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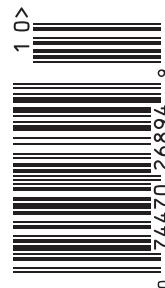
From who will win to how to win, your guide to the 2016 National Championship Runoffs

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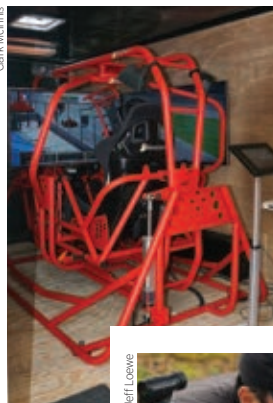


Ken Brown

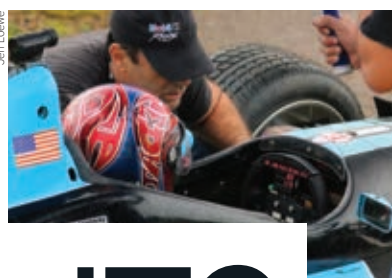


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Clark McInnis



Jeff Loewe



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RACE TO THE CLOUDS

SCCA RallyCross National Champion Tim Hardy tried his hand at hill climbs during the 100th anniversary of the Pikes Peak International Hill Climb. Finishing with a time of 10 minutes, 12.881 seconds, Hardy finished 13th overall, and third in the Time Attack class.

DATE June 2016

LOCATION Colorado Springs, Colo.

WHAT Pikes Peak International Hill Climb

PHOTOGRAPHER Rupert Berrington





RUNOFFS 5K DASH

Entries for the SCCA Runoffs 5K & Checkered Flag Dash are off and running, so to speak. The event, which benefits the Cleveland Clinic Children's and Maxton's Fight in support of Childhood Cancer Awareness Month, takes place Sept. 24 on the famed Mid-Ohio Sports Car Course. Find more info at www.scca.com/runoffs.



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RUNOFFS CONTINGENCIES RUNDOWN

The 2016 SCCA National Championship Runoffs presented by Garmin VIRB is rapidly approaching. As such, it's time for competitors to register for a multitude of contingency opportunities before the Sept. 19-25 visit to Mid-Ohio Sports Car Course. So far, more than 30 companies have stepped up to support racers by offering contingency sponsorship programs, some offering anything from certificates toward a product purchase, to cold, hard cash.

Companies offering contingency this year include Garmin VIRB, Hawk Performance, Mobil 1, SafeRacer, Sunoco, Chevrolet, Honda Performance

Development, Ford Performance, SCCA Enterprises, Scion Racing, Toyota/TRD, Mazda North American Operations, Mini USA, Nissan Motorsports, Midwest-Bayless Italian Auto, BFGoodrich Tires, Goodyear Tire, Michelin, Hoosier Racing Tire, Summit Racing Equipment, Carbotech Performance Brakes, Eibach Springs, Hyperco Suspension Coils, Pegasus Auto Racing Supplies, Penske Racing Shocks, Red Line Synthetic Oil, Tilton Engineering, Five Star Racing Windows, Pagid Racing, SPA Technique, CoolShirt, and Black Armor Helmets.

In addition, Mazda Road to Indy

Scholarship Shootout, which applies to both Formula Continental and Formula F, offers class winners an invitation to the scholarship shootout where they can earn a \$200,000 USF2000 scholarship.

Many contingency opportunities require preregistration, which may be separate from existing U.S. Majors Tour contingency programs. Details and instructions to register for each of these programs are available on SCCA's contingency webpage. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll. ●



Jeff Laeue

RECORD BREAKER

With the 2016 installment of the Tire Rack Solo National Championships around the corner (or possibly taking place right now), C Street is poised to shatter the single-class entry count, as it exceeds 80 entries. STX shares the previous record, 67 entries, with the now-retired Super Stock.

FORMULA 4 SCHEDULE SET

The schedule for the inaugural season of the Formula 4 United States Championship powered by Honda has been finalized with the addition of New Jersey Motorsports Park in Millville, New Jersey, hosting the series Aug. 26-28.

The F4 U.S. Championship, a new youth-driven, open-wheel championship series, debuted July 1-3 at Mid-Ohio Sports Car Course and the addition of the event at New Jersey Motorsports Park finalizes the schedule at five race weekends.

The F4 U.S. Championship will join three additional SCCA Pro Racing-sanctioned, open-wheel divisions at New Jersey Motorsports Park: the F1600 Formula F Championship



LAT / Dan Boyd

Series, the F2000 Championship Series, and the Atlantic Championship Series. The F4 U.S. Championship joined the same three championship series during its inaugural weekend at Mid-Ohio.

Fans can view a comprehensive schedule of events at F4USChampionship.com.

GREEN FLAG!

After a successful launch at Mid-Ohio in July, Formula 4 has added another date to its schedule.

PARELLA JOINS TRANS AM

The Trans Am Race Company (TARC) has announced that Parella Motorsports Holdings has assumed a significant ownership stake in TARC, officially seeing Tony Parella join the Trans Am Series ownership group. Parella is the CEO of both Parella Motorsports Holdings and the Sportscar Vintage Racing Association (SVRA), with which Trans Am holds joint weekends throughout the year. While the move will create additional synergy on those joint weekends, Parella and Trans Am are aiming much higher.

"We're all overjoyed to have Tony joining us as we continue our momentum in Trans Am," says John Clagett, President of The Trans Am Race Company. "Tony has been a longtime friend and fan of the series; between the existing Trans Am platform and the business acumen which Tony brings to the table, I'm confident we can continue to grow the Trans Am Series and continue building an increasingly bright future for competitors, teams and fans."

The Trans Am Series and Parella Motorsports will focus integration of additional media production, marketing and sales resources into the Trans Am Series—all while continuing to build the Trans Am event platform.

"We see an opening in the marketplace for motorsports festivals on a national platform," says Tony Parella. "Fans are responding to a show with a variety of automotive designs and engine sounds in both wheel-to-wheel competition and on display."

SHOW TIME

With the addition of Tony Parella to the Trans Am Race Company ownership group, the possibility of motorsports festivals inches closer.



Chris Clark

CASH IN

Many generous manufacturers and vendors are offering a plethora of cash and prizes for Runoffs competitors.

BREATHE EASY

In the September issue of *Fastrack*, a number of B-Spec cars saw an increase in restrictor plate size. The Ford Fiesta moves from a 34mm plate to a 36mm unit, while the 2009-'12 Honda Fit gains 1mm more opening, with a new 35mm spec. The two variants of Mini Cooper both move from 32mm to 34mm.



Jeff Loewe



Richards James

MX-5 CUP Global Invitational

Mazda has announced details for the inaugural Global Mazda MX-5 Cup Invitational where racers from Europe, Asia, and North America will compete against one another at Mazda Raceway Laguna Seca, in Monterey, Calif. This event is a non-points, invitation-only race, outside

IMPORTS

The Global MX-5 Cup series will enjoy a truly global flavor with an invitational race at Mazda Raceway Laguna Seca.

of the U.S.-only 2016 Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires. The invitational races will be held Sept. 9-11, 2016, as part of a Mazda-exclusive weekend that features both the Mazda Road to Indy and the Mazda Road to 24.

"When we launched the 2016 car and series, we included 'Global' for a reason," says John Doonan, Director of Motorsports, Mazda North American Operations. "We can't wait to have our overseas friends join us at our home track for what we hope will be the first of many such events in the years to come. Combining the weekend with our Mazda Road to Indy and Mazda Road to 24 championships means that we'll likely have more than 100 Mazda-powered racecars on one weekend." 📍

Pirelli World Challenge announces 2017 season

For 2017, the Pirelli World Challenge series will provisionally host 11 weekends through North America, including a return visit to VIRginia International Raceway on April 28-30. In addition, the series season-opener the past two years, Circuit of the Americas, will host all eight categories in a Labor Day spectacular set for Sept. 1-3.

The World Challenge will visit many of North America's most prestigious and legendary race facilities starting with the season-opener scheduled for the streets of St. Petersburg, Fla., on March 10-12, the annual Firestone Grand Prix of St. Petersburg.

"We are extremely excited about our provisional 2017 Pirelli World Challenge schedule, especially after the competition level in 2016," says Greg Gill, President



Jay Bonavolour

THE PLAN

The preliminary 2017 World Challenge schedule sees a return to COTA, but not as the season opener.

and CEO of WC Vision. "We will give our racing fans the opportunity to witness the excitement and wheel-to-wheel action that makes the Pirelli World Challenge so special. We hope to have the schedule finalized very soon." 📍

PROVISIONAL 2017 PIRELLI WORLD CHALLENGE SCHEDULE

DATE	TRACK	CLASSES
March 10-12	Streets of St. Petersburg, Fla.	GT/GTA/GT Cup, GTS
April 7-9	Streets of Long Beach, Calif.	GT
April 28-30	VIRginia International Raceway, Va.	GT/GTA/GT Cup, GTS, TC, TCA, TCB, SprintX
May 19-21	Canadian Tire Motorsport Park, Ont.	GT/GTA/GT Cup, GTS, TC, TCA, TCB, SprintX
May 26-27	Lime Rock Park, Conn.	GT/GTA/GT Cup, GTS, TC, TCA, TCB, SprintX
June 23-25	Road America, Ga.	GT/GTA/GT Cup, GTS
July 28-30	Mid-Ohio Sports Car Course, Ohio	GT/GTA/GT Cup, GTS
August	TBA	GT/GTA/GT Cup, GTS, TC, TCA, TCB, SprintX
Sept. 1-3	Circuit of the Americas, Texas	GT/GTA/GT Cup, GTS, TC, TCA, TCB, SprintX
September	TBA	GT/GTA/GT Cup, GTS
Oct. 13-15	SRO Intercontinental GT Challenge	

Majors Conference Champions

The 2016 SCCA U.S. Majors Tour is all but wrapped up throughout the country, and with many thousands of laps in the books, most of the Conference titles are accounted for. The Southeast Conference was the first to crown its champions, with its 10-round season starting in early January at Homestead Miami Speedway, and then wrapped up with two rounds at VIRginia International Raceway in April, and the winners from that Conference appeared in the July issue.

A couple classes in the Southeast had tremendous participation this year. Spec Racer Ford Gen3 had more than 80 drivers, and Spec Miata had over 100 racers.

The Mid-States Conference saw a unique occurrence, two drivers, Dane Smith and David Fershtand, each scored exactly 50 points to become co-champions in GT1.

In the Western Conference two competitors managed to claim double Western Conference Championships this year. Oscar Jackson Jr. nabbed the top spot in both Super Touring Lite and Super Touring Under. Tom Wickersham did the same, claiming the Touring 4 and Touring 3 titles.

In the Northeast Conference three Championships were decided by only four scant points and went to Formula 500's Russell Strate Jr., in a Rocketech R-2, who bested Scott Rudolph and his Rudolph Rb1; Prototype 1 ace Keith Carter behind the wheel of a Stohr WF1 who got the better of Alastair McEwan in an Elan DP-02; and GT-2 racer Aaron Quine who hoofed his Chevrolet Camaro to victory over the Corvette of Andrew Aquilante.

Complete results can be found at www.scca.com/majors. 📍



D.E. Baer

DOUBLE UP

Oscar Jackson Jr. claimed titles in STU and STL.

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RELY ON IT

In an effort to increase the reliability of Street Prepared Solo cars, the Street Prepared Advisory Committee introduced a proposed set of alternative part allowances in the August *Fastrack*. Interested parties should provide feedback via www.sebscca.com.



Jeff Loewe

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THE CLUB BOARD

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MOTION

Every single thing that happens in the SCCA involves people or objects in motion. Rally drivers might think, "Whoops - who put that bear in the middle of this road?" Solo competitors might correctly assess the strange sound from underneath the car as a cone hitching a ride (yeah, got a special skill there myself). Club racers might have periodic thoughts like, "Oh crap, this is going to hurt" (yup, done that in spades). All of what we do involves movement and choices and consequences. Sometimes we're happy, sometimes we're sad. But, ultimately, that's what we do.

It's our shared passion for action, for change, for challenges. The Club's National Board of Directors has this passion, and encourages it. We know we can't sit still, because it's not 1985, and it'll never be 1985 again. Our Club is exactly that - a club. But we're surrounded by businesses, and those businesses tend to be like sharks.

We've got to swim in those waters, *and* figure out how to keep all our limbs. That's a challenge. Keep swimming or we'll sink. *Motion*. That involves risks and rewards.

Staggeringly great participation at the Tire Rack Solo National Championships in Lincoln is one sign that the Club has got it right. Younger programs like the CAM Invitational have helped to add to the excitement around Lincoln.

Changing the SCCA Runoffs venues each year have allowed a broader group of entrants to attend our big Club Racing championship event, from those *always gonna go* types to the *once every decade* racers.

The Tire Rack Starting Line schools, Bracket Enduro, Club Racing Experience - all these new things upset some traditionalists, but also open our Club to new people, and help grow our Club and Regions. *Motion*, again.

At the same time, we're working to make sure our core competencies - issuing event sanctions, managing new and renewing memberships, tweaking the best motorsports insurance program in the country - are top notch. That's not always easy, but we have a dedicated, talented staff at the Club's headquarters in Topeka, Kan., supported by our Board and by all of you. We have confidence they're constantly improving the product.

We're not sitting still. ☺

GT3 NSX track debut

The Acura NSX GT3 racecar made its public test debut on July 28, during Pirelli World Challenge practice sessions at the Mid-Ohio Sports Car Course in Lexington, Ohio. Piloted by development driver, Peter Kox, the NSX made the best of a rain-shortened schedule, turning successful laps on the Thursday.

"Based on a very successful test program, we're taking the next logical step in seeing how we stack up against the competition," said Art St. Cyr, president of Honda Performance

Development. "Mid-Ohio seemed like the perfect opportunity, given the demands it places on a racecar and its proximity to NSX R&D and manufacturing."

The twin-turbocharged Acura NSX GT3 is slated for homologation as an FIA GT3-class racecar this fall, in preparation for North American GT racing competition beginning in 2017. The car was on display in the paddock of RealTime Racing, Acura's development partner for the GT3 program, over the course of the race weekend.



Jay Bonvicini

THE NEXT CHAPTER

After almost 20 years, the NSX is poised to return to professional racing.

Initial development was conducted by the company's Japan race engineering arm, while additional development, testing, and final homologation is currently being undertaken by Honda Performance Development, in Santa Clarita, Calif. ☺

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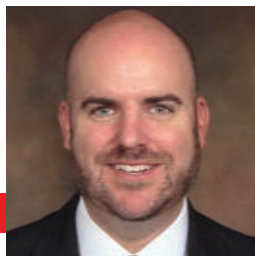


ROSE CUP WINNER!

The 56th annual Rose Cup Race took place at Portland International Raceway July 29-31. More than 300 cars took part in the weekend's festivities, many of which were SCCA members. Scotty B. White claimed the top honors in the Rose Cup feature race. White drove his GT1-classed Dodge Viper to a commanding win.



Ron Coe/ho



CLUB VIEW

ERIC PRILL

VICE PRESIDENT AND CHIEF OPERATIONS OFFICER

SOMETIMES, YOU'VE JUST GOTTA LIFT

A decade ago, I watched a ladder series race start at Lime Rock Park, and saw something not uncommon with a lot of cutthroat developmental series. I watched a driver take to the grass on the front straight to try to make a pass on a run. It didn't work. I remember saying in the TV truck, "Sometimes, you've just gotta lift."

Blasphemy! We're racecar drivers! When we strap our helmets on and close that shield, we enter a different dimension; one where our job is to pass cars, kick butt, take names.

Maybe this is because everyone posts their videos online these days, but I've seen more instances lately where our competitiveness is going a little overboard. We're seeing moves that aren't necessarily against the letter of the law, but put us (and our fellow racers) in bad positions. Some of these moves don't result in anything but an anxious moment ("Woah, that was

awesome!"). But many result in anger, tears, wrecked cars, and even trips to the hospital.

I'm not immune to this. I was involved in an incident earlier this year; one that *should* have worked out, but it didn't. I was leading a race overall and coming through lapped traffic. There were some pretty big speed differentials. It felt a little bit like a video game. Short track, lots of cars, a lot of classes. I made plenty of decisions that weekend, gauging if I felt drivers could see me coming, and if they were giving me a line. Many of these decisions were made in a split second - and then one didn't work out. I thought I had a lane, but it turned out the other driver didn't know I was there. I didn't expect him to meet me at the apex and he didn't expect me to be there. We met hard, and then another car - minding his own business - got collected. I could have lifted and waited. In hindsight, I should have.

That's the beauty of hindsight, isn't it? We know how it ended, so we know what we should have done differently. But at 120mph, I made the decision to go. I had my helmet on. I had my visor down. My job was to pass cars, kick butt, and take names!

Senna taught the current generation of competitive racers that if you don't go for a gap, then you are "no longer a racing driver." That's a really serious statement. It is on posters and memes. Maybe it's true in big-time forms of racing. But do we need to be all in on that notion in amateur motorsports? The risk vs. reward factor is a little different.

So, as we head into this year's National Championship Runoffs presented by Garmin VIRB, I'll add another responsibility to our job description as racers. In addition to passing cars, kicking butt, and taking names, it's also our job to keep our fellow racers safe. And, yes, sometimes you've just gotta lift. 🚩

CHECKERED FLAGS

Theodore "Ted" Goddard 1936-'16

New England Region SCCA has lost a cornerstone member. Theodore "Ted" Goddard passed away on July 22, 2016, not long after his 80th birthday. Ted joined SCCA in May of 1957 and, from that point on, was a very involved Club member. Of his many accomplishments, one stands as a record: He was the sole rallymaster for the Covered Bridge RoadRally for 50 years. This year's USRRC will include the Covered Bridge 50th.

He was the track manager at Bryar Motorsport Park in New Hampshire, and always looked out for the SCCA side of things to make sure the road course stayed in spec so the Region could continue to race. He taught more than one generation how to make their programs grow and how to get sponsorship. Ted was always promoting SCCA wherever he went and could always be counted on to help, mentor and teach.

Ted held many positions in New England Region over the years, including Regional Executive, Director, Treasurer, Divisional RoadRally Steward, club archivist, and many more. He was also on the National Hall of Fame selection committee for a number of years. He was on the Rally Board in later years when his interest shifted to rally. There, he helped create the Maine Forest ProRally, which continues to run to this day as New England Forest Rally. He won the Robert Ridges award, SCCA RoadRally's highest award.

