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RallyCross crowns
nine National
Champions

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The Super Tour returns
for 2017, bringing a
new Runoffs path

HITTING 100

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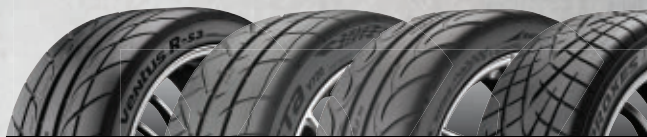
BF Goodrich
g-Force Rival
g-Force Rival S

BRIDGESTONE
Potenza RE-11

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

FALKEN
Azenis RT615K



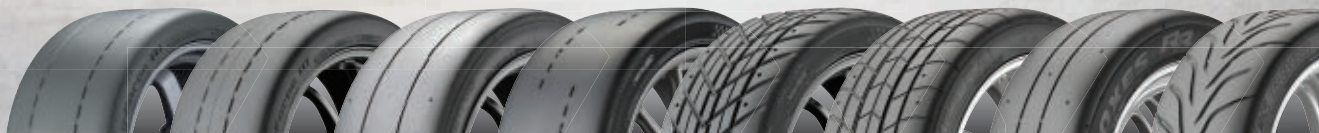
HANKOOK
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

NGN
N FERA SUR4

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



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g-Force R1 S

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15 17



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15 17



M.R. MR131 Traklite
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17 18



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17 18



Enkei Tuning TSP-5
silver, black, gold
17 18



Enkei Tuning TY-5
pearl black, hyper silver, black
18 19



Enkei Racing PF01
black, black w/mach lip (17),
bright silver (15-18)
17 18



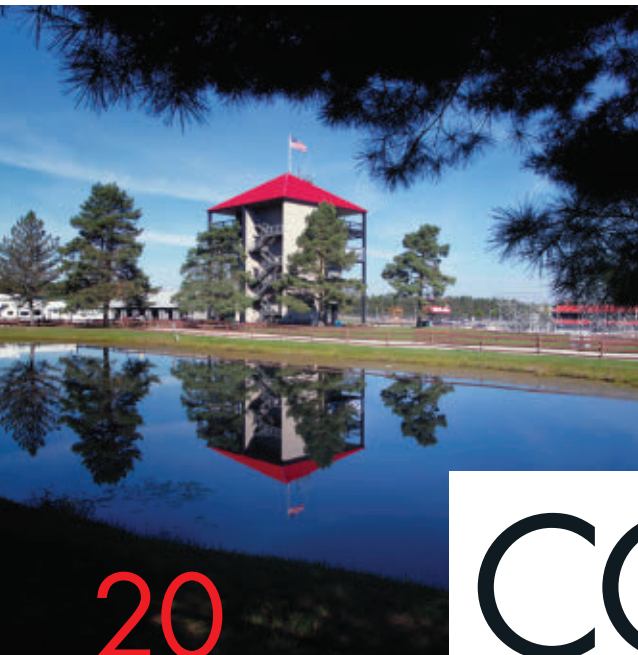
Enkei Racing GTC01RR
matte dark gunmetallic, titanium gold
18

BRAKES



SUSPENSION



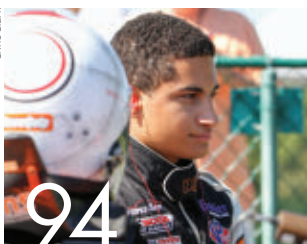


20



Mark Weber

82



Chris Clark

94



Rupert Berrington

88

CONTENTS

FEATURES

- 20 2016 SCCA NATIONAL CHAMPIONSHIP RUNOFFS**
SCCA's winner-take-all road racing championship returns to Mid-Ohio
- 82 0-100**
Nissan's journey to 100 Runoffs wins has been a fun one
- 88 RALLYCROSS NATIONAL CHAMPIONSHIP**
More than 100 gathered to battle in Iowa dirt; nine left as National Champions
- 94 THE FINAL PUSH**
The Trans Am Series heats up as these SCCA Pro Racing drivers get serious

DEPARTMENTS

- 8 CLUB LIFE**
News from around SCCA and the world
- 14 THE CLUB BOARD**
Board of Directors Chairman John Walsh
- 16 MY SCCA LIFE**
David Ogburn's SCCA story
- 18 POBST POSITION**
Racing Champ Randy Pobst speaks
- 96 RACING ROOM**
Club Racing Board Chairman Jim Wheeler
- 98 LEAVING THE LINE**
Inside the world of Solo with Paul Brown
- 99 VOLUNTEER INCENTIVE PROGRAM**
Recognizing those who make it happen
- 100 FIRST GEAR**
Up-and-coming young members
- 102 FRONT LINE**
Celebrating our stellar volunteers
- 103 HOLIDAY GIFT GUIDE**
Fancy things to give to people
- 104 MARKETPLACE**
You want it, someone has it
- 110 CARS FOR SALE**
Your next racecar is here!
- 112 CALENDAR**
Thousands of events you need to attend
- 116 TOY BOX**
Essential tools, accessories, and gear
- 118 CONTACT PATCH**
Inspirational blather from *SportsCar's* editor



116

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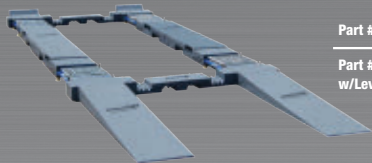
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TOTAL CONCENTRATION

Nine-year-old Zane Hyman, son of Solo Nationals regulars Laurie and Eric Hyman, doesn't let the rain break his concentration as he splashes to the finish in Formula Junior B.

DATE Sept. 7, 2016

LOCATION Lincoln, Neb.

WHAT 2016 Tire Rack Solo National Championships

PHOTOGRAPHER Perry Bennett



SOLO AWARD NOMINATIONS

The Solo Events Board is requesting nominations for Rookie of the Year (offered to someone who had an outstanding performance at their first Solo National Championships) and Driver of the Year (a person who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Solo National Championships). Submit your nominations at www.sebscca.com.



Rupert Berrington

The Hoosier Racing Tire SCCA Super Tour is the latest addition to the 2017 SCCA Club Racing calendar. This 12-venue series, with each location hosting two races over a weekend, will be featured at prominent SCCA U.S. Majors Tour dates.

Beyond the venues, the Hoosier Super Tour offers a heightened experience for both competitors and racing fans. Race weekends include segmented timing and scoring, a service simply unavailable at other amateur motorsports events. The series will also have a dedicated "Super Tour Radio presented by Hoosier Racing Tire" team

of announcers capable of providing consistent insight and entertainment heard at tracks or online at SCCA.com.

The Hoosier Super Tour includes dedicated staffing with a series race director, administrator, and technical inspector working in conjunction with local event personnel, as has been the case since 2013 with the U.S. Majors Tour program. Up to three static cameras will broadcast Hoosier Super Tour races live online at SCCA.com, and onsite SCCA public relations staff will provide weekend media coverage. Eric Prill, SCCA's Vice President and Chief Operations Officer notes that Super Tour dates will also have

enhanced weekend social activities.

"We're excited to announce creation of the Hoosier Racing Tire SCCA Super Tour and very pleased to partner with Hoosier to make this happen," Prill says. "The Hoosier Racing Tires SCCA Super Tour connects premier events that drivers enjoy traveling to with a dedicated point series that decides nationwide Super Tour Champions separate from U.S. Majors Tour Conference Championships. While many of our racers like to keep their racing close to home, there are others who prefer to travel to these showcase events. The new structure provides something for both groups." 🎯

HOOSIER SUPER TOUR KICKS OFF IN 2017





SOMETHING NEW FOR STREET

In the November edition of *Fastrack*, the Solo Events Board made a significant number of car classification changes for the Street category. Among them are the inclusion of the Nissan GT-R (LEFT) to Super Street, and the Scion FR-S without the optional TRD suspension moving from C Street to D Street.

QUICK START

The Hoosier Super Tour kicks off early in 2017, with an event Jan. 13-15 at Sebring.

TRACK NIGHT IS THE PLACE TO BE

In only its second year, SCCA Track Night in America Driven by Tire Rack has seen substantial program growth across the board. From April to September 2016, more than 6,000 automotive enthusiasts took advantage of Track Night in America to get on a racecourse in their own vehicle during a weeknight – an increase of nearly 2,000 people from the inaugural season. More than 100 events were held in 2016, and the program expanded to an additional eight facilities, bringing the total number of racetracks visited to 23 this year.

In 2016, participants claimed more than 6,000 hours of on-track time. Of the people who attended Track Night in America this year, 42 percent were 35-years old or younger. Another 30 percent were between 36- and 50-years old, and 28 percent were above 51-years old. Nearly 38 percent of participants registered as “Novice” for racetrack activities, and 66 percent were not SCCA members.

Track Night in America burst onto the scene in 2015, making racetrack access accessible to more enthusiasts by



Clark McNis

offering weekday events at local tracks at a cost of \$150 or less. The events also feature Track Night coaches and a no-pressure format, concentrating on quality track time, safety, and fun rather than ultimate speed.

For information about the 2017 Track Night schedule, as well as tips and tricks for getting on track yourself, head to www.tracknightinamerica.com. 📍

NEW FACES

The second season of Track Night attracted even more new people to the track.

SEVEN CLEAN UP IN SUPER SWEEP

The SCCA Club Racing Super Sweep is one of the most challenging awards a Club racer can achieve. To earn the award, a driver must win a U.S. Majors Tour Conference

CLEAN SWEEP

Scott Rettich clinched his sixth Super Sweep title in Formula Enterprises.

Championship, win at one of 10 key Majors races, win the national point standings, and cap it off with a win at the National Championship Runoffs – all in the same class.

In 2016, seven individuals accomplished this herculean task. Scott Rettich collected his sixth Super Sweep title, and fourth consecutive in Formula Enterprises, with his commanding Runoffs victory. Matthew Reynolds also joins that very exclusive list of drivers who can lay claim to multiple Super Sweeps, collecting his second with his E Production championship. First time Super Sweepers include James Devenport (P1), Matthew Machiko (FM), Peter Shadowen (GTL), Ryan Norman (FA), and Neil Verhagen (FF). 📍



Mark Weber

The Club Racing Board is seeking members who are interested in joining the newly formed B-Spec Advisory Committee. Committee member will be called upon to help guide the rules process and promote growth for the class. Members can submit their resume at www.crbsscca.com.



Rock Corvire



INDY OR BUST
Indy will host the Runoffs in 2017.

LAT / Walt Kuhn

Roads to the Runoffs

Planning is under way for the 2017 SCCA National Championship Runoffs taking place in September at Indianapolis Motor Speedway. While largely unchanged from 2016, the addition of the new Hoosier Racing Tires SCCA Super Tour series has prompted some tweaks to the process by which racers qualify for the Runoffs.

Three distinct paths exist for racers to gain eligibility for a Runoffs invitation. For those involved in Hoosier Super Tour or U.S. Majors Tour Conference events, drivers must participate in a minimum of three separate weekends, in any Conference, and have a minimum of three individual race starts (all in the same class). Competitors must also either finish in the top 10 of a Conference's point standings in class (or score points in the top 50 percent of a class with more than 20 participants), or score points in the top 50 percent of a class in the Hoosier Super Tour Championship point standings.

The most significant change centers on the transformation of the previous Nationwide Point Championship to the Hoosier Super Tour Championship; consequently, the class point "bogey" based on the previous year has been removed. It's also important to note that points are only earned in the Conference overseeing a

race weekend, except when points count toward both the Hoosier Super Tour Championship and the Conference organizing the event.

A Divisional Championship path to a Runoffs invite also remains an option. Here, a competitor must first participate in the same class for a minimum of four weekends within a single Divisional Championship. Then, racers must finish in the top three positions within their class point standings, except for SM, SRF, and SRF3, where the top five will be invited to the Runoffs. A competitor must qualify in the same class in which the driver is entering the Runoffs.

In addition to the top three (top five in SRF/SRF3/SM) Divisional Championship points earners nationwide, drivers in the top 50 percent in the Central and Great Lakes Divisions for 2017 will be eligible for Runoffs invitations dictated by available space.

If a Divisional Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements three weeks prior to the start of the Runoffs, allowing Divisions to run programs year-round.

And, of course, defending Runoffs winners also get an invite, per the requirements spelled out in the GCR.

Runoffs qualification path changes for the 2017 General Competition Rules (GCR) are now posted in the November 2016 *Fastrack* News at www.scca.com/fastrack. 📍

Mobil 1 and SCCA extend partnership

ExxonMobil has signed a new multi-year agreement for Mobil 1 to serve as the Official Motor Oil of SCCA. The new agreement will enhance ExxonMobil's support of racers at all levels of SCCA competition while expanding the company's global motorsports presence and leadership.

"The SCCA is one of the most accessible and exciting ways to experience competitive racing in the U.S.," says Kai Decker, global motorsports and sponsorship manager at ExxonMobil. "The drivers who race in the SCCA understand and appreciate that every second matters and they are looking for ways to improve the overall performance of their engine and car. We are committed to bringing the best technology to SCCA competitors and we appreciate their loyalty and support."

In addition to the benefit of SCCA's focus on driver education, innovative experiential programs, and youth-focused initiatives, the wide variety of vehicles competing in and supporting the series provides an everyday showcase of the technology of Mobil 1 in various extremes. This includes the latest turbocharged engines entering SCCA competition for which Mobil 1 motor oil is formulated to protect.

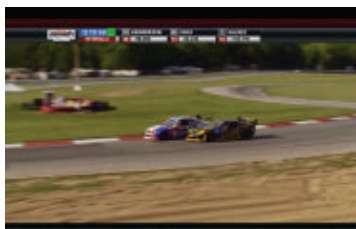
Mobil 1 motor oil provides a full line of race-proven products for both street and track use, including motor oils, gear lubes, greases, hydraulic oils, and oil filters. Specifically for racing, Mobil 1 Racing oils are track-use only products available in 0W-30 and 0W-50 viscosities and include fully synthetic, race-proven technology engineered to deliver maximum performance and protection for a variety of race conditions. For more information about the Mobil 1 Racing line of products, including distributor availability, visit mobil1racing.com/ upgrade. 📍



RUNOFFS ON-DEMAND COVERAGE

If you missed the live action online video stream of the SCCA National Championship Runoffs presented by Garmin VIRB, or just want to relive your favorite moments from the 28 championship races, complete race broadcasts are now available at www.scca.com by selecting the "On Demand" tab under the Runoffs programs link.

In addition to the great racing action from this year's National Championship event at Mid-Ohio, you can view Runoffs races dating back to 2009 via



the archives page. Also, right clicking on a video should reveal a "Save Video As" selection, allowing you to download the video for offline viewing. 📍

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TA2 GETS NEW TECHNICAL DIRECTOR

The Trans Am Series has announced the addition of Ricky Brooks as Technical Director for the TA2 class. Brooks brings with him a wealth of knowledge and experience with the TA2 class platform, as the series prepares to up its investment in technical compliance and cost containment.



Chris Clark

National Convention registration opens

The 2017 SCCA National Convention will be here before you know it. Once again, the event returns to Las Vegas, Nev., and the fabulous South Point Hotel and Casino, this time taking place Jan. 19-21, 2017. The event will feature more than 40 educational sessions, including the traditional Annual Meeting and welcome party on Thursday evening, followed by Leadership Summit seminars Friday and Saturday. The SCCA Hall of Fame and Awards banquet on Saturday night then caps the festivities.

While there will be a wide range of topics addressed during Leadership Summit sessions, the overall theme for the 2017 SCCA National Convention is "Engaging Our Membership." Topics to support this will focus on recruiting new leaders, developing strategies to build stronger bonds within our organization, and encouraging members to become involved in multiple aspects of the Club.

Along with traditional content for established

SCCA programs, there will also be a focus on creating financial stability within Regions. Other topics include event marketing and communications, as well as youth engagement.

Registration per attendee is \$275 (a decrease of \$50 from last year) at www.scca.com, and a block of rooms has also been set aside for National Convention attendees - guests can book a stay by contacting the hotel's reservations department directly (866) 791-7626 or visiting the hotel's reservation webpage. In order to obtain the special group rate, guests need to identify themselves as being with SCCA 2017 National Convention or supply the group code SCC2017, which will entitle a rate of \$65 per night Monday to Thursday, and \$105 per night for Friday and Saturday (additional fees and taxes may apply).

For more information on the National Convention, as well as a preliminary event schedule, head to scca.com/convention. 📍

Member of Excellence 2016 nomination deadline nears

The nomination deadline for the SCCA Member of Excellence award is Monday, Nov. 21, 2016. The honor will be presented to the winner at the 2017 SCCA National Convention in Las Vegas, Nev., during the SCCA Hall of Fame and Awards Banquet on Saturday, Jan. 21, 2017. Aside from the recognition, the recipient will be given the opportunity to attend any motorsport event of their choosing, with an expense cap of \$5,000, anywhere in the world. The trip itself is funded by a 20-year private endowment by an anonymous SCCA member.

The official criteria for the award reads: "The award is presented to the volunteer who shows the greatest commitment to SCCA Motor Sports activities. The recipient can be involved in Solo, Rally and/or Club Racing. This person should personify the SCCA volunteer who gives of his/her time and effort to help organize, work in a specialty or any volunteer role necessary to a motorsports event."

Nominations should be submitted to athoennes@scca.com. Nominations must be received by close of business Nov. 21, 2016, for consideration. 📍

Membership Drive Contest

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

MEMBERSHIP DRIVE REFERRAL LEADERS FOR SEPTEMBER 2016

NAME	REF	REGION
Brian Ghidinelli	70	San Francisco
Gal Mesika	57	Washington DC
Gayle Jardine	46	Cal Club
Warren Leach	44	San Diego
Yunfan Wu	27	San Francisco
J. Burchardt	26	SW Louisiana
Cheryl Babbe	19	Arctic Alaska
Derrick Taylor	19	Buccaneer
Todd Higgins	15	South Jersey
Darren Gunn	14	Central Florida

There are 2,160 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Texas	9.3%
Chicago	5.3%
Washington DC	3.3%
Large Regions (401-799):	
Northwest	6.0%
South Jersey	5.8%
Ohio Valley	5.0%
Medium Regions (200-400):	
Mohawk Hudson	37.7%
South Bend	27.6%
Utah	24.5%
Small Regions (<200):	
Montana	59.7%
Puerto Rico	58.3%
Arctic Alaska	47.0%

Kim and Rodgers collect RallyCross TripleCross

The dust is settled on the 2016 RallyCross season, which means RallyCross TripleCross winners can be named! To claim a TripleCross title, drivers must win a Regional RallyCross, one of three National Challenge events, and the National Championship, all in the same class. This year, Chang Kim (SF) and Bryan Rodgers (MA) pulled off the feat.

Kim triumphed this year at a New England Region RallyCross and the SCCA East Coast RallyCross National Challenge. Rodgers won an Oregon Region RallyCross and the SCCA West Coast RallyCross National Challenge. And of course, they both won their respective class at the SCCA RallyCross National Championship. 📍



Philip Royce



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LIKE DATA ANALYSIS?

The Club Racing Board is searching for Data Technicians. Data Technicians will be responsible for placing and operating SCCA-supplied data boxes in cars at Club Racing events, as well as completing data analysis and preparing reports for Advisory Committees. If interested, contact the CRB via www.crb-scca.com.



Philip Royle

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THE CLUB BOARD

JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

WHAT'S THE DELAY?

As you likely know (since you're reading these columns instead of looking at the racecar pictures), we're looking for a President and CEO for SCCA Inc. The Board of Directors is taking this search seriously, as it always has. This time, with a twist - we're actively engaged in redefining the job description, so we're not faced with hammering a triangular pet into an octagonal hole. We want our president to be many things - a car gal or guy, a competitor, a business expert, a master motivator, a strategic mastermind, a marketing genius, and a crack project manager (and a bunch more things that we'll keep inventing on the fly), at a price we can afford. Pretty much unicorn stuff.

But rather than wrangling up a unicorn, we're taking a pragmatic approach and working with our governance consultants - Quantum Governance - about what our job

description *should* be. They're not headhunters, and they don't want to be; but they are helping us to fix our dreams and create a role where a new president can be empowered and successful, with the appropriate resources to do the job.

It's not a simple job, either. Resources aren't falling from the sky, and our Club has business challenges, both ongoing and unforeseen. We want the next SCCA President and CEO to be equipped to lead the Club and its staff, and have the necessary tools and resources to do the job.

I'll speculate that we'll be interviewing candidates at the end of the year, and might have a new President and CEO on board sometime around the National Convention, or shortly thereafter.

In the meantime, our staff in Topeka is doing extraordinary work in managing the business of the Club and moving our strategic initiatives forward. In late summer, our Board of Directors told the SCCA Staff we had faith in them all, and they've proven themselves up to the task by executing three hugely successful National Championship events during this transitional time. We're in good hands with them, and we owe them a superior new leader.

Stay tuned! ☺

Seven score Solo Triad award

The dust has settled in Lincoln, Neb., following the Tire Rack SCCA Solo National Championships and the cones have all been picked up, which means it's time to name the year's Solo Triad winners!

There are two ways to claim a Solo Triad award. The first is for competitors to win one Tire Rack Championship Tour event, one Tire Rack Match Tour date, and a Tire Rack Solo National Championship all in the same class. The other is for drivers to claim two Tire Rack Championship Tour wins and a Tire Rack Solo National Championship, also all in the same class.

Solo Triad winners receive a special trophy and their name is entered into a drawing for one free SCCA lifetime membership (the name will be drawn at the 2017 SCCA National Convention). Congratulations to all 2016 Solo Triad winners! ☺



Rupert Berrington

2016 SOLO TRIAD WINNERS

NAME	REGION	CLASS
Daniel McCelvey	Houston	C Street
Deana Kelley	Arizona	C Street Ladies
Dennis Sparks	Tennessee Valley	D Street
Jeff Wong (Pictured)	Cal Club	Street Touring Sport
James Yom	Cal Club	Street Touring Roadster
Robert Thorne	Colorado	Super Street Modified
Jinx Jordan	New England	Street Modified FWD

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DAVID OGBURN

WEST TEXAS REGION
MEMBER SINCE 2009

"I got my start in SCCA competition through one of my high school football coaches who raced an E Production 1975 BMW 2002 in the MARRS series. That car was bright green, and man I loved it! Along with my two friends (shout-out to Eddie and Aaron), we wrenched on the car between races, and then ran around like crazy on race weekends, trying to keep our coach on track at VIR and Summit

Point. Every once in a while we'd get to rip my mom's Odyssey, that also doubled as our hotel, around the track during lunch hours - my initial practice for the Runoffs.

Around the same time, my dad and I discovered autocross while attending a local car show. We had no idea what we were getting ourselves into, but we knew we had to try it. My first autocross was with Evolution

Performance Driving School in 2003 with the one and only Sam Strano as my instructor. Not a bad way to start!

After college and a jaunt racing shifter karts, my dad and I got back into autocross and made our first attempt at the Tire Rack Solo National Championships in 2010. We were hooked. The variety of cars and the people you meet really make it a special event. Getting my butt kicked in the very competitive STX class in 2010 provided extra motivation to improve both the car and driver - when you only get three runs, you have to keep digging or the competition will leave you behind.

I ventured into SCCA Club Racing this year, and made the trek to Mid-Ohio for my first National Championship Runoffs. Initially, the thought was to replace Solo with Club Racing, but I couldn't pass up the opportunity to race with my family and autocross friends from all over the country. Plus, there's nothing that can beat the feeling of a last-run shootout for the win at the Solo Nationals. So, for as long as time and money will allow, I will be making my annual pilgrimage to Lincoln for the Solo Nationals, and to wherever the Runoffs is held each year. I guess you could say I'm going all-in on SCCA!" 🍷

"We had no idea what we were getting ourselves into, but we knew we had to try it"



Rupert Berrington



Ken Brown

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POBST POSITION

**ON AIR**

Nineteen-year-old Hanna Zellers couldn't have been happier with her second place Formula Enterprises Runoffs finish, and her excitement showed through in the post-race interview.

I got the call once again this year to do the broadcast coverage at the SCCA National Championship Runoffs presented by Garmin VIRB at Mid-Ohio Sports Car Course – hooray! Teamed with old pro Rick Benjamin, we did half, and top tongues Greg Creamer and Dorsey Schroeder handled the other half. Also, thanks to Jeff Lepper for taking the mic for the last three races when I had to jet out (poor planning on my part).

The Runoffs is best summed up by my own personal life motto: Always an adventure. The TV screens in our production truck gave us terrific views of all the action. It was so good that I spent my off time with director Clark Cambern of SpeedcastTV watching Greg and Dorsey, too. The shows are pro quality – don't miss them. I get *all* excited.

THE GOOD

There is so much of it. As a member of the Road Racing Drivers Club, I helped choose our Mark Donohue Award recipient. It's a tough job, like picking among the so very worthy candidates for the SCCA Hall of Fame, which I'm also helping determine. What stood out for me was a young driver in the Formula Enterprises race, early in the morning Friday, first race on day

"One lesson I learned in racing was to never cheer until you drive under the checkered flag first"

one. Hot and steamy all week, it finally changed to cool October for the races, throwing track condition curveballs at the racers.

Mid-O was chilly, damp, and dewy at 8 a.m., very unlike any other session, and 19-year-old Hanna Zellers played it conservatively in slippery conditions, falling back a couple positions. While Scott Rettich pulled away and dominated, Zellers drove a thinking race, waiting in fourth while the two cars ahead battled it out. As the track gripped up near the end, she made decisive, perfect passes and put herself into second place, turning the race's fastest lap in the process. "Feels like a win!" she said, beaming with joy, while a gracious winner Rettich thanked everyone, including his dog Bailey.

Over in a T1 Dodge Viper, Ross Murray came back years after an American Sedan Runoffs win to do it again in dominating fashion, running with a clean and solid lead the whole race. Ross took his 70-year-old crew buddy Dave out for the victory lap,

with a blanket to avoid burns from that scorching interior.

Victory laps are another great tradition at the SCCA Runoffs, and something I always missed in pro racing: The chance to show off and celebrate with the fans all 'round the track, and to confirm for them who was number one today. David Daugherty loaded all four doors and the hatch of his B-Spec Honda Fit for his exultant, flag-waving lap and ninth championship.

Something cool I noticed during the week was the surprising number of drivers running more than one class, often in the same car – like Joe Moser in a Honda Prelude VTEC, who darned near won two with the same car. He came in second in E Production and is the champ in Super Touring Under.

Another racing feature that was a factor in many races was the Mid-Ohio circuit, with its faster section from the Carousel through the Keyhole and down the back straight to Turn 4, and the handling and transitional twisties from there through Madness back to the finish line. It made for some close, challenging competition, like for winner Trent Hindman's Fall-Line BMW in GT-2, hounded in the corners all the way by Andrew Aquilante's Phoenix Corvette; these two both spoke of respect for each other in their interviews.

RANDY POBST

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

THE GOOD, THE BAD, AND THE UGLY

THE BAD

One lesson I learned in racing was to never cheer until you drive under the checkered flag first. And the corollary, in racing, the highs are high and the lows are low. In GT-3, Gary Bockman led the whole way in a sentimental favorite of mine, a Mazda RX-3 rotary, only to lose power with just one lap to go. Oh, the heartbreak. Over in American Sedan, Ed Hosni made an old Fox body Mustang chassis work wonders, got a big gap in first, looked strong with a car that was obviously working in the corners, too, and then had to park it on the white flag lap with the checker almost in sight!

As bad as these fortunes are, I think it was even worse for a talented young driver and his dad, who helped educate me about the Formula Mazda class just before the race, Jacob Loomis. This bright kid is 16 years old, and has moved from karting to further his career at the SCCA Runoffs. The fastest car on track, he was running down the leaders when black-flagged for sound. No doubt, the cool, dense air of the weekend caused the unexpected increase; such frustration and disappointment.

THE UGLY

Racing is an emotional, aggressive sport, and sometimes tempers take their toll. Let's step back into

American Sedan, with a well-deserved reputation for wild action. Something about Camaros and Mustangs just brings it out in these guys, but this year it went over the top. First lap, Tom Sloe tries an optimistic squeeze under Andy McDermid into Turn 6 and they bump, both wiggling, but Sloe going around. Sloe recovers and works his way up the field until tangling while lapping a car on the back straight, breaking his suspension. I'm watching the TV while he parks on the hill in Turn 5, thinking, OK, experienced guy, he'll pull it behind the wall.

Nope. Stops on track, under green, last lap. He even backs down the hill a little, more *into* the line. "What the heck?" I wonder out loud. Meanwhile, here comes McDermid, and Sloe guns it. Down the hill into Turn 6, straight on full speed, and *ka-boom*, into the WeatherTech Mustang; a road-rage apocalypse! McDermid spins, but while the back of his car is completely folded over, the wheels are still turning, and he recovers to roar past the unlucky Ed Hosni, and win the race. Wow! When the fragile strings that hold our civilization together break free, look out. I call that *ugggg-laaaay* (be sure to catch the broadcast on www.scca.com).

Like I said, folks, at our SCCA Runoffs, it's always an adventure. 🍅



Philip Tucker

GOING FOR GOLD!

The 2016 National Championship Runoffs presented by Garmin VIRB wasn't just a return to Mid-Ohio Sports Car Course, it was a chance to write history

IMAGE Rick Corwine

The last time the National Championship Runoffs turned a wheel at the Mid-Ohio Sports Car Course was 2005. To put that into perspective, when the final checkered flag flew 11 years ago in Lexington, Ohio, this year's Formula F National Champion was 4 years old. Not surprisingly, that 11-year gap also meant a lot of today's Club racers and National Champion hopefuls had never raced at the racetrack that housed 12 years of Runoffs history. On the flip side, a number of competitors who were regulars during the 1994-'05 Runoffs stint at Mid-Ohio had not raced at the track for years. The results were on-track Runoffs battles taking place during one week this year that rivaled those that took 12 years to write.

The entry count for this year's National Championship Runoffs was a solid 578, with the largest participation numbers coming in Spec Miata, boasting 45 cars. Second highest entry count was the SRF GEN3 class at 41, followed by Formula Vee at 39 competitors. Five classes, however, attracted fewer than 10 competitors. Unlike recent years, however, a new rule in the GCR allowed for all 28 classes to crown champions this year. Next

year, however, the classes that did not make 10 competitors this year will be on probation, and should they not meet or exceed 10 cars at the Runoffs in 2017, those winners will not be crowned National Champions. That said, we anticipate many of those classes to exceed the requirement come Indy.

Speaking of Indy, the 2017 National Championship Runoffs presented by Garmin VIRB will take place at Indianapolis Motor Speedway on Sept. 25-Oct 1, 2017. If it hasn't been already, the official Runoffs track configuration will be announced shortly, with the potential of it being a Runoffs exclusive. And, to get to Indy, competitors will be able to qualify for the Runoffs via the Divisional path, the U.S. Majors Tour, or the newly announced Hoosier Racing Tire SCCA Super Tour (more on that in this issue's news section).

But we're getting ahead of ourselves. Right now it's time to find out what happened on Sept. 19-25, 2016, when hundreds of SCCA Club racers (and 424 workers) gathered at Mid-Ohio to see who would lay claim to SCCA's coveted National Championship titles - so flip the page and find out... 🏁





CELEBRATION!

Mike Miserendino (standing) congratulates Todd Harris after Harris claims his first SRF National Championship title. Miserendino finished second, 0.287sec back.

RUNOFFS SCHEDULE

FRIDAY, SEPT. 23

CLASS	RACE TIME	PAGE
FE	8:05 a.m.	22
AS	9:00 a.m.	24
P1	9:55 a.m.	26
T2	10:50 a.m.	28
FV	11:45 a.m.	30
EP	1:30 p.m.	32
F5	2:25 p.m.	34
STU	3:20 p.m.	36
GT2	4:15 p.m.	38
T4	5:10 p.m.	40

SATURDAY, SEPT. 24

CLASS	RACE TIME	PAGE
T3	8:15 a.m.	44
SRF	9:10 a.m.	46
FM	10:05 a.m.	48
SM	11:00 a.m.	50
STL	12:45 p.m.	54
GTL	1:40 p.m.	56
FB	2:35 p.m.	58
HP	3:30 p.m.	60
BS	4:25 p.m.	62

SUNDAY, SEPT. 25

CLASS	RACE TIME	PAGE
FA	8:30 a.m.	64
GT3	9:25 a.m.	66
FC	10:20 a.m.	68
FP	11:15 a.m.	70
FF	1:00 p.m.	72
SRF3	1:55 p.m.	74
T1	2:50 p.m.	76
P2	3:45 p.m.	78
GT1	4:40 p.m.	80



FE CHAMPION

SCOTT RETTICH

Ohio Valley Region
Alliance Autosport/pdiarm.com

ON A MISSION

(ABOVE) Scott Rettich could not have gotten a better start to his three-race weekend, winning FE from the pole. (RIGHT) Under the watchful eye of Runoffs Chief Steward Dennis Dean (center), 424 workers put in long hours to ensure a smooth Runoffs.



Jeff Leewe



Rick Conville



Jay Bonvillian

RACE 1 | FRIDAY | Sept. 23, 2016 | 8:05 a.m.

FORMULA ENTERPRISES

Scott Rettich was a busy man at the Runoffs, working hard to bring home a National Championship win at his home track after a week-long dominating performance that included his eighth straight FE Tire Rack Pole - a feat, in and of itself, that is a Runoffs record. This was also his sixth Runoffs championship and his fifth Super Sweep in Formula Enterprises. But it easily could have all gone wrong for Rettich thanks to Paul Schneider (Fyvel Images/Performance MotorCars), who started the race on the outside pole and got the jump at the green, leading the first lap. But Schneider's time at the front was short lived as Rettich made a move going into Turn 1, and never looked back.

"We knew how difficult and slick the track would be in the morning," Rettich said of the FE race that kicked off the Runoffs on Friday morning. "I knew I had to build a gap early. So I just stood on it for the first third of the race. I built a comfortable gap, pushed fairly hard in the second-third of the race, and then saw I had a

25-second gap. Then I just backed it down to a comfortable pace."

As Rettich was checking out on the rest of the field, Schnider and Dean Oppermann found themselves in a battle trading positions back and forth, allowing Hanna Zellers (HZ Motorsports/One Formula Racing) to close the gap.

"The two in front of me were very close together, so I was a little worried," said Zellers. "I knew that Dean and Paul would be contenders, so I just let them battle it out. I was afraid someone ahead would lose a wing or something, so I just stayed patient and waited for my car to come in - we set up the car to be better at the end of the race, and that's exactly what happened."

Schneider, who was recovering from appendicitis, was able to make the pass for second place on lap 15 and hold it, while Zellers made use of the slowed momentum of Oppermann to pick up third place the very next lap. As the frontrunners made their way through lapped traffic, Zellers was able to close the gap to Schneider, ultimately passing him going in to the Esses on lap 17.

"Oppermann drove me hard," Schneider said. "I used up the tires too much trying to get around him.

I tried to get by [Oppermann] at numerous places around the track, but finally managed to make the pass. I was hoping that Hanna would get caught up behind him as well, but she cleared him within a lap or so - I knew I was done at that point, and she caught and motored past me because I'd already used up the car at that point."

In the closing laps, Zellers turned the fastest lap of the race as she took home the silver, her first Runoffs podium in her second attempt.

"After making the pass, I was working on running away from Paul," Zellers said. "I knew I just had to keep it on track and run my lines and hit my marks, and that's what I did. I even feel like my tires came in more."

Meanwhile, now 23 seconds ahead, Rettich was doing the same thing, running his own line, hitting his marks, and cruising to the Runoffs double checkers - a sight that never gets old. "It was incredible to win in front of so many supportive fans, crew, and friends here at my home track," he said after the race. Soon thereafter, he headed back to the paddock, champagne in hand, to prepare for his SRF and SRF3 races later that weekend. He was a busy man, indeed.

Sydney Yagel

GOING TO PLAN

(BELOW) Hanna Zellers (33) smartly sat back and let Paul Schneider (73) and Justin Huffman race each other, making her move when Schneider and Huffman started to fade.



Jay Bonvillian

FE QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Scott Rettich/OVR 1.29.165 / 1.28.222 / 1.30.935 / **1.27.636**; 2. Paul Schneider/CCR 1.30.736 / 1.29.305 / 1.32.292 / **1.28.003**; 3. Hanna Zellers/SBR 1.34.321 / 1.29.817 / 1.32.963 / **1.28.511**; 4. Dean Oppermann/CHI 1.32.896 / 1.29.333 / 1.32.025 / **1.28.745**; 5. Dennis Marklein/MILW 1.32.777 / 1.30.123 / 1.33.224 / **1.29.354**; 6. Justin Huffman/WDC No time / 1.29.672 / 1.33.397 / **1.29.367**; 7. Eric Cruz/NCR 1.36.884 / 1.32.299 / 1.38.907 / **1.31.600**; 8. Jeff Read/SFR 1.36.864 / 1.33.352 / 1.35.757 / **1.32.406**; 9. Keith McDonald/WDC No time / 1.34.697 / 1.37.551 / **1.33.871**

FE RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Scott Rettich (23); 2. Hanna Zellers (23); 3. Paul Schneider (23); 4. Justin Huffman (23); 5. Dean Oppermann (23); 6. Dennis Marklein (23); 7. Eric Cruz (22); 8. Jeff Read (22); 9. Keith McDonald (9)
Overall Time of Race: 36:03.235;
Average Race Speed: 86.427 mph;
Margin of Victory: 23.154 seconds;
Fastest Race Lap: Zellers 1:30.563 (89.759 mph); **Lap Leaders:** #73 lap 1, #17 laps 2-23; **Sunoco Hard Charger:** #11 Justin Huffman

RACE 2 | FRIDAY | Sept. 23, 2016 | 9:00 a.m.

AMERICAN SEDAN

Excitement and controversy are no strangers to the Runoffs, and this year's event got right into both with the second championship race of the weekend. After the top 12 American Sedan drivers all beat the previous Runoffs qualifying record at Mid-Ohio, Edward Hosni earned the Tire Rack pole position in the No. 13 Hoosier Tire/Lasco Ford Mustang. Tom Sloe started on the outside front row, and the second row was made up of Andy McDermid (WeatherTech/Lane Automotive/Hoosier Ford Mustang) and John Heinricy (Hoosier/Mobil/Hawk Chevrolet Camaro).

At the start, Hosni took up the lead, and McDermid came up next to Sloe going into the first turns. The two tangled and Sloe spun out, with Sloe rejoining the field at the back while McDermid set out to chase Hosni.

The next laps saw McDermid challenge Hosni for the lead, with Heinricy running a strong third. But Hosni was not giving an inch – setting a fast lap of 1:33.911 in lap four, with McDermid about a second slower. Hosni pulled away, steadily opening a gap of almost four seconds by lap 10, and setting a new fast lap of 1:33.424.

By the 21st lap, Hosni had 5.6sec over McDermid. Sloe had worked his way back to third place, although he was still 21 seconds behind McDermid. Phil Smith (Hoosier/Illmor/PRS Chevrolet Camaro) was running fourth, and Heinricy was in fifth place.

And that's when the race went crazy.

Sloe made contact with Jim Wheeler while passing him, and then pulled to a stop on the course in Madness, presumably from damage to the front left corner of his car. But as McDermid came around, Sloe accelerated and hit McDermid from the rear. McDermid was

knocked off track, but gathered himself up and continued, dragging the rear bumper.

"Somebody blasted me in the backside," McDermid said after the race. "I spun almost to the fence but was able to keep it going. I spun the car around as fast as I could to get back on track."

Not long after, Hosni slowed and pulled off track with a mechanical issue, leaving McDermid in first place, Smith second, and Heinricy third at the line – although the new leader wasn't quite aware. "I had no idea what position I was when I got back on track," McDermid recalled of the bizarre final lap.

For his part, Smith was pleased with his second-place performance saying, "I knew it was going to be a

really long race, but the car has been really, really strong. I thought she was going to finish strong."

Heinricy experienced electrical troubles during the race, but decided to stay in it and was rewarded with a podium finish. "I was getting ready to come into the pits, but I just got into the rhythm of driving it that way," Heinricy said. "It was way down on power, but I decided to just keep going that way, and I made it."

After the race, Sloe received a one-year suspension for his conduct (the maximum allowed by officials at the event), and the Board of Directors readily extended that to an indefinite suspension from the Club.

Meanwhile, McDermid, who seemingly races without a radio, entered the pits after the checkered flag having no clue how well he'd done, pulling aside early on pit lane to talk with his crew. "I didn't know [I'd won] until I pulled in and the crew said, 'You're number one,'" he said. And with that, he set off for his burnout-laden victory lap – for the eighth time.

Jeff Zurschmeide



Richard S. James

HEAVY METAL

(OPPOSITE and BOTTOM RIGHT) Andy McDermid claimed his eighth gold medal in American Sedan. (BELOW) Philip Smith drove a consistent race and was rewarded with the silver. (ABOVE) John Heinricy endured electrical issues but held on for the bronze.



Jay Bonvillian

Richard S. James



AS CHAMPION

ANDREW MCDERMID

Detroit Region
 WeatherTech/LaneAutomotive/
 Hoosier Ford Mustang



Rick Conville



AS QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Edward Hosni/DET (Ford Mustang) 1.33.623 / 1.33.536 / 1.33.655 / **1.32.881**; 2. Tom Sloe/NEO (Ford Mustang) 1.33.468 / 1.33.891 / 1.33.886 / **1.33.160**; 3. Andrew McDermid/MILW (Ford Mustang) 1.34.855 / 1.33.966 / 1.34.332 / **1.33.484**; 4. John Heinrich/DET (Chevrolet Camaro) 1.35.236 / 1.35.654 / 1.34.555 / **1.33.709**; 5. Drew Cattell/DET (Cadillac CTS-V) 1.35.938 / 1.34.468 / 1.36.058 / **1.34.224**; 6. Philip Smith/OVR (Chevrolet Camaro) 1.34.689 / **1.34.346** / 1.34.608 / 1.34.549; 7. Anton Savinov/DET (Cadillac CTS-V) 1.37.453 / 1.35.569 / **1.34.720** / 1.35.469; 8. Daniel Richardson/WDC

(Chevrolet Camaro) 1.37.551 / 1.35.797 / **1.35.240** / 1.35.445; 9. Brian Wallace/DET (Chevrolet Camaro) 1.38.256 / 1.35.380 / **1.35.293** / 1.38.498; 10. Amy Aquilante/PHL (Pontiac Firebird) 1.36.016 / 1.35.916 / 1.36.603 / **1.35.836**; 11. Stephen Ott/PHL (Ford Mustang) 1.38.917 / 1.37.677 / 1.37.452 / **1.36.093**; 12. Brian Himes/DELT (Ford Mustang 5.0) No time / No time / No time / **1.36.791**; 13. Brian Licklider/BMR (Ford Mustang GT) 1.38.935 / No time / **1.36.935** / 1.37.025; 14. Jim Wheeler/KCR (Pontiac Firebird) 1.39.068 / 1.38.043 / **1.36.959** / 1.37.013; 15. Jerome Post/CCR (Chevrolet Camaro) 1.37.678 / 1.37.628 / **1.37.061** / 1.38.384; 16. Beth Aquilante/PHL (Pontiac Firebird) 1.40.124 / 1.37.889 / 1.37.425 / **1.37.251**; 17. Thomas Brown/GLN (Chevrolet Camaro) 1.38.349 /

1.39.089 / 1.38.103 / **1.37.567**; 18. Thomas Lane/GLN (Ford Mustang) 1.40.028 / 1.39.845 / **1.38.887** / No time; 19. Scott Sanda/CHI (Cadillac CTS-V) 1.40.002 / 1.39.139 / 1.39.595 / **1.38.987**; 20. Ted Warning/WDC (Chevrolet Camaro) 1.40.318 / **1.39.965** / 1.43.635 / 1.40.919; 21. Mark Wheaton/NER (Ford Mustang) 1.40.777 / 1.41.548 / 1.40.301 / **1.40.008**; 22. Mark Muddiman/DET (Ford Mustang) **1.49.276** / No time / No time / No time

AS RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Andrew McDermid (23); 2. Philip Smith (23); 3. John Heinrich (23); 4. Daniel Richardson (23); 5. Brian Himes (23); 6. Jerome Post (23); 7. Beth Aquilante (23); 8. Stephen Ott

(23); 9. Edward Hosni (22); 10. Jim Wheeler (22); 11. Anton Savinov (22); 12. Thomas Lane (22); 13. Scott Sanda (22); 14. Ted Warning (20); 15. Thomas Brown (20); 16. Amy Aquilante (19); 17. Tom Sloe (21); 18. Drew Cattell (17); 19. Brian Licklider (15); 20. Mark Wheaton (14); DNS. Brian Wallace (); DNS. Mark Muddiman ()

Sloe - Loss of three finishing positions per Chief Steward - GCR 6.1.1.B

Overall Time of Race: 37:13.468;
Average Race Speed: 83.709 mph;
Margin of Victory: 13.854 seconds;
Fastest Race Lap: Hosni 1:33.424 (87.010 mph); **Lap Leaders:** #13 laps 1-22, #24 laps 23; **Sunoco Hard Charger:** #18 Jerome Post

RACE 3 | FRIDAY | Sept. 23, 2016 | 9:55 a.m.

PROTOTYPE 1

The P1 race was won by a modern throwback. That is, a new car, but a two-seater powered by a production-based engine, just like it used to be 20 years ago. Jim Devenport scored what he called a “changing of the guard” win, bringing his French-built Cranbrook Group/Bulldog Motorsport Norma M20 FC, powered by a 2.0L Honda home in first ahead of all the motorcycle and converted FA variants.

Devenport was fast all week, and took the lead at the start from the pole, followed closely by last year’s winner Gianpaolo Ciancimino, Jason Miller, and Kirk Kindsfater (Rill Tech/Ortho Center/Hoosier Speads RS11 05 Yamaha). With the track still slick from the early morning dew, several cars spun around the course. When Bob Stohr on course on lap four, a full course yellow bunched the field.

Two laps later the green waved, and Ciancimino moved past Devenport at the end of the straight. One lap later Ciancimino suddenly slowed with shift problems, and Devenport reasserted his place at the top, followed by Miller, Kindsfater, and Rob Schick. This foursome ran in

this order until lap nine, when Miller, who had been battling suspension niggles, spun in the Carousel.

Meanwhile, Ciancimino got running again and was advancing through the pack. By lap 10 he was back to fifth, then to third one lap later. He then closed on Kindsfater and, on lap 12, made an inside pass entering the Keyhole to take second. He was now 14 seconds behind Devenport and starting to close.

Lap 14 was the end of Ciancimino’s day as the shifting fault returned, sidelining his car from second place.

On lap 18, a couple of cars spun and stalled, and then Schick’s day ended when his car suffered electrical failure in the Esses. He dutifully pulled off course, only to run into an unseen depression, which caused the nose of his car to bury itself in the soft earth. The safety crew arrived and determined the position of the car was such that extra equipment would be needed for extrication. The anticipated time for this to occur was longer than the time left in the race, so the checkers flew prematurely on lap 21 of 23.

Devenport was the champion, fittingly since he had dominated the

week. Kindsfater took second, while Jim Hallman found himself in third.

“We were ready today, and the race went well; but to tell the truth, I was happy when the checker came out,” Devenport admits, noting that his win could mark a changing of the guard for the class. “The motorcycle

engine cars are good, but the future is with my type of car. There are scores of these cars running in Europe, and we are just seeing some come over here. But a car like this, with a production-based engine, has a lot of development left and is the way to go in the future.”

P1 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. James Devenport/SFR (Norma Auto Concept M20 FC Honda) 1.20.235 / 1.18.764 / 1.21.553 / **1.17.308**; 2. Gianpaolo Ciancimino/FLA (Swift 014 Toyota) 1.22.018 / 1.21.575 / 1.22.067 / **1.18.039**; 3. Tim Day Jr/CSCC (Stohr WF1 Suzuki) 1.21.923 / 1.21.313 / 1.23.243 / **1.19.517**; 4. Jason Miller/

MILW (WynnFurst Kohler) 1.21.772 / 1.22.515 / 1.25.204 / **1.19.930**; 5. Keith Carter/WNY (Stohr WF1 Suzuki) 1.26.575 / 1.22.700 / 1.25.702 / **1.19.961**; 6. Kirk Kindsfater/COLORADO (Speads RS11 05 Yamaha) No time / 1.22.431 / 1.25.729 / **1.20.112**; 7. Rob Shick/DET (Hurley Racing Products LSRII BMW) 1.23.877 / 1.22.354 / 1.24.936 / **1.20.153**; 8. Jim Hallman/ATL (Stohr WF1 Suzuki) 1.23.609 / 1.24.194 / 1.24.015 / **1.21.282**; 9. Jim Downing/ATL (Peach Mazda Rotary) 1.25.537 / 1.23.687 / 1.25.219 / **1.22.235**; 10. Naris Nilubol/WDC (Stohr WF1 Suzuki) 1.25.126 / 1.23.032 / 1.28.185 / **1.22.305**; 11. Darryl Shoff/NEP (Elan DPO2 Mazda) 1.24.917 / **1.23.271** / 1.29.108 / 1.27.075; 12. Greg Bell/ATL (Stohr WF1 Suzuki) 1.26.389 / **1.24.336** / 1.28.036 / 1.26.121; 13. John Gyann/CHI (Stohr WF1 Suzuki) **1.24.901** / 1.25.814 / No time / No time; 14. Bob Wheelless/NCR (Stohr WF1 Suzuki) No time / No time / 1.29.724 / **1.25.402**



Rick Conville

P1 CHAMPION

JAMES DEVENPORT
 San Francisco Region
 Cranbrook Group/Bulldog Motorsport
 Norma Auto Concepts M20 FC Honda



Jay Bonveaut

P1 RACE

RACE 21 LAPS, 47 MILES: Pos. Driver (Laps): 1. James Devenport (21); 2. Kirk Kindsfater (21); 3. Jim Hallman (21); 4. Naris Nilubol (21); 5. Jason Miller (21); 6. Jim Downing (21); 7. Greg Bell (21); 8. Darryl Shoff (21); 9. Rob Shick (19); 10. Tim Day Jr (19); 11. Gianpaolo Ciancimino (16); 12. Bob Wheelless (13); 13. Keith Carter (3); 14. John Gyann (0)

Overall Time of Race: 35:09.143;
Average Race Speed: 80.936 mph;
Margin of Victory: 0.726 seconds;
Fastest Race Lap: Ciancimino 1:19.407 (102.369 mph); **Lap Leaders:** #23 laps 1-5, 7-21, #1 lap 6; **Sunoco Hard Charger:** #49 Naris Nilubol



Richard S. James

BUILT FOR TWO

(LEFT) James Devenport drove his Norma from the pole to the win. (TOP) Kirk Kindsfater claimed the silver medal. (ABOVE) Jim Hallman held on for third.



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T2 QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Kurt Rezzetano/PHL (2011 Ford Mustang GT) No time / No time / 1.32.545 / **1.31.708**; 2. John M Buttermore/DET (2003 Chevrolet Corvette C5 Z06) 1.31.999 / **1.31.901** / No time / 1.32.082; 3. Mark Boden/CHI (2014 Porsche Cayman S) 1.33.191 / 1.33.086 / 1.33.564 / **1.32.466**; 4. Michael Lavigne/NER (2011 Ford Mustang GT) 1.34.193 / 1.33.477 / 1.33.869 / **1.32.901**; 5. Tim Kezman/MILW (2008 Porsche 911/997) 1.34.398 / 1.34.107 / 1.33.908 / **1.32.949**; 6. Preston Calvert/WDC (2012 Ford Mustang GT) 1.33.797 / 1.33.369 / 1.34.555 / **1.33.028**; 7. Todd Napieralski/DET (2016 Chevrolet Camaro SS) 1.33.932 / 1.33.411 /

1.33.487 / **1.33.238**; 8. Jason Ott/COLO (2011 BMW E92 M3) No time / No time / 1.34.670 / **1.34.033**; 9. James Leithauser/COLO (2011 BMW E92 M3) 1.34.913 / 1.34.612 / 1.34.888 / **1.34.192**; 10. Aaron Kaplan/CHI (2008 BMW E92 M3) 1.34.328 / 1.34.356 / 1.34.323 / **1.34.243**; 11. Derek Kulach/COLO (2007 Nissan 350Z NISMO) 1.34.856 / No time / 1.34.659 / **1.34.282**; 12. Gary Mason/DET (2002 Porsche 911) 1.35.136 / 1.34.502 / **1.34.483** / 1.34.683; 13. Marty Grand/WDC (2002 Chevrolet Corvette C5 Z06) 1.35.234 / 1.34.619 / No time / **1.34.485**; 14. Brian LaCroix/NER (2012 Ford Mustang GT) 1.35.044 / **1.34.681** / No time / 1.34.796; 15. William Moore/NEO (2014 Chevrolet Camaro SS 1LE) 1.36.240 / 1.35.616 / 1.36.052 / **1.35.079**; 16. Natha

Waldbaum/CHI (2002 Chevrolet Corvette C5) No time / 1.37.016 / 1.38.093 / **1.36.491**; 17. Richard Kulach/TEN (2009 Nissan 370Z Nismo) 1.38.744 / No time / **1.37.642** / 1.38.121; 18. Nicole Jacque/SFR (2011 Ford Mustang GT) 1.38.396 / 1.38.285 / 1.38.681 / **1.37.663**; 19. John R Buttermore/DET (2005 Chevrolet Corvette C6) No time / No time / No time / **1.39.341**; 20. Lynne Griffiths/SFR (2008 Ford Mustang GT) 1.42.670 / 1.41.829 / 1.40.064 / **1.39.801**; 21. Carl Fung/CSCC (2004 Chevrolet Corvette C5 Z06) 1.45.176 / **1.41.946** / 1.44.470 / 1.45.526

T2 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Kurt Rezzetano (23); 2. Mark

Boden (23); 3. Michael Lavigne (23); 4. Tim Kezman (23); 5. Preston Calvert (23); 6. Gary Mason (23); 7. Todd Napieralski (23); 8. Jason Ott (23); 9. James Leithauser (23); 10. Marty Grand (23); 11. William Moore (23); 12. Aaron Kaplan (23); 13. Natha Waldbaum (22); 14. Nicole Jacque (22); 15. John R Buttermore (22); 16. Richard Kulach (22); 17. Lynne Griffiths (22); 18. Brian LaCroix (20); 19. Derek Kulach (12); 20. John M Buttermore (4); DNS. Carl Fung ()

Overall Time of Race: 36:24.869;
Average Race Speed: 85.571 mph;
Margin of Victory: 13.315 seconds;
Fastest Race Lap: Buttermore 1:32.691 (87.698 mph); **Lap Leaders:** #37 laps 1-23; **Sunoco Hard Charger:** #6 Gary Mason

Rick Convine

RACE 4 | FRIDAY | Sept. 23, 2016 | 10:50 a.m.

TOURING 2

Defending T2 Champion Kurt Rezzetano came to Mid-Ohio to win, and he did that handily. After qualifying in second position in the first two sessions of the week, Rezzetano went to his backup car, the No. 37 Phoenix/Hoosier/Hawk Ford Mustang GT, and earned the pole position in the final qualifying session for the class. Outside, on the front row, was Rezzetano's main competition, two-time T1 Champion John Buttermore. On the second row, Mark Boden started the race in third position and Michael Lavigne sat fourth.

The starter wisely threw the green early on this race, before the cars could break formation. Rezzetano leapt forward into the lead while the rest of the top four went three wide heading into Turn 4. As the racers sorted themselves out through Turn 5 and 6, they remained in

qualifying order - Rezzetano, Buttermore, Boden, and Lavigne. But by the end of the first lap, the top three were pulling away with Rezzetano maintaining the lead.

The next laps saw the leaders pulling away as Pirelli World Challenge regular Preston Calvert and Tim Kezman battled with Lavigne for fourth.

But then on lap four, Buttermore surprised the field by heading to the pits. Buttermore had been keeping close with Rezzetano, but a front brake rotor fractured and he was not able to continue. That left Rezzetano working a 2.9sec lead over Boden, and then a seven second gap back to the third-running Lavigne.

By the halfway mark, Lavigne, Kezman, and Calvert were still running together in a tight race while Rezzetano and Boden ran away. Calvert pulled off a braking pass on Kezman in Turn 4 and

proceeded to dog Lavigne. Then Kezman spun in Turn 9 during the 13th lap, taking him out of contention for a while. After pressing Lavigne further, Calvert dropped back with engine trouble and Kezman caught up again. Kezman and Calvert started racing for fourth, leaving Lavigne to run to the finish.

At the finish line, it was Rezzetano with a 13.315sec margin of victory over Boden (Fall-Line Motorsports Porsche Cayman), and then Lavigne (Auto Re-Nu-It Auto Body/Hoosier Ford Mustang GT) another 20 seconds back.

"There's a lot of history here," Rezzetano observed after the race, "so getting a Runoffs win at Mid-Ohio is pretty special to me. I tried to keep my focus, keep my head down, and just keep pedaling it."

During the course of the race, Rezzetano, Boden, Kezman and Calvert all beat the previous T2 lap record at Mid-Ohio, with Boden ultimately setting the new fastest time at 1:32.930. "I drove that little car as hard as it would go," Boden said.

Jeff Zurschmeide

Ken Brown



RUNNING AWAY

(FAR LEFT) Kurt Rezzetano checked out on the T2 field and defended his title. (BELOW) Mark Boden finished in second. (LEFT) Michael Lavigne crossed the finish line in third.

T2 CHAMPION

KURT REZZETANO

Philadelphia Region
Phoenix/Hoosier/Hawk Ford Mustang GT



Rick Convine

Jeff Loewe



RACE 5 | FRIDAY | Sept. 23, 2016 | 11:45 a.m.

FORMULA VEE

Michael Varacins is the back-to-back Formula Vee National Champion (for the second time in his career) marking five total Runoffs wins dating back to 2009 – and his performance this year leads us to believe this is only the beginning.

The five-wide start was a foreshadowing of the excitement that continued throughout the 40-minute timed race. Varacins started on the outside pole in his Speed Sport Engineering/Veetech Speed Sport AM-5, next to Tire Rack polesitter Alex Scaler in his Hoosier/Autowerks/ChassisTools.com Mysterian AM-1, but it only took until lap two for Varacins to emerge in the lead.

“These things are never easy,” Varacins said. “It was just a matter of clicking laps off. I was a little concerned we would have a full course yellow. I was trying to manage the tires a little so I would have something left. I knew these guys were fast and I wanted to have something left if we had a yellow. If we got bunched up, I didn’t know exactly how I was going to handle it.”

Things really started to fall into place for Varacins on lap three when a full course caution came out due to various incidents around the track. As the field stacked up behind the safety car, Andrew Whitson, Alex Scaler, Flinn Lazier, and Roger Siebenaler, rounded out second through fifth.

The green flag dropped again on lap six, and Varacins and Whitson pulled away from the rest of the pack. Lazier found himself on the bumper of Scaler and was able to make the pass by the end of the lap. Gary Blanakik started picking off drivers including Scaler and Lazier. Scaler then dropped a wheel off in the carousel, spun, and took himself out of the battle.

As the rest of the group continued, Varacins and Whitson pulled away from Blanakik and Lazier. By lap nine, Whitson was feeling racy and started pressuring Varacins, but the moves backfired when he spun in the Carousel. While he continued, he was back in sixth.

Varacins was finally able to put his head down and drive away from the field while Blanakik and Lazier battled for second position. “For a little bit, I thought I was going to be quicker than Flinn, so I tried to lead, but then I realized he was quicker than me so I let him take the point,” Blanakik said. “Then I just started to lose grip and couldn’t stay with Flinn. He pulled a little bit of a gap and we stayed in that order to the finish.”

Varacins won with a 4.390sec margin over Lazier (Tivoli Lodge/Bell Helmet Vortech Lazier) and Blanakik (Sewickley Car Store/Kearney Silver Bullet AR1). Whitson made a comeback, but wasn’t able to make the pass on Blanakik and settled for fourth.

Lazier, in his Runoffs debut, is the 17-year-old son of 1996 Indianapolis 500 winner Buddy Lazier and the grandson of former SCCA National Champion Bob Lazier. “It was great,” Lazier said of his Runoffs experience. “We started off the week just slowly getting better and better, and had a pretty decent start in the race. It became the three of us out in front, and Gary and I started working together, but it just wasn’t enough to catch the lead.”

“It’s definitely a lot of work,” Varacins said of his championship-winning effort. “It feels like a fulltime job apart from my fulltime job. [My dad and I] work at it pretty hard, and we are just trying to stay a step ahead of everybody. In this field, there are a lot of great drivers out there and a lot of times you have to do development in the car stuff to give yourself that advantage. We work hard at it and we are looking forward to continue doing it.”

Sydney Yagel

ANOTHER DAY ON THE JOB

(OPPOSITE) Michael Varacins continued his winning ways, collecting his fifth FV Runoffs title. (BELOW) Flinn Lazier (42) and Gary Blanakik (3) had a fierce battle for second place, with Lazier emerging on top.



Richard S. James

Dennis Wood



FV CHAMPION

MICHAEL VARACINS

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



Rick Conville



FV QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Alex Scaler/NNJ (Mysterian CM2) 1.40.037 / No time / No time / **1.37.942**; 2. Michael Varacins/CHI (Speed Sport AM-5) 1.38.595 / 1.38.047 / 1.38.126 / **1.38.007**; 3. Fynn Lazier/COLO (Vortech Lazier) 1.39.836 / 1.39.208 / 1.38.919 / **1.38.033**; 4. Andrew Whitston/MILW (Protoform P2) 1.39.739 / 1.38.693 / 1.38.492 / **1.38.257**; 5. Gary Blararik/OVR (Silver Bullet AR1) 1.38.932 / **1.38.278** / 1.39.301 / 1.38.355; 6. Roger Siebenaler/NNJ (Mysterian) 1.38.946 / 1.39.679 / 1.38.933 / **1.38.319**; 7. Gary Kittell/GLN (Caracal Caracal D/SB) 1.39.397 / 1.39.082 / **1.38.441** / 1.38.517; 8. Dale Rader/BMR (Swift DB1) 1.39.436 / 1.39.956 / 1.40.745 / **1.38.637**; 9. Brandon Abbott/DET (Vector AM-1) 1.41.153 / 1.38.998 / 1.38.991 / **1.38.678**; 10. Richard Shields/STC (VDF-2) 1.39.127 / 1.39.383 / 1.39.159 / **1.38.720**; 11. Andrew Abbott/DET (Vector AM-7) 1.39.337 / 1.39.688 / **1.38.993** / 1.39.503; 12. Jonathan Weisheit/WDC (J.K Technologies LLC XP1) 1.40.165 / **1.39.074** / 1.39.214 / 1.39.331; 13. Gavin Sweeney/SFR (Protoform P2)

1.43.090 / 1.41.273 / 1.39.604 / **1.39.383**; 14. Andrew Pastore/NER (EV3) 1.40.490 / 1.41.163 / **1.39.672** / 1.40.287; 15. Ron Whitston/MILW (Protoform P2) 1.39.901 / 1.40.307 / 1.39.964 / **1.39.729**; 16. Stevan Davis/ATL (Racers Wedge SB1) 1.40.320 / 1.40.773 / 1.40.426 / **1.39.789**; 17. Laura Hayes/CCR (Vorscha GB4) 1.41.790 / 1.40.876 / 1.40.757 / **1.39.850**; 18. Brian Farnham/NEO (Citation B) **1.40.025** / 1.40.953 / 1.41.860 / 1.40.878; 19. Robert Neumeister/COLO (Lynx Querida) 1.42.625 / 1.40.866 / **1.40.026** / 1.40.319; 20. Donnie Isley/CCR (Agitator 16) 1.41.912 / 1.40.646 / 1.40.642 / **1.40.423**; 21. Jeffrey Loughead/OVR (Vortech CR04) No time / No time / No time / **1.40.688**; 22. Sherman Engler/ALA (Protoform 94V) 1.41.051 / 1.41.622 / **1.40.745** / 1.41.190; 23. Quinn Posner/NWST (Protoform P3) 1.43.361 / 1.42.844 / 1.41.116 / **1.40.925**; 24. Alexander Bertolucci/INR (Citation XTC-41) No time / 1.42.327 / **1.41.228** / 1.41.385; 25. John Petillo/NER (Speed Sport V) 1.42.803 / No time / 1.42.247 / **1.41.302**; 26. Dennis Andrade/NWST (Vortech FV) **1.41.368** / 1.42.158 / 1.42.404 / 1.42.083; 27. Mark Richardson/CILL (Mysterian M3) No time / 1.42.301 / 1.42.922 / **1.41.405**; 28. Robert O'Connor/WDC (Vortech FV)

1.43.738 / 1.45.160 / **1.41.421** / No time; 29. Gregory Bruns/CCR (Vorscha GB3) 1.43.276 / 1.42.925 / **1.41.563** / 1.42.610; 30. William Hannum/SJR (Caracal D) No time / 1.42.837 / **1.41.580** / 1.41.710; 31. Kimberly Madrid/CSCC (Mysterian M4) 1.44.013 / 1.44.852 / **1.41.779** / 1.43.068; 32. David Satterley/DET (Protoform P2) 1.43.326 / 1.43.847 / 1.42.325 / **1.41.940**; 33. Stuart Delaney/DET (Caracal D-SB) 1.43.664 / 1.42.536 / 1.43.505 / **1.42.284**; 34. James Hannum/SJR (Caracal D) 1.43.685 / No time / **1.42.392** / 1.44.130; 35. Ron Wake/SFR (Mysterian M4) 1.47.745 / 1.46.565 / **1.42.522** / 1.44.243; 36. Ray Qualls/WDC (Protoform P3) 1.42.590 / **1.42.555** / 1.42.674 / 1.43.142; 37. Lisa Noble/KAN (Vortech FV) **1.44.281** / 1.46.507 / No time / 1.46.073; 38. Charles Turner/CSCC (Vortech FV) **1.44.958** / 1.46.001 / 1.45.244 / 1.46.168; 39. Daniel Grace/NER (VDF-2 2) 1.50.952 / **1.50.449** / 1.52.900 / 1.52.295

FV RACE

RACE 22 LAPS, 50 MILES: Pos. Driver (Laps); 1. Michael Varacins (22); 2. Fynn Lazier (22); 3. Gary Blararik (22); 4. Andrew Whitston (22); 5. Roger Siebenaler (22); 6. Andrew Abbott (22);

7. Dale Rader (22); 8. Gary Kittell (22); 9. Brandon Abbott (22); 10. Alex Scaler (22); 11. Laura Hayes (22); 12. Gavin Sweeney (22); 13. Andrew Pastore (22); 14. Ron Whitston (22); 15. Jeffrey Loughead (22); 16. Alexander Bertolucci (22); 17. Brian Farnham (22); 18. William Hannum (22); 19. Dennis Andrade (22); 20. Stuart Delaney (22); 21. David Satterley (22); 22. John Petillo (22); 23. James Hannum (22); 24. Lisa Noble (21); 25. Robert O'Connor (21); 26. Ron Wake (16); 27. Mark Richardson (16); 28. Jonathan Weisheit (14); 29. Daniel Grace (10); 30. Richard Shields (9); 31. Donnie Isley (9); 32. Charles Turner (9); 33. Sherman Engler (9); 34. Gregory Bruns (7); 35. Ray Qualls (6); 36. Stevan Davis (2); 37. Robert Neumeister (1); 38. Kimberly Madrid (1); 39. Quinn Posner (0)

Overall Time of Race: 40:56.251; **Average Race Speed:** 72.808 mph; **Margin of Victory:** 4.390 seconds; **Fastest Race Lap:** Lazier 1:38.066 (82.891 mph); **Lap Leaders:** #12 lap 1, #65 laps 2-22; **Sunoco Hard Charger:** #74 Stuart Delaney

RACE 6 | FRIDAY | Sept. 23, 2016 | 1:30 p.m.

E PRODUCTION

There are at least four ways you can enter two Runoffs races in the same year.

You can set your car up for the class with the most restrictions and just change the class decal (Mark Weber did that by simply adding a small piece of tape to change "FP" to "EP" on his way to his record 55th Runoffs start). You can bring two different cars for two different classes (Matt Reynolds had two Miatas, one for EP and one for Spec Miata). One car can be used for different classes where it, hopefully, will be competitive (Joe Moser did that with his Hoosier/King Motorsports Honda Prelude, entering it in EP and STU). And, finally, you can bring one car and change driveline components and weight to be legal in both classes (more on that choice in the H Production race coverage).

The approach that appears to have worked best was Moser's, although his win came in STU and not EP - although he nearly won both. And, in fact, it was the near win in EP that taught him what he needed to do in STU later in the day.

Moser was at or near the pole all four days of qualifying, as were Greg Ira (Z Trix/FUTOFAB Datsun 260Z) and Reynolds, but Thursday, those fast guys got a surprise. Michael Galati (HPD/Hoosier/Summit/Carbotech Honda S2000) had languished at the bottom of the top 10 all week, but then he threw down a Tire Rack pole time of 1:33.847. Moser also got into the 1:33s and was 0.1sec second behind Galati. The grid showed the top five within one second of each other.

As is often the case, there was a lot going on at the start. Galati got a jump on the green and led Moser by a car length down much of the straight, before the power of the Prelude

really kicked in. "I looked in my mirror and saw Ira coming up on the right, so I faked to the right as if I were going to go on the inside of Galati," said Moser. "I realized that there was a lot of straight left, so I shot to the outside. I knew if I could just hold the outside, I would be able to get on the inside going up the hill. From there I was in the clear in first place."

Ira was coming, too. "I had a good run on [Galati] coming out of the Keyhole [on the second lap], and he left a huge inside lane for me, so I drove it in there," Ira recalled of the opening laps. "I had a clean pass, and he had plenty of room."

Then Galati and Ira made hard contact in Madness, sticking the cars together for a short distance. Galati pitted at the end of the lap and resumed one lap down (he eventually raced back through the pack from 22nd to take seventh at the checker, setting the fastest lap of the race along the way).

JUST A TOUCH

The EP race was physical from beginning to end, but in the end, it was Matthew Reynolds (OPPOSITE) beating Joe Moser (BELOW) to the checkered flag by about one second.

After the hit, Ira dropped to eighth, but reached third in just two laps. "Passing a lot of other really fast guys with my car in the condition that it was, it was scary; you feel a lot of vibration and flapping," Ira noted. "You just don't know how much to stay on it."

Meanwhile, Reynolds was working hard to stay in second. Aaron Downey, sporting an astoundingly fast Mazda RX-3, was keeping the pressure on Reynolds, but Ira caught Downey and began applying pressure of his own at the Keyhole. Ira got a run down the front straight and turned to the inside of Downey for the pass. Space suddenly became limited, the two touched, and Downey wound up in the gravel trap, putting Ira solidly in third.

Moser had built up a good gap to Reynolds, but toward the end of the race, Reynolds gradually was caught up in a classic battle of front drive vs. rear drive.

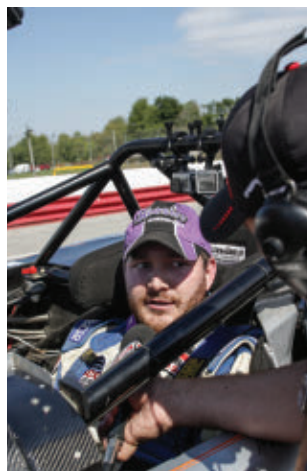
EP CHAMPION

MATTHEW REYNOLDS

Alamo Region
ReynoldsBrosRacing/VintageConn/
JPM Mazda Miata



Dennis Wood



Rick Corvino



Rick Cavitski

EP QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Michael Galati/NEO (2000 Honda S2000) 1.36.261 / 1.35.748 / 1.35.860 / **1.33.847**; 2. Joe Moser/DET (1993 Honda Prelude Si VTEC) 1.34.711 / 1.34.463 / 1.34.330 / **1.33.949**; 3. Greg Ira/FLA (1974 Datsun 260Z) 1.34.386 / 1.34.401 / 1.34.469 / **1.34.204**; 4. Matthew Reynolds/ALMO (1999 Mazda Miata) 1.34.956 / 1.34.440 / 1.34.412 / **1.34.217**; 5. Breton Williams/GTRV (2010 Mazda MX-5) 1.35.495 / 1.35.486 / 1.35.038 / **1.34.692**; 6. Jon Brakke/LOL (1999 Mazda Miata) 1.35.816 / 1.35.249 / 1.35.236 / **1.34.918**; 7. Aaron Downey/SFR (1976 Mazda RX-3) **1.35.089** / 1.35.952 / 1.35.919 / 1.35.426; 8. Rick Kavitski/NEP (1994 Mazda Miata) 1.36.039 / **1.35.798** / 1.36.050 / 1.36.431; 9. Sam Halkias/OVR (1975 Triumph TR6) 1.37.268 / 1.37.286 / 1.38.223 / **1.36.569**; 10. Jason Albright/WOR (1984 Mazda RX-7) 1.37.334 / **1.36.933** / 1.45.306 / 1.37.573; 11. Lance Loughman/WMR (1973 Nissan 240-Z) 1.39.028 / 1.38.594 / **1.36.963** / 1.37.273; 12. Rick Kosdrosky/TEX (2000 Caterham 7 America) **1.38.211** / No time / No time / No time; 13. Steve Smyczek/MILW (1988 Mazda RX-7) 1.39.893 / **1.38.742** / 1.39.438 / 1.39.183; 14. Garry DeLea/NER (1995 Mazda Miata) 1.40.971 / 1.40.823 / **1.39.057** / 1.40.799; 15. Michael Helm/WOR (1986 Toyota MR-2) 1.40.104 / No time / No time / **1.39.242**; 16. Kale Swifts/NWST (1990 Mazda RX-7) 1.41.483 / 1.40.283 / **1.39.255** / No time; 17. Scott Lunder/NEO (2003 BMW Z4) 1.40.561 / **1.39.693** / 1.40.035 / 1.39.841; 18. Mark Weber/STL (1992 Mazda Miata) 1.43.062 / 1.41.925 / 1.42.171 / **1.41.245**; 19. Keith Wise/OVR (2005 Mazda RX-8) 1.42.512 / 1.42.257 / **1.41.566** / No time; 20. Donald Walsh/SUS (1990 Mazda RX-7) 1.43.740 / 1.43.413 / **1.43.063** / 1.45.766; 21. Fred Albright/WOR (1979 Mazda RX-7) 1.47.513 / No time / 1.49.138 / **1.45.387**; 22. Madison Bolden/NER (1980 Mazda RX-7) 1.47.763 / 1.46.514 / **1.45.649** / 1.46.439; 23. Lee Feineigle/OVR (1968 Datsun SRL 311U) No time / No time / No time / **1.45.759**; 24. Matthew Miller/NEO (1986 Mazda RX-7) **1.46.155** / 1.47.264 / No time / No time; 25. Phil Alspach/OVR (1983 Mazda RX-7) 1.52.974 / 1.50.290 / 1.50.606 / **1.50.172**



HANGING ON
(LEFT) Battered and bruised from contact with Michael Galati on the second lap, defending Champ Greg Ira was able to finish on the third step of the podium.

Jeff Leavelle

"I was on absolute ice at the end of the E Prod race," Moser recalled. With Moser's tires fading, Reynolds looked for a place to get by. The pass really started into Turn 6 on the last lap when Moser was a bit slow through the corner. Reynolds took advantage, did an over-under in his ReynoldsBrosRacing/Vintage Comm/JPM Mazda Miata, which set him up to be on the inside for Turns 8 and 9. They just touched, but Reynolds was through for his second EP National Championship.

J. Michael Hemsley

EP RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Matthew Reynolds (23); 2. Joe Moser (23); 3. Greg Ira (23); 4. Jason Albright (23); 5. Steve Smyczek (23); 6. Sam Halkias (23); 7. Michael Galati (22); 8. Scott Lunder (22); 9. Garry DeLea (22); 10. Kale Swifts (22); 11. Keith Wise (22); 12. Mark Weber (22); 13. Donald Walsh (21); 14. Madison Bolden (21); 15. Fred Albright (20); 16. Phil Alspach (19); 17. Breton Williams (18); 18. Rick Kavitski (12); 19. Aaron Downey (11); 20. Jon Brakke (7); 21. Lance Loughman (6); 22. Matthew Miller (4); 23. Michael Helm (2); DNS. Rick Kosdrosky (); DNS. Lee Feineigle ()

Overall Time of Race: 37:04.727;
Average Race Speed: 84.038 mph;
Margin of Victory: 01.091 seconds;
Fastest Race Lap: Galati 1:34.266 (86.233 mph); **Lap Leaders:** #63 laps 1-22, #71 lap 23; **Sunoco Hard Charger:** #21 Scott Lunder

RACE 7 | FRIDAY | Sept. 23, 2016 | 2:25 p.m.

FORMULA 500

Steven Thompson came to this year's Runoffs ready to fight and scored his first podium and National Championship behind the wheel of his T&R Fabricating/Hoosier TR1 Rotax - but it wasn't as easy as that makes it sound.

Thompson qualified second behind Tire Rack polesitter and defending F5 Champion Calvin Stewart in his Novarace LLC/sabbathtruth.com Novakar Blade F600 Suzuki, but while Stewart had more than a second on Thompson during qualifying, it didn't take long for Thompson to make a pass for the lead.

On the second lap of the race, the first of two full course cautions came out. The field bunched up, and when the green flag dropped on lap five, the race began again in earnest. It was a back and forth battle between Thompson and Stewart, each leading the race for a few turns before the other made the pass back, including a side-by-side stint through Thunder Valley.

"I knew if I let Calvin get too

far out ahead it would be a really difficult task to tow him back in," Thompson said. "I took advantage on the first couple laps, managed to get underneath Calvin, and just drove hard the rest of the race."

On lap 16, everything changed. Stewart came in to the Carousel a bit hot, pushed wide through the marbles, and found himself in the grass. Making matters worse, the car stalled and he was unable to continue. Thompson never looked back; putting a 16sec lead on second-place finisher Brian Brothers (T&R Fabricating TR1 Rotax) by the time the checkered flag fell.

"This feels fantastic," Thompson said after the race. "We've been doing this for a long time - it's been a whole lot of work to get where we are."

Brothers had a fairly uneventful race, but was still relishing his first Runoffs podium. "My race was a bit boring, other than the restarts," Brothers said with a chuckle.

"I was by myself for the vast majority of the race, which makes it difficult to maintain pace."

Third place went to Thomas Diehm (Diehm Dimensions/TD Racing Novablade F500 Rotax), who was set to start the race from the third position but had a bit of an unfortunate incident on the pace lap. Diehm spun going in to the Carousel, forcing him to the back of the pack. When the race began, he picked off his competitors one by one, though, utilizing the full course cautions to maximize his track positions. Just when he thought he was in the clear, however, he was off track again after the second restart. But a last-lap pass around Jeremy Swank gave Diehm the final step on the podium.

So, how did Diehm sum up his first Runoffs podium?

"Ridiculous," Diehm said. "I was all over. I was a mess. I'm brand new to this car. My first fast laps were [the day before the race]." That said, he completely appreciated the turn of events. "To end up in third, I'm ecstatic," he said.

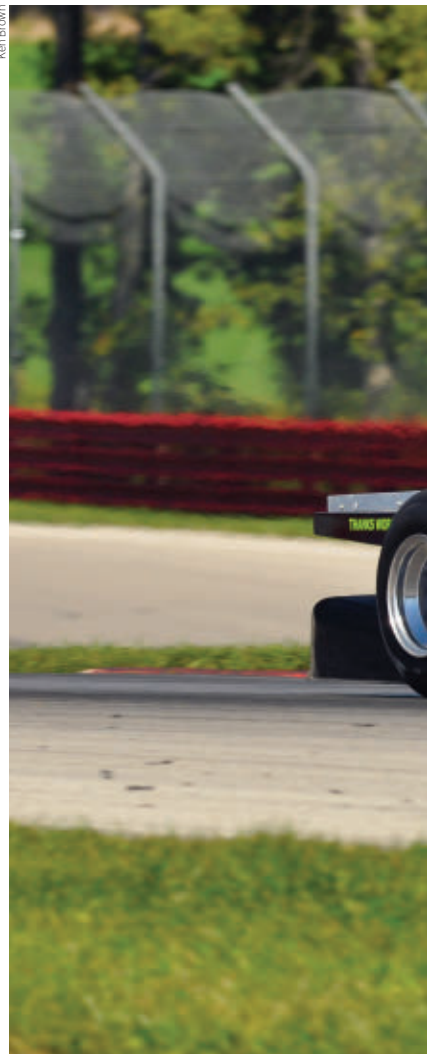
Sydney Yagel

READY FOR IT

(OPPOSITE) Steven Thomas drove his Rotax-powered car to the win. (BELOW) Brian Brothers cruised to a second place win. (FAR RIGHT, BOTTOM) Thomas Diehm (4) struggled to stay on track, but finished in third.



Ken Brown



F500 CHAMPION

STEVEN THOMAS

Detroit Region
T&R Fabricating/Hoosier TR1 Rotax

Jay Bonvolont



Rick Convine



Ken Brown

F500 QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/ Time Session 2/Time Session 3/Time Session 4; 1. Calvin Stewart/DET (Novakar Blade F600 Suzuki) 1.29.431 / **1.28.528** / 1.30.796 / 1.29.363; 2. Steven Thompson/DET (T&R Fabricating TR1 Rotax) 1.30.324 / 1.29.779 / **1.29.402** / 1.30.354; 3. Thomas Diehm/DET (Novablade F500 Rotax) No time / 1.42.290 / 1.43.305 / **1.31.185**; 4. Jeremy Swank/OVR (Rakavon J-10 Rotax) 1.32.550 / **1.32.083** / 1.32.712 / 1.35.801; 5. Steven Jondal/LOL (Red Devil JS14 Rotax) **1.32.408** / No time / 1.33.588 / No time; 6. Brian Brothers/DET (T&R Fabricating TR1 Rotax) 1.34.182 / **1.32.835** / 1.33.787 / 1.34.310; 7. Jeremy Morales/IND (Scorpion S1 Rotax) 1.38.421 / No time / **1.34.127** / 1.34.836; 8. John Annunziata/NYR (QRE Invader QC-1 Rotax) 1.36.985 / 1.35.707 / 1.36.254 / **1.35.301**; 9. F Strate Jr/WNY (Rocketech R-2 Rotax) 1.37.378 / 1.35.501 / No time / **1.35.375**; 10. Timothy Friest/KCR (KBS Mk. VII Rotax) 1.45.875 / 1.38.231 / 1.38.370 / **1.36.127**; 11. Jeff Blumenthal/NEO (Invader QC1 Rotax) 1.38.756 / 1.38.696 /

1.37.968 / **1.37.249**; 12. John W. 'Jack' Walbran/STL (Scorpion Rotax) 1.37.792 / **1.37.583** / No time / 1.38.601; 13. David Vincent/KCR (KBS MK VII Rotax) 1.42.784 / 1.41.985 / **1.39.684** / 1.40.448; 14. Chuck McAbee/BUCC (QRE Invader QC-1 Rotax) 1.43.467 / 1.44.019 / **1.42.989** / No time

F500 RACE

RACE 22 LAPS, 50 MILES: Pos. Driver (Laps); 1. Steven Thompson (22); 2. Brian Brothers (22); 3. Thomas Diehm (22); 4. Jeremy Swank (22); 5. John Annunziata (22); 6. David Vincent (21); 7. John W. 'Jack' Walbran (21); 8. Chuck McAbee (21); 9. Calvin Stewart (15); 10. Timothy Friest (14); 11. F Strate Jr (13); 12. Steven Jondal (4); 13. Jeremy Morales (0); 14. Jeff Blumenthal (0)

Overall Time of Race: 39:19.759; **Average Race Speed:** 75.785 mph; **Margin of Victory:** 16.224 seconds; **Fastest Race Lap:** Thompson 1:29.853 (90.468 mph); **Lap Leaders:** #12 lap 1, #65 laps 2-22; **Sunoco Hard Charger:** #73 David Vincent

RACE 8 | FRIDAY | Sept. 23, 2016 | 3:20 p.m.

SUPER TOURING UNDER

Super Touring Under was destined to be a close race. With the top four cars qualifying well within half a second of each other, it was anyone's race at the front of the pack. Cameron Maugeri drove his Krugspeed/Hoosier Lotus Exige to the Tire Rack pole position, but Max Gee was just 0.072sec slower in his Honda Prelude. The second row included the Honda Civic of defending STU Champion John Schmitt, and the Hoosier/King Motorsports/Honda Prelude Si VTEC of Joe Moser, who was fresh off a second-place E Production finish earlier in the day. Also notable in the race, Oscar Jackson Jr. was gridded in sixth position driving his Jackson Racing/BFGoodrich Tires Scion FR-S. Jackson had qualified just under a second off the leader and was getting quite comfortable at Mid-Ohio since he was also running in T4 and STL, all in Scions.

At the start, Maugeri got a clean lead and Moser made a run up from his fourth-place position to try for second. In the process,

Moser and Gee got together, and the contact left Gee stalled on course in Turn 9. A full course caution ensued, but not before Jackson rushed up from sixth on grid to take over third place.

At the restart for lap three, Maugeri held the lead followed by Moser, Jackson, and Schmitt. But Moser shortly took the lead, and Schmitt found his way around Jackson as well. Maugeri couldn't hold second for long and, by the end of lap four, Moser had a solid grip on the lead, followed by Schmitt, Jackson, and Maugeri.

"The first two laps were good," said Maugeri, "but on the restart it just went south. I got nudged and dropped back a couple of spots, but then I just charged back as hard as I could."

On the 10th lap, Schmitt suffered a mechanical failure, spun, and dropped from second to seventh, where he stayed for two laps before dropping farther back and then retiring.

At the halfway point, it was Moser, Maugeri, and Jackson in contention for the podium. Moser had built

up a 4.4sec lead, but Jackson was right on Maugeri battling for second. Jackson had challenges on both sides, however, as David Brand was pressing him from fourth position.

In the second half of the race, things settled down with Moser, Maugeri, and Jackson running about three seconds apart, with the gaps widening. Maugeri showed his qualifying style again, setting the fast race time just two laps from the end, but it wasn't enough. Moser held the lead to the checkered flag with a 1.965sec margin of victory over Maugeri; an additional 10 seconds back was Jackson in third place, who described his time on track as "a tough race" battling the nimble Lotus.

For Moser, coming off a second place E Production finish where he lost the lead mere corners from the checker, he was determined not to let that happen again. "I started having nightmares from my E Prod race," Moser said from the podium. "I didn't let it slip away this time."

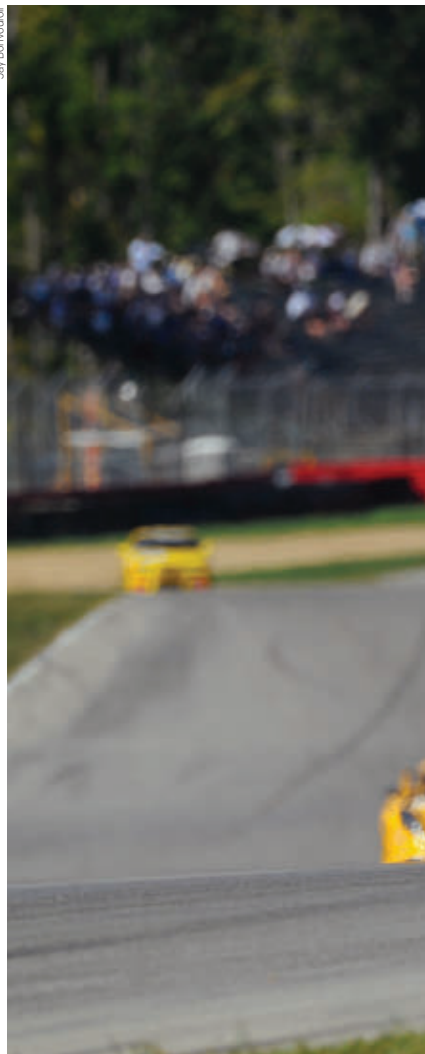
Jeff Zurschmeide

A TIGHT GRIP

(OPPOSITE) Joe Moser didn't let the STU win slip from his grasp. (BELOW) Cameron Maugeri started from the pole but couldn't match Moser's pace. (BOTTOM RIGHT) Oscar Jackson Jr. (16) held on to claim third.



Jay Bonvillian



STU CHAMPION

JOE MOSER

Detroit Region
 Hoosier/King Motorsports Honda Prelude Si VTEC

Jeff Lorenz



Rick Corvino



Rick Conway

STU QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;
1. Cameron Maugeri/CFR (Lotus Exige) 1.35.406 / 1.35.900 / **1.34.302** / 1.35.190; 2. Max Gee/NEO (Honda Prelude) 1.34.528 / 1.36.859 / **1.34.376** / 1.35.199; 3. John Schmitt/OVR (Honda Civic) No time / No time / **1.34.489** / 1.34.881; 4. Joe Moser/DET (Honda Prelude Si VTEC) 1.35.167 / 1.35.848 / **1.34.645** / No time; 5. David Brand/NYR (Lotus Exige) 1.36.515 / 1.36.027 / **1.34.991** / 1.35.901; 6. Oscar Jackson/CSCC (Scion FR-S) 1.36.201 / 1.37.362 / 1.35.630 / **1.35.195**; 7. Charles Tobel/DET (Pontiac Solstice) 1.36.062 / 1.38.988 / **1.35.990** / No time; 8. Brennan Stover/NOV (BMW M3) 1.37.698 / 1.38.549 / 1.37.000 / **1.36.869**; 9. Allan Ferragonio/STC (BMW 325is) 1.38.133 / No time / No time / **1.37.736**; 10. Brad McCall/FLA (Scion FR-S) 1.43.057 / No time / 1.39.338 / **1.38.227**; 11. Christopher Itterly/SBR (BMW E36) **1.38.742** / No time / No time / 1.38.950; 12. Alex Phelps/NCR (Mazda MX-5) 1.39.650 / No time / **1.38.791** / 1.39.102; 13.

Thomas Lyttle/ATL (Mazda Miata) 1.39.778 / 1.40.816 / **1.38.991** / 1.40.114; 14. Tim Pitts/ATL (Volkswagen GTI) **1.41.337** / 1.42.611 / 1.43.545 / 1.43.005; 15. Mark Crellin/OVR (Nissan 200SER) No time / 2.00.186 / **1.52.419** / 1.54.178; 16. Eric Thompson/SJR (Mazda Miata) No time / No time / No time / **1.56.135**

STU RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Joe Moser (23); 2. Cameron Maugeri (23); 3. Oscar Jackson (23); 4. David Brand (23); 5. Charles Tobel (23); 6. Allan Ferragonio (23); 7. Eric Thompson (23); 8. Alex Phelps (23); 9. Thomas Lyttle (21); 10. Christopher Itterly (19); 11. Mark Crellin (12); 12. Brennan Stover (15); 13. John Schmitt (19); 14. Max Gee (9); 15. Tim Pitts (6); 16. Brad McCall (15)

Overall Time of Race: 38:29.822; **Average Race Speed:** 80.942 mph; **Margin of Victory:** 1.965 seconds; **Fastest Race Lap:** Maugeri 1:34.597 (85.931 mph); **Lap Leaders:** #72 laps 1-3, #63 laps 4-23; **Sunoco Hard Charger:** #43 Thomas Lyttle

RACE 9 | FRIDAY | Sept. 23, 2016 | 4:15 p.m.

GT-2

Trent Hindman and Andrew Aquilante battled for the GT-2 National

Championship like they always race, clean, close, and fair, but it was Hindman taking the gold over the six-time National Champion Aquilante.

At the start, Hindman, driving the Trim-Tex/Hoosier Tires/Fall-Line BMW M3, made the pass of the race on the Tire Rack polesitting Phoenix/Hoosier/Hawk/Varsity Chevrolet Corvette of Aquilante. From there, Hindman led the entire 22-lap race – but it wasn't a walk in the park. Rather, the two raced nose to tail, and side by side at times, but Aquilante wasn't able to make a move stick. Despite their on-track battle, they were still able to gap the field, eventually putting some 25 seconds on eventual third-place finisher Scotty White and his BFG/Knight Transport LLC/Hawk Dodge Viper Competition Coupe (who, incidentally, jumped out of the Viper at the end of the race and into his Touring 4 car, as the T4 race was slated to start minutes after the conclusion of GT-2).

The battle between Hindman and Aquilante was spectacular, but with two laps to go, Pete Peterson spun, and Aaron Quine spun while avoiding contact. Quine was unable to restart his stalled car forcing a full-course caution behind the safety car – and that's how the race would finish.

"You knew it was going to be a tough one, you knew it was going to be hot, you knew the cars were going to be tough to hang on to at the end of 40 minutes," Hindman said. "At the end of the day, I'll admit we certainly got lucky with that yellow. Andrew was right there the entire time. The Phoenix Performance guys know how to prepare a car [and] Andrew

certainly knows how to drive it. I was certainly prepping for a hectic final lap."

That said, Aquilante wasn't too disappointed with his second silver medal. "I told myself before this race, you can't be too disappointed in second if we do the same thing we did in June," Aquilante said, referencing a side-by-side battle in the U.S. Majors Tour race at Mid-Ohio. "Other than a little bit of a lack of side-by-side stuff, we did, and you couldn't be too disappointed in finishing second to Trent and to Fall-Line.

"We brought a couple of fast cars, prepped as best as they could be, driven as best as they could be, and that's the race we got. In terms of big-bore excitement, I don't think you can top that one this weekend. We came up a little short, maybe the only disappointment I could have is the caution and when it fell."

Both drivers have professional racing experience, some against each other, but they still come back to the SCCA Runoffs year after year. "It's a different environment," Aquilante said. "Winning my first [SCCA National

Championship] was a really big deal. Winning my second, third, fourth, fifth, sixth – it's all a big deal. I'll admit, I was nervous as all hell today, for exactly what happened."

Part of Hindman's motivation came from past history at the Runoffs against Aquilante. "I'm very fortunate that I get to drive multiple championships, and different cars," Hindman said. "I'm very blessed to do what I do, being given some great opportunities. But after 2013, and staring at the back of that Corvette for 20 minutes, I knew I didn't want to do it again. I'm not saying this is redemption, by any means, but I knew as soon as I got off the track three years ago that I wanted another crack at it.

"You look at the list of names who have won the Runoffs, you look at the prestige that the Runoffs has, even when it comes to finding rides in the IMSA environment. It's always a nice thing to have on the resume, that you've competed and, fortunately for us, had some success."

Sydney Yagel

MUTUAL RESPECT

(OPPOSITE) Trent Hindman (70) and Andrew Aquilante (33) put on a driving clinic, not only showing championship-winning speed, but also a perfect example of a hard, fair, clean race. (BELOW) Scotty White finished third on the podium.



Dennis Wood

Rupert Berrington



GT2 CHAMPION

TRENT HINDMAN

Northern New Jersey Region
 Trim-Tex/Hoosier Tires/Fall-Line BMW M3



Rick Corvino



GT2 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Andrew Aquilante/PHL (Chevrolet Corvette) 1.26.124 / 1.28.286 / **1.25.405** / 1.27.257; 2. Trent Hindman/NNJ (BMW M3 (E46)) 1.26.776 / 1.28.517 / **1.25.999** / 1.27.899; 3. Scotty B White/NWST (Dodge Viper Comp Coupe) **1.28.129** / No time / 1.28.450 / 1.30.372; 4. Taz Harvey/SFR (Mazda RX8 GT) 1.28.910 / 1.32.561 / **1.28.254** / 1.29.209; 5. Jonathan Start/MILW (Dodge Viper ACR-X) 1.28.797 / 1.29.753 / **1.28.318** / 1.29.907; 6. Dylan Doherty/SAND (Porsche GT3 Cup) **1.28.469** / 1.31.102 / 1.28.853 / 1.31.258; 7. Aaron Quine/NEO (Chevrolet Camaro)

1.29.725 / 1.32.557 / **1.28.735** / 1.30.654; 8. Mark Boden/CHI (Porsche Porsche 997 GT3 Cup) 1.30.467 / 1.32.764 / **1.29.169** / 1.29.313; 9. Tim Kezman/MILW (Porsche GT3 Cup) 1.29.856 / 1.35.101 / **1.29.228** / 1.29.252; 10. Tom Patton/CIN (Sunbeam Tiger) **1.29.512** / 1.37.050 / 1.30.085 / 1.31.007; 11. Pete Peterson/CCR (Porsche GT3 Cup) **1.30.125** / 1.34.224 / 1.30.257 / 1.31.840; 12. Mike McGinley/KCR (Chevrolet Corvette) No time / 1.32.465 / **1.30.334** / 1.31.727; 13. Jerry Onks/TEN (Chevrolet Corvette) 1.32.475 / 1.34.194 / **1.31.843** / 1.40.212; 14. David Finch/DET (Porsche 944) **1.32.082** / No time / No time / No time; 15. Mike Henderson/CSCC (Dodge Viper) **1.32.707** / 1.33.547 / 1.33.535 /

1.33.101; 16. Jorge Nazario/FLA (Chevrolet Corvette Z06) 1.33.134 / 1.34.727 / **1.32.914** / 1.35.079; 17. Timothy Gray/LOL (Ford Mustang) 1.34.598 / 1.40.524 / 1.34.651 / **1.33.507**; 18. Jim Valdez/COLO (BMW M3 (E46)) **1.33.558** / 1.37.045 / 1.34.602 / 1.33.927; 19. Jack Lewis/ATL (Porsche 911) **1.34.651** / No time / No time / No time; 20. Daniel Harding/NEO (Porsche GT3 Cup) 1.36.740 / 1.42.239 / 1.36.031 / **1.36.014**; 21. Preston Calvert/WDC (Chevrolet Corvette Grand Sport) No time / No time / No time / No time

GT2 RACE

RACE 22 LAPS, 50 MILES: Pos. Driver (Laps); 1. Trent Hindman (22); 2. Andrew

Aquilante (22); 3. Scotty B White (22); 4. Taz Harvey (22); 5. Dylan Doherty (22); 6. Mark Boden (22); 7. Tim Kezman (22); 8. Jonathan Start (22); 9. Tom Patton (22); 10. Pete Peterson (21); 11. Jorge Nazario (21); 12. Mike Henderson (21); 13. Timothy Gray (21); 14. Jim Valdez (21); 15. Jerry Onks (21); 16. Daniel Harding (21); 17. Aaron Quine (18); 18. Mike McGinley (18); 19. Preston Calvert (6); DNS. David Finch (); DNS. Jack Lewis ()

Overall Time of Race: 33:25.018;
Average Race Speed: 89.193 mph;
Margin of Victory: .828 seconds; **Fastest Race Lap:** Aquilante 1:26.847 (93.599 mph); **Lap Leaders:** #70 laps 1-22; **Sunoco Hard Charger:** #165 Jorge Nazario

RACE 10 | FRIDAY | Sept. 23, 2016 | 5:10 p.m.

TOURING 4

Oscar Jackson didn't really expect his best shot at an SCCA National Championship would come in Touring 4; rather, his sights were set on STU. Jim Drago, on the other hand, thought *his* best chance at another Runoffs win would come in T4, not Spec Miata. Both changed their minds after the first sessions at Mid-Ohio Sports Car Course.

"The T4 car was kind of an unknown," said Jackson of his Jackson Racing/BFGoodrich Scion FR-S, the same model he raced in two other classes at the Runoffs, and that he drives on the street. "We built that car three weeks [before the Runoffs]. We used some knowledge of what we knew about the cars and put it all together. The first day of testing, I thought, 'Oh, we've got a shot here.'"

Indeed. After qualifying for the Runoffs for T4 in a Mustang by running Divisional races in the Northwest, all the while building the T4 Scion, it was quick in Jackson's hands. After Wednesday qualifying, he had turned a 1:39.590 lap, putting his car on the Tire Rack pole ahead of Drago's East Street Racing/Mazdaracers.com Mazda MX-5 by more than nine tenths. Kevin Fandozzi was third in another FR-S, with Runoffs rookie Ryan Kowaleski starting outside row two in his Racecraft 1/QC Mobile Service MX-5.

After a clean start, Jackson and Drago began to pull away from the battle for third and seemed to settle into a rhythm. "Jim tucked in and we didn't start battling, because if we started battling at the front right at the start - that's Spec Miata knowledge right there," said Jackson. "He knew we had to go out and settle this on our own."

They were helped by Fandozzi and Kowaleski fighting it out behind them. Kowaleski hounded him until midway, when he took third position.

"I thought I could get by [Fandozzi] at the start and tuck behind Jim," says Kowaleski, a first-year racer who scored four Majors wins during the season. "Rookie mistake - I forgot to shift at the start and ran it into the rev limiter."

"I was rolling Turn 1 and the Keyhole a lot better than Fandozzi," continued Kowaleski. "We went through Turn 1 and he got crossed up a bit, and I just mashed it. He ran me down into the Keyhole, and my wheels were about on the grass; but I was able to stop it and hold the inside so he couldn't over-under me."

At about that same time, Jackson began to put a little bit of a gap on Drago. "My game plan was to fill his mirrors for as long as I could," said Drago. "I was driving 10-tenths and the car was

handling it, and it was probably only even half a wheel off at Thunder Valley, but it causes you to lift a little bit, and I wasn't in his draft anymore." After that, it was clear which way this was going to go, barring any unforeseen circumstances - which did occur.

"I was working really hard to get through these gaps, and the lappers were really having trouble seeing blue flags," Jackson explained of getting through lapped traffic. "I went down the back straight and the whole time the blue flags were flying at the red Solstice. I turned in, he turned in, and I had contact with him after he turned in. Then I think, 'I've got to get going because Jim's right there and I've got full momentum.'"

The race was over at that point, however, because a caution came out for Ralph Porter's Solstice sitting off track with broken suspension, and the race never resumed, ending on time after 20 laps. Jackson had his first National Championship, with Drago second and Kowaleski scoring the bronze in his rookie year.

Richard S. James



Jeff Loewe

THE UNKNOWN

(OPPOSITE) Oscar Jackson Jr. (46) finished building his T4 Scion FR-S only weeks before the Runoffs, and was rewarded with the win. (BELOW) Jim Drago finished a strong second. (ABOVE) Ryan Kowaleski battled his way to third.



Rick Convine



Rupert Berrington

T4 CHAMPION

OSCAR JACKSON JR.

Cal Club Region
 Jackson Racing/BFGoodrich Scion FR-S





T4 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Oscar Jackson/CSCC (2013 Scion FR-S) 1.43.481 / 1.40.745 / **1.39.590** / 1.39.870; 2. Jim Drago/MIDS (2011 Mazda MX-5) 1.41.822 / 1.41.659 / **1.40.498** / 1.40.859; 3. Kevin Fandozzi/PHL (2014 Scion FR-S) 1.42.111 / 1.42.458 / No time / **1.40.727**; 4. Ryan Kowalewski/COL (2009 Mazda MX-5) 1.43.751 / 1.41.029 / **1.40.817** / 1.40.957; 5. Jared Lendrum/MHR (2013 Subaru BRZ) No time / 1.42.581 / 1.41.329 / **1.40.841**; 6. Tom Wickersham/SFR (2007 Mazda MX-5) 1.43.751 / 1.41.602 / 1.41.911 / **1.41.180**; 7. Don Knowles/NCR (2005 Mazda RX-8) 1.41.923 / No time / 1.42.073 / **1.41.280**; 8. Philip Royle/CSCC (2015 Honda Civic Si) 1.45.661 / 1.42.410 / **1.41.333** / 1.41.887; 9. Kevin Koelemeyer/FLA (2007 Mazda MX-5) 1.43.620 / 1.42.523 / 1.41.592 / **1.41.361**; 10. Jason Shultz/NEO (2006 Mazda MX-5) 1.42.958 / 1.42.434 /

1.41.418 / 1.41.544; 11. James Ebben/MILW (2013 Mazda MX-5) 1.44.098 / 1.42.841 / **1.41.440** / 1.41.535; 12. Scotty B White/NWST (Ford Mustang V6) 1.43.481 / 1.42.428 / 1.41.514 / **1.41.449**; 13. Jonathan Yanca/DET (2010 Mazda MX-5) 1.43.230 / 1.42.154 / **1.41.511** / 1.41.722; 14. Kevin Fryer/WDC (2006 Mazda MX-5) 1.45.488 / 1.42.442 / 1.42.004 / **1.41.684**; 15. Steven Zink/LV (2010 Mazda RX-8) 1.44.083 / 1.42.974 / **1.41.865** / 1.42.491; 16. Tim Myers/ATL (2004 Mazda RX-8) 1.43.675 / 1.42.897 / **1.42.026** / 1.43.740; 17. Jeffrey Jensen/CDR (2005 Acura RSX Type-S) 1.43.965 / 1.42.789 / **1.42.156** / 1.42.957; 18. Richard Dickey/TEX (2004 Mazda RX-8) No time / No time / **1.42.238** / 1.42.754; 19. Derrick Ambrose/ORE (2015 Mazda 3s) 1.47.459 / 1.43.107 / **1.42.538** / 1.43.073; 20. Dave Kutney/CIN (2007 Pontiac Solstice) 1.45.751 / 1.43.353 / 1.43.413 / **1.42.904**; 21. Matthew Downing/OVR (2006 Pontiac Solstice) 1.47.685 / 1.45.473 / 1.43.256 / **1.42.908**; 22. Douglas Chan/CSCC (2012 Honda Civic Si) 1.45.821 / 1.45.351 / 1.44.072 / **1.43.290**; 23. Steve Strickland/BRR (2007 Mazda MX-5) 1.49.293 / 1.45.706 / 1.44.400 / **1.43.321**; 24. Kristina Etherington/LV (2011 Mazda RX-8) No time / 1.44.803 / 1.43.963 / **1.43.429**; 25. Ralph Porter/IND (Pontiac Solstice) 1.50.206 / 1.45.659 / **1.43.580** / 1.43.631; 26. David Ogburn/WTEX (2005 Toyota Corolla XRS) 1.48.152 / 1.45.082 / 1.46.459 / **1.43.723**; 27. Ali Naimi/OR (Mazda MX-5) 1.49.725 / 1.46.164 / 1.44.677 / **1.44.318**; 28. Dan Hardison/OVR (1999 Pontiac Firebird) 1.46.725 / 1.45.123 / **1.44.565** / 1.44.601; 29. Bob Demers/NER (2007 Pontiac Solstice) 1.48.162 / 1.46.395 / 1.46.071 / **1.45.098**; 30. Stanislas Czacki/PNAM (2005 Acura RSX Type-S) No time / **1.46.512** / No time / No time; 31. Brian Hustling/CSCC (2006 Chevrolet Cobalt SS) No time / No time / 1.52.246 / **1.47.920**; 32. Steven Christopher/OVR (2006 Mazda MX-5) 1.51.213 / 1.52.534 / **1.48.095** / 1.48.297; 33. Keith Jones/NEO (2002 Mazda MX-5) 1.57.411 / 1.52.438 / 1.49.939 / **1.48.546**; 34. L. Huston/HOUS (2006 Ford Mustang V6) 1.54.148 / 1.52.700 / No time / **1.48.801**

T4 RACE

RACE 20 LAPS, 45 MILES: Pos. Driver (Laps); 1. Oscar Jackson (20); 2. Jim Drago (20); 3. Ryan Kowalewski (20); 4. Kevin Fandozzi (20); 5. Jared Lendrum (20); 6. Don Knowles (20); 7. Jason Shultz (20); 8. Philip Royle (20); 9. Kevin Fryer (20); 10. Scotty B White (20); 11. James Ebben (20); 12. Kevin Koelemeyer (20); 13. Richard Dickey (20); 14. Steven Zink (20); 15. Tim Myers (20); 16. Jeffrey Jensen (20); 17. Jonathan Yanca (20); 18. Dave Kutney (20); 19. Kristina Etherington (20); 20. Douglas Chan (20); 21. Bob Demers (20); 22. Ali Naimi (20); 23. Dan Hardison (20); 24. Brian Hustling (19); 25. Steven Christopher (19); 26. L. Huston (19); 27. Keith Jones (19); 28. Ralph Porter (15); 29. Tom Wickersham (10); 30. Stanislas Czacki (7); 31. David Ogburn (7); 32. Steve Strickland (6); 33. Derrick Ambrose (0); 34. Matthew Downing (0)
Overall Time of Race: 37:49.132; **Average Race Speed:** 71.647 mph; **Margin of Victory:** 0.740 seconds; **Fastest Race Lap:** Jackson 1:40.397 (80.967 mph); **Lap Leaders:** #46 laps 1-20; **Sunoco Hard Charger:** #11 Bob Demers

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Touring 1
Ross Murray



Touring 2
Kurt Rezzetano



Touring 3
Derek Kulach



Touring 4
Oscar Jackson, Jr.



RACE 11 | SATURDAY | Sept. 24, 2016 | 8:15 a.m.

TOURING 3

In the weeks leading up to the 2016 Runoffs, Derek Kulach said he was going to win his first National Championship. Many racers might make that claim as they head to the championship event, but Kulach followed through - and did it in style - giving Nissan its 100th victory in the history of the SCCA National Championship Runoffs.



Rick Conville

T3 CHAMPION

DEREK KULACH

Colorado Region
Fiesta Auto Group/Nissan/BFG/
Glock Nissan 350Z Nismo

Kulach, who started third in his Fiesta Auto Group/Nissan/BFG/Glock Nissan 350Z Nismo, made it three-wide at the drop of the green flag and took the lead going into the first turn and never looked back.

"It was mainly just put your head down and drive, and don't think," Kulach admitted. "I am my own worst enemy when it comes to making mistakes, and I knew I just had to focus on the task at hand and drive the race I knew I could drive."

Outside pole-sitter Lansing Stout in his Nissan/Mismo/Hoosier Nissan 350Z Track was in hot pursuit of Kulach, but found himself being challenged from behind on lap eight. Chad Gilsinger started fifth in his BFGoodrich/HPD/H&R/SPC/RV6/BRM Acura TL, but he made his way up to the front to battle Tire Rack polesitter Charles Hurley in his Grip Racing BMW 330Ci for third.

"You always think there is a chance," said Gilsinger, who scored his fifth-straight and ninth-career Runoffs podium.

"I was definitely pushing as hard as I could. I thought that maybe I could do it, I started to catch up, but then my tires went off a little bit. It was just really difficult to keep the tires under it at the end. Luckily, I was able to break a gap to third, so I really didn't have to worry about that, but with about five or six laps to go I knew I didn't have a chance of catching the leader."

Gilsinger got around Stout for second on lap 11 when Stout went too hot into the Carousel. The dicing between the three brought Bob Schader to the party.

Stout was able to maintain third position to bring home the bronze medal.

"First Runoffs, first time in Ohio, and I love this track and I love this facility," Stout said. "I had a great time and felt very comfortable here. I tried to keep the Acura behind me, but that

THE CENTURY MARK

(BOTTOM) Derek Kulach helped Nissan make history when he recorded his first, and Nissan's 100th, Runoffs win. (LEFT) Chad Gilsinger earned the Sunoco Hard Charger award on his way to a second-place finish.



Jay Benveniste

thing was fast, Gilsinger is a very good driver and obviously he knows this track really well. He definitely had the corner speed on me, touched me a couple of times, and he slipped to the inside of me when I made my only mistake of the race."

On lap 14, Hurley and Schader came together in the Esses. Both were able to continue to finish fourth and fifth, respectively, but Hurley barely made it across the finish with a tire going down.

On the top step, however, