15.599 / 2.22.669 / **2.13.487**; 21. Cheyne Daggett/WDC (Ford Mustang GT Coupe) 2.19.085 / **2.14.209** / No time / No time; 22. Matthew Naegle/PHL (Chevrolet Camaro) No time / **2.47.886** / No time / No time;

Heinricy - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.6

Qualls - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.14

Naegle - Loss of fastest qualifying 2 lap per Chief Steward - Supp. 5.6

AS RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Andy McDermid (14); 2. John Heinrich (14); 3. Philip Smith (14); 4. Ed Hosni (14); 5. Bill Baten (14); 6. Tom Sloe (14); 7. Scott Sanda (14); 8. Beth Aquilante (14); 9. Daniel Richardson (14); 10. Amy Aquilante (14); 11. Kelly Lubash (14); 12. Cheyne Daggett (14); 13. Jerry Post (14); 14. Jim Wheeler (13); 15. Mark Wheaton (13); 16. Christopher Qualls (13); 17. Tom Ellis (12); 18. Andrew Wilkin (12); 19. B. Thomas Himes (8); 20. W. John Floyd (0); DNS. Robert Eubanks (); DNS. Matthew Naegle (); Richardson - Loss of 3 finishing positions per Chief Steward - GCR 6.11.1.A;

Overall Time of Race: 28:57.951; **Average Race Speed:** 103.239mph; **Margin of Victory:** 20.459 seconds; **Fastest Race Lap:** A. McDermid 2:02.922 (104.261mph); **Lap Leaders:** #156 laps 1; #24 laps 2-14; **Sunoco Hard Charger:** #4 Cheyne Daggett

RACE 12 | SATURDAY | Sept. 26, 2015 | 9:25 a.m.

FORMULA ATLANTIC

For the past couple of seasons, the Mazda engine Swift 016.a was thought to be a must to win in Formula Atlantic – but that was not the case at Daytona. Mirl Swan, owner of the perennial FA-winning Swan Motorsports, said the Toyota 014.a just might be the ticket due to its smaller front and cleaner lines. Turns out, he was right.

Tyler Hunter snared the gold in his Swan Racing Swift 014.a, taking the lead on lap 10 of 14 and holding it to the finish. A Swift 016.a did take second: Dudley Fleck in the Hoosier/Mazda/K-Hill Motorsports car, with Brian Novak giving us more variety in the third spot as his Honda Performance/Hoosier Swift 014.a was powered by a Honda engine.

The race started with a bang, literally, as Bruce Hamilton and Dwight Rider had a big coming together in the first turn. Hamilton spun with Rider T-boning him, with his Ralt RT-41 climbing on top of Hamilton's Swift 016.a. The ensuing full course yellow lasted five laps.

When the green waved again, Fleck moved past the leading Hunter when Tyler half-spun on lap six. Then Michael Mallinen moved past Fleck to take over the point. However, Hunter was not to be denied. He was clocking times two seconds a lap faster than the others, rapidly closing. On lap nine, Hunter passed Fleck for second as they went

into Turn 1. On the very next lap, Hunter made the same move on Mallinen to take over the lead. Mallinen pitted the next lap with a broken idler pulley.

First and second were set, but Novak and David Bleke were hard at it for third. On lap 12 it was Novak passing Bleke, only to have Bleke pass back in the chicane. On lap 13, Novak passed going into Turn 1 only to have Bleke return the favor in the same place on the last lap. However, Novak was not done, and coming out of Turn 1 made the final pass, holding the position to the finish.

"I got a little happy with the throttle and made a mistake, running off and into the grass," said a pleased Hunter, "but we had a really good car and I was able to make up for it."

Fleck saw his chance, but could not capitalize. "It just about came our way," he said. "Tyler went off but saved the thing, kept it straight, got back on, and that was it."

The older Swift 014.a was the car for Daytona, but that may not be the case next year on the twisty Mid-Ohio course. One factor to consider, though, is the continued dominance of Swan Racing. Hunter's win was the seventh Formula Atlantic Runoffs win for Swan in the past 10 years. Add two wins in CSR, and that is an envious record indeed.

Tom Schultz

Rupert Berrington



FA CHAMPION

TYLER HUNTER

Continental Divide Region
Swift 014.a Toyota



Rick Corvino



Rick Corvino



SWIFT LAPS

Formula Atlantic saw three engine manufacturers and two different Swift chassis fill the podium as Tyler Hunter (ABOVE) took the win in his Toyota powered 014.a, Dudley Fleck (FAR LEFT) piloted the Mazda powered 016.a to second, and Brian Novak (LEFT) scored third in his Honda powered 014.a.

John W. Winneith

FA QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Tyler Hunter/CDR (Swift 014.a Toyota) **1.47.758** / No time / 1.49.927 / No time; 2. Michael Mallinen/KCR (Swift 016.a Mazda) 1.50.125 / **1.49.106** / 1.49.698 / 1.54.866; 3. Dudley Fleck/IOWA (Swift 016.a Mazda) 1.51.272 / **1.49.717** / 1.50.619 / 1.50.285; 4. Bruce Hamilton/WDC (Swift 016.a Mazda) 1.52.187 / **1.51.230** / 1.51.690 / 1.51.593; 5. David Bleke/IND (Swift 014.a Toyota) 1.55.778 / **1.51.459** / 1.54.700 / 1.54.253; 6. Dwight Rider/COLORADO (Ralt RT41 Toyota) 1.53.206 / 1.52.916 / 1.52.949 / **1.51.828**; 7. J.R. Smart/MILW (Swift 014.a Toyota) 1.54.506 / 1.53.834 / **1.52.831** / No time; 8. Brian Novak/DET (Swift 014.a Honda) 1.56.069 / **1.53.258** / 1.53.519 / 1.54.070; 9. Mark Felsen/COLORADO (Swift 014.a Toyota) 1.57.674 / **1.57.403** / 1.57.621 / 1.58.344; 10. Ed Lever/CSCC (Swift 014.a Toyota) 2.01.714 / **1.57.936** / 1.57.979 / No time;

Smart - Loss of fastest qualifying 2 lap per Chief Steward - Supp. 5.6

FA RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Tyler Hunter (14); 2. Dudley Fleck (14); 3. Brian Novak (14); 4. David Bleke (14); 5. J.R. Smart (14); 6. Mark Felsen (14); 7. Ed Lever (14); 8. Michael Mallinen (10); 9. Dwight Rider (0); 10. Bruce Hamilton (0);

Overall Time of Race: 32:49.404; **Average Race Speed:** 91.106mph; **Margin of Victory:** 04.011 seconds; **Fastest Race Lap:** T. Hunter 1:48.162 (118.489mph); **Lap Leaders:** #22 laps 1-5, 10-14; #3 laps 6; #71 laps 7-9;

Sunoco Hard Charger: #74 Brian Novak

RACE 13 | SATURDAY | Sept. 26, 2015 | 10:20 a.m.

SUPER TOURING LITE

Daytona is known as a track that rewards big horsepower, but a driver must also have race craft and strategic thinking because Daytona is also a drafting track where a driver with less overall speed can make a play for the win. That fact was illustrated in this year's Super Touring Light race, where Kevin Boehm won his first National Championship in his No. 79 BFGoodrich Tires/Honda Racing/HPD Honda Civic Si.

In qualifying, defending Champion Cliff Ira set a fast lap on Tuesday driving his No. 36 Fira Motorsports Acura Integra GS-R. That time was a half-second better than anyone else could lay down, and it looked like Ira's pole position would hold. Then in Thursday's

final qualifying session, Boehm turned in a time just 0.152sec faster and took the top starting position.

At the start, Boehm and Ira came across the line side by side, and Boehm's inside position gave him the advantage heading into Turn 1. Running a close third was freshly crowned STU Champion John Schmitt. Boehm began to open a lead in the second lap while Schmitt ran nose to tail behind Ira. Then Schmitt had contact with another car and hit the infield barrier in Turn 2. That brought out a full course caution, and after a tumultuous restart, Deuce Keane II in the No. 45 KBR Performance/Weis Insurance Honda Civic Si emerged to claim the third spot in the race.

For the next several laps, Keane ran a desperate race against Darin Treakle and Nick Leverone. By lap 10, Leverone and Treakle had passed Keane, shuffling him back to fifth.

Up front, Ira and Boehm were having their own pitched battle, with Boehm slowing and Ira catching up quickly. In the middle of the race, Ira was up to two seconds faster than Boehm, and Ira drafted past Boehm to take the lead in lap 12.

In the penultimate lap, Keane and Treakle drafted back by Leverone and were racing hard toward the leaders, and then Keane used the draft to reclaim the third spot from Treakle. Treakle made his last-lap move in the infield, briefly taking back third before





Dennis Wood



Rupert Berrington



Rick Conville

STL CHAMPION

KEVIN BOEHM
Ohio Valley Region
BFGoodrich Tires/Honda Racing/
HPD Honda Civic Si Coupe

CLEAN SWEEP

(LEFT) A missed shift by Cliff Ira (36) in the final lap gave Kevin Boehm (79) the run he needed to cement the win. (TOP) Deuce Keane II (45) made good use of the draft, and brought his Honda home in third. Honda powered cars laid claim to all three steps of the podium.

Keane and Leverone drafted by again on the tri-oval.

Then things took an unexpected turn up front.

"I made a giant mistake," Ira said.

"I missed a shift in the Bus Stop. I couldn't recover after that."

At the line, it was Boehm by 1.391sec, then Ira, Keane, and Treakle back in fourth.

"In the end, a little bit of luck worked out," said Boehm. "I hate it for Cliff that I have to win that way, but I'll take it for sure."

For his part, Ira had no shortage of good words after the race. "Congratulations to Kevin - he drove a great race," Ira said. "It was really fun, being able to pull up behind in the draft, and I think that's what Daytona offers. That was really, really fun."

Jeff Zurschmeide

HONDA TAKES CENTER STAGE

Honda enjoyed record success at this year's Runoffs. The 64 drivers in Honda, Acura, or Honda-powered vehicles comprised the largest field since the brand inaugurated its Honda Racing Line program in 2009. Honda Racing Line drivers claimed six pole positions, eight championships, and six additional podium finishes.

"This was a record year for our Honda Racing Line members," said George Harmon, Assistant Manager at Honda Performance Development, Commercial Motorsports. "Their hard work and dedication just to reach the National Championships is incredible, and we want to congratulate our winners and competitors."

Honda-based drivers took the championships in FF, FP, HP, GT3, GTL, STL, STU, and T4. Additional podium finishes were recorded in BS, FA, and STL, where Honda swept the podium. In all, Honda made it to the podium in 11 out of 12 classes in which the brand was represented.

STL QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Kevin Boehm/OVR (Honda Civic Si Coupe) 2.11.823 / 2.10.052 / 2.10.099 / **2.09.672**; 2. Cliff Ira/KCR (Acura Integra GS-R) 2.11.796 / **2.09.824** / 2.11.641 / 2.09.896; 3. John Schmitt/OVR (Honda Prelude) 3.49.662 / **2.11.335** / 2.13.402 / 2.13.234; 4. Andrew Salzano/OVR (Honda Civic Si Coupe) 2.46.643 / 2.13.120 / 2.13.451 / **2.12.060**; 5. Nick Leverone/NER (Mazda Miata) 2.12.817 / **2.12.178** / 2.13.747 / 2.13.246; 6. Bob Beede/NER (Honda Civic Coupe) 2.13.052 / 2.13.520 / No time / **2.12.529**; 7. Deuce Keane II/CFR (Honda Civic Si Coupe) 2.14.251 / **2.12.726** / No time / No time; 8. Darin Treakle/WDC (Honda Civic Coupe) 2.14.312 / 2.13.914 / **2.13.056** / 2.13.608; 9. Oscar Jackson/CSCC (Honda CRX Si) No time / 2.15.129 / **2.13.213** / 2.14.424; 10. Greg Amy/NER (Honda Civic Si Civic Si) 2.15.094 / 2.14.632 / 2.14.068 / **2.13.289**; 11. Stephen Wheeler/FLR (Acura Integra) 2.16.971 / 2.14.979 / 2.13.779 / **2.13.307**; 12. Eric Thompson/NNJ (Mazda Miata) No time / No time / 2.16.553 / **2.13.431**; 13. Mike Van Steenburg/CFR (Mazda RX-7 GTU) No time / **2.13.479** / No time / No time; 14. David Palfenier/CHI (Mazda Miata) 2.15.849 / 2.15.406 / 2.15.129 / **2.13.505**; 15. Richard Walke/CHI (Mazda RX-7) **2.14.452** / 2.15.261 / 2.15.744 / 2.15.818; 16. Breton Williams/GTRV (Mazda RX-7) 2.15.641 / 2.15.106 / 2.16.774 / **2.14.594**; 17. John Hainsworth/SJR (Mazda RX-7) 2.14.719 / **2.14.595** / 2.16.061 / 2.16.110; 18. Paul Whiting/LV (Honda CRX) 2.15.702 / **2.14.650** / 2.15.943 / 2.17.000; 19. Thomas Smith/SJR (Mazda RX-7 GTU) 2.15.555 / **2.14.865** / 2.16.172 / 2.15.521; 20. Bernard Naegel/GLN (Acura Integra R) **2.15.067** / 2.16.187 / 2.15.465 / 2.18.362; 21. Tim Estes/NER (Mazda RX-7 GTU) **2.15.287** / 2.15.458 / 2.16.872 / 2.15.698; 22. Peter Keane/CFR (Civic Si) 2.16.318 / No time / **2.15.453** / 4.04.278; 23. Conor Flynn/CFR (Mazda MX-5 Miata) 13.47.446 / No time / 2.16.055 / **2.15.674**; 24. Mike Taylor/ATL (Honda Civic EX Coupe) 2.17.523 / 2.17.086 / 2.17.335 / **2.16.113**; 25. Luis Rivera/HOUS (Mazda RX-7) 2.19.697 / **2.17.384** / 2.20.050 / 2.17.450; 26. Thomas Lepper/SFR (Honda Civic DX Coupe) **2.17.423** / 2.19.168 / 2.19.056 / 2.17.767; 27. Raymond Philibert/FLA (Mazda Miata) No time / **2.17.532** / 2.18.054 / No time; 28. John Paul Keane/CFR (Honda Civic Si Coupe) 2.19.142 / No time / No time / **2.18.540**; 29. Rick Benazic/NYR (Honda Civic Si Coupe) 2.23.648 / 2.23.007 / 2.24.323 / **2.18.854**; 30. Maxwell Kittleson/MILW (Ford Focus SVT) 2.24.710 / 2.22.906 / 2.22.838 / **2.21.554**; 31. John Elder/LOL (Mazda Miata) No time / No time / **2.21.937** / 2.23.412; 32. Bruce Bannister/DET (Mazda Miata) 2.23.796 / **2.22.716** / 2.24.007 / 2.23.887; 33. Ken Kannard/ATL (Mazda Miata) **2.23.079** / 2.23.194 / No time / No time; 34. Amy Mills/NYR (Mazda Miata) 2.23.771 / **2.23.387** / 2.24.142 / No time; 35. Whitfield Gregg/NYR (Mazda Miata) 2.23.771 / **2.23.389** / 2.24.142 / 2.25.899; 36. Brian Bogert/NEP (Dodge Neon Sedan R/T) 2.29.543 / 2.29.997 / **2.27.213** / 2.27.543; 37. Jon Sewell/FLA (Acura Integra GS-R) No time / No time / **2.43.937** / No time; Keane - Loss of qualifying 3 times per Chief Steward - Supp. 9.12
Sewell - Loss of qualifying 4 times per Chief Steward - GCR 9.1.4.H.1
Van Steenburg - Loss of qualifying 4 times per Chief Steward - GCR 9.1.4.H.1
Philibert - Loss of qualifying 4 times per Chief Steward - Supp. 9.12

STL RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Kevin Boehm (14); 2. Cliff Ira (14); 3. Deuce Keane II (14); 4. Darin Treakle (14); 5. Nick Leverone (14); 6. Richard Walke (14); 7. Greg Amy (14); 8. David Palfenier (14); 9. John Hainsworth (14); 10. Conor Flynn (14); 11. Tim Estes (14); 12. John Paul Keane (14); 13. Stephen Wheeler (14); 14. Bernard Naegel (14); 15. Thomas Smith (14); 16. Luis Rivera (14); 17. Raymond Philibert (14); 18. Thomas Lepper (14); 19. Mike Taylor (14); 20. Jon Sewell (14); 21. Eric Thompson (14); 22. Rick Benazic (14); 23. Ken Kannard (14); 24. Bruce Bannister (14); 25. Amy Mills (14); 26. Maxwell Kittleson (14); 27. John Elder (14); 28. Whitfield Gregg (14); 29. Brian Bogert (13); 30. Mike Van Steenburg (8); 31. Breton Williams (8); 32. Bob Beede (7); 33. Peter Keane (7); 34. Paul Whiting (7); 35. Oscar Jackson (6); 36. John Schmitt (1); DQ. Andrew Salzano (6); Salzano - Disqualified per Chief Steward - GCR 6.11.1.A,B,C,D; Taylor - Loss of 2 finishing positions per Chief Steward - GCR 6.11.1;

Overall Time of Race: 34:04.857; **Average Race Speed:** 87.744mph; **Margin of Victory:** 01.391 seconds; **Fastest Race Lap:** K. Boehm 2:10.269 (98.381mph); **Lap Leaders:** #79 laps 1-11, 14; #36 laps 12-13; **Sunoco Hard Charger:** #91 Eric Thompson

RACE 14 | SATURDAY | Sept. 26, 2015 | 11:15 a.m.

FORMULA 1000

J.R. Osborne racked up yet his fifth National Championship in what he stated was his last race. In the post race press conference, he confirmed a rumor going around the paddock and announced his retirement from racing. "I love what I do, but I do not want to be the old guy going slow - I want to go out on top, and this is it."

His day was difficult, made so not only by nagging engine gremlins, but also by a race stoppage that caused the time limit to come into play, with the race running only eight laps. That is because in the first turn of lap one, second fastest qualifier Kevin Roggenbuck went wide and bounced over the curbing, tearing a few vital parts off the bottom of the engine. As Roggenbuck drove away, flames were seen licking the underside of the car; by Turn 3, the back was ablaze. Shortly, the car was fully enveloped by fire. Roggenbuck pulled off and bailed out, but the subsequent track blockage for fire and rescue equipment halted the race. The car was saved before it became a cinder, and Roggenbuck was uninjured in the conflagration.

When the race was restarted, only 13 of the 40 allotted minutes remained. Osborne (Geartronics/MoonsSuperCycle Ralph Firman RFR F1000), Alex Mayer (Technonects/OMS/JDR race cars JDR F1000), and Gary Hickman (Edge Engineering Inc/Phoenix Race Phoenix F1K.12 Suzuki) ran in a tight threesome for the duration. Hickman tried several times to

pass Mayer, but could not make it stick.

Mayer summed up his battle with Hickman. "We had a good race. We were focused on running down J.R., but ran out of time. After the restart, the plan was to stay with and push J.R., but that didn't happen."

Hickman told of a miscalculation that hindered his chances. "I was geared wrong," he explained. "About 150 yards before Start/Finish I was hitting the rev limiter. Every time I would pull out to try to pass Alex [Mayer], I would hit the rev limiter and the engine would lay down on me. I could catch him but I couldn't pass him."

It was not all a breeze for Osborne, though. "We didn't get this car running until midnight [the night before the race]," he said, explaining that this was his second motor swap during the Runoffs. "We were skeptical that the engine would even last. This surprises us because Kawasakis have such rock solid reliability. My top speed was not good, so that is why it was important to have an early lead. If I was stuck behind other cars I would not be able to do that."

"The race stoppage just crushed me. But I was fortunate to have the car live and I was able to get away with a good second start."

So, Osborne retires with five National Championships. And fear not, J.R., you will not be remembered as the old man who goes slow; rather, you're the talented racer who won - a lot.

Tom Schultz



Rock Corvire

Ken Brown

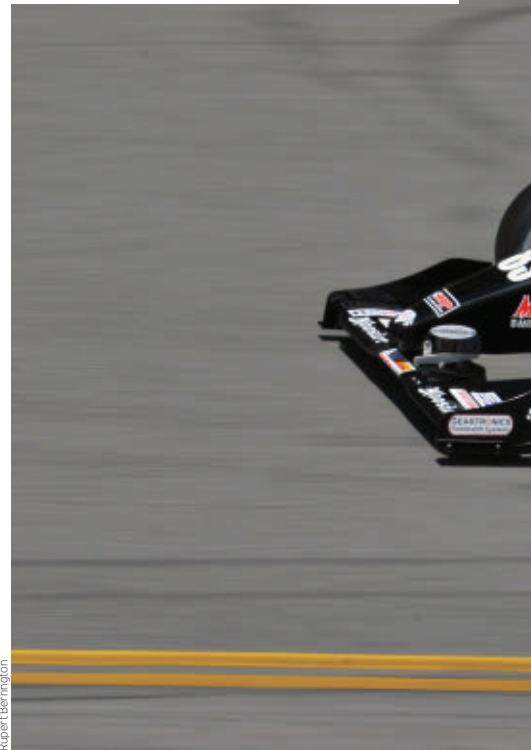
FB CHAMPION

J.R. OSBORNE

Oregon Region

Geartronics/Hoosier/MoonsSupercycle

Ralph Firman RFR F1000



Rupert Berrington

FB QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;

1. J.R. Osborne/ORE (Ralph Firman RFR F1000) 1.50.838 / 1.50.758 / 1.54.323 / **1.50.711**; 2. Kevin Roggenbuck/NWST (Ralph Firman Racing RFR1000) 1.53.247 / **1.50.819** / 1.53.316 / No time; 3. Alex Mayer/PHL (JDR F1000) 1.51.200 / 1.52.194 / 1.51.466 / **1.51.061**; 4. Jason Bell/CFR (Citation F1000 Suzuki) 1.52.342 / 1.51.811 / **1.51.682** / 1.52.325; 5. Gary Hickman/SAND (Phoenix F1K.12 Suzuki) 1.52.420 / **1.51.849** / 1.52.192 / 2.27.060; 6. Glenn Cooper/ATL (Stohr F1000 Suzuki) 1.57.064 / **1.52.188** / 1.54.442 / 1.52.220; 7. Jeremy Hill/OVR (Photon VDO7



John W. Wilmouth



MOVING ON
(MAIN) J.R. Osborne confirmed reports of his racing retirement, and is going out on his terms: on top. (RIGHT) Alex Mayer lost touch with the leader but was able to lay claim to the silver medal. (LEFT) The wrong gear package left Gary Hickman unable to move up the order, but he held on for the bronze medal. (BOTTOM LEFT) The safety crew ensured Kevin Roggenbuck was safe following his car fire.



Suzuki) 1.54.204 / **1.52.283** / 1.53.351 / 1.53.029;
8. Joel Haas/FLA (Piper DF5) 1.54.026 / 1.53.906 / **1.52.802** / 1.54.016; 9. John LaBrie/UTAH (Phoenix F1K.12 Suzuki) 1.54.661 / **1.53.096** / 1.53.480 / 1.54.092; 10. Jose Gerardo/PNAM (Galmer G-15 Suzuki) 1.54.163 / **1.53.239** / 1.53.612 / 1.53.901; 11. Shane Prieto/FLA (Ralph Firman RFR F1000 Kawasaki) 1.54.229 / **1.53.365** / 1.54.235 / 1.53.725; 12. Tyler Thielmann/MILW (JDR 012 Suzuki) **1.53.389** / 1.53.786 / 1.53.746 / No time; 13. Rod Rice/SFR (Stohr FB) 1.55.521 / **1.54.125** / 1.54.389 / 2.28.292; 14. Jason Slahor/WDC (Citation F1000 Kawasaki) No time / 1.56.504 / **1.55.364** / 1.57.165; 15. Peter Frost/ATL (Phoenix F1K.12) 1.56.192 / 1.55.811 / **1.55.462** / 1.56.285; 16. Timothy Pierce/NCR (Ralph Firman RFR F1000

Suzuki) 1.59.595 / 1.56.045 / **1.55.508** / 1.57.533; 17. Michael Crowe/CFR (Van Diemen RF00) 1.58.532 / No time / 1.58.409 / **1.56.069**; 18. James Michael/TEX (Stohr F1000 Suzuki) 1.58.459 / **1.56.098** / 1.56.609 / 1.57.594; 19. William Falatic/CFR (Astra Cars Summerhawk Suzuki) **1.57.769** / No time / No time / 1.59.236; 20. George Levien/FLA (Stohr F1000) No time / No time / 2.01.164 / **2.01.040**;

Slahor - Loss of fastest qualifying 1 lap per Chief Steward - GCR 6.11.3

Slahor - Loss of qualifying 1 times per Chief Steward - Supp. 9.12

FB RACE

8 laps, 28 Miles: Pos. Driver (Laps): 1. J.R. Osborne (8); 2. Alex Mayer (8); 3. Gary Hickman (8); 4. Glenn Cooper (8); 5. John LaBrie (8); 6. Joel Haas (8); 7. Jason Slahor (8); 8. Jeremy Hill (8); 9. James Michael (8); 10. Timothy Pierce (8); 11. Peter Frost (8); 12. William Falatic (8); 13. Tyler Thielmann (8); 14. George Levien (8); 15. Jose Gerardo (8); 16. Rod Rice (8); 17. Jason Bell (6); 18. Michael Crowe (5); 19. Shane Prieto (5); 20. Kevin Roggenbuck (0); Gerardo - Loss of 2 finishing positions per Chief Steward - GCR 6.11.1

Overall Time of Race: 40:14.192; **Average Race Speed:** 42.469mph; **Margin of Victory:** 03.386 seconds; **Fastest Race Lap:** J.R. Osborne 1:51.616 (114.822mph); **Lap Leaders:** #83 laps 1-8; **Sunoco Hard Charger:** #37 James Michael



Clark Morris



RACE 15 | SATURDAY | Sept. 26, 2015 | 1:00 p.m.

SPEC RACER FORD GEN3

Kerry Jacobsen resides just a few miles away from Daytona International Speedway in Deland, Fla., and the familiarity with his home track paid off as he took the Tire Rack pole position and then the SRF3 National Championship in his No. 38 Tactical Machining/Comprent SRF GEN3. But there was more than just home-field advantage at work. Jacobsen had paired up early – months ago, in fact – with Atlanta Region's Tray Ayres to practice drafting techniques that would play a key role in so many of this year's Runoffs championships. It paid off for Ayres, too, as he finished the race in second position in his No. 7 Ayres Racing SRF GEN3.

"We had a gentleman's agreement since back in May that we would work together and practice our drafting," said Jacobsen. "That worked out real well, but neither one of us ever talked about the last lap."

The last lap of any SRF race is going to be a free for all, but when you're racing at Daytona in the new GEN3 SRF, it's absolutely critical to have a plan. That said, no plan survives 14 laps of Daytona International Speedway.

"I really didn't want to be leading on the last lap, but my car got hot," said Ayres, "so I had to take the lead."

Under the high-speed draft, two cars nose to tail can go faster than two cars side by side, with most of that benefit accruing to the trailing car. But there's a tradeoff for that benefit – airflow through the radiator keeps the car's engine cool, so any front-radiator car running in the second position in the draft tends to build up engine heat rapidly.

To minimize this, Jacobsen and Ayres had been trading the draft lead since the field sorted itself out on the second lap of the race. Other drivers had tried to break in, including Brian Schofield, defending SRF Champion Cliff "Boom Boom" White, and James Goughary Jr. But while White and Goughary got their own drafting partnership established early, Ayres and Jacobsen had already grabbed the advantage and refused to let it go.

"Tray and I did a respectable job coming out of the infield together and getting up to drafting pace quickly. The rest of the field was a little slower to do that," Jacobsen said.

This race included four lead changes and, in the end, Jacobsen led a total of five laps, while Ayres led the race for nine laps, including most of the final lap.

"He did a weave move in the draft on the last lap that caught me off guard," Ayres recalls. "If he hadn't done that, it might have been a different scenario, which is exactly the way it should be."

While the leading pair danced their way through Daytona's infamous Bus Stop, White in his No. 59 Valvoline/Prisom/The Cottages SRF GEN3 was working hard to hold on to third, but there was little he could do to catch the leaders in the last run to the flag.

"When the first two cars get hooked up, even just sharing air, they pull away almost instantly by a car length or two," White said.

As the first National Champion in a GEN3 SRF, Jacobsen thinks the future looks bright for the class. "GEN3 will attract guys back to the class and bring in new guys," he says. "These cars are really turning respectable times now. It's going to pay dividends."

Jeff Zurschmeide



Rupert Eberington



Rick Corvino

SRF QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Kerry Jacobsen/CFR (SCCA Spec Racer Ford Gen 3) **2.08.557** / 2.11.481 / 2.10.167 / 2.09.661; 2. Brian Schofield/CFR (SCCA Spec Racer Ford Gen 3) **2.09.238** / 2.10.971 / 2.12.565 / 2.10.936; 3. Cliff White/TVR (SCCA Spec Racer Ford Gen 3) **2.09.400** / 2.10.078 / 2.10.305 / 2.09.841; 4. Tray Ayres/ATL (SCCA Spec Racer Ford Gen 3) **2.09.479** / 2.11.480 / 2.10.166 / 2.09.662; 5. Chad Galloway/CFR (SCCA Spec Racer Ford Gen 3) **2.09.661** / 2.11.895 / 2.11.791 / 2.11.430; 6. Scott Rettich/OVR (SCCA Spec Racer Ford Gen 3) **2.09.680** / No time / No time / No time; 7. James Goughary Jr/FLA (SCCA Spec Racer Ford Gen 3) 2.09.829 / 2.10.073 / 2.10.303 / **2.09.795**; 8. Todd Vanacore/CFR (SCCA Spec Racer Ford Gen 3) **2.09.823** / 2.11.414 / 2.10.701 / 2.11.019; 9. Bobby Sak/DET (SCCA Spec Racer Ford Gen 3) **2.09.824** / 2.11.406 / 2.10.684 / 2.12.033; 10. Richie Stanley/CFR (SCCA Spec Racer Ford Gen 3) **2.09.850** / 2.14.001 / 2.11.675 / 2.11.986; 11. Scott Monroe/HOUS (SCCA Spec Racer Ford Gen 3) **2.09.856** / 2.11.870 / 2.13.147 / 2.12.031; 12. Shawn Morrison/NER (SCCA Spec Racer Ford Gen 3) **2.09.880** / 2.11.636 / 2.11.812 / 2.11.817; 13. John Greene/ATL (SCCA Spec Racer Ford Gen 3) **2.10.173** / 2.11.625 / 2.10.857 / 2.11.677; 14. John Black/SFR (SCCA Spec Racer Ford Gen 3) **2.10.348** / 2.10.972 / 2.11.778 / 2.11.734; 15. Robeson Russell/CCR (SCCA Spec Racer Ford Gen 3) **2.10.572** / 2.12.389 / 2.13.182 / 2.12.200; 16. Thomas Anspach/FLA (SCCA Spec Racer Ford Gen 3) **2.10.799** / 2.13.644 / 2.12.326 / No time; 17. Jean-Luc Liverato/ATL (SCCA Spec Racer Ford Gen 3) **2.10.953** / 2.11.611 / 2.11.350 / 2.11.577; 18. James Regan/NER (SCCA Spec Racer Ford Gen 3) **2.10.971** / 2.13.893 / 2.12.541 / 2.12.007; 19. Dudley Fleck/IOWA (SCCA Spec Racer Ford Gen 3) **2.10.988** / 2.14.737 / 2.12.563 / 2.11.820; 20. Lee Hill/CFR (SCCA Spec Racer Ford Gen 3) 3.07.410 / 2.13.554 / 2.13.615 / **2.11.777**; 21. Michael Greene/ATL (SCCA Spec Racer Ford Gen 3) **2.11.982** / 2.12.392 / 2.13.357 / 2.12.196; 22. Chuck Newman/ATL (SCCA Spec Racer Ford Gen 3) **2.12.530** / 2.43.536 / 2.14.411 / 2.12.825; 23. Matthew Gray/LOL (SCCA Spec Racer Ford Gen 3) **2.12.684** / 2.15.476 / 2.15.263 / 2.16.169; 24. James Marinangel/CHI (SCCA Spec Racer Ford Gen 3) **2.12.690** / 2.13.750 / 2.13.961 / 2.13.700; 25. Bob Gardner/SFR (SCCA Spec Racer Ford Gen 3) **2.12.940** / 2.13.271 / 2.13.957 / 2.13.665; 26. Charlie Pigeon/LNST (SCCA Spec Racer Ford Gen 3) **2.13.091** / 2.13.930 / 2.15.093 / 2.13.560; 27. Peter Jankovskis/CHI (SCCA Spec Racer Ford Gen 3) 2.13.618 / 2.14.982 / 2.15.394 / **2.13.524**; 28. Ken Waters/NCR (SCCA Spec Racer Ford Gen 3) **2.14.215** / 2.18.845 / 2.18.833 / 2.18.280; 29. Timothy Gray/LOL (SCCA Spec Racer Ford Gen 3) **2.16.231** / 2.17.374 / 2.18.833 / 2.18.249;

White - Loss of fastest qualifying 4 lap per Chief Steward - Supp. 5.6

SRF RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Kerry Jacobsen (14); 2. Tray Ayres (14); 3. Cliff White (14); 4. James Goughary Jr (14); 5. Todd Vanacore (14); 6. Scott Rettich (14); 7. Brian Schofield (14); 8. Scott Monroe (14); 9. Chad Galloway (14); 10. John Black (14); 11. Thomas Anspach (14); 12. Michael Greene (14); 13. Jean-Luc Liverato (14); 14. Richie Stanley (14); 15. James Regan (14); 16. Lee Hill (14); 17. Dudley Fleck (14); 18. Bobby Sak (14); 19. James Marinangel (14); 20. Chuck Newman (14); 21. Peter Jankovskis (14); 22. Charlie Pigeon (14); 23. Bob Gardner (14); 24. Shawn Morrison (14); 25. Timothy Gray (14); 26. John Greene (14); 27. Ken Waters (10); 28. Matthew Gray (9); 29. Robeson Russell (7);

Overall Time of Race: 32:52.895; **Average Race Speed:** 90.945mph; **Margin of Victory:** 00.055 seconds; **Fastest Race Lap:** C. Galloway 2:10.215 (98.422mph); **Lap Leaders:** #38 laps 1, 7-9, 14; #7 laps 2-6, 10-13; **Sunoco Hard Charger:** #88 Michael Greene

SRF G3 CHAMPION

KERRY JACOBSEN
Central Florida Region
Tactical Machining/
Comprent GEN3

THE FIRST

Thanks to a plan born months in advance, Kerry Jacobsen (ABOVE, 38) and Tray Ayres (FAR LEFT) were able to break away from the field, locking up the top two spots on the podium. Meanwhile, Cliff White (ABOVE, 59) had his hands full trying to claim a spot in the top three. (LEFT) Kerry Jacobsen (middle) scores the first Runoffs win for the GEN3 SRF.

RACE 16 | SATURDAY | Sept. 26, 2015 | 1:55 p.m.

F PRODUCTION

For three days, Joe Huffaker set the pace in qualifying. Eric Prill was the only one who could get close the first couple days. On Wednesday, Kevin Ruck got close. But on Thursday's qualifying, the front of the grid changed. There was a chorus of "Who?" when the announcer said that Gary Baucom's Fiat 124 had taken the pole by over 0.2sec. Baucom had not raced for 10 years before he decided to return in FP this year. But Baucom's pole time only held for a couple laps before Ruck clinched the Tire Rack pole by over a second. And there begins the tale.

Ruck initially set up his Hoosier/Honda Performance Development Acura Integra for the oval, figuring he would capitalize on his car's top end. But the car wouldn't work in the twisty infield, so, gradually, he moved the setup back to what he was used to running. As for Baucom's Fiat, it was a rocket ship on the banking and would be a formidable opponent. "That car does wheelies coming out of the corners," Prill

commented - but it was through the corners where the Fiat had issues.

The start was chaotic. Ruck had the lead, but Huffaker, Prill, and Charlie Campbell all got past Baucom. Huffaker took the lead on the oval and through the Bus Stop, but Baucom flew past them all to lead the first lap - it was the infield that was Baucom's problem. On the third lap, Baucom and Campbell came together and the Fiat spun well back in the pack and retired from the race on lap 10.

The race quickly became Ruck, Huffaker, Prill, and Campbell, but order swapped constantly. "I was up behind Charlie [Campbell] and I thought if I can just sit behind Charlie and push him, we could break this train up a little bit," said Ruck. But, going into the Bus Stop on lap four, Ruck's back end stepped out and he was off in the grass. He gathered it up and got himself in fifth behind Ken Kannard's Northwest Cable Construction/Hoosier Mazda Miata. One lap

later, Campbell and Prill got together at the Bus Stop with Prill spinning and Campbell out of shape.

The result of this excitement was that there were now gaps between Huffaker and Campbell and Prill, with Kannard and Ruck hooked up to draft on the oval. Bad luck then struck Huffaker - who at this point had quite a lead - on lap nine with a cut left rear tire. The next few laps saw Prill pull out a bit of a lead in his MaxtonsFight.org./JPM/Hoosier Mazda Miata, but the gap didn't last.

On the final two laps, Prill, Campbell, and Ruck were all over each other, and the finish was spectacular - three cars almost abreast crossing the line with only 0.018sec separating first and third. But the bronze medal would ultimately go to Kannard when Campbell was dropped three places as a result of what was deemed by the stewards as "avoidable contact."

What a race!

J. Michael Hemsley



Rick Corwine

FP QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/ Time Session 3/Time Session 4: 1. Kevin Ruck/OVR (1990 Acura Integra) 2:14.173 / 2:13.411 / 2:12.596 / **2:11.009**; 2. Gary Baucom/CCR (1978 Fiat 124) 2:15.006 / 2:15.619 / 3:59.022 / **2:12.022**; 3. Joe Huffaker/SFR (1972 MG Midget) **2:12.239** / 2:12.446 / 2:12.702 / 2:12.274; 4. Eric Prill/KAN (1990 Mazda Miata) **2:12.355** / 2:12.751 / 2:12.976 / 2:12.574; 5. Charlie Campbell/MHR (1993 Mazda Miata) 2:12.731 / 2:14.397 / **2:12.649** / 2:13.610; 6. Ken Kannard/ATL (1990 Mazda Miata) No time / 2:13.417 / **2:12.797** / 2:14.129; 7. Kent Prather/KAN (1962 MG A) 2:16.178 / **2:13.781** / 2:18.559 / 2:17.012; 8. Andy Deatherage/FLA (1994 Suzuki Swift GT) 3:06.748 / 2:20.654 / 2:13.965 / **2:13.823**; 9. Jerry Lamb/MILW (1963 MG B) 2:16.765 / 2:16.362 / No time / **2:13.916**; 10. Bill Hingston/COLO (1990 Mazda Miata) 2:16.073 / 2:14.095 / 2:15.297 / **2:13.947**; 11. Paul Kullman/CFR (1991 Mazda Miata) 2:17.801 / 2:43.712 / 2:16.731 / **2:16.178**; 12. Michael Lewis/FLA (1995 Acura Integra) 2:19.919 / **2:16.233** / 2:18.151 / 3:10.699; 13. Mark Weber/STL (1993 Mazda Miata) 2:18.144 / **2:16.817** / 2:17.670 / 2:18.386; 14. Kyle Baker/HOUS (1991 Mazda Miata) 2:24.118 / No time / 2:17.569 / **2:17.036**; 15. Paul Jensen/CDR (1991 Mazda Miata) 2:18.007 / **2:17.058** / No time / 3:21.185; 16. W. Jeffery Stein/CFR (1980 Volkswagen Scirocco) **2:17.845** / 2:19.981 / 2:21.862 / 2:20.557; 17. Michael Hart/CHI (1964 Turner 1500) 2:33.411 / 2:22.573 / 3:04.302 / **2:20.709**; 18. Sidney Collins/CFR (1963 Porsche 356)

2:25.309 / 2:21.441 / 2:21.893 / **2:20.812**; 19. Tony Machi/MILW (1988 Honda CRX Si) 2:32.017 / No time / **2:26.142** / 2:28.740; 20. Richard Fohl/ODR (1990 Mazda Miata) No time / 2:29.771 / 2:31.105 / **2:29.054**; 21. Donald Ahrens/CFR (1991 Mazda Miata) No time / No time / No time / No time;

Kannard - Loss of qualifying 1 times per Chief Steward - GCR 9.3.23

Fohl - Loss of qualifying 1 times - car change - Supp. 9.7

FP RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Kevin Ruck (14); 2. Eric Prill (14); 3. Ken Kannard (14); 4. Jerry Lamb (14); 5. Charlie Campbell (14); 6. Paul Kullman (14); 7. Mark Weber (14); 8. Kyle Baker (14); 9. Kent Prather (14); 10. W. Jeffery Stein (14); 11. Michael Lewis (14); 12. Paul Jensen (12); 13. Gary Baucom (10); 14. Richard Fohl (9); 15. Tony Machi (9); 16. Joe Huffaker (8); 17. Sidney Collins (4); 18. Michael Hart (4); 19. Andy Deatherage (0); 20. Bill Hingston (0); DNS. Donald Ahrens (0); Campbell - Loss of 3 finishing positions per SOM - GCR 6.11.1.A,D;

Overall Time of Race: 31:29.415; **Average Race Speed:** 94.963mph; **Margin of Victory:** 00.152 seconds; **Fastest Race Lap:** K. Ruck 2:12.419 (96.784mph); **Lap Leaders:** #189 laps 1-2; #89 laps 3, 9, 13; #77 laps 4-8; #7 laps 10-12; #73 laps 14; **Sunoco Hard Charger:** #25 Mark Weber



Jeff Loewe



Richard S. James

PHOTO FINISH

The ebb and flow of the F Production race was exhausting to watch, and in the end it was a three-way photo finish with Kevin Ruck (BELOW and FAR LEFT) earning the top spot. Eric Prill (RIGHT) claimed second after Charlie Campbell's penalty. Ken Kannard (LEFT) took an unorthodox approach of running a hardtop on his Miata, and it paid off with a podium finish.



Richard S. James



FP CHAMPION

KEVIN RUCK

Ohio Valley Region
Hoosier/Honda
Performance
Development
Acura Integra



RACE 17 | SATURDAY | Sept. 26, 2015 | 2:50 p.m.

TOURING 1

Andrew Aquilante's biggest drama in winning his fourth Touring 1 National Championship and sixth title overall was getting a car together to bring to the Runoffs. With he and Phoenix Motorsports contesting for the Pirelli World Challenge GTS title, the Runoffs kind of snuck up on them.

"We had a brand-new chassis that we were going to build, but due to running World Challenge and the back end of that schedule being so packed - we ran a third of our season in a month - and the prep time with all that, the [Runoffs] car got put on the back burner," explained Aquilante. "We were out at Sonoma [Raceway], and one of our cars got wrecked. We had a spare car for World Challenge and we had an extra truck that was coming back after Sonoma anyway, [so] we sent the car back home, the body shop fixed it up, and then we got back from [Mazda Raceway Laguna Seca] and had two days to install all the bits and come [to the Runoffs]."

Aquilante then proceeded to put his Phoenix Performance/Hawk/Hoosier Ford Mustang Boss 302 on the Tire Rack pole with a 1:53.562 - more than a second-and-a-half clear of Mark Boden's BMW M3 - and motored to a 7.771sec margin of victory.

Boden ran second for a while, but began slipping backward on lap six, perhaps the victim of fading tires. That left Pratt Cole and Cameron Maugeri to battle for the remaining podium positions. The position belonged to Maugeri until lap seven, when

Cole got by; but Cole could never shake Maugeri's BTI Motorsports Ford Mustang. They ran that way until the final lap, when Cole ran into trouble.

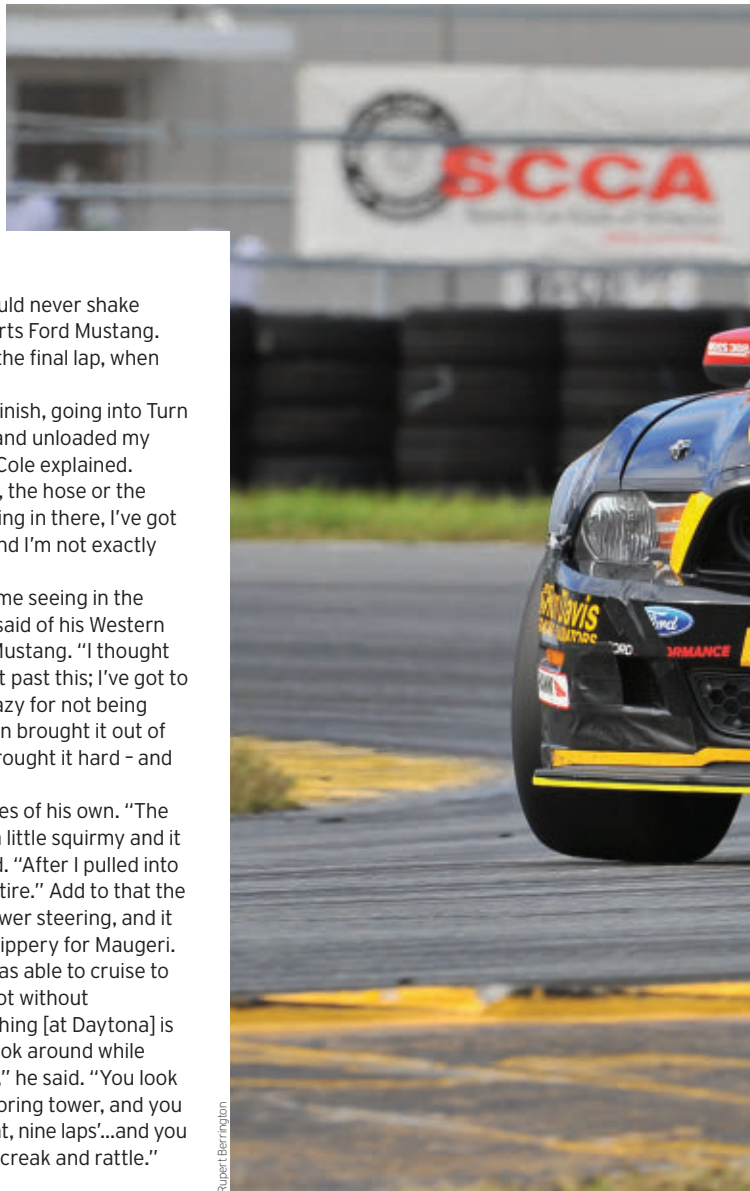
"I went across start/finish, going into Turn 1 on the white flag lap, and unloaded my power steering pump," Cole explained. "I don't know what blew, the hose or the pump. All I knew was going in there, I've got a windshield full of oil, and I'm not exactly sure what's coming."

"I really had a hard time seeing in the right-hand turns," Cole said of his Western Metals Transport Ford Mustang. "I thought I might get lucky and get past this; I've got to be honest, I tried like crazy for not being able to see. But Cameron brought it out of the Bus Stop - and he brought it hard - and I had nothing for him."

Maugeri had difficulties of his own. "The car was starting to get a little squirmy and it didn't feel right," he said. "After I pulled into the pit, I saw I had a flat tire." Add to that the oil from Cole's blown power steering, and it was getting especially slippery for Maugeri.

Up front, Aquilante was able to cruise to the checker, although not without distractions. "The cool thing [at Daytona] is you get the chance to look around while you're going pretty fast," he said. "You look up at the Timing and Scoring tower, and you go, 'OK, eight laps; alright, nine laps...and you start listening for every creak and rattle.'"

Richard S. James



Rupert Berrington



Rupert Berrington

LIKE A BOSS

(ABOVE and FAR RIGHT) Andrew Aquilante led a Mustang sweep of the Touring 1 podium, claiming his sixth Runoffs title along the way. (LEFT) Cameron Maugeri survived a flat tire and took home the silver medal. (RIGHT) Pratt Cole strong-armed his car around the final lap after losing his power steering and managed to hold on for third.



Dennis Wood



T1 CHAMPION

ANDREW AQUILANTE
Philadelphia Region
Phoenix Performance/Hawk/Hoosier
Ford Mustang Boss 302

T1 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Andrew Aquilante/PHL (2012 Ford Mustang Boss 302) **1.53.562** / 1.53.607 / 1.57.327 / 1.54.813; 2. Mark Boden/CHI (2009 BMW M3 Coupe) **1.55.213** / 1.56.130 / 1.59.293 / 1.56.848; 3. Cameron Maugeri/CFR (2013 Ford Mustang) **1.55.306** / 1.55.787 / 1.59.169 / 1.56.926; 4. Pratt Cole/RENO (2008 Ford Mustang) 1.56.730 / 1.56.553 / 1.58.435 / **1.55.856**; 5. Tim Myers/ATL (2010 Dodge Viper ACR-X) **1.56.049** / 1.58.248 / No time / No time; 6. Joseph Gaudette/WDC (2002 Chevrolet Corvette Z06) **1.57.798** / 1.58.932 / No time / 1.58.590; 7. David Sanders/PHL (2003 Chevrolet Corvette Z06) 1.58.922 / **1.58.077** / No time / 1.58.320; 8. Alan Kossow/CHI (2009 BMW M3) 2.00.147 / 2.00.108 / **2.00.048** / 2.00.678; 9. Scotty B White/NWST (2006 Dodge Viper) No time / No time / 2.06.211 / **2.00.896**; 10. John R. Buttermore/DET (2005 Chevrolet Corvette) **2.01.386** / 2.10.169 / No time / 2.02.517; 11. Joe Aquilante/PHL (2007 Chevrolet

Corvette C6 Coupe) 2.03.939 / **2.03.342** / 2.04.639 / 2.04.474; 12. Thomas Ellis/FLA (2012 Ford Mustang Boss 302) No time / No time / **2.03.859** / 2.04.004;

Ellis - Loss of qualifying 2 times per Chief Steward - Supp. 9.12

T1 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Andrew Aquilante (14); 2. Cameron Maugeri (14); 3. Pratt Cole (14); 4. Joseph Gaudette (14); 5. Tim Myers (14); 6. David Sanders (14); 7. Scotty B White (14); 8. Alan Kossow (14); 9. Mark Boden (14); 10. John R. Buttermore (14); 11. Joe Aquilante (13); 12. Thomas Ellis (14); Ellis - Loss of 2 finishing positions per Chief Steward - GCR 6.11.1;

Overall Time of Race: 27:17.030; **Average Race Speed:** 109.603mph; **Margin of Victory:** 07.771 seconds; **Fastest Race Lap:** A. Aquilante 1:55.494 (110.967 mph); **Lap Leaders:** #36 laps 1-14; **Sunoco Hard Charger:** #86 Joseph Gaudette



RACE 18 | SATURDAY | Sept. 26, 2015 | 3:45 p.m.

FORMULA VEE

Michael Varacins used the draft to slingshot his way from fifth to first on the tri-oval to take the win in his No. 65 Speed Sport Engineering/Veetech Speed Sport AM-5 by only 0.058sec, securing his fourth National Championship.

The excitement started quickly at the drop of the green as cars fanned out four wide, and the top seven cars jockeyed for positions during the opening laps. Then, contact between Tire Rack pole-winner Roger Siebenaler (Autowerks/Hoosier Mysterian M2) and Stevan Davis in Turn 1 shook up the field a bit. Neither driver was injured, but both were unable to continue.

As things shuffled out, Varacins found himself at the front and pulling away, creating a four-way battle for second. The group hooked up in the draft and caught Varacins, and Mitchell Ferguson found himself leading after starting 18th. He would eventually cycle back to fifth and win the Sunoco Hard Charger award.

Another incident in Turn 1 brought out a full course caution for two laps, bunching up the field, but Varacins didn't let that faze him. "I certainly didn't want them anywhere around me, but I didn't have much of a choice," Varacins said. "I just went out and ran every lap like a qualifying lap because I knew we were pretty quick in the infield. I was hoping if I could open a little gap every lap in the infield I might have a chance to control my own destiny when I came down to the checkered flag."

Varacins began to pull out in front in his No. 65 Speed Sport Engineering/Veetech Speed Sport AM-5 as the next four drivers,

including Richard Shields, Ferguson, Charles Hearne, and Andrew Whitston, continued to shuffle forward and backward for the second through fifth battle.

"I thought if I got up and drafted behind Mike [Varacins] we could pull away from the other group, but it actually may have hurt us more than it helped us," Shields noted. "They caught us fairly quickly, but it was a great race and an exciting race."

The group freight-trained Varacins, passing him at the Bus Stop. Despite leading most of the race, Varacins found himself in fifth as the white flag flew.

"I thought there were two laps to go when I took the lead," Whitston said, "and all of a sudden I saw the white flag and I thought I was in deep trouble. Luckily, everybody decided they wanted to pass me back going into the Bus Stop."

Shuffling put Hearne to the lead going in to the Bus Stop on the final lap, but drafting on the tri-oval made for a crazy, photo finish with Varacins on the top spot followed by Whitston in the No. 12 Rocket Motors/Subway Protoform P2, and Shields in the No. 77 ARS Inc/VeeSport Racing/Autowerks VDF 2. Hearn and Ferguson rounded out the top five, with the entire pack crossing the finish line within 0.152sec of each other.

"On the last lap, I just kept forcing my way by people to make sure I wasn't any farther back than [behind Whitston], and it all just worked out," said Varacins. "Andy gave me a nice little draft coming down to the checkered and, without that, I probably wouldn't have won it."

Sydney Davis Yagel

Robert Berington



Rick Coville

FV CHAMPION

MICHAEL VARACINS
Chicago Region
Speed Sport
Engineering/Veetech
Speed Sport AM-5

LEADER OF THE PACK

(MAIN) Formula Vee never disappoints when it comes to close racing, and Daytona was no different. Michael Varacins (65 and LEFT) worked the draft to move from fifth to first in the final lap.

FV QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Roger Siebenaler/NNJ (Mysterian M2) 2.22.640 / **2.21.167** / 2.24.890 / 2.22.220; 2. Michael Varacins/CHI (Speed Sport AM-5) 2.21.616 / 2.21.827 / **2.21.242** / 2.21.280; 3. Ron Whitston/MILW (Protoform P2) **2.21.608** / No time / 2.25.132 / 2.22.974; 4. Andrew Whitston/MILW (Protoform P2) **2.21.615** / 2.22.714 / 2.22.785 / 2.23.199 / 2.23.325 / 2.23.461; 5. Richard Shields/STC (VDF VDF-2) 2.23.119 / **2.21.619** / No time / 2.21.744; 6. Jonathan Weisheit/WDC (JK Technologies LLC XP1) 2.24.162 / 2.23.557 / 2.24.181 / **2.21.966**; 7. Stevan Davis/ATL (Wedge SB-1) **2.22.314** / 2.23.199 / 2.23.325 / 2.23.461; 8. Gary Kittell/GLN (Caracal D/SB) **2.22.681** / 2.23.696 / 2.24.728 / 2.23.604; 9. Laura Hayes/CCR (Protoform P2) **2.22.706** / 2.23.443 / 2.27.996 / 2.23.851; 10. Charles Hearn/HOUS (Vortech Vortech FV) 2.23.390 / 2.23.653 / 2.25.144 /



2.23.127; 11. Donnie Isley/CCR (Agitator) 16) 2.24.793 / **2.23.200** / 2.23.623 / 2.24.501; 12. Tyler Hunter/CDR (Vortech FV) 2.23.769 / **2.23.380** / 2.28.690 / 2.24.189; 13. Alex Scaler/ NNJ (Mysterian CM2) 2.25.150 / **2.23.436** / 2.25.947 / No time; 14. Guy Bellingham/WNY (BRD AFV01) **2.23.613** / 2.25.398 / 2.24.437 / 2.24.443; 15. Andrew Abbott/DET (Vector AM-1) 2.24.175 / **2.23.874** / 2.24.291 / 2.24.564; 16. Mark Edwards/ CSCC (Other Glamdring) **2.23.915** / 2.24.913 / 2.32.587 / 2.25.846; 17. Sherman Engler/ALA (Protoform 94v) 2.24.951 / 2.25.024 / **2.23.999** / 2.26.393; 18. Mitchell Ferguson/ATL (Vorscha GB5) 2.24.696 / 2.25.778 / No time / **2.24.129**; 19. Andrew Pastore/NER (Womer EV3) 2.25.356 / 2.29.495 / **2.24.613** / 2.26.027; 20. Russell Stalvey/ BUCC (Caracal Caracal D) **2.24.803** / 2.29.962 / No time / 2.27.170; 21. Russell Fredericks/FLA (Caracal Caracal D) 2.29.559 / 2.28.263 / **2.25.147** / 2.26.566; 22. John Fuchs/CFR (Caracal Caracal D) 2.25.236 / **2.25.198** / No time / 2.29.791; 23. Lisa Noble/KAN (Vortech Vortech FV) **2.25.484** /

2.28.419 / 2.26.260 / 2.27.750; 24. Anthony Henderson/CHA (Caracal Caracal C) 2.29.502 / 2.28.520 / 2.28.034 / **2.26.993**; 25. Charles Turner/ CSCC (Vortech 1) 2.28.403 / 2.29.405 / 2.27.313 / **2.27.104**; 26. Mark Felsen/COLO (Vortech FV) 2.29.421 / 2.29.567 / 2.29.345 / **2.27.855**; 27. Justin Willbanks/ALMO () 2.31.079 / 2.31.551 / 2.29.723 / **2.29.407**; 28. Duke Waldrop/CFR (Protoform P2) **2.30.843** / 2.32.108 / 2.32.491 / 2.30.969; 29. Peter Cheamitru/CFR (Lynx Lynx B / Splinkie) 2.33.395 / 2.34.375 / 2.33.684 / **2.32.702**; 30. Harry Schneider/CFR (Adams Aero) **2.38.096** / No time / No time / 2.42.241;

Whitston - Loss of qualifying 2 times per Chief Steward - GCR 6.1.1.B

Whitston - Loss of fastest qualifying 4 lap per Chief Steward - Supp. 5.14

FV RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Michael

Varacins (14); 2. Andrew Whitston (14); 3. Richard Shields (14); 4. Charles Hearn (14); 5. Mitchell Ferguson (14); 6. Gary Kittell (14); 7. Alex Scaler (14); 8. Ron Whitston (14); 9. Tyler Hunter (14); 10. Andrew Abbott (14); 11. Mark Edwards (14); 12. Laura Hayes (14); 13. Andrew Pastore (14); 14. Jonathan Weisheit (14); 15. Sherman Engler (14); 16. Charles Turner (14); 17. Russell Fredericks (14); 18. Lisa Noble (14); 19. Russell Stalvey (14); 20. Mark Felsen (14); 21. Anthony Henderson (14); 22. Harry Schneider (14); 23. Peter Cheamitru (14); 24. Guy Bellingham (11); 25. Donnie Isley (10); 26. Duke Waldrop (9); 27. John Fuchs (6); 28. Justin Willbanks (6); 29. Roger Siebenaler (5); 30. Stevan Davis (5);

Overall Time of Race: 36:49.478; **Average Race Speed:** 81.207mph; **Margin of Victory:** 00.058 seconds; **Fastest Race Lap:** A. Whitston and C. Hearn 2:21.142 (90.802mph); **Lap Leaders:** #72 laps 1-2; #65 laps 3-12, 14; #12 laps 13; **Sunoco Hard Charger:** #52 Mitchell Ferguson



GTL QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Jim Dentici/MILW (Honda CRX) 2.13.863 / 2.11.724 / 2.19.872 / **2.11.387**; 2. Joe Huffaker/SFR (MG Midget) 2.13.254 / **2.12.950** / 2.13.269 / 2.14.412; 3. Michael Kamalian/ATL (Mazda Miata) **2.13.273** / 2.15.424 / 2.20.886 / 2.14.590; 4. Peter Shadowen/FLA (Honda CRX Si) **2.13.516** / 2.15.445 / 2.17.765 / 2.14.989; 5. Charles Leonard/CFR (Nissan 200SX SE-R) **2.13.551** / 2.15.188 / No time / 2.14.930; 6. Paul Mevoli DMD/CFR (Nissan Sentra) 2.15.518 / 2.17.269 / 2.18.227 / **2.13.813**; 7. Roy Lopshire Jr/KCR (Toyota Tercel) 2.17.086 / **2.16.030** / 2.17.372 / 2.19.731; 8. Peter Zekert/STL (Nissan 200SX SE-R) 2.17.171 / **2.16.428** / No time / 2.17.501; 9. Steve Sargis/BVR (Volkswagen Rabbit) No time / No time / No time / **2.27.208**; 10. Mickey Thompson/CFR (Mazda Miata) 2.36.460 / 2.35.714 / **2.35.232** / No time;

GTL RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Jim Dentici (14); 2. Joe Huffaker (14); 3. Michael Kamalian (14); 4. Peter Shadowen (14); 5. Paul Mevoli DMD (14); 6. Peter Zekert (14); 7. Steve Sargis (13); 8. Mickey Thompson (12); 9. Charles Leonard (6); DNS: Roy Lopshire Jr ();

Overall Time of Race: 31:30.496; **Average Race Speed:** 94.908mph; **Margin of Victory:** 10.736 seconds; **Fastest Race Lap:** J. Dentici 2:13.564 (95.954 mph); **Lap Leaders:** #11 laps 1-14; **Sunoco Hard Charger:** #41 Peter Zekert

JET SPEED

(ABOVE and MIDDLE RIGHT) Jim Dentici faced little competition on his way to the win, posted the fastest race lap, and clearing the field by 10sec as the checkers waved. (FAR RIGHT) Joe Huffaker added weight to his F Production Midget so he could run in GT, and recorded a second place finish. (RIGHT) Michael Kamalian had his hands full battling with Peter Shadowen, but managed to hold on for third place.



Ken Brown

RACE 19 | SATURDAY | Sept. 26, 2015 | 4:40 p.m.

GRAND TOURING LITE

Jim Dentici has competed in 12 Runoffs, and he has been a champion six times – an impressive statistic. This time he did it in a car he built in 1991 for a customer who eventually gave the car to Dentici. He arrived at Daytona ready to run and even spent time helping other competitors in the Honda tent. But he had a secret weapon, which he employed on the last day of qualifying – Slipstream Aircraft Wax. He found it on a shelf in his garage and thinks it has been there for 30 years. The maker of the wax claims that it will provide a “6-percent increase in speed for a jet.” Whether the wax helped or not, Dentici and his Raglin Racing/JDM Group Honda CRX was over 1.5sec faster than Joe Huffaker’s Huffaker Engineering MG Midget and nearly two seconds faster than Michael Kamalian’s RevolutionSpeed/Hoosier Tire/Mazda Miata.

Huffaker reveled in the opportunity to race at Daytona. “The Daytona experience is really why I came here. My dad was here with Emmitt Brown in a Midget in 1965, and they won the Runoffs that year. That was 50 years ago – and here I am with a Midget!” All he had to do to run his FP Midget in GTL was add 100lbs, so he entered both classes, even though there were only two races between FP and GTL.

At the green, Dentici pulled away, but there was some good racing among Huffaker, Kamalian, Charlie Leonard, Peter Shadowen, and Paul Mevoli. As Dentici ran

into the distance, Huffaker and Kamalian pulled away from the group battling behind them. By the fourth lap, Huffaker was clear of Kamalian, and it was quite a way back to Leonard, Shadowen, and Mevoli. Then Leonard spun at the Bus Stop on the next lap and retired two laps later. That spread out the remaining cars, and they ran separated to the end. Shadowen did what he could to catch Kamalian, setting his best lap time on lap 11, but the race was settled.

Dentici set a new lap record on his way to the championship. Huffaker ran as hard as he could, but finished over 10sec back in second with Kamalian another 13sec back in third. Both Dentici and Huffaker mentioned that they came with no expectations.

“We know the car, and that it always runs good, and that it’s always going to be a top-five car, but it’s not known for top speed,” said Dentici. Huffaker, meanwhile, was very pleased with his finish, “I had no expectations of being up this high!”

Kamalian, in only his second time at the Runoffs in 17 years, also seemed pleased, saying, “I was trying to keep up with Joe, and we just got a little slick after that.” He worked hard to keep Shadowen behind him after he lost touch with Huffaker.

Even when the racing isn’t close, watching racers negotiate Daytona is exciting. There are so many things that can go very wrong; no crewmember takes a deep breath until the checker.

J. Michael Hemsley

GTL CHAMPION

JIM DENTICI

Milwaukee Region
Raglin Racing/JDM Group

Clark Morris



Rick Convine



Dennis Wood

NATIONAL



American Sedan
Andy McDermid



B-Spec
John Heinricy



E Production
Greg Ira



Formula 1000
JR Osborne



Formula Atlantic
Tyler Hunter



Formula Continental
Yufeng Luo



Formula Vee
Michael Varacins



GT-1
Michael Lewis



GT-2
John Kachadurian



Prototype 2
Chris Farrell



Spec Miata
Jonathan Goring



Spec Racer Ford
Cliff White



PRESENTED BY

GARMIN VIRB

DAYTONA INTERNATIONAL SPEEDWAY



Touring 1
Andrew Aquilante

The Pinnacle of American Motorsports

CHAMPIONS



F Production
Kevin Ruck



H Production
Brian Linn



Formula 500
Calvin Stewart



Formula Enterprises
Scott Rettich



Formula F
Rick Payne



Formula Mazda
Joseph Burton-Harris



GT-3
Joe Kristensen



GT-Lite
Jim Dentici



Prototype 1
Gianpaolo Ciancimino



Spec Racer Ford Gen3
Kerry Jacobsen



Super Touring Light
Kevin Boehm



Super Touring Under
John Schmitt



Touring 2
Kurt Rezzetano



Touring 3
Bob Schader



Touring 4
Philip Royle

T2 CHAMPION**KURT REZZETANO**

Philadelphia Region
Phoenix Performance/Calvert
Dynamics Ford Mustang GT



Rick Convine



RACE 20 | SUNDAY | Sept. 27, 2015 | 8:30 a.m.

TOURING 2

Kurt Rezzetano, starting from the Tire Rack pole in his No. 37 Phoenix Performance/Calvert Dynamics Ford Mustang GT, made it clear he was at the Runoffs to win as soon as the green flag dropped.

"I have to start off by saying this is the third attempt at this," Rezzetano said. "In 2013, we came with the Mustang and were a little outgunned at Road America. We were hoping it would be enough, but it just didn't have it then. We kept working on things, and the evolution of this car has been all about small changes. [And], after what happened at Mazda Raceway [in 2014], I thought we were cursed at the Runoffs.

"This year, everything just fell into place," he continued. "We had a great first qualifying session, on Monday, and the car

just felt awesome. We were down a little bit to the BMW on the banking, but the car was just so good that all I had to do was get a little separation early on."

A little separation, indeed, as by the end of the 14-lap race, Rezzetano had accrued some 21 seconds over second-place finisher Cooper MacNeil.

MacNeil's race started on the outside pole, but he immediately had his hands full with Preston Calvert in the No. 77 Calvert Dynamics/Phoenix Performance Ford Mustang GT. Tim Kezman made a push early on but, in the end, MacNeil's No. 46 WeatherTech BMW M3 and Calvert were able to pull away. The two then had a back and forth battle until midway through the race.

"Kurt [Rezzetano] set up a really great

start," Calvert said. "In the beginning, we spread things out enough to get through Turn 1 safely. Cooper [MacNeil] did a great job of tucking in behind Kurt. I knew that [MacNeil's] tires would take a little longer to come in, so I decided to try to make the pass into Turn 2. I made the pass, and it stuck."

That pass did stick, but only for a while. "Once [MacNeil] got around me I was able to stick with him for a little bit," said Calvert, "but when he hit the sweet spot of his tires, he began to pull away. At that point, I just couldn't catch back up."

By the time the double checker waved, MacNeil had gapped Calvert by 7.3sec, with Kezman less than a second behind Calvert in fourth.

Sydney Davis Yagel



John W. Wilmoth



Rick Corvino

THIRD TIME'S THE CHARM

Following a scary Turn 2 incident at the 2014 Runoffs, Kurt Rezzetano (ABOVE and FAR LEFT) thought he might be cursed, but this year he proved that to be far from the truth when he took the T2 title by 20.972sec. (LEFT) Embroiled in their own battle were Cooper MacNeil (46) and Preston Calvert (77), with MacNeil finishing second and Calvert third.

T2 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;

1. Kurt Rezzetano/PHL (2012 Ford Mustang GT Coupe) **2.00.172** / 2.01.726 / No time / 2.01.095; 2. Cooper MacNeil/COLORADO (2011 BMW E92 M3) **2.01.981** / 2.03.322 / 2.56.438 / No time; 3. Preston Calvert/WDC (2012 Ford Mustang GT Coupe) **2.02.987** / No time / No time / 2.03.226; 4. Bill Collins/LOL (2004 Chevrolet Corvette Z06) 2.05.400 / **2.03.276** / 2.35.698 / 2.04.894; 5. Tim Kezman/MILW (2008 Porsche 997) 2.03.963 / **2.03.414** / No time / 2.04.713; 6. Michael Lavigne/NER (2011 Ford Mustang Coupe) 2.05.300 / **2.03.624** / 3.00.316 / 2.05.147; 7. Albert Nocerine/NEP (2011 Ford Mustang GT) 2.05.494 / No time / No time / **2.04.540**; 8. Aaron Kaplan/CHI (2008 BMW E92 M3) **2.04.561** / 2.04.779 / 2.30.550 / 2.05.123; 9. Marty Grand/WDC (2006 Mitsubishi Lancer EVO) No time / **2.04.594** / 2.19.272 / 2.06.028; 10. Jim Leithauser/COLORADO (2011 BMW E92 M3) 2.05.998 / **2.05.558** / 2.52.077 / 2.06.419; 11. Oscar Hernandez/FLA (2000 Porsche 911/996) 2.08.325 / **2.05.885** / 2.56.553 / 2.08.077; 12. John Buttermore/DET (2005 Chevrolet Corvette C6) No time / **2.05.960** / No time / No time; 13. Russell Peterson DVM/SFR (2001 Chevrolet Corvette C5 Z06) **2.06.448** / 2.10.624 / 2.18.697 / 2.08.639; 14. William Moore/NEO (2014 Chevrolet Camaro SS 1LE) 2.07.900 / 2.07.789 / No time / **2.06.833**; 15. Christopher Qualls/CSCC (1999 Chevrolet Corvette) **2.07.119** / 2.07.861 / 2.36.257 / 2.07.389; 16. Natha Waldbaum/CHI (2002 Chevrolet Corvette Z06) 2.07.832 / 2.07.937 / No time / **2.07.311**; 17. James Rogerson/HOUS (2002 BMW M3 Coupe) **2.07.312** / No time / No time / No time; 18. John Shannon/CNY (2001 Chevrolet Corvette C5 Z06) 2.10.582 / 2.10.670 / No time / **2.08.760**; 19. Nicole Jacque/SFR (2011 Ford Mustang Coupe) **2.10.557** / No time / 2.29.183 / 2.11.001; 20. Carl Fung/CSCC (2004 Chevrolet Corvette Z06) **2.10.871** / 2.12.795 / No time / 2.11.121;

Shannon - Loss of fastest qualifying 2 lap per Chief Steward - GCR 6.11.3

Shannon - Loss of qualifying 3 times per Chief Steward - GCR 9.1.9.2.D.5.a.1

Rogerson - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a.1

Calvert - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a.1

Buttermore - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1.B

T2 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Kurt Rezzetano (14); 2. Cooper MacNeil (14); 3. Preston Calvert (14); 4. Tim Kezman (14); 5. Bill Collins (14); 6. Marty Grand (14); 7. John Buttermore (14); 8. Michael Lavigne (14); 9. Jim Leithauser (14); 10. Aaron Kaplan (14); 11. Natha Waldbaum (14); 12. John Shannon (14); 13. Carl Fung (13); 14. Christopher Qualls (14); 15. Oscar Hernandez (13); 16. Nicole Jacque (13); 17. Russell Peterson DVM (13); 18. William Moore (5); 19. Albert Nocerine (4); DNS. James Rogerson (1);

Qualls - Loss of 3 positions in class per Chief Steward - Supp. 5.14

Overall Time of Race: 28:36.723; **Average Race Speed:** 104.515mph; **Margin of Victory:** 20.972 seconds; **Fastest Race Lap:** K. Rezzetano 2:01.077 (105.850 mph); **Lap Leaders:** #37 laps 1-14; **Sunoco Hard Charger:** #88 Carl Fung



Rupert Eberington

T3 WINNER

BOB SCHADER
Colorado Region
Hoosier Tire/Boulder
Nissan Nissan
350Z Nismo

LEADER OF THE PACK

Bob Schader (LEFT and BELOW) had a scary lap three, but recovered for the race win. (BELOW LEFT) Tom Wickersham (left) and Jason Ott (right) battled for the remaining podium steps, with Wickersham taking second.



Rick Corwine

RACE 21 | SUNDAY | Sept. 27, 2015 | 8:30 a.m.

TOURING 3

This year's Touring 3 race did not formally crown a National Champion because the class did not attract enough entries to meet the Runoffs rules, but five drivers did show up and deliver a memorable battle on Daytona's high banking.

Runoffs mainstay Scotty B. White claimed the Tire Rack pole position in his No. 0 BFG/Knight Transport LLC Ford Mustang with a fast time set during the first qualifying session on Monday. White was about a tenth of a second faster than Bob Schader. Jason Ott and Tom Wickersham made up the second row, all qualifying within a half-second of White's time.

The Touring 3 race was combined with the Touring 2 contest, and started about half a lap after the Touring 2 cars. Schader jumped into an early lead, with the remaining cars close on his tail. Wickersham took up the second position and White third.

A third-lap incident with a slow Touring 2 car nearly took Schader's No. 8 Hoosier Tire/Boulder Nissan Nismo 350Z out of the running, but he kept his car pointed ahead and retained the lead. Then in the sixth lap, White passed Wickersham's No. 01 BFGoodrich/Maine Straight Racing Ford



Jay Bonvador

Mustang for second. Ott worked hard to keep the two Mustangs within striking distance of his No. 09 Hoosier Race Tires/BimmerHaus/Alpine BMW Z4 M Coupe, and all three battled out the race nose to tail in the infield section of the track.

During the eighth lap, White went wide in Turn 1 and was shuffled back to fourth place, and he never recovered. At the checkered flag, it was Schader, Wickersham, and Ott.

"The only incident I had on the track was with that T2 guy," Schader recalled. "I was going around the inside of the corner and he turned sharply and collected me on the left side, but I didn't have time to stop and talk to him. It was kind of busy."

Jeff Zurschmeide

T3 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Scotty B White/NWST (2012 Ford Mustang) **2.08.573** / 2.08.851 / 2.09.213 / 2.09.881; 2. Bob Schader/COLO (2008 Nissan 350Z Nismo) 2.10.233 / **2.08.677** / 2.10.674 / 2.09.224; 3. Jason Ott/COLO (2008 BMW Z4 M Coupe) **2.08.810** / 2.09.278 / 2.13.000 / 2.09.139; 4. Tom Wickersham/SFR (2011 Ford Mustang V6) **2.08.927** / 2.09.501 / 2.09.290 / 2.09.218; 5. Tom Brady/CFR (2001 BMW M3 Convertible) 2.17.214 / **2.16.519** / 2.17.416 / No time;

T3 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Bob Schader (14); 2. Tom Wickersham (13); 3. Jason Ott (13); 4. Scotty B White (13); 5. Tom Brady (13);

Overall Time of Race: 30:42.613; **Average Race Speed:** 97.375mph; **Margin of Victory:** 1 laps; **Fastest Race Lap:** T. Wickersham 2:08.363 (99.842mph); **Lap Leaders:** #8 laps 1-14; **Sunoco Hard Charger:** #01 Tom Wickersham

kearney

DRIVER DEVELOPMENT



TUNING THE HELMET – FOR PEAK PERFORMANCE

Tim Paul – Pro F2000 – Watkins Glen – Pole;
Mazda MX-5 Cup – Sebring – Pole,
Mosport – Lap Record, Fastest Lap in 3 Races

Rick Shields – Runoffs Bronze FV, Missed Win by .066!

Jeremy Grenier – Runoffs Front Row FF

Tim Minor – Runoffs 4th – FC

Andy Melvin – Runoffs Rookie, 5th FF

Alex Scaler – Runoffs Rookie, 7th FV

Guy Bellingham – Runoffs Qualified 12th FV

Alain Matrat – Runoffs 8th FC

Tim Paul – F2000,
Mazda MX-5 Cup
Alex Scaler – FV
Andy Melvin – FF
Alain Matrat – FC
Chris Fahan – FA
Rich Zober – FA
Chris Ash – FA
Bob Corliss – FA
Doug Voss – Pro F1600

Eric Presbrey – Pro F2000
Tom Fatur – Pro F2000
Tim Minor – Pro F2000
Gary Blaririk – FV
Sergio Pasian – Pro F2000
Rick Shields – FV
Jeremy Grenier – Pro 1600
Jonathon Weisheit – FV
Jim Hallman – D Sports Racer

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

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

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

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Ken Brown



Rick Corwin



Jay Bonvolante

BACK FOR THE WIN

Yufeng Luo (ABOVE RIGHT and RIGHT) returned to the Runoffs to win, and win he did in commanding fashion. (ABOVE) Despite a first lap spin, Robert Allaer battled back to second place. (LEFT) Josh Saurino crossed the line in third, 1.02sec behind Allaer.

FC CHAMPION

YUFENG LUO
Cal Club Region
Pabst Racing/China
Van Diemen DP08

RACE 22 | SUNDAY | Sept. 27, 2015 | 9:25 a.m.

FORMULA CONTINENTAL

Yufeng Luo became the second youngest driver to win an SCCA National Championship as he led the Formula Continental race flag to flag. Only Graham Rahal 10 years ago was a younger Runoffs winner than this 17-year-old.

Luo was in top form all week. He was fastest in his Pabst Racing/China Van Diemen DP08 in all four sessions, was the fastest qualifier, and led every lap of the race. This was a truly dominating performance.

Luo's closest threat, last year's winner Rob Allaer (LTD Motorsport/Martini/Coors Light Van Diemen RFO2), essentially threw away his chance at challenging with a spin going into Turn 1 on the opening lap. "I went

into Turn 1 on a different line than I had used before and I didn't brake right," rued Allaer, who got sideways but fortunately was avoided by the cars following. "This was a rookie mistake for the oldest guy [on the podium]. I just worked hard trying to get back as many spots as I could." The bobble dropped Allaer well back, and he spent the rest of the race catching up.

Joshua Saurino (Quantum Racing Services/Hoosier Van Diemen 11) chased after Luo while Tim Minor slotted into third. Meanwhile, Allaer got back on his horse and began catching Minor, finally reeling him in on lap seven and taking third place. Allaer then began to close on Saurino, chipping away at the deficit. He gained steadily and,

on lap 11 of 14, he was on his gearbox. The next lap, Allaer made his move going into the Bus Stop and took over second place.

"I was trying to keep up with Yufeng," Saurino said later. "I tried my hardest and drove the tires off of my car. I saw Rob [Allaer] closing in behind me, but my tires were done."

Luo came home the winner with a significant gap between himself and Allaer. Saurino crossed the line in third, just feet behind Allaer's gearbox.

Later Luo described his experience: "This is my second Runoffs. What made all the difference was my switch to Pabst Racing Services. I didn't have the pace last year at [Mazda Raceway] Laguna Seca, so the credit

Dennis Wood



for this year goes to Pabst Racing. I learned so much from them this year about driving and about the car. I drove the whole USF2000 series for them and that experience helped prepare me for the Runoffs."

Luckily for Luo, that newfound speed allowed him to keep his gold medal after the checker, as the stewards applied a 10sec penalty to Luo post-race, citing Supp. 5.6, failure to maintain control entering the Bus Stop - officially, that puts Luo with a 2.224sec margin of victory.

Allaer, meanwhile, quipped about his green flag spin that "The way Luo was driving was such that I had to do something to make it interesting."

Tom Schultz

FC QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Yufeng Luo/CSCC (Van Diemen DP08) 1.55.039 / **1.54.477** / 1.55.212 / 1.54.587; 2. Joshua Saurino/NEOK (Van Diemen 11) No time / No time / 1.56.784 / **1.54.683**; 3. Robert Allaer/CFR (Van Diemen RF02) 1.55.753 / **1.54.797** / 1.56.503 / 1.55.161; 4. Timothy Minor/BRR (Ford Citation) 1.55.998 / 1.56.032 / 1.56.470 / **1.55.707**; 5. Robert Armington/SFR (Van Diemen RH00) 1.58.290 / 1.57.329 / **1.57.009** / 1.57.933; 6. Charles Moran/ODR (Van Diemen RF99) **1.59.665** / No time / No time / No time; 7. Douglas Rocco/NER (Van Diemen DP08) 2.00.167 / 1.59.753 / 2.00.430 / **1.59.681**; 8. Marc Stern/BUCC (Van Diemen F2000) No time / 2.03.076 / 2.02.370 / **2.02.005**; 9. Chris Scharnow/CFR (Van Diemen RF99) 2.03.661 / **2.02.020** / 2.02.192 / No time; 10. Alain Matrat/WDC (Van Diemen RF99) 2.07.437 / **2.05.118** / 2.06.049 / No time; 11. James Belay/ATL (Van Diemen RF01)

2.07.946 / **2.05.206** / 2.06.376 / 2.06.098;

Matrat - Loss of qualifying 4 times per Chief Steward - GCR 6.1.1.B

Scharnow - Loss of qualifying 4 times per Chief Steward - GCR 9.1.1.B.4.C

FC RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Yufeng Luo (14); 2. Robert Allaer (14); 3. Joshua Saurino (14); 4. Timothy Minor (14); 5. Robert Armington (14); 6. Douglas Rocco (14); 7. Chris Scharnow (13); 8. Alain Matrat (13); 9. Marc Stern (13); 10. James Belay (5); DNS. Charles Moran (); Luo - 10 second penalty per Chief Steward - Supp. 5.6;

Overall Time of Race: 27:09.118; **Average Race Speed:** 110.136mph; **Margin of Victory:** 02.224 seconds; **Fastest Race Lap:** Y. Luo 1:55.135 (111.313mph); **Lap Leaders:** #13 laps 1-14; **Sunoco Hard Charger:** #52 Robert Allaer

RACE 23 | SUNDAY | Sept. 27, 2015 | 10:20 a.m.

GRAND TOURING 3

Joe Kristensen has finished second at the Runoffs on three prior occasions – in 2004 at Mid-Ohio, in 2007 at Heartland Park Topeka, and in 2013 at Road America. This year, he finally had the right track and the right car to take the Tire Rack pole position and claim the top step in his No. 14 Kristensen Race Engines/Hoosier Acura RSX. Kristensen drove a commanding race, leading flag to flag and achieving an 11.309sec margin of victory.

"It's surreal," Kristensen said. "We had a great week, and I'm just speechless. I don't know what to say. I'm beside myself. I've been working at this for a while now, and have been working hard to get this far, and I finally did it."

Kristensen can be forgiven for any lack of eloquence, because his performance at this year's Runoffs speaks for itself. His fast time, set during the first qualifying session on Monday, was over 1.5sec faster than any other competitor. To achieve that fast time, some tradeoffs had to be made.

"We had low downforce – I dropped the wing down to get the extra mile per hour on the straights but I didn't have the same grip in the infield," he said. "A couple of times it got hairy for me. It may not have looked like it, but it sure felt like it."

At the start, Kristensen grabbed the lead, followed by GT3 stalwart Mike Henderson in the No. 12 Goodyear/Red Line Oil Mazda RX-7. For nine laps, Paul Young dived with Chad Bacon for third, but once Bacon made the

pass stick with his No. 118 CB Motorsports/Goodyear/TRD Toyota Celica, it was his battle with Henderson that proved epic.

"I felt like I had the handling in the infield, and [Henderson] had the horsepower on the oval," Bacon said.

"My best shot was in the banking," agreed Henderson. "I had power on him there, and he had me on the inside of the course. My lack of grip at that time was hurting me."

In the last three laps of the race, Henderson and Bacon duked it out. Bacon made a pass for second in Turn 3, on lap 12, but the final lap was critical.

"I got by [Bacon] on the top side going down toward the Bus Stop, and I got in not too bad," Henderson said. "He got in just inside me, and I had to make room for it. I don't want to hurt anybody or ruin a racecar by cutting him off like that. I thought I could pull up on him and possibly pass him at the finish line, but it didn't happen that way. I got out too slow and couldn't run him down."

The story was the same from Bacon's vantage point. "I got a really bad run out of Turn 6 and [Henderson] timed it perfectly and got me at the Bus Stop, and I said, 'OK, I'm going to throw it in there deep and see if we could get it to stick.' He gave me room, he raced me very clean, and it came out on my side."

At the flag, it was Kristensen, Bacon, and Henderson, with Young bringing it home in fourth place.

Jeff Zurschmeide

Jay Bonvillian



Jay Bonvillian

RUNAWAY

Joe Kristensen (MAIN and FAR RIGHT) has been working hard at collecting his first National Championship trophy, and he pulled it off this year in spectacular fashion, putting 11sec on the field. Embroiled in the battle for second place were Chad Bacon (LEFT) and Mike Henderson (RIGHT), with Bacon winning a last lap exchange, taking the spot by 0.416sec.

Rick Conville





GT3 CHAMPION

JOE KRISTENSEN

Detroit Region

Kristensen Racing Engines/Hoosier Acura RSX



Rick Covine

GT3 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Joe Kristensen/DET (Acura RSX) **2.01.736** / 2.02.169 / 2.15.556 / 2.02.194; 2. Mike Henderson/CSCC (Mazda RX-7) 2.03.196 / 2.04.297 / No time / **2.02.301**; 3. Paul Young/DET (Ford Probe) 2.05.556 / 2.04.367 / No time / **2.03.811**; 4. Chad Bacon/ETR (Toyota Celica) **2.04.131** / 2.05.670 / No time / 2.05.341; 5. Bill McGavic/CFR (Mazda RX-7) 2.07.378 / 2.05.622 / No time / **2.04.749**; 6. James Ashe/NER (Mazda RX-7) 2.08.183 / 2.07.246 / 2.36.424 / **2.06.097**; 7. Guy Laidig/SFR (Mazda RX-7) 2.07.870 / **2.06.462** / No time / 2.07.790; 8. Kenford Nelson/DET (Nissan 200SX) **2.09.659** / 2.11.061 / 2.39.283 / 2.10.599; 9. Robert Warkocki/CHI (Mazda RX-7) **2.10.045** / 2.10.562 / No time / No time; 10. Ray Stephenson/FLA (Mazda RX-7) 2.13.919 / **2.10.724** / No time / No time; 11. Richard Allen/OKLA (Nissan 350Z Track) No time / **2.18.111** / No time / 2.20.117;
Warkocki - Loss of fastest qualifying 2 lap per Chief Steward - Supp. 5.6

GT3 RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Joe Kristensen (14); 2. Chad Bacon (14); 3. Mike Henderson (14); 4. Paul Young (14); 5. Bill McGavic (14); 6. James Ashe (14); 7. Guy Laidig (14); 8. Kenford Nelson (14); 9. Ray Stephenson (14); 10. Richard Allen (7); DNS. Robert Warkocki (7);

Overall Time of Race: 29:09.561; **Average Race Speed:** 102.554 mph; **Margin of Victory:** 11.039 seconds; **Fastest Race Lap:** J. Kristensen 2:03.617 (103.675 mph); **Lap Leaders:** #14 laps 1-14; **Sunoco Hard Charger:** #118 Chad Bacon



Rupert Eberington



Ken Brown

DOWN TO THE WIRE

Few would have foretold the SRF race becoming a two car breakaway, but it did, with Cliff White (ABOVE, 58, and BOTTOM) holding off Denny Stripling (ABOVE, 5) by a nose. Some 18sec back, Lee McNeish (LEFT) crossed the line embroiled in his own battle with Robert Reed, taking the final podium spot by 0.058sec.



RACE 24 | SUNDAY | Sept. 27, 2015 | 11:45 a.m.

SPEC RACER FORD

The old saw, "Timing is everything," was clearly evident as Denny Stripling made his move to try to wrest the Spec Racer Ford win from Cliff White on the final lap of the championship race.

"I was looking at that purple tail for the entire race, trying to figure out what card to play on the last lap," Stripling said. "I played the card and led for 150 of the wrong feet on the front straightaway."

White set the Tire Rack pole time of 2:14.306 in his Valvoline/Prism/The Cottages SRF, a second clear of everyone else, on Monday. He did it in the same session in which he set the fast time in his SRF GEN3 car (to claim third on that grid), a move he saw as absolutely necessary to get the best time in both classes.

"Our week was set on Monday at 8 a.m.," said White. "We came in with two cars that

happened to be qualifying in the same group. Looking at the weather in Daytona, you're never going to be faster than you are in the first session of the day. You're going to drop probably a second by 10 a.m. and another second by 2 p.m., so the rest of our qualifying sessions would have been a wash. Then there's the perpetual threat of afternoon rainstorms. So, we determined that we had to figure out how to qualify both cars in the first 30-minute session. That was kind of the linchpin for our entire strategy for the week; and it worked."

Stripling also set the fast time in his SEI Motorsports/Lightspeed SRF in that session, but only fifth fastest. To get into position to challenge White, Stripling had to make his way toward the front, which he did with stunning haste during the race.

"The start, in my mind, was literally to get

SRF CHAMPION

CLIFF WHITE

Tennessee Valley Region
Valvoline/Prism/
The Cottages SRF



Rick Conville



Dave Green

SRF QUALIFYING

Pos. Driver/Region Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Cliff White/TVR **2.14.306** / No time / No time / No time; 2. Lee McNeish/NER **2.15.383** / 2.16.830 / 2.19.345 / 2.17.628; 3. Herb Sweeney IV/NER **2.15.385** / No time / No time / No time; 4. David Donovan/FLA **2.15.461** / 2.17.524 / 2.19.343 / 2.17.682; 5. Denny Stripling/TEX **2.15.491** / 2.17.831 / No time / 2.15.622; 6. Richard Baldwin/DELT **2.15.563** / 2.19.066 / 2.20.204 / 2.18.329; 7. Daniel McBreen/ATL **2.15.602** / 2.16.994 / 2.20.574 / 2.18.080; 8. Robert Reed/NER **2.15.649** / 2.17.553 / 2.19.602 / 2.17.133; 9. Jeff Lehner/MHR **2.15.656** / 2.16.671 / 2.19.601 / 2.16.998; 10. Bruce Myers/NER **2.15.902** / 2.18.152 / 2.19.120 / No time; 11. Chris Current/WDC **2.15.902** / 2.18.723 / 2.20.142 / 2.18.874; 12. Derek Schofield/CFR **2.15.984** / 2.16.539 / 2.17.996 / 2.16.625; 13. Scott Rettich/OVR **2.16.009** / 2.16.923 / 2.18.169 / 2.17.262; 14. Mick Robinson/CFR **2.16.191** / 2.18.375 / 2.18.438 / 2.17.881; 15. Neil Tilbor/CFR **2.16.305** / 2.17.912 / 2.19.325 / 2.17.249; 16. Joseph Wolf/NER **2.16.352** / 2.18.299 / 2.19.328 / 2.18.168; 17. John Annis/CFR **2.16.505** / 2.19.264 / 2.19.501 / 2.18.502; 18. Whitney Strickland/HOUS **2.16.546** / 2.20.993 / 2.20.000 / 2.19.939; 19. Grayson Strathman/KAN No time / 2.18.525 / 2.19.744 / **2.16.681**; 20. Clay Sylvester/HOUS **2.16.803** / 2.18.396 / 2.18.360 / 2.17.843; 21. Jacob Pipal/SFR **2.16.916** / 2.19.075 / 2.19.496 / 2.17.214; 22. Quinten Nelson/OVR **2.17.188** / 2.18.855 / 2.19.565 / 2.18.161; 23. Eric Vassian/ATL **2.17.591** / 2.19.138 / 2.18.739 / 2.18.686; 24. David Auer/BUCC **2.17.676** / 2.18.830 / 2.20.127 / 2.18.655; 25. Justin Weir/SCR 2.19.359 / 2.19.577 / 2.19.986 / **2.17.956**; 26. Matthew Harper/KYR **2.17.961** / 2.20.007 / 2.19.872 / 2.18.265; 27. David Schaal/LOL **2.18.093** / 2.19.613 / 2.20.925 / 2.19.014; 28. Bill Ladoniczki/CFR No time / **2.18.290** / No time / No time; 29. Steve Ladoniczki/CFR **2.18.513** / No time / No time / No time; 30. David Livingston/ATL **2.18.550** / 2.19.890 / 2.20.887 / 2.19.513; 31. Thomas Riley/NER **2.18.979** / 2.19.702 / 2.20.117 / 2.20.126; 32. Kenneth Reilly/NER **2.19.316** / 2.21.073 / 2.23.848 / 2.21.690; 33. William Douglas/MILW **2.19.543** / 2.20.313 / 2.23.569 / 2.21.080; 34. Kurt Breiteringer/BUCC 2.19.861 / **2.19.827** / 2.20.862 / 2.20.285; 35. David Knoche/NCR **2.19.940** / 2.20.172 / 2.22.631 / 2.21.980; 36. Jim Tibor/MVR **2.20.478** / 2.23.897 / 2.23.574 / 2.22.937; 37. Thomas Kirchman/NER **2.20.797** / 2.23.469 / 2.23.701 / 2.22.639; 38. Gytisha Strickland/HOUS 2.21.076 / **2.21.003** / 2.25.983 / 2.21.926; 39. Reid Johnson/LOL No time / No time / 2.27.011 / **2.21.508**;

SRF RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Cliff White (14); 2. Denny Stripling (14); 3. Lee McNeish (14); 4. Robert Reed (14); 5. Derek Schofield (14); 6. Jacob Pipal (14); 7. Bruce Myers (14); 8. Herb Sweeney IV (14); 9. Richard Baldwin (14); 10. John Annis (14); 11. Justin Weir (14); 12. Grayson Strathman (14); 13. Quinten Nelson (14); 14. Eric Vassian (14); 15. Clay Sylvester (14); 16. Thomas Riley (14); 17. Bill Ladoniczki (14); 18. Chris Current (14); 19. Joseph Wolf (14); 20. David Schaal (14); 21. Whitney Strickland (14); 22. Steve Ladoniczki (14); 23. Reid Johnson (14); 24. David Livingston (14); 25. Kurt Breiteringer (14); 26. David Knoche (14); 27. Kenneth Reilly (14); 28. Gytisha Strickland (14); 29. Daniel McBreen (14); 30. Thomas Kirchman (14); 31. David Donovan (13); 32. William Douglas (12); 33. Jim Tibor (12); 34. David Auer (11); 35. Matthew Harper (10); 36. Scott Rettich (7); 37. Jeff Lehner (1); 38. Neil Tilbor (1); 39. Mick Robinson (0);

Overall Time of Race: 34:33.608; **Average Race Speed:** 86.527 mph; **Margin of Victory:** 0.048 seconds; **Fastest Race Lap:** C. White 2:16.700 (93.753 mph); **Lap Leaders:** #58 laps 1-14; **Sunoco Hard Charger:** #78 Reid Johnson

through Turn 1 with all four tires pointing in the same direction, because that's what it's like in this class," explains Stripling. "I got hemmed in early going into Turn 1, but I was able to find a couple of lanes going into Turn 3, and was able to get a couple of cars going into Turn 5, because my car was really, really good in the infield."

Stripling would have then needed some drafting help to close the gap to White, but a full course caution was called when Derek Schofield spun - possibly with help - entering Turn 5. That started a chain reaction that left several cars idle, including Neil Tilbor, Mick Robinson, and Jeff Lehner. Thanks to the caution, Stripling was on the purple tail where he would remain until the last time the pair exited the Bus Stop.

Lee McNeish, along with Herb Sweeney, was right there with the lead pair in the early

going, but McNeish and Sweeney soon got separated. Eventually, Sweeney dropped back and McNeish was forced to go it alone until Schofield and Jacob Pipal - who started back in 21st - caught up to and passed him. Fortunately for McNeish, fellow Robert Reed was close behind and looking for a drafting partner. The two hooked up and found their way past Schofield and Pipal; and McNeish, in his first Runoffs, had a podium.

That whole group was some 18 seconds behind the battle for the lead, however. Stripling gave it his best shot, pulling out shortly after exiting the Bus Stop on the final lap, but he made his move a hair too soon. By the time they got to the stripe, White had put his nose back out in front, taking the win by an official margin of 0.048sec, claiming his third SRF National Championship in four years.

Richard S. James

RACE 25 | SUNDAY | Sept. 27, 2015 | 1:00 p.m.

FORMULA F

While Rick Payne came from 10th on the starting grid to win the Runoffs in Formula F, it was a race that could have been won by many. In a race marred by two cautions, including one that took out 2014 Champion Jeremy Grenier, drivers had to use their start skills on multiple occasions.

"Starts have always been my thing," Payne said. "I love starts of races." Payne would need those skills because qualifying had not gone well for him. "I don't know how I ended up 10th on the grid," he lamented. "We didn't feel like a 10th-place car going in; I know that sounds a little cocky, but that's a fact. We did not feel like we had a 10th-place car, so I just kind of made a bit of a move at the start, a couple of guys touched wheels, I got through and set myself up to run with the leaders in fourth."

Former Champ and this year's Tire Rack polesitter Tim Kautz, driving the No. 88 Braeburn/Hoosier/TwoDogg/Euroquipe Piper DF3D Honda, was the class of the field during qualifying and most of the race, leading 11 of the 14 laps, pulling away from the three cars behind him only to be caught in the draft.

"Our car was as good as it's ever been," Kautz said. "I set my sights on being as clean as possible and trying to get away and break the draft. I could see the guys going two and three wide behind me, so it was working."

On lap 12, a fellow competitor's engine failed dropping oil at the braking zone for the Bus Stop. "I was unaware of the engine failure," Kautz explained. "As I approached the brake zone on lap 13 and applied the brakes, the car snapped to the right and into the wall."

Kautz's race was over, but that meant the battle for the win was only just beginning as the rest of the pack sped toward the white flag. William Valet, driving the No. 83 Drivers Services/Loynings Engines Swift DB6 Honda, inherited the lead.

"It took me by surprise," said Valet. "I knew something had to be happening because Jason [Generotti] backed out at the last second before we got down to the [Bus Stop] braking zone. Once he backed out, Tim [Kautz] hit the brakes and went straight into

the wall; I hit the brakes and got majorly sideways, so there had to be something down on the track there."

Jason Generotti, driving his No. 13 Dangerous Cargo/Lee Racing Swift DB1 Ford, did his best to secure a podium finish.

"I think the four of us were pretty equal through the majority of the track," said Generotti. "Rick [Payne] did a great job of defending his position. Bill and I were trying to get around him at the end; we were checking each other, seeing when was the



Rick Payne

best opportunity to get in that draft and slingshot each other, but there just weren't enough laps."

Valet, who only led lap 13, was unsure if the race would continue after Kautz's incident. "We knew it would be interesting going into the Bus Stop the next lap because there was oil or something slick down on the track," said Valet. "The braking points were going to be all over the place, but Rick made a big commitment going into that corner and took the spot."

Payne's commitment involved using the draft to get by Generotti and Valet entering the Bus Stop, then rolling the dice on whether he'd make it through in front or join Kautz in the wall. But the gamble paid off, and he held the position to the checkered flag, despite attempts by Valet and Generotti to make a pass. Timing and Scoring's official margin was Payne over Valet by 0.11sec, with Generotti 0.05sec farther back.

Sydney Davis Yagel

John W. Wilmoth



Rupert Berrington



FF CHAMPION

RICK PAYNE

Northwest Region
Payton Pools Van
Diemen RF99 Honda

HERE TENTHS

The Formula F race came down to tenths of a second after Rick Payne (ABOVE and FAR LEFT) made a last lap charge through the pack going into an oil-slicked Bus Stop, with Payne crossing the stripe 0.11sec ahead of William Valet (LEFT, 83). Third place finisher Jason Generotti (LEFT, 13) took the checker another 0.04sec later.

FF QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Tim Kautz/CHI (Piper DF3D Honda) 2.03.449 / 2.03.892 / No time / **2.02.489**; 2. Jeremy Grenier/CFR (Citation 07 Honda) 2.04.209 / **2.02.541** / 2.19.548 / 2.04.128; 3. William Valet/NYR (Swift DB6 Honda) 2.04.866 / **2.02.761** / 23.43.998 / 2.04.115; 4. John Robinson II/CFR (Swift DB6 Ford) 2.04.093 / **2.03.449** / No time / 2.05.027; 5. David Livingston Jr/TEN (Spectrum 14H Honda) 2.05.239 / 2.05.628 / 2.17.461 / **2.03.549**; 6. Jason Generotti/FLA (Swift DB1 Ford) 2.04.312 / **2.03.573** / No time / 2.05.044; 7. John Benson/CFR (Swift DB3 Ford) 2.04.452 / **2.03.741** / No time / 2.04.760; 8. Max Mallinen/KCR (Spectrum 014H Honda) **2.03.839** / 2.04.824 / 2.22.362 / 2.05.114; 9. Lawrence Hendrickson/FLA (Swift DB6 Ford) **2.03.999** / No time / No time / 2.05.449; 10. Rick Payne/NWST (Van Diemen RF99 Honda) **2.04.089** / 2.04.456 / 2.22.740 / 2.04.511; 11. Andrew Melvin/COLO (Van Diemen RFOO Honda) **2.04.246** / 2.05.147 / 20.45.827 / 2.04.599; 12. Hans Saurino/NEOK (Van Diemen RF98 Honda) No time / No time / 2.27.002 / **2.04.765**; 13. Marc Blanc/BVR (Swift DB16 Ford) 2.07.276 / 2.06.351 / No time / **2.04.963**; 14. Bill Kephart/COLO (Vestal 15 AB Honda) **2.05.323** / 2.05.705 / No time / 2.06.401; 15. Wes Allen/CKY (Swift DB6 Ford) 2.06.732 / 2.06.768 / 24.34.204 / **2.05.324**; 16. Donald Baggett/ATL (Swift DB6 Ford) **2.05.418** / No time / No time / 2.05.885; 17. Randy Acocock/STXB (Van Diemen RF98 Honda) 2.07.539 / **2.05.661** / No time / 2.07.621; 18. Hartley MacDonald/FLA (Swift GA Honda) 2.06.870 / **2.05.757** / No time / 2.07.033; 19. Megan Sauce/TEX (Swift DB6 Honda) 2.07.548 / **2.06.138** / No time / 2.06.729; 20. John Schimenti/CFR (Swift DB6 Ford) **2.06.182** / 2.06.655 / No time / 2.06.594; 21. Michael Lewis/SAND (Vestal 15 AB Honda) No time / 2.06.563 / No time / **2.06.273**; 22. Sam Lockwood/ATL (Spectrum 014H

Honda) 2.06.914 / **2.06.835** / 16.25.025 / 2.08.075; 23. James Morgan/FLA (Swift DB6 Honda) 2.07.817 / **2.07.169** / No time / No time; 24. Anna Schimenti/CFR (Swift DB6 Ford) **2.07.854** / 2.08.736 / 3.02.281 / No time; 25. William Atherholt/SJR (Swift DB1 Ford) 2.14.476 / **2.09.163** / No time / 2.09.779;

Saurino - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.6 MacDonald - Loss of fastest qualifying 1 lap per Chief Steward - GCR 6.11.1

Hendrickson - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.B.12.s.9

Payne - Loss of fastest qualifying 3 lap per Chief Steward - Supp. 5.6 Baggett - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.B.12.s.9

FF RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Rick Payne (14); 2. William Valet (14); 3. Jason Generotti (14); 4. David Livingston Jr (14); 5. Andrew Melvin (14); 6. Michael Lewis (14); 7. Wes Allen (14); 8. Marc Blanc (14); 9. John Schimenti (14); 10. Sam Lockwood (14); 11. James Morgan (14); 12. Bill Kephart (14); 13. Randy Acocock (14); 14. Donald Baggett (14); 15. William Atherholt (14); 16. Megan Sauce (13); 17. Tim Kautz (12); 18. Hartley MacDonald (11); 19. Anna Schimenti (11); 20. Jeremy Grenier (4); 21. Max Mallinen (4); 22. John Benson (4); 23. Lawrence Hendrickson (0); 24. Hans Saurino (0); DNS: John Robinson II ();

Overall Time of Race: 32:57.138; **Average Race Speed:** 90.749mph; **Margin of Victory:** 0.110 seconds; **Fastest Race Lap:** R. Payne 2:03.383 (103.872mph); **Lap Leaders:** #88 laps 1-8, 10-12; #75 laps 9, 14; #83 laps 13; **Sunoco Hard Charger:** #12 Michael Lewis



Richard S. James

NEVER EASY

Greg Ira (RIGHT and BELOW) ran a solid race and was in the right position to win when the polesitter had problems. Second place finisher Jeffrey Cripe (LEFT) had to recover from an early spin. (BOTTOM LEFT) Aaron Downey finished a close third.

EP CHAMPION**GREG IRA**

Florida Region
Z Trix/CU Yacht
Charters Datsun 240Z

Rupert Berrington



Dennis Wood



Rick Convine

RACE 26 | SUNDAY | Sept. 27, 2015 | 1:55 p.m.

E PRODUCTION

You've heard it; everyone has - "In order to finish first, first you must finish."

Everything pointed to a first-time championship for Kip Van Steenburg (German Excellence Porsche 944 S2). He was local, his car was pristine, he knew the track, and he posted a screamer of a time on the first day of qualifying to score the Tire Rack pole. There was a lot of talk in the paddock about Van Steenburg's absence from qualifying the next two days, but that was only because of family obligations. He was back on Thursday to do the final sorting on his car. One of his competitors who knew him well, Greg Ira (Z Trix/CU Yacht Charters Datsun 240Z) qualified second 0.4sec back, so a runaway didn't seem too likely, although times fell off pretty quickly behind the front row.

Van Steenburg made a good start, but Ira went wide in Turn 1 and was passed by Joe Moser and had Aaron Downey right behind him. Fourth fast qualifier, Jeffrey Cripe, did a 360 and found himself in 14th. At the end of the first lap, it was Van Steenburg, Moser, Ira, Downey, Kevin Leigh, and Matt Reynolds moving away from the rest of the field. Van

Steenburg, Moser, and Ira were each gapping the car behind.

As Van Steenburg grew his lead over the field, the best racing was between Ira and Moser, then Leigh and Downey. Meanwhile, after his spin, Cripe's German Cars/Active Autowerks BMW 328S was on the move. He was in fifth at the end of lap seven, and that became fourth on the next lap when Moser pulled off, his race done. It appeared there might be a battle for third among Leigh, Cripe, and Downey, but they were a little too far apart. On the penultimate lap, however, Leigh felt a serious vibration and had to back off, letting Cripe and Downey past.

As for the leader, on lap 13 going into the Bus Stop, Van Steenburg's Porsche had a brake failure and he limped into the pits to retire, trailing brake fluid. The checker was taken one lap later by Ira for his second EP championship, followed by Cripe nearly 19.881sec later, then Downey, who has been a podium finisher on three different tracks the last three years.

"It's awesome," said Ira. "It's super sweet! It's great to be here with the family

contingent that we've got in [town]." Ira noted that while this race went well, the plan is to retire the car to vintage racing.

Cripe's silver medal was very satisfying. "It's not a bad finish to what was an awful start," he said. "I had a few issues when I went into Turn 2. My [shift knob] broke off, I grabbed the wrong gear, and I spun out. I tried to keep from making mistakes and eventually made it back to second place."

Downey had been hopeful that his Roundpeg/Mazda/Hoosier/Carbotech Mazda RX3 would be fast at Daytona, since it had always had good top speed. "After the first qualifying, I started to rethink that we have a fourth- to sixth-place car," Downey said. With that, he concentrated on hitting his marks and pushing as hard as he could, "and third place is where it left me. I'm surprised, honestly. I'm tickled to death."

The message from this year's EP race seems to be never give up. None of the top three thought they'd finish where they did, but they kept racing hard, and they now take medals home.

J. Michael Hemsley



EP QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Kip Van Steenburg/CFR (1991 Porsche 944 S2 Coupe) **2.03.794** / No time / No time / 2.06.352; 2. Greg Ira/FLA (1971 Datsun 240z) **2.04.184** / 4.16.803 / 2.37.991 / 2.06.288; 3. Joe Moser/DET (1993 Mazda RX-8) **2.06.315** / 2.06.899 / 2.07.283 / 2.06.504; 4. Jeffrey Cripe/CFR (1997 BMW 328iS) 2.07.248 / 2.07.678 / 2.07.724 / **2.06.630**; 5. Kevin Leigh/WDC (1997 BMW Z3) **2.07.022** / 2.08.240 / 2.15.870 / 2.08.245; 6. Aaron Downey/SFR (1976 Mazda RX3) **2.07.906** / 2.07.915 / 2.08.992 / 2.36.644; 7. Matt Reynolds/ALMO (1999 Mazda Miata) 2.10.652 / 2.08.727 / 2.12.472 / **2.08.504**; 8. Jamie Blust/CDR (1988 Mazda RX-7 Convertible) 2.12.239 / 2.11.815 / No time / **2.09.523**; 9. D. P. Karably/CFR (2000 BMW Z3) 2.11.061 / No time / No time / **2.09.950**; 10. Don Bunt/CHI (Datsun 240z) 2.38.812 / 2.14.138 / No time / **2.10.185**; 11. Eric Powell/FLA (1987 Porsche 924S) **2.10.291** / No time / No time / No time; 12. Brad McCall/FLA (2000 Toyota Celica) **2.10.298** / 2.12.698 / 2.10.969 / 2.32.253; 13. Lance Loughman/WMR (1973 Datsun 240z) No time / **2.10.334** / 2.13.054 / 2.11.069; 14. Darryl Pritchett/CFR (1997 BMW Z3) 2.11.373 / **2.11.202** / No time / 2.19.560; 15. Breton Williams/GTRV (2010 Mazda MX-5) 2.14.236 / 2.12.352 / 2.12.387 / **2.11.280**;

16. Casey Gunnell/CFR (2000 Toyota Celica) **2.12.684** / 2.13.626 / No time / No time; 17. Charles Coker/CCR (1990 Porsche 944 S2) 2.25.047 / **2.12.782** / No time / 2.42.246; 18. Jonathan Leitner/NER (1987 BMW 325i) 2.18.042 / 2.16.147 / 2.16.201 / **2.13.316**; 19. Paul Pineider/TEX (1985 Mazda RX-7) 2.15.928 / 2.14.980 / 2.15.193 / **2.13.924**; 20. Darren Rackley/DIX (1988 Mazda RX-7) **2.14.276** / 2.16.498 / 2.18.634 / 2.17.209; 21. Garry DeLea/NER (1995 Mazda Miata) 2.16.073 / 2.16.281 / 2.15.952 / **2.14.514**; 22. Guy Ruse/COLOR (1987 Mazda RX-7) 2.19.661 / 2.15.382 / 2.17.608 / **2.14.568**; 23. Steve Smyczek/MILW (1988 Mazda RX-7) **2.14.826** / 2.17.526 / 2.55.392 / No time; 24. Don Walsh/SUS (1990 Mazda RX-7 GXL) 2.21.509 / 2.19.074 / 2.22.952 / **2.15.283**; 25. Tony Jimerson/SFR (1986 Mazda RX-7) 2.20.277 / **2.15.782** / No time / 2.44.065; 26. James Irvin/CFR (1989 Mazda RX-7) 2.18.455 / **2.16.274** / 2.17.806 / No time; 27. Michael Cooke/NCR (1988 Mazda RX-7 Roadster) 2.48.719 / 2.20.928 / 2.20.900 / **2.17.534**; 28. Dwight Cooke/NCR (1963 Triumph TR4) 2.43.051 / 2.39.799 / 2.45.711 / **2.37.871**; 29. Toby Grahovec/TEX (2003 BMW Z4 2.5i) No time / No time / No time / No time;

Loughman - Loss of qualifying 1 times per Chief Steward - GCR 9.1.5.D.1

Grahovec - Loss of all qualifying times - car change - Supp. 9.7

Moser - Loss of fastest qualifying 2 lap per Chief Steward - Supp. 5.6

EP RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Greg Ira (14); 2. Jeffrey Cripe (14); 3. Aaron Downey (14); 4. Kevin Leigh (14); 5. Lance Loughman (14); 6. Jamie Blust (14); 7. Don Bunt (14); 8. Darryl Pritchett (14); 9. D. P. Karably (14); 10. Charles Coker (14); 11. Casey Gunnell (14); 12. Breton Williams (14); 13. Steve Smyczek (14); 14. Paul Pineider (14); 15. Toby Grahovec (14); 16. Jonathan Leitner (14); 17. Garry DeLea (14); 18. Darren Rackley (13); 19. Don Walsh (13); 20. Michael Cooke (13); 21. Guy Ruse (13); 22. Kip Van Steenburg (12); 23. James Irvin (12); 24. Dwight Cooke (11); 25. Joe Moser (7); 26. Matt Reynolds (7); 27. Tony Jimerson (6); 28. Brad McCall (1); DNS. Eric Powell (0);

Overall Time of Race: 29:53.321; **Average Race Speed:** 100.051mph; **Margin of Victory:** 19.881 seconds; **Fastest Race Lap:** K. Van Steenburg 2:05.109 (102.439mph); **Lap Leaders:** #4 laps 1-12; #2 laps 13-14; **Sunoco Hard Charger:** #24 Toby Grahovec

RACE 27 | SUNDAY | Sept. 27, 2015 | 2:50 p.m.

FORMULA ENTERPRISES

Winning Formula Enterprises has become familiar territory for Scott Rettich; he's now done it five of the past six years and has five Super Sweeps. Breaking decades-old records, though, is new ground. When Rettich took the pole in Alliance Autosport/pdiarm.com FE with a time of 1:57.824 - more than 0.6sec clear of Ryan Norman - he tied Jerry Hansen's consecutive poles record.

"All those five National Championships are very special, but also tying Jerry Hansen's record of seven consecutive poles," Rettich said. "In 10 years, somebody probably won't remember who won in 2015, but they'll see that in the record books."

Tire Rack Pole secured, he needed a good start to make sure he was in contention for the win. "I had two main concerns: whether or not it was going to rain - I love racing in the rain, but you never want to race in the rain if you're fast in the dry - and surviving the start. I knew my competitors were going to be right there on me, trying to get around me. Whether I was leading or not, I wanted to be sure I still had a car and was still pointing forward."

He did, he was, and then he was gone - "In another zip code," as one competitor put it.

Reece Everhard had an amazing start to go from fifth to second but, unfortunately, his race lasted only seven laps, as he pulled into the pits. That left Ryan Norman's Comprant Motor Sports FE alone in second after he survived a battle with Brandon Aleckson. Not bad for someone in his first year of racing.

"I don't have that much racing experience,"

Norman said. "This is probably the craziest race I've been in. During the year, I haven't gone through that much racing. The top four or five here are really close, so that was really good racing, a really good experience."

With Norman pulling out a gap, Aleckson became Paul Schneider's problem, or opportunity as the case may be.

"I started fourth, [and] somehow got shuffled back to sixth or seventh at the start," Schneider said as he described his race. "On the opening lap, coming into the Bus Stop, I passed for, I believe, fifth, and coming out, I passed Ryan [Norman] and got up to third. Somehow I got shuffled back again through the infield. I worked my way back up to fourth and held it there for a while. I was battling with Brandon Aleckson quite a bit, and we proved that you can bump draft in FE cars, believe it or not."

That helped them get back to Norman, but their own battle prevented either from mounting an attack. Schneider overshot Turn 6 to give up third, but the position finally became settled on lap 12, when several cars had issues with dirt kicked up in the Bus Stop. Rettich got loose, but several cars behind him spun, including Aleckson. Schneider was alone in third in his Syvel Images/JBD Customz FE.

Up front, Rettich, lapping at more than a second quicker than his competitors for most of the race, cruised to a 9.847sec margin of victory and led all 14 laps.

Richard S. James

John W. Wilmoth



FE CHAMPION

SCOTT RETTICH
Ohio Valley Region
Alliance Autosport/
pdiarm.com



Rupert Berrington



Rick Corvino



—JERRY W. WILMATH

LEADER OF THE PACK

Scott Rettich (TOP and LEFT) ran to his fifth National Championship in Formula Enterprises, putting nearly 10sec on second-place finisher Ryan Norman (FAR LEFT), and 15sec on third place's Paul Schneider (ABOVE).

FE QUALIFYING

Pos. Driver/Region Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Scott Rettich/OVR 1.58.264 / **1.57.824** / 1.58.734 / 1.57.908; 2. Ryan Norman/NEO 1.59.911 / **1.58.468** / 21.55.965 / 2.04.292; 3. Brandon Aleckson/SFR 2.00.249 / **1.58.504** / 1.59.183 / 1.59.928; 4. Paul Schneider/CCR 2.00.466 / **1.58.754** / 1.59.925 / 2.00.059; 5. Reece Everard/DET 2.01.056 / **1.58.838** / 1.59.749 / 2.21.183; 6. Brandon Kennedy/PHL 2.00.525 / **1.59.461** / 2.00.885 / 2.01.003; 7. Lee Rackley/NCR 2.01.961 / 2.01.207 / **2.00.202** / 2.02.161; 8. Hanna Zellers/SBR 2.01.236 / 2.00.482 / **2.00.459** / No time; 9. Dennis Marklein/MILW No time / **2.00.722** / 2.01.777 / 2.02.008; 10. Marshall Mauney/MILW 2.02.303 / **2.00.948** / 2.02.450 / No time; 11. Thomas Green/CFR 2.01.297 / 2.01.473 / No time / **2.00.968**; 12. Eric Cruz/NCR 2.04.780 / **2.01.676** / 2.03.115 / 2.03.495; 13. Jeff Read/SFR 2.02.505 / 2.03.276 / 2.04.079 / **2.01.881**; 14. Ray Mason/OVR 2.02.298 / 2.02.024 / 2.02.848 / 2.02.454; 15. Mark Schneider/FLA 2.03.287 /

2.02.307 / 2.02.862 / 2.03.323; 16. Keith McDonald/WDC 2.05.695 / **2.03.990** / 2.06.601 / 2.05.899;

Zellers - Loss of qualifying 4 times per Chief Steward - GCR 6.1.1.B

Mauney - Loss of qualifying 4 times per Chief Steward - GCR 6.1.1.B

Green - Loss of qualifying 3 times per Chief Steward - Supp. 9.12

FE RACE

14 laps, 50 Miles: Pos. Driver (Laps); 1. Scott Rettich (14); 2. Ryan Norman (14); 3. Paul Schneider (14); 4. Brandon Kennedy (14); 5. Thomas Green (14); 6. Lee Rackley (14); 7. Dennis Marklein (14); 8. Brandon Aleckson (14); 9. Marshall Mauney (14); 10. Ray Mason (14); 11. Hanna Zellers (14); 12. Eric Cruz (14); 13. Jeff Read (14); 14. Keith McDonald (14); 15. Mark Schneider (13); 16. Reece Everard (7);

Overall Time of Race: 28:02.416; **Average Race Speed:** 106.647mph; **Margin of Victory:** 09.847 seconds; **Fastest Race Lap:** S. Rettich 1:59.040 (107.661mph); **Lap Leaders:** #17 laps 1-14; **Sunoco Hard Charger:** #25 Ray Mason

RACE 28 | SUNDAY | Sept. 27, 2015 | 3:45 p.m.

PROTOTYPE 1

A small but spirited field of Prototype 1 cars saw a surprise winner as the unheralded Gianpaolo Ciancimino led all the way, taking the crown in his GC&G Services Inc./Young Racing Stohr WF1 Suzuki. His strongest competition, Jim Downing, Kirk Kindsfater, and Jason Miller, ran into difficulties, making Ciancimino's run easier than it could have been.

Downing put his Ralt-based Downing Atlantic Peach Day-02 Mazda on the Tire Rack pole, putting competitors as much as 50 years younger in the shade. However, at the start, third qualifier Ciancimino zipped into the lead at Turn 1 followed by Downing and Miller. Kindsfater had his Speads falter as they went onto the oval, falling to the back of the field, and effectively out of the running.

The Kohler two-stroke flat six in Miller's car is easily the most powerful, but also the most fragile engine in the field. The power was apparent on the banking, as the car was a rocket, making up dozens of lengths on the oval. However, just when Miller was poised to make his move, the engine belched smoke and he sadly pulled off course.

On lap four, Tim Day spun in the chicane and backed into the wall. A full course yellow was called to retrieve cars and to deal with oil on the track.

On the restart, Downing's car proved ill-handling on the slick track and he fell back. James Devenport (Cranbrook Group Inc. Norma M20CFC, moved into second with Miles Jackson (Jackson Dean Const/Wolf Race Cars Wolf GB08MJB Suzuki) following in third.

Meanwhile, Ciancimino continued unchallenged up front. His biggest threat was not the pursuers, but the slick track, which made his Stohr very squirrely indeed. But he kept it on the pavement and came home 16.755sec ahead of Devenport, with Jackson in third and Downing finish fourth.

"We worked hard for this," Ciancimino said. "I didn't think that we had a good shot because we were down on power and speed.

I wanted to jump out in front and put in a bunch of good laps. It worked well."

Devenport reported that the track was slick, but Ciancimino was just too fast. "Ciancimino got a good start and just pulled away," he said. "The restart had a lot of oil on the track, but after a couple laps it got fairly drivable."

Jackson reiterated the track conditions. "The first laps after the restart were not fun. It was slippery. But when things settled down we were able to get back to racing."

Tom Schultz



John W. Wilmot



Jay Bonvolont



Richard S. James

P1 CHAMPION

GIANPAOLO CIANCIMINO

Florida Region
GC&G Services
Inc./Young Racing
Stohr WF1 Suzuki

SLIP AND SLIDE

Despite slick track conditions, Gianpaolo Ciancimino (ABOVE and RIGHT) kept his cool and ran to victory with 16.7sec to spare over second place finisher James Devenport (LEFT). Not far behind, Miles Jackson (TOP LEFT) crossed the line in third.



P1 QUALIFYING

Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Jim Downing/ATL (Downing Atlanta Inc DAY-02 Mazda) 1.50.376 / **1.49.219** / 1.50.457 / 1.50.659; 2. Gianpaolo Ciani/FLA (Stohr WF1 Suzuki) No time / 1.50.716 / **1.49.799** / No time; 3. Jason Miller/MILW (WynnFurst Kohler) 2.18.840 / 1.53.276 / 1.53.337 / **1.49.967**; 4. James Devenport/SFR (Norma M20FC) 1.51.405 / **1.51.086** / 1.52.778 / 1.51.969; 5. Kirk Kindsfater/COLORADO (Speads RS11) No time / No time / 1.52.038 / **1.51.452**; 6. Miles Jackson/NWST (Wolf GB08MJB Suzuki) 1.52.287 / **1.51.788** / 1.53.536 / 1.52.425; 7. Bob Wheeler/NCR (Stohr WF1 Suzuki) 1.55.240 / 1.53.690 / **1.52.175** / 1.54.817; 8. John Gyann/CHI (Stohr WF1 Suzuki) **1.55.026** / 1.55.894 / No time / 1.56.817; 9. Gary Peck/BVR (Stohr WF1 Suzuki) **1.59.288** / 2.01.663 / 1.59.886 / 2.04.552;

Ciani - Loss of qualifying 1 times - car change - Supp. 9.7

P1 RACE

14 laps, 50 Miles: Pos. Driver (Laps): 1. Gianpaolo Ciani (14); 2. James Devenport (14); 3. Miles Jackson (14); 4. Jim Downing (14); 5. Gary Peck (14); 6. Bob Wheeler (14); 7. Kirk Kindsfater (13); 8. Jason Miller (3); 9. John Gyann (3); 10. Tim Day Jr (2);

Overall Time of Race: 29:40.834; **Average Race Speed:** 100.753mph; **Margin of Victory:** 16.755 seconds; **Fastest Race Lap:** G. Ciani 1:49.792 (116.730mph); **Lap Leaders:** #99 laps 1-14; **Sunoco Hard Charger:** #16 Gary Peck



ROAD TRIP!

Two of *SportsCar*'s project cars head to Florida for the 2015 National Championship Runoffs | WORDS *SportsCar* staff

Automotive magazines and project cars have gone hand in hand ever since the invention of, well, automotive magazines - and *SportsCar* is exactly the same. Pick up an issue of this magazine from 30 years ago and you'll read articles where the magazine's editors attempt to show readers what's possible if you put your mind to it. The current editorial team is no different, and this year two of our Club Racing project cars made the journey from our Southern California home base to Daytona, Fla., to compete at the National Championship Runoffs presented by Garmin VIRB.

You don't have to flip too far into *SportsCar*'s archives to find our most recent project, a Touring 4 Honda Civic Si. Introduced in the June 2015 issue with a second installment in the August issue, you're probably familiar with the build. What we haven't mentioned, however, is shortly after the last installment, the car had to go back to the manufacturer to be crushed, as is often the case with manufacturer-owned early production vehicles (you'll find this to be a recurring theme). Sadly, we'd qualified for the Runoffs in T4, but were left with no car.

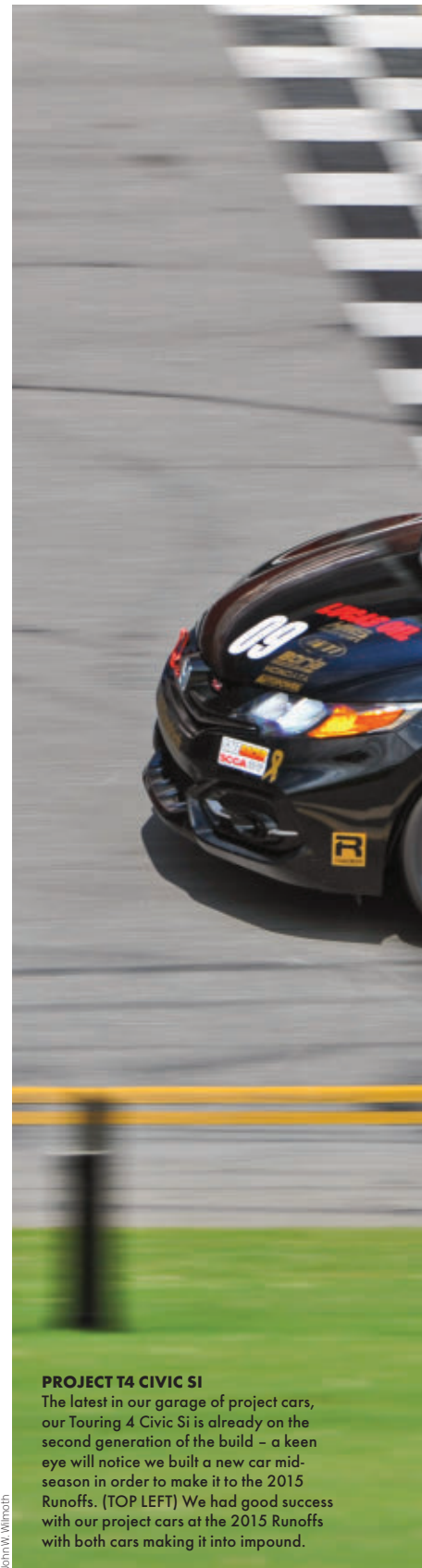
With six weeks to go to the Runoffs, we received a call from Honda saying they'd found a replacement car, but it was bone stock. Honda offered to help transport the car to the Runoffs if we could get it built in time. Once again with this project, the clock was ticking all too quickly.

The new vehicle was an unused 2015 Civic Si, where the previous car was a 2013. That meant we'd need a new roll cage installed by Autopower, then we could transfer the parts from the old car to the new one. So, with a couple of days to spare, we concluded the build, loaded our tools into the back of the car, put the car on an open transporter, and off it went on its 2,500-mile trip east.

There was some trepidation on our part. We'd bolted on the exhaust and flashed the ECU, but we hadn't had time to really test the engine, so it was heading to Daytona with seven miles on the odometer. Also, the 2015 Civic Si comes with 18-inch wheels rather than the 17s on the previous model, so tire pressures were an unknown, too.

But, bizarrely, everything came together and, by the end of Monday's Runoffs qualifying session, the car was sitting on the Touring 4 pole ahead of a number of past National Champions. Then come Friday's race - well, you can read about that on pg. 28 of this issue.

We're currently unsure what the future holds for our Project T4 Civic Si, but we do know that with having to build a replacement car mid year, this is one of the most unusual project cars we've had in a while - with an outcome we never saw coming. But that's not to say this is the only unusual project car in our stable...



PROJECT T4 CIVIC SI

The latest in our garage of project cars, our Touring 4 Civic Si is already on the second generation of the build - a keen eye will notice we built a new car mid-season in order to make it to the 2015 Runoffs. (TOP LEFT) We had good success with our project cars at the 2015 Runoffs with both cars making it into impound.





Rupert Berrington



Jason Isley

PROJECT HP YARIS

Our Yaris H Production build began in 2009, and we're currently racing the third iteration of the little racecar (ABOVE). Gen one (LEFT) recently went to the crusher, while gen two (RIGHT) saw action sports superstar Jamie Bestwick behind the wheel.



John W. Wilmoth

In late 2009, a phone call from Toyota started a journey that continues to this day, when they offered us the use of an ex-show car that was going to be crushed if we couldn't find a use for it. Well, we did, and the project is thriving.

At the time, the 2007 Toyota Yaris was not classed for Club Racing. After submitting a Vehicle Technical Specifications sheet, the Yaris landed in H Production - a class that was mostly a home to British fare from the Eisenhower and Kennedy eras, and German and Japanese compacts circa Ronald Regan. The Yaris would be a wakeup call.

The downside to building a modern economy car for a category like Production is a lack of race-worthy parts. Many items during our first build were one-offs, and even today we still have brake pads custom made.

In 2010, we completed the initial build of the car and took it to the National Championship Runoffs at Road America. With a Runoffs rookie behind the wheel, we qualified mid pack but, thanks to attrition, finished eighth. For 2011, a slightly more refined setup found our Yaris taking home the bronze medal at a rain-soaked Runoffs, something we never thought the subcompact would be capable of.

Shortly after the 2011 Runoffs, Toyota asked us to outfit a newly redesigned 2012 Yaris as a second H Production racer, and action sports star Jamie Bestwick joined us on track as the driver. The additional resources offered by a second car set our project into high gear, and even though we were back to a single car program by 2013, the knowledge gained helped immensely.

As the Runoffs headed to Mazda Raceway Laguna Seca in 2014 we were enjoying what was set to be the swansong for our 2007 Yaris as it was due to be crushed, which, as we've noted is typical of manufacturer program cars. A silver medal in a very close race brought us what we thought would be a stellar end to the program.

As chance would have it, the 2015 Yaris received a facelift and Toyota requested we build another Yaris racecar, bringing us to Yaris 3.0.

Our transition to the new chassis was swift, with limited time to test before this year's Runoffs. At Daytona, the now sleeker Yaris rewarded us with the Tire Rack pole, and raced to a second-place finish (read more on pg. 32).

But the project doesn't end here. The plan is to keep development going on, with the hopes of encouraging more members to build modern machinery for what has traditionally been an older car class. 🍷

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Paul Fix and Cameron Lawrence emerged victorious from a rain-drenched Round 9 of the 2015 Trans Am Championship at VIRginia International Raceway on Sept. 27, as both returned to their winning ways atop the TA and TA2 podiums. Likewise, Ernie Francis Jr. and Randy Mueller captured wins in TA3's American Muscle and International Groups. But it wasn't easy as they, and the rest of the 49 starters, weathered what were three days of torrential rain, wet sessions and a race that ultimately ended several laps short.

"I came into this race not knowing what to expect," said Fix. "Then, of course, our strategy went out the window when it started to rain. But we were just going to take the race as it came to us; I kept my head down as I have all year long, just grinding away."

Lawrence captured his 20th career Trans Am victory, propelling him into sixth place

overall in all-time Trans Am wins, tied with the illustrious company of Peter Gregg and Ron Fellows.

"It was a really awesome win for the whole team," said Lawrence. "They worked hard on the test day when we started off dry, and we had a great dry setup - and they've had to work even harder dialing in a wet setup. It's great to bring home win number 20 for the team. It's been a long time for us, by our standards, since being on the top step of the podium. I'm

just happy and proud of this team for what we've accomplished."

Two weeks later, on Oct. 11, the Trans Am Series made its first race start at NOLA Motorsports Park in Avondale, La. There, both Lee Saunders and Ernie Francis Jr., captured their respective championships in the TA3 International and American Muscle

"Our strategy went out the window when it started to rain"
PAUL FIX



Groups, clinching the titles with two rounds remaining in the 2015 season.

"It's just amazing; it hasn't really set in yet," said Saunders. "I grew up loving Trans Am. The first car I ever had was a Plymouth AAR Cuda, which was built specifically by Chrysler to homologate it for the 1970 Trans Am season, so I've always loved Trans Am. I watched the Archers run the shell zone Daytonas in the Series in the '90s; I never thought I would ever even get the opportunity to start a Trans Am race, never mind win a championship - it truly is a lifelong dream come true."

For Francis, the race weekend ended in yet another victory, his seventh of the year, despite running in second for a large portion of the race. "For us to clinch the championship, it really...well, I can't even find the words to describe it," he said. "To win two Championships in the Trans Am Series is pretty incredible. I'm pretty taken aback by it; again, I don't know how to describe it, how to express it. At the end of the day, a lot of people worked hard to make this happen; and it feels great to make sure that all of that paid off." 🏆

WEATHERING THE STORM

With just four races remaining in the 2015 Trans Am season, the competition gets serious | **WORDS** Clark Trexler, edited by Philip Royle | **IMAGES** Chris Clark



IN THE BAG

With a couple of rounds still left in the season, Lee Sanders (BOTTOM) and Ernie Francis Jr. (TOP, center) have already clinched their Trans Am class championships.

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Photo by: Tyler McQuarrie

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I was nervous when I rented my very first Cave. There were my Bratz along with some tools and a bunch of stuff (car parts) that were no longer needed but, for some reason, had to be kept. I had some car-wrenching knowledge that was gained through my best friend David Green, but did I really trust myself to do my own work? On my own? In my own garage? Honestly, no, but I wasn't going to let that stop me. I could change out my front brakes by taking my time and doing what I knew I could do. Otherwise, I'd make a call for help. Herein lies the secret for the ladies out there: Men have this same thing happen to them, and they make those calls, too.

"No man is Thor or the Hulk. Men also run into bolts that do not want to break loose no matter how strong they are"

If you've ever hung out in a garage, you will have noticed that a man working on a car will attract other males. They come around to talk cars, admire cars, look at tools, lend a hand, or just drink a beer. But a garage can also be like a Hooters for women because the views can be very nice. Seriously - I did just say that.

Having a guy around in the garage - even if you are one - can be helpful. No man is Thor or the Hulk. Men also run into bolts that do not want to break loose no matter how strong they are, how much leverage they have, or how many layers of PB Blaster they spray on. Don't believe me, male readers? Want to talk about that socket that went flying across the garage in a fit of anger, or the cuss words that were heard around the block? Yeah, that's what I thought.

Just because they are men working on a mechanical item does not mean they know everything about how to fix, replace, or upgrade it, even though in their mind they might think they do. Just Google "How do I blah blah blah on such and such a car" and see the frustrations. These videos can be as entertaining as they are helpful.

My point is that as a female with an interest in cars, you *can* have your garage. You can work by yourself or with another, ask for help, search for answers, sit around and bench race, or just putz around and be no different than the thousands of males in their garages. It just takes being bigger than the fear that keeps you from doing it. That fear is something that nearly all of us have shared, and it's fairly easy to get over - just visualize a man in a crafts room. ●

THE ~~MAN~~ CAVE

As autocrosser and gearhead Angela Carlascio tells us, the garage isn't just for men | WORDS Angela Carlascio

The garage: a place commonly called the *Man Cave*. Most women agree they can have it; dirt, grime, bugs, spiders, and all. Though some Man Caves are very clean, immaculate even, that's a bit scary, too. I mean, it's a garage, it's supposed to be dirty. Isn't it? Mine is.

Sure, I clean it. Then time passes and my Honda Civics (JC and Bratz Toy) and Honda CRX (Li'l 1) come in and out and *bam*,

there's the dirt again. It's a cycle. A cycle I secretly enjoy.

When I go in my garage to work, clean, reorganize, or just visit - because it's not attached to my apartment - my mind goes quiet. My stresses, concerns, worries, or thoughts disappear. I can be with my cars, tools, and friends and I'm happy. I'm guessing this could equate to what some non-gear head women



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Now that we've reached the offseason, we have time to reflect on the year. Solo is as popular as ever, at both the Regional and National levels. We have an increasing variety of programs, and efforts to reach out to new audiences are continuing to reap benefits and find new participants and markets. The improving economy and dipping fuel prices can't be hurting, either. On top of that, our programs have definite operational efficiencies or we couldn't have handled the number of competitors we saw at many events.

At the same time, we dodged several bullets in 2015. For one, the Solo support trucks that crisscross the country supporting the Tire Rack National Solo program are overdue for an overhaul or replacement - but they kept chugging. Then there's ProSolo, which uses a complex system that's not available off the shelf or from multiple vendors. Efforts will continue to find ways to make the system more robust and less prone to human error, but we got through this past season with minimal issues. When you consider there are Solo events nearly every weekend during the height of the season, there's a dearth of time when it comes to dealing with unexpected issues.

The heart of Solo will always be the Regional programs. While the final numbers are not yet in (many Regions schedule events year-round), it appears participation numbers will match last year, both in number of events and in competitor count.

The Tire Rack Match Tour program is sort of the entry to the National Solo program. It's too new to see major trends, but there is growing interest in the series as more Regions are starting to request dates on the season schedule. This year's participation numbers were slightly down from last year, but that's attributed to a scheduling conflict created by a major weather event causing the rescheduling of a ProSolo.

The Tire Rack Solo Championship Tour continues to be the big player, with an added event helping the eight-percent participation growth, which reached 2,165 for the year. Mature rules and a combination of established event sites and new venues seem to be a recipe for success.

CAM and Heritage Classic will be getting more attention in 2016. CAM has a couple of Uners involved, which helps its visibility.

Like the Championship Tour, ProSolo also added an event to the schedule, and the resulting entry count jumped 12 percent overall - a remarkable achievement given

that the Blytheville event was rescheduled due to a snowstorm.

Solo Trials is in another infancy. A second successful event at the Tire Rack Solo National Championships should help get this series back off the ground. Rules revisions are coming, and this program may migrate more to experience-based than competition-based, which is a model some other organizations have proven can be successful.

Even with all that good news, the high point of the season has to be the Solo National Championships, which jumped to 1,223 entrants after being stuck in the 1,100s for nearly 10 years. Years of steady growth to that point had the planners discussing the need to find a way to accommodate even larger numbers - additional courses, expanding to a five-day competition schedule, some sort of qualifying, or some other probably unpopular approach. But now that we're hitting those peak numbers, we're finding our operational efficiencies can accommodate the additional entries.

As for how 2016 will go - well, that's impossible to predict. However, the tealeaves all read positive, so there's little for competitors to do other than prep their cars for the season to come. 📍

HINDSIGHT

We reflect on the 2015 Solo season, see how everything went, and ponder the year to come | WORDS Paul Brown | MAIN IMAGE Perry Bennett



SEASON SUCCESS
(LEFT) SCCA's Solo department saw quite a bit of success this year on many fronts, including growth in the CAM classes. (ABOVE) Solo's support trailers and vehicles made it through another season with minimal problems, which is always fantastic.

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VOLUNTEERS
Before courses are set up (BELOW) and competitors pound the dirt (MAIN), there's a lot that goes on behind the scenes to a successful RallyCross weekend.

WORDS OF THANKS

RallyCross Board Chairman reflects on a successful year of dirt-pounding competition | **WORDS** Stephen C. Hyatt, Chairman RXB | **IMAGES** Rupert Berrington

My second year as RallyCross Board Chairman is coming to an end. It has had its highs and lows, but it always amazes me how many dedicated people we have to help run the RallyCross program. With over 4,000 entries and more than 200 events in 2015, I want to acknowledge the people responsible for the success of SCCA RallyCross, but listing each one but it would take a book.

I've had the pleasure to work with 10 RallyCross Board members over the two years, each with their own unique traits. We've had great discussions and always worked to better the program. The Safety and Rules Committee members have helped in untold ways giving advice and help - they are a fantastic resource. The RallyCross National Championship Committee has done a great job revamping this year's event, and we are looking forward to even better ones in the years to come.

Our Divisional Stewards, both past and present, run the program and make things

happen. In each Division, the program would fall apart without the guidance and leadership given by them.

The largest group is the Regional Program Chairs; without their dedication and countless hours, not a single cone would

"Behind-the-scenes heroes are also the SCCA Board of Directors liaisons and the SCCA National Staff"

be set. The Chairs have help from Safety Stewards, Timing and Scoring, and course designers - each a talent in their own right. Thanks to the local Regional leadership and membership for supporting their programs.

The behind-the-scenes heroes are also the SCCA Board of Directors liaisons and the SCCA National Staff. Without their help and

guidance, my job would be exponentially more difficult.

Next time you leave an SCCA RallyCross with your car covered in dirt or mud and the smile that will take days to remove, remember to thank the people who gave you the opportunity to have fun. It will bring a big smile to their face and it makes all the hard work worthwhile.

I also want to thank each competitor for spending the time and money to choose SCCA RallyCross as their battle of choice.

SCCA's RallyCross is not a static program, and we're always looking for help, so please get involved with your local program and help with the events. Watch the forums on the SCCA website and comment. You can also send comments to the RallyCross Board at rxb@scca.com. 2016 will be exciting with the rulebook being reorganized to make it easier to use and RallySprints will come into its own - look for more details over the next few months. 📍





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READY FOR ANYTHING

Paul Gauzens is SCCA's Steward Worker of the Year

WORDS James Kearney | IMAGE Clark McInnis

The last time I talked to Atlanta Region's Paul Gauzens he had received SCCA's Worker of the Year Award in 2012. You may not recall the story back then but - to catch you up - he started with autocrossing, then road racing, then stewarding, and then retirement from AT&T. One thing led to another. When you talk with him you get the impression that maybe he doesn't idle well but he's always ready to change gears.

In 2014, he was honored again - and it doesn't take long to understand why. The guy is always thinking. I caught up with Paul as he was stuck in traffic on I-75 heading to the 2015 National Championship Runoffs. I asked him if he was

BUSY MAN
(ABOVE) Paul Gauzens keeps busy with a variety of SCCA projects. His hard work has now resulted in him winning the Worker of the Year award twice.

still pursuing his idea of immersion training for stewards. I didn't have to ask twice.

In 2012, Paul was on the Training Development Committee when they launched something called the Ground School. It was designed to responsibly and effectively speed up the training of stewards with intensive weekend schools. It worked and Paul thought perhaps there were more ways to use it. That led to the idea of immersion during a race weekend.

He brought together some mentors and four or five Stewards in Training (SIT) to a 13-hour endurance race at VIR in 2014. The SITs had a single-day refresher course the day before the race and then 13 hours' worth of "opportunity" to work closely with the various stewarding roles. "They got more hands-on training at this one event than they might during a season of weekend events. And, because it was all happening at the one weekend, it was a better use of their time and expenses as well," says Paul.

But why stop there? He had more ideas. Was there yet a more effective way to train stewards? Paul is about to find out. He is cautiously optimistic. Utilizing technology that SCCA recently adopted, and with which he'd become quite familiar at work, Paul began to explore training stewards using the Internet and web conferencing. He crafted a series of two-hour sessions that SITs could attend online over the span of a few weeks. "It will not replace face-to-face interaction, but it is a great supplement, particularly when resources are limited. Think of what it would cost to bring all these folks together for a weekend."

At AT&T, Paul trained hundreds in this webinar manner. "The idea is to paint pictures with words and not put too many thoughts up on one slide."

He is coupling these training methods to a new

immersion locale: the Runoffs. To his great delight, both Dennis Dean, the Chief Steward for the 2015 Runoffs, and Jim Averett, the Chairman of the Stewards of the Meet, heartily approved of this plan. "Dennis also recruited Costa Dunias, his Runoffs Assistant Chief Steward. Costa has already been an incredible help in planning the SITs' rotations with the various specialties. It would have taken me a month to find all those folks."

Paul is looking for the unseen things that make organizations thrive. "There are intangibles that make a huge difference. I've noticed that we have people like that in the Club. They are supportive of the team effort behind the scenes. They will step up beyond normal expectations and do what is necessary to support the effort." Just when you get the feeling that Paul may be up in the clouds, you'll hear him talk about details. Like laminated cards for every specialty chief listing each SIT who will be showing up at every post each day. Every SIT has a card as well. Paul didn't think of every detail, but he has welcomed each helping hand on the team to have the very best shot at success.

"The first time I received this award I didn't know how it happened. But now, as an Executive Steward myself, I know that it means someone not only noticed but also took the time to write it up. I'm extremely grateful for all the people who have allowed me to help where I could. We want to keep it simple and still keep it a great racing organization." 🍷

"There are intangibles that make a huge difference"
PAUL GAUZENS

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STAYING GROUNDED

Sebastian Landy may be racing internationally, but this 20-year-old still keeps true to his SCCA roots | **WORDS** James Heine | **MAIN IMAGE** LAT / Jake Galstad

There's no doubt that 2015 has been a milestone year for Washington DC Region member Sebastian Landy. The 20-year-old (as of this month) Babson College sophomore from Great Falls, Va., has advanced from karts (which he began at age 8) to Club Racing (which he began in 2011) to the Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires and other pro series in 2014. This season he's competing in the Porsche GT3 Cup USA and, in Europe, the high-profile Audi Sport TT Cup.

"Right now, I'm trying to balance racing and college, and both of those schedules are getting very packed and very busy, as you'd expect," Landy observes when we talked in late August.

In the 2015 Porsche Cup, Landy, even though he ran a limited number of events, won three races and finished sixth in the series' Gold division for 2010-'13 model-year GT3 cars. In the TT Cup, where Landy was one of just 18 young drivers – and the only American – selected to participate from a field of 165 applicants from 30 nations, a combination of learning six new world-class tracks, adjusting to front-wheel drive, stiff competition, and just plain bad luck has made reaching the podium significantly more difficult. Yet the series has offered him an extraordinary opportunity to broaden his education and hone his skills both on and off the track, Landy says.

"It's been a great way to push myself against some great drivers, a lot of whom come from racing backgrounds," he explains. "Their parents are former Le

Mans winners, former DTM champions, things like that. My dad likes to say that I'm the only mongrel in the group."

Mongrel or not, he was hooked on motorsports from a young age. "I remember watching Formula 1 with my dad when I was really tiny, and that was the spark. Then being able to go to the racetracks and watch him race was another thing that kept me going forward."

Although he began karting at age 8 and participated intermittently in local Rotax series events, karting was more of a recreational exercise than a serious step into motorsports, Landy says, not in the least because "the amount of time and travel you have to put in to be successful really compromises your schooling and, especially at that age, my parents decided it was smarter to focus on school."

Fast forward from karts to 2011 and Landy's introduction to Club Racing. "We started doing Spec Miata, and that was our initial introduction to the SCCA," he says. "We started racing the local DC Region's MARRS series. It was super competitive. We did that for three seasons." In 2013, Landy won the series.

As a young driver, MARRS was an extraordinary place to learn the art of racing, Landy says, and at the beginning of 2013 he would "have laughed if you had told me I would win it," he notes. "I have a massive amount of respect for all of the people I raced with in MARRS. They all taught me so much, and I'll always be thankful for that."

IN PRAISE OF THE SCCA

Sebastian Landy's advice to a young person interested in motorsports is straightforward: Join the SCCA. "It gives you great access to getting onto a track, getting around a track, because you don't have to jump straight in and become a racing driver," he says. "You can join the SCCA and you can go to the track; you can work on the corners; you can talk to a lot of people who are really interested and have that love for racing that you have. It's certainly something that I'm glad I did, getting involved with the SCCA. The support that my local Region still gives me shows the kind of atmosphere the SCCA builds."

FAST LEARNER

Sebastian Landy has had a lot of success in very little time, including in MX-5 Cup (LEFT, center, and BOTTOM) and more recently in Porsche GT3 Cup (BELOW).



What do his friends and classmates think about Landy's burgeoning career? "Most think it's a pretty cool thing," he says. "Obviously, my family's interested in racing. [The senior Landy is an experienced vintage racer.] I try to keep most of my racing to myself at school. But because it's become a bigger thing this past year, more people know about it, and a lot of people think it's a really crazy thing. Most people in America don't understand it to the degree they do in Europe, because they usually think that most racing is Formula 1 and NASCAR. So there's usually a bit of explaining to do."

Fortunately, he adds, his school has shown an interest in his career. "They support me really well with great professors," he says, "and they've helped me when I've had to miss school so that I can manage the situation as best I can."

These days he's trying to do his best to balance both school and racing, Landy adds. His goal: To do the best he can in both venues.

"Obviously, in racing, a very small percentage of people can actually make a career out of it. So, I want to go to school; I want to get a degree. Babson College is a business school. That's the area I'm interested in. I want to have something that can help my racing career."

Such a degree will be a big long-term asset also, Landy adds, especially if a motorsports career isn't something that he can pursue indefinitely.

"I won't be stuck going to a job interview and saying, 'Well, I can drive a racecar fast. Do you need one of those? I can't do much else.'" 🚗

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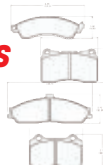
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1990 SPEC MIATA > 2003 build, primarily stored since 2006, last turned a wheel in 2012. Three sets of wheels, Aim system, removable Sparco steering wheel, Butler seat. Price: \$7,500. **Contact:** Steve at Stevebottom44@gmail.com or (949) 275-3502.



2005 NISSAN 350Z GT-3 OR GT-2 > Murillo build, three-time SCCA Southwest GT-3 Champion. Two Murillo built engines. Hewland transmission. Three sets of wheels, spare parts, radios, plus more. Turnkey and ready to race. \$33,500. **Contact:** Buddy Troutman at (214) 213-5054.



GTM VOLVO P1800 > Tube chassis, B23 turbo, fuel injected, SDS engine mgmt., 3-disc clutch, Sanex 5-speed trans., Speedway Super Max QC, 2250lbs, only 2 races. Twins on way must sell. \$38,000. **EMAIL:** contreiras@shaw.ca OR CALL (604) 526-5519.



2011 FORD FIESTA B SPEC RACE CAR > Professionally built, 14 wheels, 2 sets of rain tires (BFG and Hoosier), new springs struts and shocks for the Runoffs, spare hubs, brake pads, fenders. Price: \$15,000. **Contact:** Brian: (248) 345-7727.



1995 DODGE NEON ACR CHALLENGE > No. 01 of 5 hand built for Challenge series. Only one released to private hands; lead developer of the Dodge Viper. Blueprinted, 5-speed, 4 wheel disks; SCCA specs. Titled, logbooks, timesheets. \$11,995. **Call:** Jerry at (805) 844-3272.

23 PRODUCTION BASED | GT ▼

2014 MAZDA2 B-SPEC > Eight races from new. 6 wins, 8 podiums, Western Conference champion. Best of everything. S-Box Engineering cage installed by Margraff Racing. Cobra Sebring Pro-Fit seat. Schroth Profill belts. Fire system. Sparco wheel w/PTT buttons. Three sets of wheels. New mounted rains. **Email:** eric@boucherracing.com for more info. \$26k.



1994 EP FP GTL / DP SOLO MAZDA MIATA > Springfield Dyno GCR bare tub build. EP/ GTL log book. Pro built 1.8 DP engine. Electromotive TecS. SGF Dyno radiator, Torsen, Mazda comp. fiberglass body panels. SGF Dyno roomy cage for best seats. \$11,800. **Contact:** Sam at shenry@springfielddyno.com or (417) 880-0916.



'95 BMW M3 RACE CAR > Florida. OBD1 converted S52 "New" used engine, 3.73:1 limited slip, 6 puck ceramic clutch kit, KONI double adjustable shocks, camber/caster plates, roll cage w/ NASCAR bars, much more. \$18,000. **CONTACT:** MIKE AT (407) 551-2567 OR dmikem@earthlink.net - More info & pictures available.



1988 MAZDA RX-7 EP > JPM 13B, Gene Berg carb/intake, Jerico 4-speed, 5.5 twin Tilton, 4.88 LSD, dual MSD, PRO Shocks, Hypercoil springs, mounted Hoosiers and rains, BBS all around, belts good thru 2016, radios, weight 2,203 lbs. Price: \$22,500. **Contact:** texarnold33@gmail.com or (303) 805-7238.

28 SERVICES ▼

GANESH CYCLONE CY32 > Automated machining center, 4 axis, 18 tools, matched bar feeder. 50 hours from new, many options, appraises near \$90,000. Interesting trades or BO: cash plus classic, sports, project cars. **Contact:** Motordoc@verizon.net



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **CONTACT:** DAN FERGUSON AT RACKANDRUIRACING.COM.

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ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 3/9/16.



45357236

SCISSOR SUPER COUPON

FREE

WITH ANY PURCHASE
PITTSBURGH
1" x 25 FT.
**TAPE
MEASURE**



LOT 69080 shown
69030/69031

\$6.99
VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 3/9/16. Limit one FREE GIFT coupon per customer per day.



45334490

SUPER COUPON

Customer Rating **★★★★★**

**900 PEAK/
700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL
GENERATOR**

NEW

LOT 60338
69381 shown

SAVE \$68

\$99.99 comp at \$168.97

45327138

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**27 LED PORTABLE
WORKLIGHT/FLASHLIGHT**

LOT 67227 shown
69567/60566/62532

SAVE 58%

\$2.99 comp at \$7.15

Batteries included.

45287835

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 3/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

Customer Rating **★★★★★**

**RAPID PUMP® 1.5 TON
ALUMINUM RACING JACK**

PITTSBURGH

LOT 68252/60569 shown
68053/62160
62496/62516

SAVE \$60

\$59.99 ~~\$89.99~~ comp at \$119.99

45301889

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**PITTSBURGH AUTOMOTIVE
3 TON HEAVY DUTY
STEEL JACK STANDS**

LOT 38846 shown
69597/61196/62392

SAVE 42%

\$19.99 comp at \$34.99

45318839

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 3/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

Customer Rating **★★★★★**

**44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

LOT 62744/69387/62270
68784 shown

SAVE \$60

\$369.99 ~~\$389.99~~ comp at \$1029.99

45347796

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**9 PIECE FULLY POLISHED
COMBINATION
WRENCH SETS**

PITTSBURGH

LOT 69043/42304 shown

SAVE 66%

\$5.99 comp at \$17.97

45313815

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 3/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

Customer Rating **★★★★★**

**12 VOLT, 10/2/50 AMP
BATTERY CHARGER/
ENGINE STARTER**

CENTECH

LOT 66783/60581
62334/60653 shown

SAVE 57%

\$29.99 ~~\$49.99~~ comp at \$69.99

45318320

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

20 TON SHOP PRESS

• Pair of arbor plates included

CENTRAL MACHINERY

LOT 32879/60603 shown

SAVE \$215

\$154.99 comp at \$369.99

45292111

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 3/9/16. Limit one coupon per customer per day.

WOW SUPER COUPON

Customer Rating **★★★★★**

**2.5 HP, 21 GALLON
125 PSI VERTICAL
AIR COMPRESSOR**

CENTRAL PNEUMATIC

LOT 69099/67847 shown
61454/61693/62803

SAVE \$349

\$149.87 ~~\$179.99~~ comp at \$499

45309889

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**ADJUSTABLE SHADE
AUTO-DARKENING
WELDING HELMET**

ELECTRIC WELDING

LOT 61611
46092 shown

SAVE 50%

\$39.99 comp at \$79.99

45320993

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**VEHICLE
POSITIONING
WHEEL DOLLY**

PITTSBURGH

• 1250 lb. Capacity

LOT 67287/62234
61917 shown

NEW

\$69.99 comp at \$269.99

45332616

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 3/9/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating **★★★★★**

**1500 WATT DUAL
TEMPERATURE
HEAT GUN**

(572°/1112°)

drillmaster

LOT 62340/62546
96289 shown

SAVE 70%

\$8.99 comp at \$29.97

45332757

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 3/9/16. Limit one coupon per customer per day.

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CALENDAR

SPORTS CAR CLUB OF AMERICA **DECEMBER 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); Lawrence (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); Andretti (TA2); Francis Jr. (TA3A); 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
Fix (TA); Robinson (TA2); Francis Jr. (TA3A); Camus (TA3I)
Aug 29 Road America, Wis.
McAleese (TA); Ave (TA2); Francis Jr. (TA3A); Streimer (TA3I)
Sep 27 VIRginia Int'l Raceway, Va.
Fix (TA); Lawrence (TA2); Francis Jr. (TA3A); Mueller (TA3I)
Oct 11 NOLA Motorsports Park, La.
Ruman (TA); Robinson (TA2); Francis Jr. (TA3A); Streimer (TA3I)
Nov 8 Circuit of the Americas, Texas
Nov 14 Daytona Int'l Speedway, Fla.



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.
Davison (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); Davison (GT); Montecalvo (GTA); Thompson (GTC); Gigliotti (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 13-15 Mid-Ohio Sports Car Course
Francis Jr. (TC); Wolfe (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Schwartz (TCB); Grahovec (TCA); Schwartz (TCB)
Aug 21-23 Miller Motorsports Park, Utah
O'Connell (GT); Thompson (GTC); Wilkins (GTS); O'Connell (GT); Thompson (GTC); Cooper (GTS); Kozarov (TC); Wolfe (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Jordan (TCB)
Aug 28-30 Sonoma Raceway, Calif.
Estre (GT); Udell (GTC); Lee (GTS); van der Zande (GT); Thompson (GTC); Cooper (GTS)
Sep 11-13 Mazda Raceway Laguna Seca, Calif.
Balzan (GT); Thompson (GTC); Wilson (GTS); Poland (TC); Wolfe (TCA); Jordan (TCB); Fergus (TC); Holton (TCA); Jordan (TCB); Francis Jr. (TC); Wolfe (TCA); Jordan (TCB)
2015 champions: O'Connell (GT); Montecalvo (GTA); Thompson (GTC); Cooper (GTS); Fergus (TC); Wolfe (TCA); Schwartz (TCB)



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 Motorsport Park, Canada
McCumbee; Gallagher
Aug 28 Road America, Wis.
Dean; Bender
Oct 1 Road Atlanta, Ga.
Dean; Gallagher
2015 champion: John Dean



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; Cane
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Robinson; Cane; Cane
Aug 28-30 NJMP, N.J.
Cane; Robinson; Robinson
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.
Cane; Cane; Cane
2015 champion: Scott Andrews



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.
Beasley; Beasley
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.
Beasley; Beasley
2015 champion: Sam Beasley



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.
Andres; Andres
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.
Rickards; Kasemets
2015 champion: Keith Grant

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

FOR CHANGES

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



FORMULA LITES

formulalites.com

May 29-30 Thompson Speedway, Conn.
Neri; Papareli
Jun 13-14 NJMP, N.J.
Papareli; Papareli
Jul 24-25 VIRginia Int'l Raceway, Va.
Ding; Neri
Aug 15-16 Carolina Motorsports Park, S.C.
Papareli; Papareli
Sep 4-5 Pikes Peak Int'l Raceway, Colo.
Papareli; Papareli
Sep 19-20 MSR Houston, Texas
Papareli; Armida
2015 champion: Vinicius Papareli



CLUB RACING

Date Track/Region

Phone numbers are for region registrars

2016 U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

Apr 15-17 VIRginia Int'l Raceway, Va. (with Southeast Conference)
Apr 29-May 1 Summit Point Motorsports Park, W. Va.
Jun 24-26 Watkins Glen Int'l, N.Y.
Aug 13-14 Pocono Raceway, Pa.
* two events to be added to schedule

SOUTHEAST CONFERENCE

Jan 8-10 Homestead-Miami Speedway, Fla.
Jan 15-17 Sebring Int'l Raceway, Fla.
Mar 18-20 Road Atlanta, Ga.
Apr 15-17 VIRginia Int'l Raceway, Va. (with Northeast Conference)
* at least one more event to be added

NORTHERN CONFERENCE

Apr 30-May 1 Blackhawk Farms Raceway, Ill.
Jun 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 9-10 GingerMan Raceway, Mich
Aug 13-14 Grattan Raceway, Mich.
* two events to be added to schedule

MID-STATES CONFERENCE

Apr 9-10 Hallett Motor Racing Circuit, Okla.
May 14-15 Gateway Motorsports Park, Ill.
May 28-29 Pueblo Motorsports Park, Colo.
Jul 2-3 High Plains Raceway, Colo.
* at least one more event to be added

WESTERN CONFERENCE

Jan 29-31 Auto Club Speedway, Calif.
Feb. 20-21 Willow Springs Int'l Raceway, Calif.
Apr TBA
Apr 29-May 1 Buttonwillow Raceway Park, Calif.
May 28-30 Pacific Raceways, Wash.
Jul 2-3 Portland Int'l Raceway, Ore.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 19-25, 2016 Mid-Ohio Sports Car Course, Ohio

DIVISIONAL/REGIONAL

SOUTHEAST sediv-racing.org

Nov. 14-15, 2015 Palm Beach Int'l Raceway/Florida
Nov 28-29, 2015 Sebring/Central Florida
Central Florida (407) 568-6902
Florida (561) 654-3396

CENTRAL cendiv-scca.org

Apr 23-24 Blackhawk Farms/Chicago
May 28-29 Brainerd Int'l Raceway/Land O' Lakes
Jul 9-10 Blackhawk Farms/Milwaukee
Aug 20-21 Road America/Chicago
Sep 3-4 Brainerd Int'l Raceway/Land O' Lakes
Oct 8-9 Blackhawk Farms/Chicago
Chicago (815) 790-2209
Land O' Lakes TBD
Milwaukee TBD

SOUTHWEST sowdivscca.org

Dec 5-6, 2015 MSR Houston/Houston
Houston TBA

SOUTHERN PACIFIC scca-sopac.org

Dec 5-6, 2015 Chuckwalla/Arizona, San Diego
Arizona, San Diego (602) 616-4598

STREET SURVIVAL SCHOOLS

SOUTHEAST sediv-racing.org

Nov 14, 2015 Seminole State College/Central Florida
Central Florida (407) 324-1874

DRIVER'S SCHOOLS

CENTRAL cendiv-scca.org

Apr 22 Blackhawk Farms/Chicago
Chicago (815) 790-2209

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Bertil Roos Racing School
(800) 722-3669 racenow.com
BIR Performance Driving School
(866) 511-7606 birperformance.com

Bob Bondurant School
(800) 842-7223 bondurant.com

Briggs Performance Racing Academy
(905) 983-1114 race2000.com

MSR Houston
(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Porsche Sport Driving School
(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
(800) 733-0345 jimrussellusa.com

Skip Barber Racing School
(800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School
(888) 722-3220
allenbergdrivingschools.com

Pro Drive Racing School
(503) 285-4449 prodrive.net

ProFormance Racing School
(253) 630-5130
proformanceracingschool.com

NOVICE PERMIT / SCHOOL CREDIT

Bobby Cee's Racer's Edge High Performance Driving School
(562) 714-1799
bobbysceesracerseedge.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com

Demonte Motorsports
(631) 482-8875
demontemotorsports.com

FAASST Performance Driving School

East: (877) 266-4429,
West: (719) 761-1372 faasst.com

Sports Car Driving Experience

(800) 453-5506
corvetteracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

TIME TRIALS

SOUTHEAST sediv-racing.org

Dec 4, 2015 PDX MSR Houston/Houston
Dec 5, 2015 CT MSR Houston/Houston
Houston TBA

Buccaneer (912) 897-1944

SOUTHWEST sowdivscca.org

Dec 4, 2015 PDX MSR Houston/Houston
Dec 5, 2015 CT MSR Houston/Houston
Houston TBA

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2016 season to be announced

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

2016 season to be announced

TIRE RACK®

SCCA PROSOLO FINALE

Sep 3-4, 2016 Lincoln Airpark, Neb.

REGIONAL

NORTHEAST nediv.com

Nov 7-8, 2015 Bader Field/South Jersey
South Jersey (856) 534-5301

SOUTHEAST sediv-racing.org

Nov 8, 2015 Cleveland Reg'l Airport/Chattanooga

Nov 15, 2015 Henderson Stadium/Middle Georgia

Nov 21, 2015 Cape Fear Community College/North Carolina

Nov 22, 2015 Seminole State College/Central Florida

Dec 5, 2015 Cape Fear Community College/North Carolina

Dec 6, 2015 Deland Airport/Central Florida



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HOMECOMING

The U.S. Majors Tour in 2016 leads to the Runoffs at Mid-Ohio, a facility that last hosted the event in 2005.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBERS

Joe C. Brown Jr. 11/1/1960 Southern West Virginia
Robert W. Eldridge 11/1/1960 Cal Club

50-YEAR MEMBERS

Virginia L. Apker 11/1/1965 Northeast Oklahoma
Robert Baechle 11/1/1965 Central New York
Art Bayless 11/1/1965 Atlanta
Bill Cannons 11/1/1965 Central Florida
Otis Erisman 11/1/1965 Philadelphia
William F. Hawkins 11/1/1965 Atlanta
Kathryn M. Jaques 11/1/1965 San Diego
James L. Massey 11/1/1965 Gulf Coast
Larry Schumacher 11/24/1965 Cincinnati

45-YEAR MEMBERS

Judy Beck 11/1/1970 Nebraska
David Culligan 11/1/1970 Chicago
Charles William Davis 11/1/1970 Kansas City
John C. Hamann 11/1/1970 New England
Frank Krajewski 11/1/1970 Reno
Willard Nix 11/1/1970 Chicago
Carol B. Reber 11/1/1970 Washington DC
Betty Martin Tignor 11/1/1970 Atlanta
Fred Wentzell 11/1/1970 New England

35-YEAR MEMBERS

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Robert Leslie Bell 11/1/1980 Florida
Jon DePentu 11/1/1980 Detroit
Gerald A. Ford 11/1/1980 New York
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Pat Foss 11/1/1980 Chicago
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Susan C. Marshall 11/1/1980 South Jersey
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David M. Rupp 11/1/1980 Ohio Valley
Joseph J. Sepanik 11/1/1980 Cal Club
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Henry B. Wilkinson 11/1/1980 Central Carolinas
Ronald R. Williams 11/1/1980 Chicago

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Philip C. Blackstone 11/21/1985 Oregon
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Ken Epsman 11/19/1985 San Francisco
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Dudley Fleck 11/19/1985 Iowa
Leeds Gulick 11/21/1985 Northwest
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John K. Swain 11/19/1985 Atlanta
Robin Yount 11/19/1985 Arizona

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Richard J. Rivard 11/8/1990 Central Florida
Greg Rubenstein 11/7/1990 Arizona
Bernard Schuchmann 11/7/1990 Texas
Scott Schuessler 11/26/1990 Wichita
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William E. Thomas 11/20/1990 Alabama
Patricia Valliere 11/16/1990 New England

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

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



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



ROADRALLY

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

NATIONAL

2016 season to be announced

REGIONAL

SOUTHERN PACIFIC scca-sopac.org

Nov 6, 2015 First Friday Niter/Cal Club

Dec 4, 2015 First Friday Niter/Cal Club

Cal Club ean21@juno.com

RALLYCROSS

NATIONAL CHAMPIONSHIP

2016 event to be announced

SOUTHEAST sedivrracing.org

Nov 22, 2015 Hollytree Offroad/Tennessee Valley

Dec 12, 2015 Hollytree Offroad/Tennessee Valley

Tennessee Valley leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

Nov 14, 2015 Oakshade Raceway/Detroit

Detroit (517) 515-2990

ROCKY MOUNTAIN coloradoscca.org

Nov 7, 2015 Colorado Off Road Extreme/Continental Divide

Continental Divide ryolse@gmail.com



RENEWED ENTHUSIASM

The 2016 Solo season is upon us, and newer classes like CAM and STP are bringing enthusiastic tire shredders to our midst.

Rupert Berrington

Dec 6, 2015 Cleveland Reg'l Airport/
Chattanooga

Atlanta randallprince@gmail.com

Blue Ridge (540) 290-2797

Central Florida chuck.lutz@gmail.com

Chattanooga (423) 883-4548

Middle Georgia raybrake@comsouth.net

North Carolina (910) 622-5513

SOUTHWEST sowdivscca.org

Nov 7-8, 2015 NOLF Waldron Field/
South TX Border

Dec 5-6, 2015 NOLF Waldron Field/
South TX Border

South TX Border (361) 980-8000

SOUTHERN PACIFIC scca-sopac.org

Nov 22, 2015 Marana Reg'l Airport/
Arizona Border

Nov 29, 2015 Pana'ewa Drag Strip/
Big Island of Hawaii

Dec 13, 2015 Marana Reg'l Airport/
Arizona Border

Dec 20, 2015 Pana'ewa Drag Strip/
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Arizona Border (520) 425-1948

Big Island of Hawaii fdorhi@gmail.com

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PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Making history

This year's National Championship Runoffs presented by Garmin VIRB from Sept. 21-27 was filled with a palpable energy. With the decision to make the Runoffs a traveling championship, we all knew arriving at a new racetrack each year would be an experience, and last year's trip out west to Mazda Raceway Laguna Seca was indeed grand, but Daytona - there's something about Daytona.

There was no solitary point that made the Daytona Runoffs the success it was. For one, the Runoffs was at Daytona International Speedway. *Daytona!* This is the same road course that hosts the Rolex 24. The same high-speed banked turns, the same Bus Stop, the same International Horseshoe, and the same insanely high speeds. You know things are intense when classes like Formula 500 are hitting 150mph, and let's not forget the 197mph top speed Mike Lewis touched in GT1.

"We all knew arriving at a new racetrack each year would be an experience"

Then there was just *being at* the speedway. I was walking through the paddock one evening during sunset and craned my neck up toward the grandstands. It sounds corny,

but viewing the enormity of the multi-colored grandstands peering over the garages and front straight through the glowing orange of the sunset reminded me of seeing the Rockies for the first time. It was all so immense and impressive - it was unreal.

It also felt like we, the amateur Club racers of the SCCA, had an all-access, VIP pass to this amazing facility. You could go anywhere you wanted, there was rarely an insurmountable line at the lunch counter, and the track vendors and staff were all welcoming. I even got to step inside the Daytona 500 Club - somewhere I never thought I'd be.

And, while circumstances of my own racing (see pg. 28) meant I missed all but the final laps of the Spec Miata Friday Night

Lights race presented by Mazda (pg. 42), I had caught Spec Miata's Tuesday night qualifying in its entirety. There are no words to describe how incredible a show those guys put on - and that was just qualifying! I'm sad I missed much of the actual race, but I did catch the final laps, the ensuing fireworks display, and the victory circle celebration. What a way to wrap up an amazing day of racing, and this certainly set the tone for the rest of the weekend's races.

While the 2014 and '15 Runoffs were a couple many of us will never forget, next year's Runoffs will undoubtedly be one for the ages. The Runoffs is returning to the Mid-Ohio Sports Car Course on



Anthony Bristol

ENORMITY OF IT ALL

Daytona is a massive, world famous facility, and for those who competed at the 2015 Runoffs, it did not disappoint.

Sept. 19-25, 2016, a facility the Runoffs called home for 12 spectacular years. The Runoffs saw a sizable chunk of its amazing history written at Mid-Ohio, including the record for the most entrants ever, 709 in 2004. Will the Runoffs pick up where it left off at Mid-Ohio? I sure hope so. And then there's 2017 with the Runoffs hitting the Brickyard Indy Motor Speedway - but let's not get ahead of ourselves...

These are some amazing times for Club Racing, the Runoffs, and the SCCA, and I'm truly excited to be part of the group of racers who are making our own history. 📍

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FROM THE ARCHIVES

10 YEARS AGO... DECEMBER 2005



- The more than a decade-long string of Runoffs at Mid-Ohio was coming to a close, and 697 drivers took the green flag.
- A Spec Miata tire test evaluated performance, durability, and value.

20 YEARS AGO... DECEMBER 1995



- In just its second year at Mid-Ohio 692 competitors took to the challenging circuit.
- The American Road Race of Champions welcomed almost 200 drivers to Road Atlanta.

30 YEARS AGO... DECEMBER 1985



- The Runoffs descended on Road Atlanta, which was blossoming under new ownership.
- At the halfway point in the Lucas Challenge Pro Sports Renault Championship, Dorsey Schroeder was on top.

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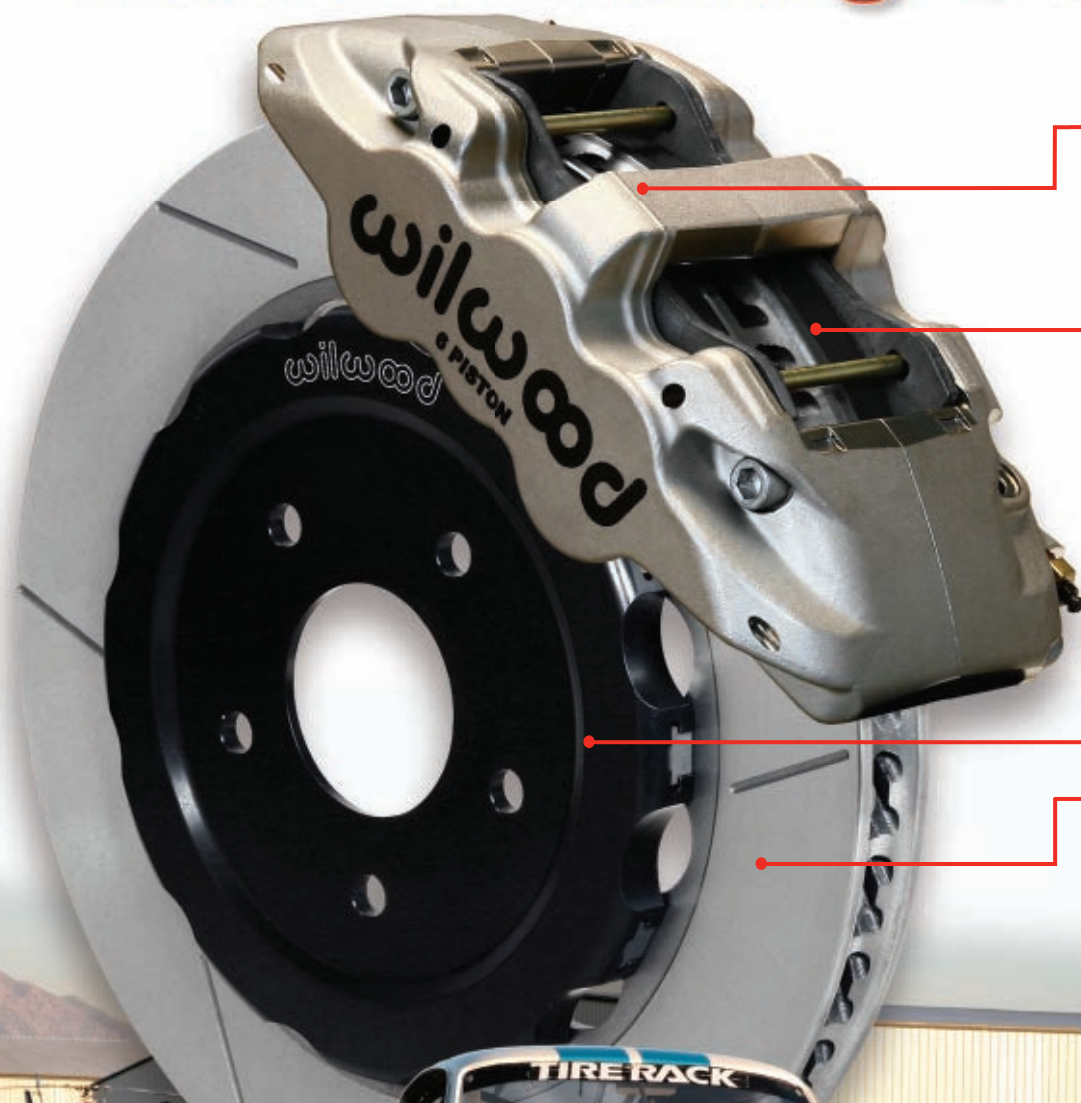
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