Dennis E. Powell, 1946-'16

Denny Powell performed his last tech inspection and, after a brief illness, took the final checkered flag on Aug. 2, 2016, in Springfield, Ohio. Denny was a 1964 graduate of Shawnee High School in Springfield. After his service with the U.S. Navy in Vietnam, he worked and retired from Navistar Wire and Trim plant in Urbana, Ohio. In 1974, Denny was brought into the SCCA family by Tom and Joann Burke. Along with his cousins, friends, and neighbors, members of the Western Ohio Region, his tech inspection community, and racers also attended his graveside memorial ceremony. Denny's good nature, sense of humor, love of all things automotive, and friendship will be missed by all who knew him. Memorial donations may be made to the SCCA Foundation in his name.

SCCA announces President search

In early August, it was announced that Lisa Noble had resigned from her position as President and CEO of the SCCA. "We want to sincerely thank Lisa for the time and energy she has put into the SCCA, first as a member, and then with the Board of Directors, and finally piloting the staff as President," John Walsh, Chairman of the SCCA Board of Directors, says. "We look forward to seeing her at the racetrack again as a friend, Club member, and competitor." The SCCA will soon undergo a search for a new President and CEO, although a deadline has yet to be set.

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NEW ENGLAND REGION
SCCA MEMBER SINCE 2003

"I joined the SCCA over a decade ago when a car club I was in decided to check out an autocross put on by the New England Region at Moore Airfield in Massachusetts, and it took all of one run in a poorly prepared 240SX to get me hooked. I'm not sure whether it was the challenge of pushing the car through different elements, or the competition in the moderately sized class of novices, that made me want to come back, but I did. The car got bumped to Street Mod, but after years of being raw timed by DSP cars (driven by Mike Shields and Chris Franson), I convinced Dave White to co-drive with me, and we started taking the car, locally known as "Panda," to bigger National Solo events.

We started out with a hodgepodge of parts as I slowly transitioned from being half-tinkerer, half "ricer," to building something fully dedicated to competition. Fast forward a few years and we were finally going faster than Street Prepared, despite having a car that was made with parts from a car that was totaled by a drunk driver and swapped onto a rotting \$500 chassis that barely would've made a good LeMons candidate. There were too many times the car broke, and just as many times we fixed it, and even more times where we celebrated with a good beer amongst fellow racers once impending tragedy became a come-from-behind victory.

I think it was this journey of being half unsure of whether the car would survive the event, and half unsure if we could keep up with more expensive cars - yet always sure we were going to have a good time with friends and competitors - that really defines what autocrossing in Street Mod means to me."

IMAGES Perry Bennett





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POBST POSITION



A DIFFERENT WAY

Many of the barriers that may have delayed Randy Pobst's introduction to the racetrack have now been removed. Consequently, he's helping welcome the next generation of drivers through on-track instruction (RIGHT).

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

Philip Tucker



First, a history lesson: Since I entered my first road race in 1985, the world of on-track competition has completely transformed. Back then, at the national level, it was SCCA and IMSA, and as far as I could tell from my vantage point in Florida, that was it. For club-level racing, it was SCCA or nothing.

For a long time, I had never even heard of a track day in one's own street car. If they existed at all, they were not common. As far as I was concerned at the time, that would be an SCCA Solo I, requiring at least a roll bar and driver's fire suit, and events were rare. In my own last minute, low-dollar, airheaded way, I struggled to move from the autocrosses I had run for years at 40mph averages, to lapping real racetracks at 80mph averages. But it wasn't easy at all. The first time I stumbled upon an SCCA road race as I drove by, I was locked out, even though I was desperately interested. Later, I still didn't know any racers very well; it was a totally different social circle. And there were many hoops to jump through at SCCA, all created with the best of intentions.

Further, SCCA Club Racing required a real racecar with intimidating levels of modification, or over in Showroom Stock, a nearly new car. I couldn't begin to afford either, nor afford to destroy one in an on-track incident. Yet I yearned to get out there on track and see what I could do.

Back in those days, I went to the local stock car races a time or two; a small circle with burly American cars and drivers roaring their way around in quite a spectacle. I was astonished to learn the only requirement for driving in the races was the \$10 ticket for general admission I held in my very hand. How is this possible, I marveled? This was definitely auto racing with all that it entails - yet any Joe or Josephine could walk up and drive in the race.

As the next decade came upon us, some marquee clubs like Porsche, BMW, and Ferrari began non-racing lapping days, usually known euphemistically as "driver education," the now-ubiquitous "DE." Those events later developed into their own club-level races, too. For some reason, the SCCA, which staged road races for years, never went the other way around and offered lapping days - to our great deficit. While an entire industry exploded in this middle ground between pylons and wheel to wheel, our SCCA did not stage such events until relatively recently: the PDX and now Track Night in America. This is a fabulous recruiting and farm system for our Club and even Pro Racing, and a very natural and easy step beyond Solo for those willing to accept the increased speed, risk, and cost.

As I've said before, our SCCA now has far more competition for motorsports participants, and we truly must broaden our horizons to survive.

Our ebullient SCCA staffers and esteemed National Board of Directors have recognized the potential of this style of event, and led by Director of Experiential Programs, Heyward Wagner, it's happening. Night before last I did a Track Night again at Atlanta Motorsports Park, coaching friends registered in the Novice and Intermediate groups, then hot lapping in Advanced and autocrossing in the paddock; a veritable sports car extravaganza, I tell ya! The crowd was decidedly younger and more multi-ethnic than what we see at our usual events. It was a high-energy happening.

Another new universe of road racing choices began with a small group of automotive writers and an idea to stage a hilarious, cheapo, run-what-you-brung, bring-your-buddies slummin' endurance happenings called the 24 Hours of LeMons. No experience needed.

And it's now a huge success, with a long list of spinoffs and imitators. It's just so easy to get into, people, and the races are a real good time! Many, no *most*, new drivers are now going that route. Enter another Wagner brainstorm, the SCCA Bracket Enduro, one of which I recently had the pleasure to run at Sebring. Great fun, and seven hours of racing shared with two co-drivers.

At the same time, other forms of tire-burning competitions have sprung up and grown tremendously. Have you heard of time attack? This sport grew up in Southern California and is more like our Solo I of years gone by. Cars run a road race circuit in a group, but not for position; rather, they're trying to log a single fast lap time. Some amazing machines have

appeared in this form of racing, and a very young crowd, too, I might add. Rules allow radical modifications; turbos, all-wheel drive, huge wheels, fender flares, and wings.

And how about drifting? Isn't power oversteer the best thing you can do with a car? I've written this myself: it's a darned shame winning on pavement requires sliding a car very little, because tire-burning, *slideways* drama is tremendously entertaining. Wooo-hooo! We road racers only get to do it by accident or when something is really wrong with the car - or on victory laps, usually in doughnut form.

What is another factor underlying most of the above driving games? There is very little risk of getting crashed by a competitor, intentional or otherwise. With the exception of LeMons-type events, these auto sports involve no passing or on-track position. I see and feel a real sea change here. I have frequently been appalled at the damage inflicted upon one another at the races, including a couple of cataclysmic collisions that slid right under our announcers' booth on the last lap of the Runoffs at Road America - on the straight. Perhaps younger generations are not so willing to take that risk? Perhaps younger generations are actually a bit more sensible? Both time attack and drifting attract a much younger crowd than I see at SCCA and even pro road races, and neither involves the aggressiveness of wheel-to-wheel combat.

My host and driving force behind the Sebring Bracket Enduro, Dana Deshong, spoke of removing barriers to racing in the SCCA. He is spot on, and one sharp fellow - another great asset to this Club. To bring SCCA into the 21st century, we need this kind of ease of entry. We need to treat entrants like customers, and provide products that are what they want, in an easy and entertaining way. At the bottom line of this, is the very survival of this august organization. 🍷

SCCA in the 21st Century





EARLY DAYS

The Saurino brothers have always loved competition and racing, and what started in karts in 2000 (BELOW) has now led to formula cars with the SCCA.



Through the 1990s and 2000s, many had to battle the name “Saurino” if they wanted to win the Runoffs. Now, the Saurino sons are keeping up the tradition

WORDS & IMAGES Philip Royle

We sit in a warehouse surrounded by a racer's dream machinery. The camera flash blasts, and Josh Saurino, adorned in fire suit with helmet in hand, tries to maintain his game face while jauntily leaning near a stack of racing slicks in Quantum Racing Services' Oklahoma City-based shop. But keeping a straight face is difficult when surrounded by family and friends. Not one second after the flash, Senna, Josh's younger sister, offers “words of encouragement” in a way only siblings can. Then Josh's older brothers, Nigel and Hans, get in on the action; his parents follow suit. Before long, a cacophony of fun-loving harassment flies Josh's way and he cracks up, too. While the photo taken shows Josh's likeness, what happened after the flash revealed how close this family is.

PUSHING FORWARD



SIBLING RIVALRY

(LEFT to RIGHT) Nigel, Hans, and Josh Saurino race both as a team and as competitors. They have their own ways of going fast, and they'll help each other to develop as drivers – but when that white flag waves, watch out.

The story that leads to this moment begins 30 years ago, six years before John and Mary Lynn Saurino had their first child, Nigel, starting a family that would culminate in four children and three Runoffs National Championships. "I started running go-karts in 1986," John says of his early racing years, "then I bought a Sports 2000." Another Sports 2000 followed, and from there an F Production Midget was built; it was that FP Midget that got the ball rolling on what has the potential to become one of the most potent Club Racing families the SCCA has ever seen.

In 1993, John's brother Jim starting campaigning the Midget, winning F Prod at the 1996 Runoffs. John, in the meantime, competed at the Runoffs from 1990-'93, mostly in GT1. In 1992, John and Mary were expecting their first child, who was quickly nicknamed Nigel after Nigel Mansell, who won the Formula 1 World Championship that year. In 1994, Hans was born, and then Josh (an adaptation of Jacques, for ease of pronunciation for the non-racing community) was welcomed in 1996. Daughter Senna was born two years later. But racing is in the Saurino blood, so it wasn't long before the kids found their way behind the wheel.

"Nigel, Hans, and Josh were getting old enough to get interested, so we bought them go-karts for Christmas in 2000, then they started racing," says John, who had stepped back into the Club Racing seat the year before. "In the garage was the shop – there were no

"Ever since we were little, we idolized Formula 1 drivers – they're kind of our super heroes"
JOSH SAURINO

cars in there, it was all go-karts." There were four go-karts to be precise, as Senna got in on the action as soon as she was old enough.

To say the family has a competitive nature is underselling it. When they race, they do it to win. As such, while the sons were winning in karts, John won the FP Runoffs title in the Midget in 2004, and then claimed the GT3 Runoffs title in a different car in 2005. 2006 saw a respectable Runoffs showing for John, but it was this year that marked the beginning of a new era for the Saurino family.

"When the boys got old enough, they were like, 'OK Dad, get out of the seat,'" John laughs, although he admits he couldn't be happier with the turn of events that saw him go from National Champion to the father of three children who Club race at a National Championship level.

In 2009, John added a second FP Midget to the garage, and he and longtime crew chief Mickey Schreiner (and two-time SCCA Mechanic of the Year) underwent a challenge that would transition all three boys from karts to SCCA Club Racing, and ultimately lead to Nigel capturing a National Championship at the 2014 Runoffs.

"Whenever we race, we want to be

competitive," Nigel explains of that year's successful championship campaign. "And, in 2014, we realized [Mazda Raceway] Laguna Seca would be a good shot at a National Championship."

That year, Nigel also ran GT-Lite alongside Josh, both in the Midgets, but despite turning times good enough for a podium finish in the class at the Runoffs, both drivers were sidelined before the checker.

The family left the 2014 Runoffs planning for the three sons to continue campaigning the Midgets, but a call in late 2014 changed that. "We didn't know we were going to go formula racing until a month after Laguna," Nigel explains of the serendipitous phone call he received from Quantum's owner, Wendell Miller. "We had torn the Midget apart so we could go racing again, and then we decided to change the plan."

Quantum specializes in Formula F and Continental, and that, it turns out, was the direction the Saurino brothers had always wanted to go. Just like that, the Midgets, including the one that led three members of the Saurino family to the top step of the Runoffs podium, were sold.

"Ever since we were little, we idolized Formula 1 drivers – they're kind of super heroes to us," explains Josh, who led the charge to formula cars. "When we got older, we realized we weren't going to be professional racecar drivers, but it was still a passion of ours and it was something we wanted to do."



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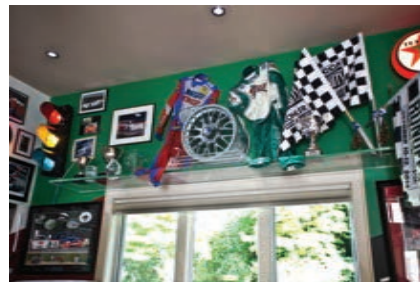
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FAMILY FUN

(LEFT) John Saurino (right) is not only the father of Nigel, Hans, and Josh, but he's also an SCCA National Champion and recipient of the Mark Donohue Award (BELOW).



"If I'm having a problem with a corner, I'll ask [Nigel and Josh] how they're taking it"

HANS SAURINO

"When we were younger we might have thought we were going to be F1 drivers," Hans admits, "but as you get older, you realize that's a lot of money and time you have to put into it. When we were racing go-karts, we'd go to an event for a weekend, yet others had been there for two weeks. That just wasn't time we had."

The first step of the family's new journey began with the purchase of a Formula Continental; a Formula F, meanwhile, was rented through Quantum. In 2015, Nigel was sidelined due to a torn ACL, but that didn't stop Hans and Josh from racing in FF and FC. Now, in 2016, all three are behind the wheel, with Hans once again in FF and Nigel and Josh in FC - and all three will be at the 2016 Runoffs. *SportsCar's Who Will Win* picks in this issue show Hans as the favorite in FF, with Josh and Nigel predicted to finish one-two in FC, Josh on the top step. Do the brothers see the race finishing that way?

"Nigel and I have always had a very dynamic relationship," explains Josh. "When we raced each other in GT-Lite in 2014, we would always practice and qualify around the same time, but something would always happen during the race so we never really got to race against each other. We've always wondered who's going to win." Josh pauses, and then comes out swinging in the same sibling manner he'd played victim to during the photo shoot. "But I'm going for the win," he laughs, looking at Nigel.

Nigel, meanwhile, plays it closer to the chest. "I think this year's FC Runoffs is going to be a very close race," he says. "LaRue, Minor, and the others are really fast. But running with Quantum, they have us run free for a certain number of laps,



Ken Brown



Jay Bonvolant



FAST FAMILY

Hans Saurino (ABOVE) is our pick to win the Runoffs this year in Formula F. Will he? If his year ends anything like Nigel's 2014 F Production Runoffs race (FAR LEFT), Hans very well may find his race ends with a victory lap. (LEFT) The Saurinos currently hold three track records at Mid-Ohio, Josh in FC, Hans in FF, and John in GT3 – a record he set in 2005.

doing what racing drivers do, and then at some point you look up, evaluate, and consider where you are in the race – and from there you start building a race. You decide if you're going to go at it in the last few laps or if there's something else. But this year, I'm expecting it to be quite a race for the last few laps."

Hans, meanwhile, finds himself in a different class from his brothers but still benefiting from the family team. "If I'm having a problem with a corner I'll ask the others how they're taking it, and then I'll also discuss it with the guys at Quantum and get their viewpoint," he says. "I definitely learn from them."

Regardless of how this year's Runoffs plays out, plans for next year's racing are up in the air – and that's how the family likes it. "We may buy a Formula F, or I may have Hans and Josh

"The Midget is the last car I raced and that was three years ago – I went out with Nigel and beat him"
JOHN SAURINO

run in Continental and Nigel can run pro F2000," John says, describing a plan that is far from firm. "Or maybe we'll run the Continental and Formula F on the Club level. I don't know. We really haven't made a decision yet."

"This is the way we've always done it," Nigel adds. "Sometimes we just don't know what the future holds."

And that extends to Senna. It turns out she may also get behind the wheel with the SCCA. "Senna was very fast in a go-kart, so we want to get her in a B-Spec car," says John, noting

that family friendly competition requires that she earn it by meeting a target time set by Josh on their racing simulator.

While John may not be racing right now, his competitive nature is alive and well. "The Midget is the last car I raced and that was three years ago – I went out with Nigel and I beat him," John chuckles. "That was a bit of 'age and treachery,' but I'm not going to let him live that down." So, will John race again? The long and short of it, he says, is yes, possibly in the Continental, and he has every intention of being competitive. But in a fun-loving family full of competitive personalities, it's hard to get the last word. "He's going to have to adjust to the car first," Nigel quips quickly, sporting a look that says, "You're not going to win *that* race." 🍷



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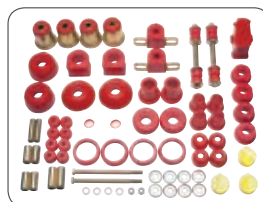
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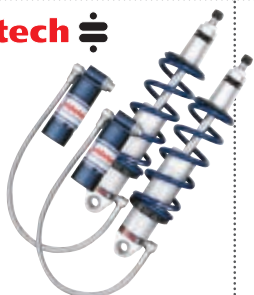
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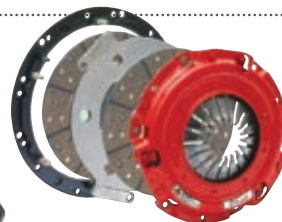


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WHO WILL WIN THE NATIONAL CHAMPIONSHIP RUNOFFS?

With the 2016 National Championship Runoffs presented by Garmin VIRB less than a month away, we attempt to predict the winners – despite having absolutely no insight into the matter | WORDS *SportsCar* staff | IMAGE Ken Brown

In 1994, after 24 years of service, the National Championship Runoffs made the leap from its longtime home at Road Atlanta to Mid-Ohio Sports Car Course, thrusting hundreds of racers into unfamiliar territory. But Mid-Ohio, much like Road Atlanta, was soon embraced by racers, workers, and fans, and would become home to the winner-take-all road racing championship until 2005. And now, for the first time in over a decade, the Runoffs is making its triumphant return to Ohio.

During the Runoffs' time at Mid-Ohio, we saw people, cars, and classes come and go. We saw legendary runs like Warren Stilwell's string of Spec Racer Ford wins from 1994-'00 and John



Heinricy's Touring 1 dominance from 2001-'05. We saw fantastic records set at Mid-Ohio, like when Heinricy and Ben Beasley both lapped their respective fields on their way to the top step of the podium. We saw our youngest Runoffs winner, Graham Rahal, follow in his fathers footsteps by claiming a Runoffs title at Mid-Ohio in 2005 at the age of 16. On the flipside of that coin, SCCA also crowned its oldest Runoffs champion at Mid-Ohio when Dan Carmichael claimed the Formula Atlantic win in 1995 at the spritely age of 76. We also witnessed the incredible determination that took Jacques Lazier from 27th on the grid to the win in Formula Vee. Those were incredible times.

But perhaps the most remarkable statistic to come out of the Mid-Ohio years was the 709 drivers who saw the green flag in 2004 - something about this place attracts drivers, both old and young, veteran and rookie. This year could challenge that number; especially considering it took no time for the entry to exceed 500 upon registration's opening.

So, which drivers will join the history books this Sept. 19-25 at the 2016 National Championship Runoffs? Right now, it's anyone's guess - and since we're "anyone," what follows are our guesses. Are our predictions guaranteed correct? Of course not - but that didn't stop us from assembling the story that follows, and it shouldn't stop you from reading it...

WATCH IT LIVE!

There are a number of ways to find out what happens at this year's National Championship Runoffs during the Sept 23-25 race weekend. Aside from following along on social media, SCCA will host live web coverage of all the races, complete with professional commentators and replays of the most dastardly on-track maneuvers. Make your way to www.scca.com/runoffs on the day of the races for a link to the live feed.



Who Will Win?

AMERICAN SEDAN | B-SPEC | SUPER TOURING UNDER | SUPER TOURING LITE

WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

The sedan classes offer some of the best competition at the Runoffs, and Mid-Ohio is well suited to both the muscle of an American Sedan race and the momentum strategy of B-Spec. Further, drivers of the tuned and developed cars of Super Touring Under and Super Touring Light will have to decide where they'll put their emphasis to try and score the coveted win and National Championship title.

In American Sedan, our pick to win should come as no surprise: Andy McDermid. McDermid has seven championships in American Sedan,

including two from Mid-Ohio, and from the sounds of it, he's set to add yet another trophy to his collection. "The WeatherTech Mustang is running well this year, so we're hoping to do well," McDermid says.

We think Tom Sloe will take second place, but we think he'll have his hands full both chasing McDermid and defending from our third-place finish prediction, John Heinricy. A 13-time champ, Heinricy is prepping a car and plans to be there for the race.

"I secured the necessary points with a borrowed car and expect to have the new Camaro ready," Heinricy says; but

as a thinking racer, he always adds a note of caution. "In order [for me] to win, everything must go right for me and then not go right for Andy - but that has happened before!"

If any of them slip, there'll be a slew of drivers ready to pounce, including Philip Smith, Jim Wheeler, Brian Wallace, Amy Aquilante, and Drew Cattell.

At the other end of the sedan spectrum, you'll find John Heinricy looking to defend his 2015 National Championship in B-Spec. However, the runner-up from 2014 and 2015 is eight-time National Champion David

PRECISION
(ABOVE) Expect to see John Heinricy on top once more in B-Spec. (TOP RIGHT) It's foolish to bet against Andy McDermid in American Sedan - so we won't. (BOTTOM RIGHT) John Schmitt will likely post quick laps in both Super Touring Lite and Super Touring Under on his way to a pair of gold medals.



Hilary Anderson/Frank



Clark McInnis

Daughtery, and Mid-Ohio is one of his strongest tracks. "I think B-Spec is anything but sewn up," Heinrich says. "David [Daughtery] was very strong at the Mid-Ohio Majors and I had to get quite aggressive to take the wins. Kyle [Keenan] was strong two years ago, so I think he has a good shot at a win also. The surprise could be that there are a couple stronger cars out there. If someone steps up the effort, none of us will be on the top step."

John Phillips could be mounting that effort, according to Daughtery. "John Phillips is building a 2015 Honda Fit, and driving better than he ever has,"

Daughtery warns. "He will have everything I have as far as knowledge goes. I would say it will be a toss up, but I like my chances! I am always better as an underdog."

Our pick for the third spot is Chi Ho, but for all we know, Heinrich's prediction of Keenan or Daughtery's mention of Phillips could be there, too. What we are pretty sure of, however, is that this will be a Heinrich-Daughtery shootout at the front.

In the well-prepared and toughly contested Super Touring Under class, our pick for the win is John Schmitt, who will be running the same Honda

Civic he ran in prior years. "The Civic was built as far as it can go by the rules," says Schmitt, noting that means the door is open for several new competitors to the class. "Joe Moser in his Prelude has shown lots of speed at the Majors events [at Mid-Ohio], and the Huffmasters have a very fast Supercharged S2000 which will be hard to beat at Mid-Ohio."

Ray Huffmaster currently holds the STU lap record at Mid-Ohio, but that was set back in 2011 in a Mazda RX-8.

"I wish I could say I had some tricks up my sleeve, but the car is really maxed out in its current condition," Schmitt admits.

For the balance of the podium, we like Cameron Maugeri for second place in his Lotus, and Joe Moser for third in his Honda. Moser won a Majors race at Mid-Ohio this year, and could make a surprise play for the top step - at least, that's his plan. "We're setting the car up for the Runoffs," Moser admits.

Our pick to win in Super Touring Light is John Schmitt. That's not a typo - he's got a Prelude built to compete, and despite his modesty, we think he'll take both STL and STU this year. "The Prelude is very good at Mid-Ohio, but Kevin Boehm is most likely the one to beat," Schmitt says. "He has been working hard on his Civic and gets the most out of it. Nick Leverone will be at the front with his Miata and there are lots of other competitors who have as good a chance as any."

In addition to Boehm and Leverone, we think Cliff Ira will run at the front, and we've picked him for second place. "I think John [Schmitt] will be very tough to beat with his experience and local knowledge of how to get around Mid-Ohio," Ira says. "There will be a very tight group of local guys, including the HART drivers as well as Kevin Ruck. I'm sure there are more, including Brian Laughlin, and everyone will be there with their A-game ready to go."

One driver who is never lacking in confidence and good humor is Andrie Hartanto. While we have him picked for third, he's aiming for the top step. "All I can say is, you're wrong," Hartanto says. "I'll be stepping on the top step on the podium! One thing for sure - I think it will be the year of the Honda. The podium might be swept by Honda cars!" 🍅

PODIUM PREDICTIONS

Previous C'ships

AMERICAN SEDAN

1. Andy McDermid
Ford Mustang **7**
2. Tom Sloe
Ford Mustang **1**
3. John Heinrich
Chevrolet Camaro **13**

B-SPEC

1. John Heinrich
Chevrolet Sonic **13**
2. David Daughtery
Honda Fit **8**
3. Chi Ho
Honda Fit

SUPER TOURING UNDER

1. John Schmitt
Honda Civic **1**
2. Cameron Maugeri
Lotus Exige
3. Joe Moser
Honda Prelude

SUPER TOURING LITE

1. John Schmitt
Honda Prelude **1**
2. Cliff Ira
Acura Integra **1**
3. Andrie Hartanto
Acura Integra **1**



Who Will Win?

TOURING 1 | TOURING 2 | TOURING 3 | TOURING 4

WORDS Jason Isley | MAIN IMAGE Dennis Wood

At the 1996 National Championship Runoffs, Mid-Ohio saw the first Touring category champion ever crowned, as Showroom Stock GT and SSA cars merged to form Touring 1. That first field looked vastly different than it did during the last visit to the Ohio-based track in 2005, with Corvettes and Vipers battling in T1, while the pony cars and imports that started it all moved to T2. While the Showroom Stock classes left us years ago, that departure made room for the addition of T3 and T4, which will see their first Mid-Ohio Runoffs.

Fast forward to 2016 and the top end of the field looks much the

same, albeit a little newer and a lot faster – when the U.S. Majors Tour visited Mid-Ohio in June, we saw T2 cars lapping just shy of the fastest T1 race lap from 2005.

In recent years, Touring 1 has been a pretty easy pick; if Andrew Aquilante showed, chances are he was going to win. The landscape looks a little different this year, and the name at the top of our list is Mark Boden. His Fall-Line crew always brings top-notch equipment, and Boden looks to be faster than ever, due in part to some extra seat time. “I will be running in my BMW M3 in T1, looking forward to the usual great competition,” says Boden. “I will also be competing in GT2, T2,

and GT1 at the Runoffs this year.”

John Buttermore has been running strong in his Corvette, but chances are he will be too busy battling with Scotty White to catch Boden.

Kurt Rezzetano appears to have a stranglehold on T2, and is showing no signs of loosening his grip. “Yep, I’m going to defend my championship from last year,” says Rezzetano. “I will be in a Mustang. It’s the same plan I always have: drive as hard and fast as I can and, hopefully, that’s good enough for the win.”

We expect to see Tim Kezman step onto the Runoffs podium for the first time; he has been very quick in his Porsche all year. Marty Grand appears

WORKING FOR IT
(ABOVE) Mark Boden is going to be a busy man at the Runoffs, taking part in no fewer than four championship races. We expect his best finish to come behind the wheel of his Touring 1 BMW M3.



"The size of the field is hard to guess. I expect the sharp end of the class to be at the Runoffs, with special attention paid to Chad Gilsinger with his all-wheel-drive Acura, and Tom Wickersham, a very talented driver from the West Coast who I think has the program to beat this year." Gilsinger is a proven commodity in the Acura, and it's his home track - and if rain plays a factor, you can forget about catching him. Wickersham, meanwhile, has been known to change cars midyear; he registered in his RX-8 but likely still has the Mustang that has treated him so well for the last two seasons - but he could also show up with something new.

Back at a handling track, we expect the Mazda MX-5 to rule Touring 4, but picking one is a tough call. We would like to give it to Jim Drago, but history has shown his focus is Spec Miata, and his secondary efforts have yet to produce a gold. Ryan Kowaleski has shown great speed, and should be right up front. But for 2016, we are going with Tom Wickersham - he has been quick all season and is overdue for another win. "The current plan is to run the MX-5," says Wickersham. "I think it will be a good package for this particular track." But the wildcard is the weather, and if the wet stuff shows up we could see the front-wheel-drive T4 cars rise to the top. 🚦



Jeff Loefer



Jay Bonvillian



D.E. Baer

PODIUM PREDICTIONS

Previous C'ships

TOURING 1

1. Mark Boden
BMW M3 1
2. John Buttermore
Chevrolet Corvette 2
3. Scotty White
Dodge Viper

TOURING 2

1. Kurt Rezzetano
Ford Mustang 1
2. Tim Kezman
Porsche
3. Marty Grand
Chevrolet Corvette 2

TOURING 3

1. Robert Schader
Nissan 350Z 1
2. Chad Gilsinger
Acura TL 2
3. Tom Wickersham
Mazda RX-8 1

TOURING 4

1. Tom Wickersham
Mazda MX-5 1
2. Ryan Kowaleski
Mazda MX-5
3. Jim Drago
Mazda MX-5 2

DO IT AGAIN

(TOP) Kurt Rezzetano should have a pretty easy run to his second consecutive Touring 2 title. (MIDDLE) Look for Robert Schader to back up his 2015 Touring 3 win with his Nissan 350Z. (BOTTOM) Tom Wickersham is overdue for another Runoffs win, and it may come in Touring 4. We will have to wait and see if he will be piloting a Mazda RX-8 or if he'll switch to an MX-5.

to have parked the Mitsubishi Evo that earned him his previous Runoffs titles in favor of a Corvette, but we have to wonder if his old friend will be nearby if the Ohio weather turns wet.

At the 2015 Runoffs, the T3 field was a little thin. Nevertheless, Robert Schader came out on top, and looks poised to repeat. The real question is who else will be there, and what will they be driving? This class saw a lot of late-season car changes and new classifications, with the Spec E46, Spec Boxster, and Mazda's Global MX-5 Cup car joining the party for 2016. "I'm bringing my 350Z," Schader says.



D.E. Baer

Ken Brown

Who Will Win?

E PRODUCTION | F PRODUCTION | H PRODUCTION

WORDS J. Michael Hemsley | MAIN IMAGE Mark Weber

Let's start our predictions with E Production. Matt Reynolds is fast wherever he goes, and he has been very pleased with his season so far. "This season can be chalked up as a success for my team and I," says Reynolds. "I was able to win the Mid-States Majors Conference Championship again this year. Another success of the season was the continuous development [of the Miata] by Chris Campbell [Vintage Connection] and Jesse Prather [Jesse Prather Motorsports]."

Reynolds is also realistic about the competitiveness of the EP field. "I think this may be the most competitive E Production field the Runoffs has seen in the past few years," he says. "The pointy end of the field is stacked and has very capable drivers who have proven they can land on the top step of the podium."

In addition to Joe Moser, Reynolds mentioned Jon Brakke, Aaron Downey, and Rick Kavitski as drivers in that pointy end of the field. Then there's Michael Galati, who has been seen running a very fast Honda S2000 and (as of this writing) has intentions of going to Mid-Ohio. We anticipate the podium to be made up of Reynolds, Moser, and Greg Ira.

A final comment from Reynolds sums it all up: "If all of these drivers show up - and another 30-plus - cancel all plans, turn off your damn

cell phone, and get your popcorn out. Everyone is in for one hell of a race."

Joe Huffaker has won seven of his nine championships at Mid-Ohio, with four of those coming in F Production. Come September, we expect him to be able to say five of his FP titles were won at Mid-Ohio.

Obviously, Huffaker's very good at Mid-Ohio, but he's aware that there will be quite a few fast drivers who are ready to take him on. "Other than a damn good talent pool of local competitors, I look forward to the challenge that Mid-Ohio alone offers," says Huffaker. "Looking back to my Daytona experience from last year, I can imagine that Ruck, Charlie Campbell, and Eric Prill will be tough again."

Now for the bad news for the FP competitors: "Lots of changes went into my Midget after the Runoffs at Laguna Seca two years ago," Huffaker notes. "My Midget will be faster than ever at Mid-Ohio."

Another Midget that is likely to be fast is Brian Linn's. Last year's HP champion is entered in both FP and HP this year. If the week goes his way, he's likely to be on the podium in both classes. But for our "official" F Prod podium prediction, we anticipate Prill finishing second with Ruck in third. Should it rain, put Ruck on top.

In H Production, Tom Feller won in 2004 and 2005 at Mid-Ohio. He was back for the Majors race this year - the

PROD PARTY

We expect to see Matt Reynolds collect his second Runoffs title in EP (LEFT), Joe Huffaker to add to his collection of National Championships with an FP win (TOP RIGHT), and Tom Feller to score his fifth title in HP (BOTTOM RIGHT).

PODIUM PREDICTIONS

Previous C'ships

E PRODUCTION

1. Matt Reynolds
Mazda Miata 1
2. Joe Moser
Honda Prelude
3. Greg Ira
Datsun 260Z 2

F PRODUCTION

1. Joe Huffaker
MG Midget 9
2. Eric Prill
Mazda Miata
3. Kevin Ruck
Acura Integra 2

H PRODUCTION

1. Tom Feller
Triumph Spitfire 4
2. Jason Isley
Toyota Yaris
3. Ron Bartell
MG Midget 2

first time he's been to Mid-Ohio since 2012, and did well. "In June, we finished fifth in Saturday's rain race and first in Sunday's dry race," he says. He also won both races at Gingerman and set a new track record for HP. "My Dad, Chuck, has had the car almost perfectly dialed in, so it's been good for me to be able to knock off the rust and focus on my driving."

It does seem that Feller has gotten his skills shined up again after a break to start a family. As for his competition, Feller has this to say: "Matt Brannon has been very fast and has improved his game tremendously since we last raced him in 2012. He gave me a great run at the Mid-Ohio Majors race this year, and he always races cleanly. Ron Bartell is always fast. Brian Linn in a Honda CRX has potential because the car has a lot of power and seems to handle well. Brian and I also had a great battle at the Runoffs in 2007 when he raced a Midget. I've never raced Jason Isley, but he's clearly fast."

Our best guess for the HP podium is that it will be Feller on top and Bartell in third, restarting a rear-wheel-drive era for H Production. Isley, however, will defy the odds with his front-drive HP car and finish between the two. Linn will also attempt to backup his HP title (potentially in the same Midget he's running in FP), but we feel the distraction of running two classes will be enough to knock him from the HP podium. 🍷



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Who Will Win?

SPEC MIATA

WORDS Jeff Zurschmeide | MAIN IMAGE Mark Weber

Spec Miata is usually the hardest-fought race of any at the Runoffs, and this year will be no exception. Unlike most other classes, Spec Miata has never had a Runoffs race at Mid-Ohio, so the dynamics will play out through qualifying. Mid-Ohio is not a great drafting course like Road America or Daytona, so partnerships and strategies that worked in years past may not work well this year.

Andrew Carbonell is one of the best racers in Spec Miata, and he's never won a championship. But he has competed in professional races in an MX-5, and he served as a factory test driver for the new Mazda Global MX-5 Cup car. Now he's our pick to take the 2016 Spec Miata championship.

"I think we definitely have a good chance," Carbonell says, but he hedges his bet. "There's a lot of competition. I think the local guys like Justin Hille are very dominant at the track, and I think a lot of the guys from the East Coast will have a shot."

Although he has extensive experience at Mid-Ohio from his pro career, Carbonell has not driven the track this year. "BSI has not made its

way out there, so we'll be a little green, but we have a chance," Carbonell says. "I look forward to going back to Mid-Ohio where I saw a lot of Runoffs while I was growing up. So, being able to go back there and compete is very exciting."

Asked what the key success factors will be, Carbonell is looking at the big picture. "You've got to have a good car," he explains. "Spec Miata is so competitive that you can't leave anything on the table. But I think the biggest thing will be overall track position, so qualifying will be very important. That's because Mid-Ohio doesn't provide very many passing opportunities. Giving yourself a good qualifying position will be the most important thing for the race."

Our pick for second place is two-time champion and the driving force behind East Street Racing, Jim Drago. "Andrew is a great driver, but Mid-Ohio is not your ordinary track," Drago warns. "Mid-Ohio requires a lot of setup, so locals and those with lots of laps there have an advantage."

Justin Hille is the local Ohio driver who both Carbonell and Drago have

TOO CLOSE TO CALL

It will be hard to match the show put on under the lights at the Daytona Runoffs in 2015, but combining Mid-Ohio's infamous Madness with a slew of Spec Miatas should churn out ample racing thrills. Look for Andrew Carbonell (TOP) to be up front, with Justin Hille (RIGHT) hot on his heels.



JEFF LOEWE

mentioned as a potential winner.

"I think this is my best shot to win an SCCA National Championship," Hille says. "I've done quite a few races at Mid-Ohio and think we will have the car dialed in well."

But like the others, Hille tempers his confidence with caution. "There will be a lot of competition, a lot of people wanting it just as bad, and it will be a difficult task to hold them off. I think it will be between Jim Drago, Alex Bolanos, and I at the end of the race. But there are a lot more people who could easily be in that place as well - probably 10 people," he says.

Many drivers believe Alex Bolanos is likely to be a winning contender. Bolanos currently holds the track record at Mid-Ohio, and has several National and Majors wins there as well. Other drivers who could be in Hille's top 10 include Voytek Burdzy, Selin Rollan, Michael Novak, and keep an eye on young guns Max Nufer and Michael Carter.

Even with that list, Hille puts forth yet another name: "Jordan Smart is the dark horse I think will surprise us," he says. 🍀

PODIUM PREDICTIONS

Previous C'ships

SPEC MIATA

- | | |
|---------------------|---|
| 1. Andrew Carbonell | |
| 2. Justin Hille | |
| 3. Jim Drago | 2 |

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RACK 'EM UP

We expect all GT winners to be past champs, like Mike Lewis in GT1 (LEFT), Andrew Aquilante in GT2 (BELOW), Joe Kristensen in GT3 (BELOW MIDDLE), and Steve Sargis in GTL (BOTTOM).



Dave Green



Richard S. James



Jeff Loewe

Who Will Win?

GT1 | GT2 | GT3 | GT-LITE

WORDS Sydney Yagel | MAIN IMAGE D.E. Baer

When you think about who will win GT1, it's hard not to pick eight-time National Champ Michael Lewis. It will be the first time Lewis is back in the car in five months, but he's not too worried. "I enjoy [Mid-Ohio], as long as it's dry," Lewis says. "Like most places, if you go enough, you have success and failure, but I love the atmosphere. The fans are knowledgeable and great to interact with."

The Runoffs bring out the best competition in all classes, and GT1 will be no different.

"I've seen a couple guys late in the season doing enough starts to qualify while trying to lie low in the weeds," Lewis continues. "Like every year we're at someone else's home track and you can never tell when local knowledge might play a key role. There's a few guys from the Midwest and north I haven't run against who look like they're doing well."

Lewis agrees that Ken Davis has upped his game this year, and if Cliff Ebben, Simon Gregg, or David Pintaric show up, they will be as tough as always. But if we were to make a bet, we'd guess it's going to be Ryan McManus and Dave Ruehlw chasing down Lewis.

That said, Lewis believes there are three keys to winning a race: hitting your marks, making good decisions, and avoiding mistakes. And, if it rains,

you can throw everything out. "[Mid-Ohio] is terribly slippery for these cars in the wet and it would be a complete wildcard - so, let's hope for some sunshine," Lewis jokes.

Six-time National Champion Andrew Aquilante is returning to the Runoffs in GT2, and we think that combination spells victory. "We always go there wanting to win, but it depends on who shows up, and how everything goes," Aquilante says of the Runoffs. "One tiny piece can ruin a race, so everything must go right."

According to Aquilante, qualifying is sure to play a major role, especially at Mid-Ohio. He hopes to be on the front row to ensure a great start. "Getting into the first turn in the lead is key," Aquilante explains. "Mid-Ohio is a very tough place to pass. If you have a lower horsepower car but can cut fast times, it's still near impossible to make a move."

Based on performances during the Majors weekend at Mid-Ohio, keep your eyes on Trent Hindman and Aaron Quine. But don't count out Mark Boden, as these three will surely step up to give Aquilante a run for the top spot.

In GT3, Joe Kristensen is our pick for the National Champion. He will be bringing his Acura RSX to battle with other favorites Mike Henderson and Chad Bacon. At the time of this

PODIUM PREDICTIONS

Previous C'ships

GT1

1. Michael Lewis
Jaguar XKR 8
2. Ryan McManus
Chevrolet Corvette
3. Dave Ruehlw
Chevrolet Corvette

GT2

1. Andrew Aquilante
Chevrolet Corvette 6
2. Trent Hindman
BMW M3
3. Mark Boden
Porsche GT3 Cup 1

GT3

1. Joe Kristensen
Acura RSX 1
2. Mike Henderson
Mazda RX-7
3. Chad Bacon
Toyota Celica

GT-LITE

1. Steve Sargis
Triumph Spitfire 7
2. Joe Huffaker
MG Midget 9
3. Kyle Disque
Toyota Tercel

writing, the GT3 entry count was growing in bounds, so we're excited to see how this one ends.

Speaking of interesting, GTL is shaping up to be a humdinger. For the win, we're picking Steve Sargis. With seven National Championships over three classes, including twice at Mid-Ohio, Sargis is a heavy hitter. "I ran all the Runoffs at Mid-Ohio from 1994-'05, and I've run there during various seasons as well," Sargis says, "but I haven't been back in 10 years since earlier this year."

We don't think the delay had much of an effect; especially considering Sargis climbed up on the top step of the podium on Saturday at this year's Mid-Ohio GTL Majors races. Sargis is optimistic, but at the same time, realistic.

"I was told by a college professor once when asked about the upcoming test to assume the worst and do your best," Sargis continues.

So, who will be there to force Sargis to do his best? Oh, perhaps nine-time National Champion Joe Huffaker. Huffaker is our pick for second, although guessing the winner of this race really did come down to a coin toss. We anticipate Kyle Disque to round out the podium, but realistically, Michael Kamalian, Troy Ermish, Peter Shadowen, and possibly Roy Lopshire will be to capitalize should anyone struggle. 🍀

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Part # 360063 0 to 30 x 1/2 PSI
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Clark McInnis



Mark Weber

Who Will Win?

SPEC RACER FORD | SPEC RACER FORD 3 | FORMULA ENTERPRISES

WORDS Jeff Zurschmeide | MAIN IMAGE Clark McInnis

2016 should be a good year for the SCCA Enterprises classes. Mid-Ohio Sports Car Course will reward drivers with excellent technique, and that's what SCCA's spec classes are all about. Experience will count above all else this year.

In the veteran second-generation Spec Racer Ford, Mid-Ohio regular Scott Rettich is our choice to win the penultimate National Championship for the class.

"Winning any class at the Runoffs is difficult, especially very competitive spec classes like FE, SRF, and SRF3," Rettich says. "I think my main competition will be Mike Miserendino, Cliff White, and Todd Harris."

Asked to handicap the SRF contest, Rettich advises that our third-place choice Quinten Nelson could make a strong play.

"Quinten Nelson could surprise people at the Runoffs this year in SRF," Rettich points out. "Mid-Ohio is his home track, and he won the Majors at Homestead along with the June Sprints."

Our choice for second place is Cliff "Boom Boom" White, who has collected three SRF championships and a second place in the last four Runoffs. White also won the SRF class

one day at this year's Mid-Ohio Majors races. Rettich will have to work hard to stay in the lead, and White will be there to pounce on any errors. "We have already done three days of testing at Mid-Ohio and think we have a good handle on our baseline setup," White says. "As with every year, the level of competition in SRF [and] SRF3 is incredible and who will win is a guessing man's game."

In the third generation Spec Racer Ford, known as SRF3, Tray Ayres is our pick for the top step of the podium, but Rettich is so close that it's hard to say who will be first, and no one's bragging at this time. "I'm a bit humbled," Ayres admits about our prediction.

"Overall, the competition in SRF3 has become very strong with more and more talented drivers joining the class as the season continues," Rettich points out.

Our third-place pick John Black agrees, saying, "I think the level of driver has gotten so high in this class that it now may come down to what you had for breakfast. Rettich's track knowledge will be his biggest strength. Tray Ayres has been on a strong march for several years and he is a very consistent driver, and that's what it takes at Mid-Ohio."

SPEC RACING
Look for Scott Rettich (LEFT and BOTTOM RIGHT) to win with two of his three entries, getting the nod for Spec Racer Ford and Formula Enterprises. (TOP RIGHT) Spec Racer Ford 3 could see a first-time winner with Tray Ayres.

PODIUM PREDICTIONS

Previous C'ships

SPEC RACER FORD

1. Scott Rettich 4
2. Cliff White 3
3. Quinten Nelson

SPEC RACER FORD 3

1. Tray Ayres
2. Scott Rettich 4
3. John Black 3

FORMULA ENTERPRISES

1. Scott Rettich 4
2. Paul Schneider
3. Dean Oppermann

In the Mid-Ohio Majors races for SRF3, Black claimed the Saturday win with White coming in third behind two-time Champion Brian Schofield.

"I think Tray Ayres, John Black, and Mike Miserendino will be tough," White says. "Mid-Ohio seems to be very weather dependent so we are prepared to be caught off guard."

Not surprisingly, Scott Rettich is the obvious choice to win in Formula Enterprises. As noted, Rettich has tremendous experience at Mid-Ohio, and a winning history in Formula Enterprises with four National Championships to his credit.

"My main strategy is to make sure I get a clean start and keep my car in one piece for the shootout at the end of the races," Rettich says. "I think my main competition in Formula Enterprises will be Paul Schneider, Dean Oppermann, Hanna Zellers, and Becker Reardon."

Opperman finished second behind Rettich at the Mid-Ohio Majors on Saturday, and third behind Rettich and Justin Huffman on Sunday. At the June Sprints, it was Rettich, Schneider, Opperman, Reardon, and Zellers on Sunday, with Zellers picking up a fourth on Saturday. 🏆

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Who Will Win?

FORMULA ATLANTIC | FORMULA 1000 | FORMULA CONTINENTAL | FORMULA MAZDA

WORDS Tom Schultz | MAIN IMAGE Clark McInnis

The Formula Atlantic race could very well see Ryan Norman continue his outstanding year. He has won six of eight professional races, plus is four for four in the U.S. Majors Tour. Ten wins in 12 races is a record that portends continuing success. His K-Hill-prepped Swift 016.a is ready, and so is Norman. "I have learned a lot this year," he states. "Tonis Kasemets is my coach and he has taught me so much. I will give my all at Mid-Ohio, but will not need any psyching up. I am ready."

One to watch is last year's winner Tyler Hunter, who has not raced yet this season but may exercise his champion's provisional. At the time of this writing, Hunter was reportedly unsure about his ability to get to the Runoffs - but it's the Runoffs, so we're going to assume the lure to defend his title will be too strong for him to skip. And then there's Keith Grant. "If Keith comes, he will give me a hard time - he has all year," Norman admits. But Grant looks like he may not make the trek to Mid-Ohio, which is the only reason he's not on our pick for the podium. Sedat Yelkin, the 2014 winner, will be at his home track and is running for the multi-championship-winning Swan Team. Michael Mallinen, always a threat, has raced sparingly this season but can never be overlooked as he pursues a second crown - he's also running for Swan.

But we're going out on a limb and

putting newcomer Austin Mack as our choice for the second-place position. He sparkled in his occasional appearances with K-Hill and swept the July Road America Majors.

The Formula 1000 race will have a new winner, as perennial threat J.R. Osborn remains retired - a decision he announced in victory lane at Daytona last year. However, an heir apparent is present in Alex Mayer, who has not only notched nine Majors wins, but has also taken the pro championship. In addition to his Formula 1000 races in SCCA, he has also raced an occasional USF2000 round and has had a test in Indy Lights. Further, he will be testing his JDR at Mid-Ohio prior to the Runoffs. "I am really excited," says Mayer. "Mid-Ohio is challenging and fun, and I plan on winning. The drivers I fear most are Nicho Vardis, Jeremy Hill, and Gary Hickman. But I will be ready."

Indeed, Vardis and Hickman each have four wins and will be strong. Joel Haas has won twice, and cannot be overlooked. However, based on his superb run of wins so far this season, it should be Mayer on the top step.

A brother act could well dominate Formula Continental. The Saurino's, Joshua and Nigel, have both enjoyed winning seasons, often times swapping wins with a sibling pushing hard. Joshua has triumphed three times while Nigel has two checkers. Bad luck has deprived them of

WING IT

We expect plenty of new champions in the formula classes, including Ryan Norman in FA (LEFT), Alex Mayer in FB (TOP RIGHT), Joshua Saurino in FC (MIDDLE RIGHT), and Jacob Loomis in FM (BOTTOM RIGHT).

PODIUM PREDICTIONS

Previous C'ships

FORMULA ATLANTIC

1. Ryan Norman
Swift 016.a
2. Austin Mack
Swift 016.a
3. Tyler Hunter
Swift 014.a 7

FORMULA 1000

1. Alex Mayer
2. Nicho Vardis
JDR
3. Gary Hickman
Phoenix

FORMULA CONTINENTAL

1. Joshua Saurino
Van Diemen
2. Nigel Saurino
Van Diemen RF05 7
3. Rob Allaer
Van Diemen RF02 7

FORMULA MAZDA

1. Jacob Loomis
2. Joseph Burton-Harris 7
3. Matt Machiko

additional wins. They are from a racing family that seemingly fields Saurino's in many classes. Family support is a big plus here. Others to watch include Charles Moran, who has three Majors wins and leads the National point standings. Rob Allaer won two years ago and was second last year and always comes prepared. His completely focused approach to the Runoffs has paid off previously, and he could well add another title to his CV.

In Formula Mazda, Jacob Loomis is ready to climb the top step. He has enjoyed a good season, with five Majors wins. He anticipates a good run at a favorite track. "Mid-Ohio is an interesting and unique track; a real driver's track," he states. "I have had a lot of track time here and really like it. Driving it is a lot of fun, and I will be physically and mentally prepared for the Runoffs."

Loomis tabs last year's winner, Joseph Burton-Harris, as his strongest foe - and all reports indicate Burton-Harris will defend his title via his champion's provisional entry. Burton-Harris has had limited seat time this year only taking part in a pair of Pro Formula Mazda events, which he won, but should give Loomis all he can handle. Other challengers include Matt Machiko (who has six wins) and Jarrett Voorhies (who has five), and it's our prediction these two will battle for the final position on the podium. ☺



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Dennis Wood



Ken Brown

Who Will Win?

FORMULA F | FORMULA VEE | FORMULA 500

WORDS Sydney Yagel | MAIN IMAGE Dennis Wood

College senior Hans Saurino is going to juggle classes to attend this year's Runoffs, but we don't think that will slow his chances to win the Formula F National Championship. Piloting his Van Diemen FF, Saurino will battle with John Robinson II and Andy Brumbaugh for the top spot in what is sure to be one of the great races of the weekend.

"I'm looking forward to having a chance to actually race against good competition," Saurino says. "Mid-Ohio brings the good racers from across the country, and I'm looking forward to being pushed, and pushing others."

"I'd like to think I have a pretty good chance of winning, but need to be focused and race each lap as fast as I can," Saurino continues. "I have very little Mid-Ohio experience, with one race last year and one race this year, but it's always good."

Building off a win and second place at this year's Majors, Saurino feels the key to winning the Formula F National Championship will be running consistently. "There are so many racers within a few tenths of a second, especially during qualifying," he says, "you really have to be on your game and hit your marks each lap."

Lucky for us, most of Saurino's teachers are pretty flexible and allow him to miss several days of school. But

it's hard to miss too much, so he'll only be attending the Runoffs Wednesday to Sunday and will have to make the most of his two qualifying sessions.

In Formula Vee, Roger Siebenaler won the Runoffs at Mid-Ohio in 1999 and 2000, and we think he's going to do it again this year. While he hasn't been back to the track since the Runoffs left in 2005, he's not too worried. "I feel my chances are good," Siebenaler says. "I'm going to do some test days, and I think that will work out well for me. I like that it's more technical than other tracks."

Race craft will be on display during the Formula Vee race, but Siebenaler wouldn't mind if the weather decided to play a role either. Past history shows his talents in the rain - or snow flurries - ranks very high. "There's going to be three or four cars fighting at the end with strategy," anticipates Siebenaler. "Back straight drafting will play a role, but if you can break away, more power to you, because it's hard. Sometimes, you just have to hold on and make it to the end, because you still have a chance to do something on the last lap."

Everyone can agree, especially with Formula Vee racing, being in the right place at the right time is key. As the drivers constantly change positions, don't count out past champion

PACK LEADERS

Formula F may see Hans Saurino clinch the Runoffs title (LEFT), Formula Vee should see Roger Siebenaler return to the top step (TOP RIGHT), and we expect Calvin Stewart to collect his second title in F500 (BOTTOM RIGHT).

PODIUM PREDICTIONS

Previous C'ships

FORMULA F

1. Hans Saurino
Van Diemen
2. John Robinson II
Swift DB6 2
3. Andy Brumbaugh
Van Diemen RF98

FORMULA VEE

1. Roger Siebenaler
Mysterian 3
2. Michael Varacins
Speed Sport 4
3. Gary Blanarik
Silver Bullet

FORMULA 500

1. Calvin Stewart
Novakar Blade 1
2. Steven Thompson
TR1
3. James Weida
Scorpion W1

Michael Varacins or Gary Blanarik. Perennial front-runners Rick Shields and Jonathan Weisheit will also be up in the battle.

Calvin Stewart is our pick to win Formula 500, and he and his Suzuki-powered Novakar are ready for the challenge at his home track. "We were strong at Daytona, but Mid-Ohio isn't the same," Stewart explains. "With a smaller restrictor and no dry sump this year, it's going to be hard to beat the two-cycle motors. The motorcycle motors have to work a lot harder to extract the speed out of them than the two-cycles with the CVT. It's a lot busier shifting, but when you get it right, what an awesome feeling. To win this year, it will take a setup that's spot on and a hard drive. Prayers always help, too!"

Stewart's experience at Mid-Ohio started back in karts, and while he led the Runoffs twice at Mid-Ohio, he only managed a third place.

Stewart won't have it easy, for sure. Don't count out Steven Thompson or James Weida, our picks to round out the podium. Then there's Jeremy Swank and Tom Diem who will also be in the hunt. But if enthusiasm, experience, and excitement are any indication of who will win, Stewart has it in the bag. ☺

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HOLD IT DOWN
(LEFT) Jason Miller has paid his dues, and this could be the year we see his unusual engine choice pay off in P1. (BELOW) Jeff Shafer is prepared for P2, with reportedly both a Radical and a Stohr at his disposal for the big race.

Who Will Win?

PROTOTYPE 1 | PROTOTYPE 2

WORDS Tom Schultz | MAIN IMAGE Rick Corwine

Could this finally be Jason Miller's year in Prototype 1? He has been coming to the Runoffs for years in his two-stroke, flat-six WynnFurst-Kohler. Arguably, Miller's setup is the most unique and possibly one of the fastest, but it's also the most fragile. Daytona last year was a nightmare, with three engines lost in the days leading up to the race, and then another detonating only three laps into the event. The consensus is that the skill and speed are there, but it's reliability that has held Miller back from multiple titles. Two wins at the end of July's Road America Majors hint that perhaps the team has the gremlins under control. If the car holds together at Mid-Ohio, he may finally snag a long overdue win – in fact, we think this is his year, so he's our pick to win.

Last year's surprise winner, Gianpaolo Ciancimino, has a pair of wins so far this season and would like to back up his National Championship. He seemingly came out of nowhere to win on the high banks of Daytona, but will his car have the same speed on the twists and turns of Mid-Ohio? James Devenport has chosen to take a different path from most, running a two-seat Norma chassis with a Honda engine. He was second last year and

third two years ago. Does that progression mean that he will be first this season? Adherents of numerology would say yes, as would Devenport. If he pulls it off, it would be a popular win over the hordes of motorcycle engine cars that traditionally dominate the class. Timothy Day also has to be considered as he has three wins, with two at Mid-Ohio, which portends well.

The unknown in the conversation is Jacek Mucha. He once again has had a season with multiple wins in his FA Swift 016.a conversion, but at the time of this writing, it looks like he's not attending this year's Runoffs. If he does enter, he may very well ruin our P1 predictions.

In Prototype 2, Jeff Shafer was second last year in a Radical, and is ready for this season. He was preparing a new Stohr for Chris Farrell, but a bike crash has sidelined Farrell. "My Radical is maxed out; I think that I have gotten all there is to get out of it," says Shafer. "However, I have this Stohr in my shop almost ready to go – if I can get it finished in the next few weeks, I will test it and see how it compares to the Radical. If it's ready, I will run the Stohr at Mid-Ohio.

"I last ran at Mid Ohio in 1998, but the track should still go the same



D.E. Baer

direction," Farrell jokes. "I am racing for fun, and will do all I can to win. My stiffest competition should come from David Ferguson, who is very tough to beat and he is firing on all cylinders."

Ferguson is another who marches to a different drummer in P2. He drives a converted Sports 2000 Van Diemen, powered by a Mazda four, and is definitely the best at making an S2000 adapt. While Shafer has four wins in his Division, Ferguson has two in the same Division, so they are well-seasoned competitors with each other. That rivalry will carry forward to Mid-Ohio.

Jake Thielmann has six wins this season, and is on a roll, having won his last six consecutively. He will be tough to beat. He is in a Stohr, which is a well-known class commodity. Richard Colburn leads the National points in his home-built Nistendo, and has been a stalwart in this class and its predecessor for many, many years. A win for Colburn, while not anticipated, would certainly rank high on the sentimentality meter. 🍷

PODIUM PREDICTIONS

Previous C'ships

PROTOTYPE 1

1. Jason Miller
WynnFurst
2. G. Ciancimino
Swift 014 **1**
3. James Devenport
Norma Auto
Concept M20 F

PROTOTYPE 2

1. Jeff Shafer
Radical SR3
2. David Ferguson
Van Diemen
3. Jake Thielmann
Stohr WF1

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THINGS TO KNOW WHILE AT THE 2016 RUNOFFS

Regardless of whether this is your first go-round at the National Championship Runoffs or not, there are things you should know before rolling in to Mid-Ohio this September

WORDS Philip Royle | IMAGE Jeff Loewe

With the National Championship Runoffs presented by Garmin VIRB hitting a new racetrack each year, for many, every Runoffs is like their first when it comes to not only knowing how to drive the race course, but also where things are located at the facility. With the Runoffs taking place at Mid-Ohio Sports Car Course this Sept. 19-25, a track that hosted the Runoffs for 12 years, more people will be familiar with this facility than they were with the likes of Mazda Raceway Laguna Seca in 2014 or Daytona International Speedway last year. That said, while some things will be familiar to the old guard, a lot has changed since the Runoffs last competed at Mid-Ohio in 2005.

To find out what new and old racers alike should know, we contacted Deanna Flanagan, SCCA's Director of Club Racing, to find out what every racer and crew member needs to know before reaching Mid-Ohio this year. Some of the items discussed here are also covered in detail in the event's supplemental regs, which can be found at www.scca.com/runoffs. However, the supps rarely cover where the local 7-Eleven or Walmart are located, and both of those places carry beverages favored by many a Club racer, so we felt their locations were questions that needed to be answered.



1 Driver Registration & Information

Driver Registration and Driver Information are two important places to know. Driver Registration is located at Gate 3 off Steam Corners Rd. - it's on the left before you get to the security building. Driver information is located at the base of the tower in the lower paddock. "Driver Information will have qualifying and race results, as well as protest and appeal results. You can also collect CRB topic forms there," says Flanagan. Requests for PA announcements can be made through driver information, as well.

4 Extra room in the paddock

Paddock space can be tight, so if you're not going to need direct access to your trailer during the Runoffs, consider using the space set aside for trailer parking in the Super South paddock or South grass free area.



StockPhoto.com / Gavaga

7 Camping out

Camping is allowed at Mid-Ohio during the Runoffs, and competitors are free to sleep in their assigned paddock spaces (although sleeping overnight in garages is not allowed). Paddock quiet hours are 10 p.m. to 6 a.m. - but remember, this is the Runoffs, so don't be surprised if someone is rebuilding a racecar all night in the spot next to you.

2 Gas 'em up!

Fuel pumps are located behind the main concession stand in the lower paddock. Available fuels include 93 R+M/2 Octane Unleaded Premium, Sunoco 260 GTX Unleaded Race Fuel 98 R+M/2 Octane; Sunoco 260 GT Unleaded Race Fuel 100 R+M/2 Octane; Sunoco Standard Leaded Race Fuel 110 R+M/2 Octane; Sunoco Supreme Leaded Race Fuel 112 R+M/2 Octane; and Sunoco Maximal Leaded Race Fuel 116 R+M/2 Octane. Pricing was unavailable at the time of print.



Jeff Loewe

5 Prepare for everything

Weather at Mid-Ohio is varied, so be prepared. It can be warm then cold, sunny then rainy, windy then calm - all in the same day, and possibly while you're on track. "The Runoffs tends to bring about strange weather patterns," Flanagan laughs.

8 You don't have to go home...

Have a late Sunday race, or looking to take your time exiting the facility once the Runoffs is over? There's no pressing hurry to hit the road, but do note that the paddocks must be cleared by 10 p.m. on Sunday, Sept. 25.

3 Grid & Impound

You won't do well at the Runoffs without knowing how to get to Grid and Impound. Grid is located east of the main tower. To get there, take the road that divides the middle and upper paddock. Tech/Impound is located on the south side of the track administration building. "Drivers coming off track will take the paddock road like they're going to Grid and go along the east side of the building for the scales," says Flanagan. "Tech can also be accessed via Haul Rd. - an east/west road - in the south grass paddock."

6 Need ice? Maybe a hammer?

Convenience stores can be very convenient, but only if you know where they are. Six minutes away is a 7-Eleven on Main Street in Lexington; eight minutes away is Kell Hardware (15 W. Main St., Lexington, OH 44904); 10 minutes away is Geyer's Fresh Foods (280 E. Main St., Lexington, OH 44904); and 15 minutes away is Walmart (2485 Possum Run Rd., Mansfield, OH 44903).

9 To tech or not to tech...

If your racecar doesn't have an active annual inspection, you'll need Tech to approve your vehicle for competition. Tech inspections will be conducted on a first-come, first-served basis in the Tech area. Techs will be open from 4 p.m. to 9 p.m. on Sept. 14, then from 7:30 a.m. to 6 p.m. Sept. 15-25. If your racecar does have an annual and you have a 2016 helmet sticker, you can go to Express Tech.

10

Paddock preparation

If you're paddocked on a paved surface, note that jack stands must be supported to avoid pavement indentations. Also, the use of tent stakes in the pavement is prohibited. For those with grass or dirt paddock spaces, it's a good idea to bring plywood sheets, tarps, indoor/outdoor carpet, and the like. "The grass paddocks can be uneven and sloping," Flanagan points out. "There is a Lowe's, Home Depot, and Menards in the Ontario/Mansfield, Ohio, area, located about 20 minutes from the track."

13

Spectator tickets available

Have friends or family coming? Tickets are available through Mid-Ohio Sports Car Course at www.midohio.com. A seven-day pass costs \$45, a weekend pass runs \$35, and an individual Friday, Saturday, or Sunday ticket costs \$15 per day. Spectator camping may be purchased through Mid-Ohio, too.

14

Make a run for it

A charity run will take place on the Mid-Ohio circuit following the final race on Saturday, Sept. 24, with options for everyone from elite runners to kids. Registration costs from \$10 to \$25 in advance and includes a T-shirt for 5K participants. Sign up online at www.hermescleveland.com/roadracing/events/midohio.asp. There, you'll also find directions, a course map, and more.



11

Pit vehicles

Racetracks can be large, so pit vehicles are often helpful. Golf carts can be rented through Golf Car Company - call (800) 589-8833 - and you must have a golf cart pass, which is available through www.midohio.com. ATVs and bicycles are allowed for participants, but any motorized vehicles, golf carts, scooters, and the like are not allowed on spectator mounds. Privately owned golf carts must display a free SCCA Pit Vehicle pass, available at registration.

15

Weights & measures

Scales and fuel testing are available to competitors all week on a voluntary basis. Remember, the event scales are the law of the land - it doesn't matter what *your* scales say. Equally important is the fact that the use of track fuel, *purchased at this year's Runoffs* is mandatory. To ease life, all competitors should drain their fuel tank completely and consider flushing anywhere from one to five gallons of track fuel through their car's system and then have their fuel tested before heading on track for their first qualifying session. If you swap fuel types mid event, remember to flush your car's fuel system again.

12

Town Hall meetings

Club Racing Board town hall meetings at the Runoffs are both informative and entertaining. The meetings will take place in a large party tent in the infield along driver's right of the front straight. "There will be a formal agenda for each meeting," Flanagan explains. "You may submit items to be included on the agenda by filling out a CRB Topic Form, which is included in the driver registration materials and available at driver information." Forms should be turned in to driver information by 9 a.m. on the morning of the meeting. "During the meetings, each speaker will be given three minutes to address the Club Racing Board," Flanagan continues. "The final 15 minutes of each meeting will be open to the floor."

16

Find something else to do

One of the tips found elsewhere in this issue regarding how to keep your sanity during the Runoffs involves finding non-racing activities to do. As luck would have it, Mansfield/Richland County will have a welcome booth set up in the lower paddock next to the concession stand. They will have maps, brochures, complimentary computer kiosks to check e-mail, and general visitor's information. They can also answer questions about the area, local services, and where to find the best restaurants.





MADNESS

It's going to be impossible to succeed at the Runoffs without facing a certain kind of "Madness."

RUNOFFS (iN) SANITY

Driving Coach and Runoffs veteran James Kearney reveals what it takes to tackle the National Championship Runoffs while maintaining your sanity

WORDS James Kearney | IMAGES Jeff Loewe

The National Championship Runoffs is different from other SCCA Club Racing weekends. You've gone to great lengths to prepare for the encounter, stretching yourself and your budget beyond your comfort level and yet, in the end, there are only two possibilities: You either become a National Champion or you don't. The stress is enough to break you. But remember: stretching is good, snapping is bad. Don't worry though, there are tricks to making it through Runoffs week with your sanity.

Let's start with the basics. Don't focus on a particular finishing position or lap time. Pay attention to the feel and flow of your car. Aim to do the best you can with your particular package and find a way to enjoy the battle. Getting depressed and freaking out just slows you down.

It's true, the Runoffs is just another race the way a neutron bomb is just another bomb. But you will perform better by not straying far from your normal routine. With a lot of downtime, it's tempting to try new things. Each year, competent competitors lose the handle and experience a Runoffs meltdown. Keep this from happening to you by avoiding the following syndromes...



Future shock. Time is not a steady beat at the Runoffs. Looking at the schedule, you may think that time is on your side but it isn't. From the frantic drumbeat of a test day to one session per day of qualifying, you must stay disciplined about time. Once you start a task, complete it. Stay connected with the time of day. It may not be urgent now, but it soon will be. Avoid the edge of frantic.

Torque-itis. Back off, take a break, and disconnect. Even the strongest competitor can only stand so much pressure. You manage your equipment carefully, but who keeps an eye on *your* internal warning lights? Letting your emotions loose at this event is a sure precursor to the dreaded Runoffs meltdown. Most competitors don't like to talk about how they feel, fearing it shows weakness. But at home, do you go seven to 10 days in a row immersed in a competitive frenzy? Go for a walk, take in the atmosphere, check out other racecars. Heck, go for a drive. Get away! Happy drivers go faster.

"You need to be maniacally consistent and you need to be able to pass off-line"

STEVE LATHROP

Rubber mania. You will have more tires for this event than any other. Check the schedule and decide when you will run each set. Have a plan, write it down, and *mark your tires*. Hoosier's Bruce Foss says the basics still apply. "Some drivers like to scuff a set and let them cure overnight," he says. "Some start on stickers. Opinions are divided on that." Foss favors the scuffing approach if only to find out if there is a wheel balance issue or something silly like a cut valve stem.

Manic depression. This is unhappiness caused by anything from you not being on the pole to discovering someone has a bigger rig to not having the funds to test. If this happens to you, you need to get real; you're at a racetrack, so be thankful. Of course

there's frustration, this is Mid-Ohio and the Runoffs – if you get beaten or outclassed here, join the club. Make the best of what you have. Set a reasonable goal and try to improve. Smooth things out in your head; smooth things out on track.

Brain death. As a driver coach, I'm big on analysis, but too much can lead to paralysis. After every session there should be a systematic review process that you employ even if you are a lone ranger. But with so much time available at the Runoffs, data reviews can expand into a quagmire akin to a political debate on Facebook. Keep it as simple and as basic as possible. If things become a big mystery, your confidence will suffer.

Setup neurosis. Throwing shotgun changes at the car because you fear getting slammed by the competition is a recipe for disaster. Trying too many new chassis adjustments can render you a muddled puddle of confusion. Keep track of your setup and note if it's the track that's slowing down, not just you. And don't set the car up on a razor's

TEST IT

(LEFT) Make the most of your test time by having your crew coordinated. (BELOW) Having a professional driver coach like James Kearney (who also authored this story) can aid you tremendously at events like the Runoffs.

edge. Steve Lathrop of Citation Engineering says, "Fast and difficult racecars don't win the Runoffs. You need to be maniacally consistent and you need to be able to pass off-line." Remember, no car is perfect at Mid-Ohio, so get your setup as close as you can and drive the car.

Runoffs contagion. This comes about while trying to imitate others. The person who said change is good didn't say it at the Runoffs. Stick with your established pattern of doing things. There are more opinions at the Runoffs than the United Nations. *You* got here, so stay centered. Whose car do we care about? Focus on *your* car and *your* driving.

Reaching for the golden ring. With the top drivers and zenith equipment present, killer times are guaranteed. Many drivers equate trying hard with driving hard, and Mid-Ohio does not take kindly to this approach. At this

track, smooth flowing speed trumps the white-knuckle express. To go, you have to flow, or so they say. Check your desperation index daily. Are you letting the event pull you off center?

THE SOLUTIONS

Now you know the problems, so let's talk real world solutions. Step one is easy: have a plan and stick to it. The Runoffs is more of a siege than a battle. You need to think in advance about how you're going to deploy your resources and energies day by day.

Track time matters a lot at Mid-Ohio, so testing is imperative. Running the track has to become second nature so you can use your mental capacity to adjust to changing conditions. Lathrop believes it's absolutely necessary to be there early to test. "You need to be fast from the outset once the event begins," he says. "You have to be up to speed so you can adjust to the track as it changes." At Mid-Ohio, the grip level can change from hour to hour, so stay on guard.

Find a driver coach, because objective feedback is invaluable. "A driver coach is a great idea for the Runoffs," Cadillac Racing's Steve Cole says. "There is plenty of time available for them to give you a lot of attention. They can help you keep your composure. The driver who is not calm in the car is not going to win."

You also have to be realistic about your goals. Every driver in the country wants to be an SCCA National Champion, and many who attend the Runoffs think they have a shot. If your goals are too lofty it can set the scene for a depressive downhill ride. Keep your eyes open and your feet on the ground. Shoot for a personal best.

And finally, don't bring a new car or any new, untested equipment. With very rare exceptions, this ensures abject failure or outright doom. Desire being what it is, drivers find it almost impossible to resist this urge. Got a great new idea? Try it out next season - ride out surprises, don't create them. Guaranteed, something strange will break or perform in a mysterious manner, even following your usual routine. Widgets don't win the Runoffs, sorted out race teams do. 📍

About the author: Jim Kearney competed at the Runoffs in Formula Vee 22 times, scored nine top 10s, and stood on the podium twice. Since beginning as a driver coach in 2010, his drivers have won six Runoffs medals including three gold medals, the Mark Donahue Award, and the Kimberly Cup. Learn more about Jim Kearney and Kearney Driver Development at www.kearneykdd.com.

10 TIPS FOR RUNOFFS SANITY RETENTION

1. Ups and downs are to be expected and tolerated.
2. Pretend it is an ordinary event.
3. Feel the car and feel the tires; the times will come.
4. Relatively short qualifying sessions mean limited laps - so go fast, pronto.
5. Mid-Ohio is easy to overdrive.
6. Strategy, strategy, strategy.
7. Clean exits are everything.
8. Focus forward, review later. Drive the car!
9. Take what the horse will give you.
10. Remind yourself: You can do this.



XXXX



DOWNLOAD

(LEFT) A post session debrief is always a good idea, but don't overdo it. (BELOW LEFT) This is the Runoffs, so don't short yourself during the week by using less than optimum consumables like tires - you can always take them home and use them for local events.



Clark McInnis





THE SIMS

Are you training on a racing simulator? Your competition might be

WORDS Jeff Zurschmeide | IMAGE LAT / Michael Levitt

Every racer knows seat time is critical to success on track. Maybe the most talented drivers can hop into a new car and win, but that's not the proven path to success. You want experience, both with the car and the track on which you're going to race. For many SCCA drivers, finding time in their car is not a problem, but getting adequate practice time on a track can be a challenge. With the new tradition of moving the SCCA National Championship Runoffs to a different track each year, the need for practice has become more critical than ever.

If you just needed to know the way around a course, you could get by with one of the many racing games available for popular gaming consoles. Many drivers have used those games to good effect. But if you want to gain a serious advantage over your competition, you need a professional-grade racing simulator that allows you to test changes to your car as well as learn your way around a track.



Keith Maher



Sean Rice

GET YOUR SIM ON

(ABOVE) Commercial-grade units like this one from Maher Solutions can fully integrate the user into the virtual racing world. (ABOVE, RIGHT) A more basic system, like this one used by past MX-5 Cup champ and Rolex 24 winner Kenton Koch, makes it possible to keep your skills sharp from the comfort of your living room.

"Yes, you can use a simulator to learn tracks, but that's not what it's all about," says Keith Maher, owner of Maher Solutions. "Simulation is not driving a car, it's a tool to help you drive a car better. The difference between a game and a simulation is that a game will give up reality, so it's enjoyable, while a simulation will predict, with accuracy, what you're going to do in the real world. If it doesn't predict with accuracy, then it's entertainment," Maher insists.

Maher's simulator has been developed over time, from a basic seat with several flat screens to a futuristic model that uses Oculus Rift virtual reality goggles to immerse the driver in a realistic model of almost any racing course in the world.

HOW TO USE A SIMULATOR

T.J. Fischer races formula cars, winning the Formula Mazda SCCA Western Conference Championship in 2013 prior to racing in Europe and then heading back to the U.S. to compete in a Mazda Road to Indy series, and often uses simulator time to sharpen his skills. "Racing simulators are emerging as a necessity more than just a tool," Fischer says. "It offers a chance to practice day in and day out, working on different techniques, consistency and, more importantly, just seat time for a small fraction of the cost of getting a real car on a

real track. The work can be done on our down time and be used as a tool for preparation. There's no substitute for real world track time, but there certainly is an advantage to functional preparation before we get on track."

Fischer is coached by Eric Purcell of EFM Racing in Sonoma, Calif. Purcell has installed one of Maher's simulators in his shop, and offers engineering and driver coaching services there. "We utilize the sim in many different ways depending on what the drivers' needs are at the time," Purcell explains. "With the advent of more sophisticated VR hardware, we can now do some substantial driver development on the sim. We can establish proper braking technique, work on the differences between

trail braking and trailing throttle - when to use them and the techniques involved - and begin to work on the driver/engineer relationship. All of this was not possible just a couple of years ago."

Longtime SCCA racer Dominic Dobson is also a veteran of CART, IMSA, Le Mans, the Craftsman Truck Series, and he used simulation to help him win the unlimited division and the Rookie of the Year award at the 2015 Pikes Peak International Hill Climb. One of the challenges of the Pikes Peak event is that drivers are never allowed to practice on the whole course before the actual race. "I did 22 runs up the mountain on the simulator," Dobson states. "It put me in a place where when I got there I knew the danger spots. I knew where I could go fast, and I knew where to go slow. I didn't know every apex of every corner, but I really felt like it prepared me well."

ALL IN

The level of sim racing experience is only limited by your budget.



Courtesy: CXC Simulations

THE REAL WORLD INFORMS THE SIMULATOR

Every driver interviewed for this story was careful to point out that a simulator is not a complete substitute for real-world testing, but rather a tool that can be used to work on specific tactics and strategies, and for racecar development. In order to create an effective simulation that accurately predicts real-world results, a feedback loop is required.

"We now feed back real data from the

actual car to the sim model to keep increasing the accuracy, and this has opened up a whole new window of possibilities to work with the chassis on the sim," Purcell says. "At this stage, we are still limited to getting basic aero and overall chassis stiffness from the sim, but we have proven these to be very valuable in establishing a starting point for the setup. This continues to improve as we refine our models and we can begin to work with more details of the setup. We can even change the ambient temperature and time of day on some software products and look at the setup differences between morning and afternoon."

Formula Mazda and Pirelli World Challenge GT3 Cup racer Phil Fogg Jr. agrees, "You can get a general sense for the speed and time tradeoffs with changing rake, wing, ride height, camber, sway bar, and so on. I'm always amazed at how close the simulator lap times are to actual times."

IT'S NOT PERFECT – YET

A session on a professional-grade simulator is remarkable. You'll never forget that you're on a simulator, but after 20 minutes of driving, you'll be talking about how the "car" felt or how you approached a turn as if you'd been in the real world.

Few drivers have more professional and Club Racing experience than Cindi Lux. She approaches any simulator cautiously. "When racing, there are consequences for your actions on track," Lux says. "But in a sim, you just go off, learn from it, and then hit the reset button, so you need be careful not to train your brain that this is acceptable. In real life, if you damage a car, you miss a session, which hurts the team. Then there are the costs of the repairs, which hits your wallet."

Former MX-5 Cup champion and current pro driver Kenton Koch observes, "There's no reset button in a real car. So you have to drive it like you would a real car in real life to get the most out of it."

EXPANDING AVAILABILITY

Right now there are only a few accessible professional-grade simulators available. CXC Simulations has a facility in Los Angeles, and Maher's simulators are available in Portland, Ore., and Sonoma, Calif. In Canada, VRX Simulators has a facility in Victoria, British Columbia.

"Right now we're really at a sweet spot where the software is constantly evolving, the hardware is really improved, and now we've got virtual reality - I'm focused on helping drivers win races," Maher says.

To help more drivers win their races, Maher is hoping to expand the availability of his simulators. In the near term, however, most drivers must still travel for simulator time. As drivers prepare for the Runoffs and other end-of-season events, simulator time could make a difference in how those seasons end. 📍



Courtesy CXC Simulations

SERIOUS EQUIPMENT

This Motion Pro II unit from CXC Simulations offers a professional level simulation setup in a package usable at home. If owning one is not in the budget, various companies across the nation will rent you simulator seat time.

**CROSSOVER**

(MAIN) The CRB is considering changing Runoffs requirements to encourage those who run SCCA Pro-sanctioned events to also compete in the Majors. (RIGHT) GT2 includes Trans Am TA2 cars, making scutlineering more challenging.

WHAT THE FUTURE HOLDS

The Club Racing Board is considering a variety of potential changes in everything from post-race tech to Runoffs qualification, and they need your help | **WORDS** Jim Wheeler | **MAIN IMAGE** Clark McInnis

The Club Racing Board is looking at post-race tech, not just for the National Championship Runoffs, but for the regular season as well. While some classes, like Spec Miata, have a very well-defined list of items that can be inspected, other classes, like GT2, are complicated to tech. We are asking racers in all classes to suggest items that should be on the tech list for the U.S. Majors Tour and the Runoffs for their classes. Production-category drivers, for instance, may feel it is no longer necessary to tear down and inspect rods, due to rule changes allowing non-stock rods. The CRB is trying to gauge what you think are the most important items to inspect, so if you have any comments about your class, please put them into the letter log system at www.crb-scca.com.

We are also considering a change in the post-race tech process in general. This would require more driver participation and less of an adversarial relationship between racers and scrutineers. An open hood tech, similar to what Solo uses, might be part of it. This

“This would require more driver participation and less of an adversarial relationship between racers and scrutineers.”

may not work with all classes, as we understand that more open classes might have proprietary designs that are not regulated by the rules. Let us know what you think about the whole tech process.

Speaking of GT2, we are asking the GTAC to put together an outline of all of the types of cars that can run in GT2. This class has really grown, since GT2/ST, TA2, and World Challenge have come to the class. This list will help tech crews and racers understand what makes a car compliant or not. All of this information is in the GCR, but it has become a very complex class, and an outline may help everyone. We may also require some classes, like GT2, to post additional information alongside their numbers and weight. This will



Ken Brown

let the competitor know, at a glance, just what they are racing against.

There is also a suggestion being discussed for 2018 and beyond to allow some credit for races at SCCA Pro Racing events to count toward participation requirements for an invitation to the Runoffs. This might be that two SCCA Pro Racing events and two Majors could mean that Runoffs participation requirements are met. The upside is that some guys running in the Pro series might enter Majors weekends so they could go to the Runoffs.

With 2017 being the fifth season for the U.S. Majors Tour, SCCA is looking at some changes in the program. These may include a Conference realignment, requiring less travel within a Conference. The top Majors events will have enhanced elements, and the top dozen Majors events will have a Points Championship. The tracks for this Championship would be the must-race tracks, like Watkins Glen, Road America, and so on. 📍



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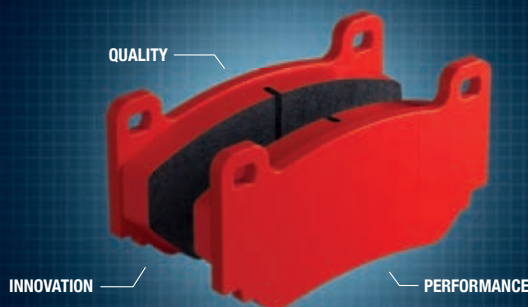
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**CHANGES**

Sometimes you have to think outside the box to find the best setup for Street Touring – or maybe look in someone else's box.



TESTING TIME

Solo guru David Whitener sheds light on what it takes to develop a competitive Street Touring Solo car | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

David Whitener has built a number of world-class, front-wheel-drive cars for Solo's Street Touring category. He has a reputation for relentless testing, which seems like a great recipe for success in any class. So, how does he approach car development?

Street Touring is in a "pretty big state of flux," he says. For years, the category was all about weight – lightness trumped just about everything. The 1989 Civic Si has some other useful attributes, but its real defining characteristic is its lack of heft, especially considering many of the Street Touring rules have to do with limiting weight reduction. But recent advances in tire technology are helping to balance the scales so powerful cars can compete with very light cars, although course design still plays into that equation.

Street Touring classes "vary massively," Whitener says, noting that the preparation approach for STR is likely to be very different from STS or STF. A National-winning STR car may still be truly drivable on the street, sporting relatively moderate spring rates and air conditioning. STS and STF, on the other hand, are more likely to respond to absurd spring rates – and a/c was an option on most of those cars rather than standard on many STR cars. Just because weight isn't the defining factor for performance, Whitener explains, doesn't mean it's no factor at all, so any weight that can be jettisoned will be.

Whitener points out that Street Touring uses a very restrictive rule set, meaning that quite a lot of the performance parts available in the aftermarket are not legal. Consequently, someone developing a car for this category has to either do without, or come up with creative solutions – or simply make their own parts.

Along these lines, Whitener tests a lot, and he also tests using illegal parts. That's not to try to get away with something but he says it can be very useful in car development. For one thing, he explains, if there's no discernable benefit to the illegal part, there's no point in trying to find a legal way to accomplish the same thing. If there is a performance advantage, then it's time to look for a legal way to accomplish at least some of what the illegal part did.

The development level of the top-level ST cars is "higher than the category might suggest," Whitener notes. According to Whitener, there were five or six STS cars sporting the ultra-light lithium batteries before any CSP car had one, and CSP has long been the poster child for excruciatingly meticulous preparation.

The restrictive rules pretty much require lots of creative solutions to the weaknesses every vehicle has. Whitener points out that, in many ways, it would be easier to engineer an RSX for E Prepared than it is for STF. Don't

like the suspension geometry? In EP, just cut it apart and put it together the way you want. In STF, you are stuck with an "S" shaped camber curve; thus, those aforementioned absurd spring rates.

One shortcut to take in development, says Whitener, is to pick a car that has been used for a professional racing series in some near-production form, and spend time talking to team engineers about what they did. Since most ST-category cars are no longer current candidates for those series, their data may not be as closely held as it once was. Road racing isn't autocross, Whitener admits, but a lot of the problems are the same, so the solutions will probably be similar. This is one place where all that testing of illegal parts comes in – what the pro teams did may not be allowed in Street Touring, but there may be a legal way to solve that same problem, and those illegal parts can help point the way.

Speaking of data, Whitener keeps a spreadsheet of such details as spring rates, sway bar settings, and more. If you aren't collecting data, you aren't really testing or developing, he explains.

So, Whitener says, the key to success involves testing, research, testing, development, and then some more testing. No doubt some driving skill helps, but if the car is fast, winning is a whole lot easier. ●

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**LUCKY MAN**

Houston Region member Mike Littrell won't have to travel far to take advantage of his prize, as he'll enjoy the VIP experience at the U.S. Grand Prix.

opportunity to meet his two favorite F1 drivers, Lewis Hamilton and Felipe Massa.

Littrell joined the SCCA in May 2015 and jumped into the Club Racing world with both feet, running a Spec Racer Ford with the traveling team Spec Racer Sports. Since earning his competition license in June 2015, he's raced at bucket-list tracks like Road America and Sebring, but hasn't yet had the opportunity to be on the track at COTA. "I love the car and the class," Littrell explains. "The large fields at Majors events always make for an exciting race." A captain on the Boeing 787 Dreamliner for United Airlines and former F-16 Fighter Pilot in the Texas Air National Guard, Littrell says he won't be able to make the Runoffs this year, "but I have my eye on the prize for 2017 in Indy."

The raffle proceeds come at an opportune time for the SCCA Foundation, with the SCCA Archives having just been relocated to the International Motor Racing Research Center at Watkins Glen. "We are really excited about the opportunity to work with the IMRRC and a professional archivist so that these historical records of the Club can be made available to all members," says Foundation Board President John Zuccarelli. "The raffle funding will provide a helpful boost to this important program." The Foundation is already planning a new prize package for next year's raffle to be kicked off at the SCCA National Convention at the start of 2017.

While the raffle is the SCCA Foundation's highest profile fundraiser of the year, the Foundation is working on a strong finish for the 2016 budget through a direct mail campaign to SCCA members.

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AND THE WINNER IS...

SCCA Foundation finishes the year off strong with a raffle winner | **WORDS** Jeff Jacobs

After six months of ticket sales in the SCCA Foundation's biggest fundraiser of the year, SCCA member Mike Littrell won the raffle for two VIP passes and \$5,000 toward travel expenses to the 2016 U.S. Grand Prix at Circuit of the Americas. The Houston Region member will have just a 2.5-hour drive to the track, but can use the winnings to rent a limo if he chooses. Littrell held the

winning ticket out of more than 2,100 tickets sold raising \$28,000 for the Foundation.

"I'm a huge F1 fan," says Littrell. "I've been to all the F1 races at COTA since I live so close to the track. I have season tickets and will probably sell them this year as I'm sure my raffle seats will be better." With special access to hospitality areas during the event, Littrell may even have the

In addition to funding the SCCA Archives program, the Foundation provides essential support for the Club's participation in the Tire Rack Street Survival teen driving program and funds several awards in support of the Formula SAE program. "SCCA members and Regions have been very generous in their support of the Foundation," reports Zuccarelli. "The average annual donation from members has been nearly \$25, and without that support we wouldn't have been able to make such a big difference in the lives of so many teen drivers each year." More information about the Foundation and how to make a donation is available at www.sccafoundation.com. 🍷

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Looking back on the first half of the 2016 Club Racing season from our vantage point here in early August, one can say it's been a good year for Ohio Valley Region's Quinten Nelson. Through the June Sprints, the 20-year-old Newark, Ohio, racer has recorded a pair of SRF wins at Homestead in January, a second and an eighth at NOLA in February, a third and a fifth at Road Atlanta in March, and a first and a second at the June

Sprints. "I also made my SRF GEN3 debut at Gingerman Raceway in May and won both days," Nelson adds. Still to come is the 2016 Runoffs at Mid-Ohio, Nelson's home track.

"This will be my third Runoffs appearance, and I plan on it to be my best finish yet," Nelson says. "Mid-Ohio is one of my favorite tracks and the track I have the most seat time on; so I hope that those two factors will play into me doing well at the Runoffs."

Of all the tracks on which he has raced, Mid-Ohio is the most technical, Nelson adds. "From the blind corners - Turns 5 and 9 - to the high-speed corners - Turns 1 and 11 - Mid-Ohio is very difficult to race in the rain; however, I have a good number of laps in the rain at Mid-Ohio, and it has taught me a lot. I believe that if you can race Mid-Ohio, rain or shine, and do well you, can race anywhere."

A sports marketing and management

FAMILY TRADITION

20-year-old Quinten Nelson is continuing his family's love for motorsports with adventures in SCCA Club Racing

WORDS James Heine

IMAGES Hilary Anderson Frank



student at the University of Northwestern Ohio in Lima, Nelson also works full time at Alliance Autosport in Hilliard as a mechanic. "My family is full of huge race fans," Nelson says. "We love everything from IndyCar, sports cars, and NASCAR to dirt-track and motorcycle racing."

Naturally, he has been interested in motorsports for as long as he can remember. "I was first introduced to racing by my father," Nelson explains. "He raced motocross and had

me racing motocross at the age of 4."

At age 9, Nelson switched to go-karts. A year later, he was piloting karts in various WKA national and divisional series, and his passion for four-wheeled racing blossomed. As he approached age 16, the natural step as a career path was SCCA, Nelson says.

After turning 15, he attended a Skip Barber school at Sebring and shortly thereafter, with help from Spec Miata racer Dan Harding, entered his first SCCA race at Mid-Ohio, doing well enough in that and subsequent events to be named the Ohio Valley Region's 2012 Novice Driver of the Year.

"Dan Hodge was the chief steward during my first weekend of racing on my novice permit," Nelson recalls. "He continues to work race weekends in the Great Lakes Division as chief steward or operating steward. He has helped me to understand racing from the steward's point of view and how to properly go about talking to the stewards to have a problem solved."

In 2013, as a 17-year-old at the Runoffs' 50th anniversary celebration at Road America, "I finished 17th, right behind Randy Pobst in the STL class," Nelson adds with a smile. Last year, when the Runoffs hit Daytona International Speedway, Nelson finished 13th in a 39-car SRF field.

"I love the wheel-to-wheel competition within SCCA," he says. "The tough competition has helped me develop my racing skills. It has also renewed a passion in me to want to win. I like that we are all competitors on the track but friends and a racing family off the track."

As with many young racers, Nelson credits a lot of people with the success he's experienced, including his partners, Alliance Autosport, Jae's Towing and Recovery, Sparco, Red Line Oil, and, of course, his parents.

"My parents are my biggest supporters," he says. "Also, Dan Harding gave me a chance to race his Spec Miata so I could earn my National license. Keith Wise allowed me to race his RX-7 and qualify for the 2013 Runoffs in the STL class. Today, my mentor and the person who has helped me the most has to



be my team owner and fellow competitor, Scott Rettich. Scott's coaching and support have helped me develop my racing craft and truly become a better driver."

"Actually," Nelson adds, "the entire Alliance Autosport team has helped me get to the point I'm at today, both as a driver and a mechanic. Suren [Tchobanian] and Al [Hostettler] spend a lot of time in the shop teaching me the mechanical side of racing."

As for his parents and his extended family, Nelson says they are "very supportive" and would like to see him further his motorsports career.

"My parents attend every race, my grandmother comes to the majority of my races, and my extended family and friends try to attend races close to home," Nelson says, adding that last year, his family allowed him to participate in a Majors race at Mid-Ohio rather than attend his high-school graduation ceremony, which was scheduled for the same weekend.

After the race, "Dan Hodge presented me with my high-school diploma in victory lane, and we had my graduation party at the track at the end of the race day."

As to his future, Nelson plans to continue with Alliance Autosport, finish his education, and - hopefully - pursue a career in racing.

"Even though I am underfunded, I am able to compete with the 'factory' drivers," he notes. "We are still looking for partners to help further my racing career. I tell everyone I am willing to drive anything with wheels."

As for the remainder of this year, "I would love to win a Triple Crown in 2016," Nelson says, and I would like to race FE in the near future." 🍷



SUPPORTING DONATE LIFE OHIO AND THE TEAM TRACKSIDE TINA FOUNDATION

In addition to attending college, working as a racecar mechanic, and pursuing a motorsports career, the Ohio Valley Region's Quinten Nelson is also an ambassador for Donate Life Ohio, a coalition of the Buckeye State's organ, eye, and tissue recovery agencies, and a supporter of the Team Trackside Tina Foundation, which raises money and awareness for ovarian cancer research. Nelson has a personal connection to both

causes. "I became involved with Donate Life Ohio after a friend of mine passed away and donated his organs and eyes to help save others' lives," Nelson says. "Tina Pettet [the 'Tina' in Trackside Tina] was a Toyota spokes-model from Newark, Ohio, who became a huge fan and supporter of my racing career. Unfortunately, the horrible disease of ovarian cancer took her from us, but she will forever fly with me during my races via her butterfly on my car."



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TOUGH IT OUT

Trans-Am's 2015 VIR race saw competitors battling rough conditions – what will the Sept. 23-24, 2016, race see this year?



Chris Clark

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Mar 4-6 Sebring Int'l Raceway, Fla.
Bupp (TA); Robinson (TA2); Saunders (TA3); Kent Jr. (TA4); Boden (TA5)
Apr 8-10 Road Atlanta, Ga.
Ruman (TA); Buffomante (TA2); Mueller (TA3); Francis Jr. (TA4); Flynn (TA5)
May 13-15 Watkins Glen International, N.Y.
Ruman (TA); Machavern (TA2); Boden (TA3); Francis Jr. (TA4); Kezman (TA5)
Jun 3-5 Belle Isle Grand Prix, Mich.
Lopez (TA); Marcelli (TA2); Martin (TA4) Baucom (TA); Andretti (TA2); Francis (TA4)
Jun 10-12 New Jersey Motorsports Park, N.J.
Fix (TA); Buffomante (TA2); Aquilante (TA3); Francis Jr. (TA4); Kezman (TA5)
July 1-3 Brainerd Int'l Raceway, Minn.
Fix (TA); Robinson (TA2); Streimer (TA3); Francis Jr. (TA4)
Aug 11-13 Mid-Ohio Sports Car Course, Ohio
Aug 25-27 Road America, Ga.
Sep 23-24 VIRginia Int'l Raceway, W. Va.
Oct 7-9 Homestead-Miami Speedway, Fla.
Oct 14-15 NOLA Motorsport Park, La.
Nov 3-5 Circuit of the Americas, Texas
Nov 10-12 Daytona Int'l Speedway, Fla.



WORLD CHALLENGE
world-challenge.com

Mar 3-6 Circuit of the Americas, Texas
GT: Long, O'Connell; GTA: Fuentes, Fuentes; GTC: Udell, Urry; GTS: Aschenbach, Sandberg; TC: Kozarov, Grahovec; TCA: Goulart; Wolfe; TCB: Hough, Rodgers
Mar 11-13 Grand Prix of St. Petersburg, Fla.
GT: Lewis, Lewis; GTA: Fuentes, Fuentes; GTC: Urry, Urry; GTS: Roush Jr., Roush Jr.
Apr 15-17 Grand Prix of Long Beach, Calif.
GT: Parente; GTA: Fuentes
April 22-24 Barber Motorsports Park, Ala.
GT: Parente, Cooper; GTA: Fuentes, Fuentes; GTC: Udell, Udell; GTS: Roush Jr., Roush Jr.
May 19-22 Canadian Tire Motorsports Park, Canada
GT: Long, Long; GTA: Schein, Schein; GTC: Udell, Green; GTS: Aschenbach, Riddle; TC: Wittmer, Grahovec; TCA: Goulart, Goulart; TCB: Morse, Rodgers; SprintX: Mills (GT), Mills (GT), Riddle (GTS), Riddle (GTS)



Jay Bonavolair

May 27-28 Lime Rock Park, Conn.
GT: Parente, Parente; GTA: Schein, Fuentes; GTC: Urry, Udell; GTS: Aschenbach, Burford; TC: Wittmer, Geraci; TCA: Goulart, Goulart; TCB: Rodgers, Washay

Jun 23-26 Road America, Wis.
GT: Eversley, Eversley; GTA: Schein, Montcalvo; GTC: Udell, Udell; GTS: DeBoer, Sandberg; TC: Rivera, Rivera; TCA: Bickers, Bickers; TCB: O'Gorman, O'Gorman

Jul 29-30 Mid-Ohio, Ohio
GT: Parente, Cooper; GTA: Scheun, Schein; GTC: Udell, Udell; GTS: Aschenbach

Aug 12-14 Utah Motorsport Campus, Utah
Sep 16-18 Sonoma Raceway, Calif.

Oct 7-9 Mazda Raceway Laguna Seca, Calif.



MAZDA MX-5 CUP mx-5cup.com

Apr 29-May 1 Mazda Raceway Laguna Seca, Calif.

Gallagher; Foley
May 13-15 Watkins Glen Int'l Raceway, N.Y.
Drennan; Reger

Jun 17-19 Road America, Wis.
Foley; Reger

Jul 8-10 Canadian Tire Motorsports Park, Ont.

Reger; Drennan
Aug 26-28 VIRginia Int'l Raceway, Va.
Sep 9-11 Mazda Raceway Laguna Seca, Calif. (invitation event)

Sep 28-Oct 1 Road Atlanta, Ga.



F1600 CHAMPIONSHIP

f1600championshipseries.com

Feb 11-13 Palm Beach International Raceway, Fla. (exhibition) *Ming*

Feb 19-21 Sebring, Fla. (exhibition) *Ming*

Apr 7-10 Road Atlanta, Ga.
Portante; Verhagen; Mallinen

May 13-15 Watkins Glen, N.Y.
Denes; Ming; Denes

Jun 3-5 VIRginia Int'l Raceway, Va.
Verhagen; Estep; Auriemma

Jul 1-3 Mid-Ohio Sports Car Course, Ohio
Portante; Ming; Verhagen

Aug 5-7 Pittsburgh International Race Complex, Pa.
Verhagen; Verhagen; Frederick

Aug 26-28 New Jersey Motorsports Park, N.J.

Oct 7-9 Dominion Raceway, Va.



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F2000 CHAMPIONSHIP

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Feb 11-13 Palm Beach International Raceway, Fla. (exhibition)

Norman

Feb 19-21 Sebring, Fla. (exhibition)
Norman

Apr 7-10 Road Atlanta, Ga.
Bamford; Bamford

May 13-15 Watkins Glen, N.Y.
McDonough; Bamford

Jun 3-5 VIRginia Int'l Raceway, Va.
Bamford; Bamford

Jul 1-3 Mid-Ohio Sports Car Course, Ohio
Bamford; Larue

Aug 5-7 Pittsburgh International Race Complex, Pa.
Bamford; Bamford

Aug 26-28 New Jersey Motorsports Park, N.J.

Oct 7-9 Dominion Raceway, Va.



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Feb 11-13 Palm Beach International Raceway, Fla. (exhibition)

Norman

Feb 19-21 Sebring, Fla. (exhibition)
Norman

Apr 7-10 Road Atlanta, Ga.
Norman; K. Grant

May 13-15 Watkins Glen, N.Y.
Norman; Norman

Jun 3-5 VIRginia Int'l Raceway, Va.
Norman; Norman

Jul 1-3 Mid-Ohio Sports Car Course, Ohio
D. Grant; Norman

Aug 5-7 Pittsburgh International Race Complex, Pa.
D. Grant; D. Grant

Aug 26-28 New Jersey Motorsports Park, N.J.

Oct 7-9 Dominion Raceway, Va.



FORMULA 4

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Jul 1-3 Mid-Ohio Sports Car Course, Ohio
Czaczyk; Czaczyk; Czaczyk

Aug 11-13 Mid-Ohio Sports Car Course, Ohio

Sep 17-18 Road Atlanta, Ga.

Oct 7-9 Homestead-Miami Speedway, Fla.



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Aug 13-14 Grattan Raceway, Mich.

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Sep 10-11 Palmer Motorsports Park/New England

Sep 17-18*Ro Watkins Glen/Finger Lakes

Oct 1-2 Summit Point/Washington DC

Oct 7-8 Thompson Speedway/New England

Oct 7-9 Watkins Glen/Glen

Oct 22-23 NJMP/South Jersey

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Glen (607) 739-2953

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Sep 3-4# Sebring/Central Florida

Sep 17-18# Sebring/Central Florida

Oct 8-9# Roebeling Road/SEDiv

Oct 15-16v Sebring/Central Florida

Oct 15-16*# VIRginia International

Raceway/North Carolina

Oct 21-22# VIRginia International

Raceway/North Carolina

Nov 4-6*# Road Atlanta/Atlanta

Nov 12-13*# Palm Beach International

Raceway/Florida

Nov 26-27* Sebring/Central Florida

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Florida (561) 654-3396

North Carolina (800) 342-7390

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GREAT LAKES greatlakes-scca.org

Oct 8-9*Ro Mid-Ohio/Ohio Valley

Ohio Valley (330) 460-6706

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* = 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

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Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

CENTRAL cendiv-scca.org

Sep 3-4*Ro Brainerd Int'l Raceway/Land

O' Lakes

Oct 15-16*Ro Blackhawk Farms/Chicago

Chicago (815) 718-4881

Land O' Lakes TBD

MIDWEST midiv.org

Oct 22-23* Gateway/St. Louis

St. Louis (314) 249-6571

SOUTHWEST sowdivscca.org

Nov 19-20*Ro TBD/Texas

Dec 3-4*Ro MSR Houston/Houston

Houston TBD

Texas TBD

NORTHERN PACIFIC norpacscca.org

Sep 24-25* Thunderhill/San Francisco

Oct 21-23* Thunderhill/San Francisco

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Sep 3-4*Ro Buttonwillow Raceway Park/

Cal Club

Oct 29-30* Auto Club Speedway/Cal Club

Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS**NORTHEAST** nediv.org

Oct 15 Regency Furniture Stadium/

Washington DC

Washington DC (240) 508-5335

SOUTHEAST sedivrracing.org

Sep 17 Daytona International Speedway/

Central Florida

Central Florida (407) 324-1874

CENTRAL cendiv-scca.org

Oct 22 Route 66 Raceway/Chicago

Chicago kcoulter@comcast.net

MIDWEST midiv.org

Sep 24 The Family Arena/St. Louis

Sep 8 Iowa Speedway/Des Moines Valley

Oct 15 The Family Arena/St. Louis

Des Moines Valley (864) 438-2060

Kansas City (413) 358-0844

St. Louis (314) 616-6313

**OFFICERS**

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Vice Chairman **DANIEL HELMAN**

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Assistant Treasurer **K.J. CHRISTOPHER**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

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MINDI PFANNENSTIEL

Senior Director of Solo and Rally

HOWARD DUNCAN

Senior Manager of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Senior Manager, Marketing

& Communications

REECE WHITE

Director of Information Technology

MICHAEL FITZGERALD

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

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General Manager **STEVE OSETH**

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Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

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(845) 325-0930; bdowie@scca.com

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(856) 223-0807; thanushek@scca.com

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(813) 684-4741; lhill@scca.com

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(937) 438-3005; sharris@scca.com

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(262) 724-3346; blindstrand@scca.com

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(314) 724-7098; pzekert@scca.com

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(281) 324-6664; dhelman@scca.com

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(719) 931-8281; acoleman@scca.com

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(916) 712-5742; bmccarthy@scca.com

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(585) 624-9289 (h); jwalsh@scca.com

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(213) 842-2363; kchristopher@scca.com

Area 12: **TERE PULLIAM**

(678) 697-9755; tpulliam@scca.com

Area 13: **JIM WEIDENBAUM**

(503) 327-8990; jweidenbaum@scca.com

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBER

Gail A. Peery 9/1/1961 Northwestern Ohio

50-YEAR MEMBERS

Richard M. Boonisar 9/1/1966 New England
Austin R. Britton 9/1/1966 Central Florida
John J. Cahill 9/1/1966 Chicago
Norm Conley 9/1/1966 Wichita
Dave Henry 9/1/1966 San Francisco
Gary Van Horn 9/1/1966 Oregon
Jon R. Norman 9/1/1966 San Francisco
Dewitt A. Payne 9/1/1966 Eastern Tennessee
Jean Sharp 9/1/1966 Des Moines Valley
Dan Sherrord 9/1/1966 Texas
Michael P. McDonald 9/1/1966 New England

45-YEAR MEMBERS

Susan E. Anderson 9/1/1971 Southern Illinois
J. Alex Bell 9/1/1971 Middle Georgia
Carol Cohn 9/1/1971 St Louis
Scott R. Forehand 9/1/1971 Land O'Lakes
Rick Gambill 9/1/1971 Central Carolinas
William Goodale 9/1/1971 New England
Jane Goodale 9/1/1971 New England
James L. Green 9/1/1971 Neohio
Bill Griffith 9/1/1971 Texas
Joanne Haniszewski 9/1/1971 Western New York
Norman D. Haniszewski 9/1/1971 Western New York
Peter B. Harkins 9/1/1971 North Carolina
Jack Kolpack 9/1/1971 Blackhawk Valley
Steven C. Lashley 9/1/1971 Atlanta
Edward C. Lublow 9/1/1971 Western Michigan
Edward V. Mangone 9/1/1971 Western New York
S. Peter Smith 9/1/1971 Ohio Valley

40-YEAR MEMBERS

Gerald P. Doner 9/1/1976 Central New York
John F. Hartnett 9/1/1976 Philadelphia
Bruce R. Kalin 9/1/1976 Western Michigan
Suzanne D. Kolker 9/1/1976 Northern New Jersey
Kathleen P. Martin 9/1/1976 San Francisco
David R. Miller DDS 9/1/1976 Oregon
Steve Wolf 9/1/1976 Kansas City

35-YEAR MEMBERS

Chuck Cecil 9/1/1981 South Carolina
Ed W. Clancy Jr 9/1/1981 Detroit
Douglas A. Gall 9/1/1981 Ohio Valley
Mary B. McIndoe 9/1/1981 Northwestern Ohio
Gordon McIndoe 9/1/1981 Northwestern Ohio
Mark G. McLaughlin 9/1/1981 San Francisco
Richard L. Ratajczak 9/1/1981 Central Carolinas
Kenneth A. Rodrigues 9/1/1981 San Francisco
Joyce K. Sinclair 9/1/1981 South Jersey
John Rogers Smith 9/1/1981 Central Louisiana

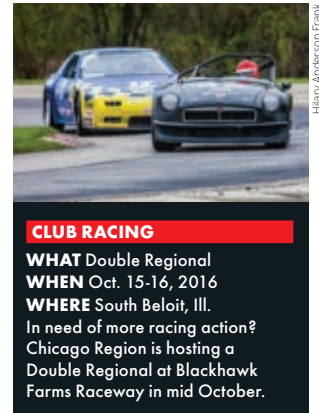
30-YEAR MEMBERS

Roger Salomon 9/16/1986 Northwest
Jeff Beck 9/19/1986 Chicago
Lisa Ouse Brakke 9/12/1986 Land O'Lakes
Andrew Cotyk 9/29/1986 Ohio Valley
Michael B. Dekutoski 9/3/1986 Iowa
Bill Dennis 9/3/1986 Buccaneer
Ron Dick 9/4/1986 Ohio Valley

David Donovan 9/5/1986 Florida
Samuel A. Eyer 9/29/1986 Washington DC
Cheri Ferguson 9/3/1986 Houston
Edward W. Ferguson 9/3/1986 Houston
Anna M. Ferro 9/23/1986 Chicago
Jim Ferro 9/23/1986 Chicago
Larry Gallagher 9/29/1986 Ohio Valley
Paul Gipson 9/10/1986 Arizona
Cheryl T. Kaiser 9/23/1986 Northern New Jersey
Robert Lambert 9/26/1986 Salina
Kyle William Mack 9/9/1986 Western New York
Cindy Lee Mack 9/9/1986 Western New York
Kenneth W. McVicker 9/23/1986 Ohio Valley
Kathleen McVicker 9/18/1986 Southern Illinois
Linda Miklovic 9/18/1986 San Francisco
Michael Wayne Mills 9/4/1986 Buccaneer
Thomas W. Morrisett 9/4/1986 Buccaneer
Joan Morrisett 9/16/1986 Detroit
Kenford R. Nelson 9/30/1986 Houston
Linda E. Rawson 9/18/1986 San Francisco
Jack P. Richardson 9/5/1986 Florida
Patricia A. Ricker 9/5/1986 Florida
Bob Ricker 9/29/1986 Colorado
Robert E. Rocho 9/12/1986 Washington DC
Steven P. Sinclair 9/26/1986 Arizona
Gregory Harold Smith 9/29/1986 Florida
William L. Umstead 9/29/1986 Florida
Ann Umstead 9/22/1986 New England
Anne E. Vincent 9/22/1986 New England
Gregory F. Vincent 9/29/1986 Saginaw Valley
Lynn Weber

25-YEAR MEMBERS

Cindy Ann Benchina 9/10/1991 Mahoning Valley
Bob Berman 9/10/1991 Florida
Tom N. Berry 9/10/1991 Cal Club
Theresa Berry 9/10/1991 Cal Club
Nancy L. Davis 9/26/1991 Central Florida
Michael Dortona 9/16/1991 South Jersey
Cynthia Dortona 9/16/1991 South Jersey
Elisabete M. Erlandson 9/10/1991 Cal Club
Randy Fisher 9/21/1991 Wichita
Charles A. Gutow 9/17/1991 Washington DC
Barbara Killmer 9/30/1991 New England
Bud Killmer 9/30/1991 New England
Ronald W. King 9/26/1991 Buccaneer
Stan Kostewicz 9/5/1991 Central Florida
Gary E. Kramar 9/18/1991 Texas
J. LaTourette-Lamberton 9/10/1991 NE Pennsylvania
Rod Markowicz 9/10/1991 South Bend
Craig Markusik 9/12/1991 Ohio Valley
William A. Moore 9/25/1991 Central New York
Roderick O'Brien 9/6/1991 San Francisco
David W. Packard 9/16/1991 Ohio Valley
Craig Popov 9/26/1991 Florida
Paul N. Risinger 9/10/1991 San Francisco
Lou Savino 9/25/1991 Columbus SC Club
Jim Seafuse 9/25/1991 Glen
Sandy Seafuse 9/25/1991 Glen
Samuel J. Vassallo 9/17/1991 Washington DC
Robert A. Wagner 9/5/1991 Milwaukee
John Weed 9/18/1991 San Francisco



CLUB RACING

WHAT Double Regional

WHEN Oct. 15-16, 2016

WHERE South Beloit, Ill.

In need of more racing action? Chicago Region is hosting a Double Regional at Blackhawk Farms Raceway in mid October.

Lucas Oil School of Racing
(561) 200-7223 lucasoilraceschool.com

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

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

Proformance Racing School
(253) 630-5130

proformanceracingschool.com

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

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

NOVICE PERMIT / SCHOOL CREDIT

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

Bobby Cee's Racer's Edge High

Performance Driving School

(562) 714-1799

bobbyceesracesedge.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

Demonte Motorsports

(631) 482-8875

demontemotorsports.com

FAASST Performance Driving School

(719) 761-1372 faasst.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Sports Car Driving Experience

(800) 453-5506

corvetteracingschool.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

NORTHERN PACIFIC norpacscga.org

Oct 9 Portland International Raceway/
Oregon

Oregon (503) 327-8990

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

AMG Driving Academy
(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com



Dave Green

2017 SEASON PREP

Southeast Conference Majors competitors can prepare for the 2017 season with the Oct. 15-16, 2016, Double Regional at Sebring, hosted by Central Florida Region.

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

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EVENT CREDIT

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

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Bridgestone Racing Academy

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SCCA HAPPENINGS



SOLO FEVER

Once the 2016 Solo National Championships is over, remember that Regional competition never ends.

TIME TRIALS

NORTHEAST nediv.org

Sep 3-4 TT Summit Point/Steel Cities
Sep 10-11 PDX/CT Summit Point/
Washington DC
Sep 17-18 HC Weatherly, Penn./
Northeastern Pennsylvania
Oct 1-2 HC Trout Run, Penn./Steel Cities
Oct 22-23 PDX/CT Summit Point-
Jefferson/Washington DC
Oct 22-23 PDX NJMP/South Jersey
Blue Mountain (215) 234-0518
Northeastern Pennsylvania
(570) 655-0576
South Jersey (609) 784-5316
Steel Cities (301) 729-2407

Washington DC (301) 572-7444

SOUTHEAST sedivacing.org

Sep 3-4 PDX Sebring/Central Florida
Sep 10-11 HC Robbinsville, N.C./Central
Carolinas
Sep 17-18 PDX Sebring/Central Florida
Oct 1-2 TT/PDX Talladega Grand Prix/
Alabama, Tennessee
Nov 4-6 PDX Road Atlanta/Atlanta
Nov 26-27 TT Sebring/Central Florida
Alabama/Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org

Oct 8-9 PDX Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
SBR, DET, WOR (937) 550-3287

CENTRAL cendiv-scca.org

Sep 15 PDX Milwaukee Mile/Milwaukee
Oct 7 PDX Milwaukee Mile/Milwaukee
Oct 22 PDX Milwaukee Mile/Milwaukee
Milwaukee TBD

MIDWEST midiv.org

Oct 22-23 PDX/CRE Gateway/St. Louis
St. Louis (314) 249-6571

SOUTHWEST sowdivscca.org

Dec 3-4 PDX MSR Houston/Houston
Houston TBD

SOUTHERN PACIFIC scca-sopac.org

Sep 3-4 HC Clifton, Ariz./Arizona
Sep 3-4 CT Buttonwillow Raceway Park/
Cal Club
Sep 3-5 HC Clifton, Ariz./Arizona
Arizona (408) 832-1327
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2016 season complete!

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Apr 8-10 El Toro, Calif.

Russell (Super); Grice (Ladies)

Apr 29-May 1 Crows Landing, Calif.

Porta (Super); Wong (Ladies)

May 6-8 Wilmington, Ohio

Spratte (Super); Campbell (Ladies)

May 13-15 Washington D.C.

Vitamas (Super); Odioso (Ladies)

May 27-29 Lincoln, Neb.

Whitener (Super); Heaton (Ladies)

Jun 3-5 Mineral Wells, Texas

Kvetko (Super); Kelley (Ladies)

Jun 10-12 Swanton, Ohio

Karwan (Super); Campbell (Ladies)

Jul 15-17 Packwood, Wash.

Otis (Super); Mikko (Ladies)

Jul 29-31 Walmington, Ohio

Mancuso (Super); Towns (Ladies)

Aug 5-7 Blythville, Ark.

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TIRE RACK

SCCA PROSOLO FINALE

Sep 2-4, 2016 Lincoln Airpark, Neb.

TIRE RACK MATCH TOUR.

2016 season complete!

CAM CHALLENGE

Aug 12-14 Peru, Ind.

Sep 2-3 Lincoln, Neb.

REGIONAL

NORTHEAST nediv.org

Sep 11 Farm Show Complex/Susquehanna

Sep 18 Warminster Community Park/

Philadelphia

Sep 18 The Shops at Ithaca Mall/Glen

Sep 18 Delphi Corporation/Finger Lakes

Sep 25 McCarty Ave OGS Lot/Mohawk

Hudson

Sep 25 Centre County Public Safety

Center/Central Pennsylvania

Sep 25 Wells Fargo Center/Philadelphia

Oct 2 Mid-State Airport/Central Penn.

Oct 2 Monroe Community College

Brighton Campus/Finger Lakes

Oct 9 McCarty Ave OGS Lot/Mohawk

Hudson

Oct 9 Warminster Community Park/

Philadelphia

Oct 29-30 Hershey Park/Susquehanna

Central Pennsylvania

csi_black@yahoo.com

Finger Lakes marcus.kroll@gmail.com

Glen (570) 418-2912

Northern New Jersey

mbtoynut@yahoo.com

Mohawk Hudson russtduck@gmail.com

New York paul.schulman1@yahoo.com

NE Pennsylvania (570) 881-0474

Philadelphia rich.dunbar.pa@gmail.com

Southern New York (607) 642-8973

Susquehanna Brillinger@aol.com

SOUTHEAST sedivacing.org

Sep 3 NCM Motorsports Park/Tennessee

Sep 25 Spence Field/Dixie

Oct 15-16 NCM Motorsports Park/

Tennessee

Oct 22 Michelin North American/

South Carolina

Oct 22-23 Atlanta Dragway/Atlanta

Nov 5-6 Road Atlanta/Atlanta

Nov 6 Spence Field/Dixie

Dec 4 Spence Field/Dixie

Atlanta randallprince@gmail.com

Dixie bbatch@nettally.com

South Carolina nixonbt@gmail.com

Tennessee trscsa.cd@gmail.com

GREAT LAKES greatlakes-scca.org

Sep 4 NCM Motorsports Park/Kentucky

Sep 10 Walesboro Airport/Columbus

Sports Car Club

Sep 17 Majestic Star Casino/Indiana

Northwest

Sep 17-18 Mid-American Air Center/

Southern Indiana

Sep 18 Owens Community College/

NWOhio

Sep 18 NCM Motorsports Park/Kentucky

Sep 18 Indianapolis Speedrome/

Indianapolis

Sep 25 LaCrosse Fairgrounds Speedway/

Land O' Lakes

Sep 25 Allen County War Memorial

Coliseum/Fort Wayne

Sep 25 Jack Barstow Airport/Saginaw

Valley

Sep 25 Tire Rack Test Track/South Bend

Oct 1-2 Grissom Aeroplex/Indianapolis

Oct 2 Mid-American Air Center/Southern

Indiana

Oct 2 Toledo Express Airport/NWOhio

Oct 8-9 Majestic Star Casino/Indiana NW

Oct 8-9 Walesboro Airport/Columbus

Sports Car Club

Oct 9 Mid-American Air Center/Southern

Indiana

Oct 16 Grissom Aeroplex/Indianapolis

Oct 16 Owens Community College/

NWOhio

Oct 16 Jack Barstow Airport/Saginaw

Valley

Oct 18 Kentucky Exposition Center/

Kentucky

Oct 23 RM Auctions/Fort Wayne

Oct 23 Tire Rack Test Track/South Bend

Nov 6 Walesboro Airport/Columbus

Sports Car Club

Nov 6 RM Auctions/Fort Wayne

Columbus Sports Car Club

farrrd@yahoo.com

Ft Wayne (260) 452-7804

Indiana Northwest

gargenta52@gmail.com

Indianapolis davedusterberg@att.net

Kentucky jameymcdaniel@twc.com

Land O' Lakes (608) 317-4354

Neohio (440) 804-4236

NWOhio bryan@rawlinsnet.net

Saginaw Valley (517) 719-8158

South Bend solo@sbrscca.org

Southern Indiana (812) 453-1376

CENTRAL cendiv-scca.org

Sep 4 Air National Guard/Great River

Sep 18 Cordova International Raceway/

Great River

Sep 25 Route 66 Raceway/Chicago

Oct 1-2 Pekin Municipal Airport

Oct 15 Route 66 Raceway/Chicago

Central Illinois re@cir-scca.org

Chicago (708) 784-0628

Great River mmwhitney@mchsi.com

Lake Superior

jim.chartre@ccsisystems.com

PLAY HARDER.



UTQG 200 AA A
9/32 Tread Depth(in.)



VICTRA
VR-1

205/50ZR15

245/40ZR15

205/55ZR16

255/40ZR17

245/40ZR18

265/35ZR18

295/40ZR18*

*6/32 Tread Depth(in.) UTQG 140 AA A

READY TO ROCK

The RallyCross National Championship takes place Sept. 30-Oct. 2 at the National Balloon Classic in Indianola, Iowa.



Rupert Berrington

MIDWEST midiv.org

Sep 10-11 East Crawford Recreation Area/Salina
Sep 11 Remington Park/Oklahoma
Sep 25 Remington Park/Oklahoma
Oct 1-2 East Crawford Recreation Area/Salina
Oct 9 Lincoln Airpark/Nebraska
Oct 15-16 Grenade Airport/Mississippi
Oct 16 Remington Park/Oklahoma
Oct 30 Remington Park/Oklahoma
Nov 5-6 East Crawford Recreation Area/Salina
Nov 12-13 Columbus Air Force Base/Mississippi
Kansas City alhermans@sdccorp.com
Mississippi georgebpainter@aol.com
Nebraska (402) 968-3282
Oklahoma ss8em2@gmail.com
Salina smnck@att.net

SOUTHWEST sowdivscca.org

Sep 3-4 NOLF Waldron Field/South Texas Border
Sep 18 Hutchinson Naval Air Base/Wichita
Oct 1-2 NOLF Waldron Field/South Texas Border
Oct 9 Hutchinson Naval Air Base/Wichita
Oct 9 Texas Motor Speedway/Texas
Oct 23 Hutchinson Naval Air Base/Wichita
Oct 23 Lone Star Park/Texas
Nov 5-6 NOLF Waldron Field/South Texas Border
Nov 13 Hutchinson Naval Air Base/Wichita
Dec 3-4 NOLF Waldron Field/South Texas Border
Central Louisiana
 mblazek@bellsouth.net
Delta (504) 487-5044
Houston dmccelvey@gmail.com
South Texas (361) 980-8000
Texas jennifer.maxcy@att.net
Wichita cuoncrs@gmail.com

ROCKY MOUNTAIN coloradoscca.org

Sep 4-5 Legacy Event Center/Utah
Sep 18 Front Range Airport/Colorado
Sep 25 Legacy Event Center/Utah
Oct 8 Front Range Airport/Colorado
Oct 9 Legacy Event Center/Utah
Oct 23 Legacy Event Center/Utah
Colorado jlhugo@gmail.com
Pan American kbp@b@aol.com
Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpacssca.org

Sep 10-11 Expo Idaho/Snake River
Aug 13-14 Helena Airport/Montana
Aug 19-21 Carlson Center/Arctic Alaska
Sep 4-5 Frenchtown High School/Big Sky
Sep 17-18 Helena Airport/Montana
Sep 24-25 Expo Idaho/Snake River
Oct 1-2 Frenchtown High School/Big Sky
Oct 2 Buttonwillow Raceway Park/San Francisco, Fresno
Oct 15-16 Expo Idaho/Snake River
Nov 5-6 Expo Idaho/Snake River
Nov 19-20 Fresno Fairgrounds/San Francisco
Arctic Alaska (907) 654-4970
Big Sky cisney@ronan.net
Montana Y49Martinez@gmail.com
San Francisco (530) 934-4455
San Francisco, Fresno
 racinric95@comcast.net
Snake River (208) 484-2768
Southwest Montana
 rosebud_59047@yahoo.com

SOUTHERN PACIFIC scca-sopac.org

Sep 25 Maui Raceway Park/Hawaii
Sep 25 Marana Regional Airport/Arizona Border
Oct 22-23 Marana Regional Airport/Arizona Border
Oct 23 Maui Raceway Park/Hawaii
Nov 20 Marana Regional Airport/Arizona Border
Dec 11 Marana Regional Airport/Arizona Border
Arizona (480) 563-2496
Arizona Border
 arizonasanders@msn.com
Arizona Border, Marana
 (520) 425-1948
Hawaii - Aloha (808) 349-8813
Hawaii - Maui (808) 281-3654
Hawaii - Vidinha (808) 212-6118
San Diego (619) 922-1472

ROADRALLY

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

NATIONAL

Sep 17 Oktoberally/Land O' Lakes

REGIONAL

NORTHEAST nediv.org

Nov 5 Covered Bridge RR/New England
New England chregan@aol.com

CENTRAL cendiv-scca.org

Sep 17 Badger Trails/Land O' Lakes
Land O' Lakes (952) 381-2759

RALLYCROSS**NATIONAL CHAMPIONSHIP**

Sep 30-Oct 2 National Balloon Classic, Indianola, Iowa

REGIONAL

NORTHEAST nediv.org

Sep 3 Farm Show Complex/Susquehanna
Sep 11 Rolling Wheels Raceway Park/Central New York
Oct 15 Walczyks Farm/Central New York
Dec 11 Walczyks Farm/Central New York
Central New York (315) 575-3623
New England chregan@aol.com
Susquehanna nkxv1@yahoo.com

SOUTHEAST sediv-racing.org

Sep 11 Senoia Raceway/Atlanta
Sep 17 Byron Raceway/Middle Georgia
Sep 18 Hollytree Offroad LLC/Tennessee Valley
Oct 13 Senoia Raceway/Atlanta
Oct 15 Byron Raceway/Middle Georgia
Oct 15 Hollytree Offroad LLC/Tennessee Valley
Oct 23 Durhamtown Plantation/Atlanta
Nov 12 Byron Raceway/Middle Georgia
Nov 20 Hollytree Offroad LLC/Tennessee Valley
Dec 4 Durhamtown Plantation/Atlanta
Dec 10 Byron Raceway/Middle Georgia
Dec 10 Hollytree Offroad LLC/Tennessee Valley
Atlanta quattros@gmail.com
Middle Georgia
 topher170@yahoo.com
Tennessee Valley
 leon@dynatorch.com

MIDWEST midiv.org

Sep 17 Savannah, MO/Mansas City, MO
Oct 23 Kincaid, KS/Kansas City, MO
Kansas City doug@formula1blog.com

NORTHERN PACIFIC norpacssca.org

Nov 13 Dirt Fish Rally School (RallySprint)/Northwest
Northwest kito.briellmaier@gmail.com

MEMBER BENEFITS

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



National Car Rental offers special discounts of up to 20 percent off retail car rental rates.



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



SCCA members receive a 10-percent discount on all **Simraceway Performance Driving Center** courses.



Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.



Out There Brands is a market leader in pop-up tents, flags, and all other branded paddock display, and SCCA members receive a 10-percent discount on all products.

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



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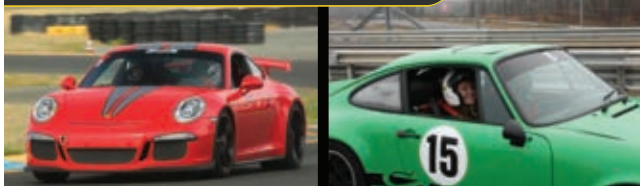


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PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

RACING, THE FAMILY SPORT

John Saurino and his wife Mary, parents of the three men featured on this month's cover, decided to take their sons Nigel, Hans, and Josh racing once they showed an interest because, as John noted during the photo shoot, there are few sports where an entire family is at the same place at the same time, doing the same thing, all rooting for one another. Kids who grow up with multiple siblings all involved in sports often spend more time apart than together, as on any given weekend conflicting events force parents to divide and conquer rather than stick together. For the Saurinos, the solution was motorsports.

Really, what other sport sees 14-year olds competing alongside their 20-year-old siblings? That certainly wouldn't happen in most soccer, football, or baseball leagues. But in motorsports, this is commonplace. And that's just Club Racing - in the Solo world, it's not uncommon to see a 7-year-old competing in Junior Karts while Mom and Dad autocross the family car.

Granted, this comes at monetary cost. While most traditional sports do have a

price tag, it often pales to a family Club Racing or running a competitive season of Solo. But, also as John pointed out, you do what your budget allows. Regardless, the end result is families spending time together.

We see this time and time again in *SportsCar*'s monthly *First Gear* profile. While many young members find their way to the SCCA on their own, a large number are second (or third) generation SCCA members, and the reason they became involved was because their parent's recognized the Club as a place families can come together.

In my case, my 3-year-old daughter has seen me race on several occasions and loves the racetrack and racecars. The excitement she gets from attending a Club race keeps her talking for months. Will that lead to a lifelong love of motorsports or the desire to compete? I'm certainly not going to push racing on her, but I am going to make the opportunity available if she or her little sister desire because it would be a great opportunity to spend more time with them.

With the Saurinos, once the sons showed that interest, their parents chose the best path for their family's motorsports journey - one



AT HOME

Spending a day with a family like the Saurinos really shows the bonding power of motorsports.

which started in go-karts and wound into open-wheel Club Racing (incidentally, doing well for themselves - Nigel, Hans, and Josh have been picked for podium finishes in their respective classes at this year's Runoffs in our *Who Will Win* feature in this issue). The Saurinos do it all as a family. They share data, chassis setup, and techniques across the board - and after spending a day with the Saurinos while assembling this month's cover story, it was obvious to me that they're an incredibly strong family thanks in large part to what motorsports has to offer. 📍

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FROM THE ARCHIVES

10 YEARS AGO... OCTOBER 2006



- The Runoffs had a new home for the first time in over a decade, with Heartland Park Topeka hosting the 25 winner-take-all championship races - and once again we made our gold medal predictions.

25 YEARS AGO... OCTOBER 1991



- The Escort World Challenge series completed its 24-hour endurance at Mosport.
- We featured MIT students who designed and built their own Formula Vee, with sights set on the 1992 Runoffs.

50 YEARS AGO... OCTOBER 1966



- The USRRC at Mid-Ohio saw Mark Donohue start from the pole and dominate most of the race before retiring due to an engine failure. Lother Motschenbacher would claim the win.

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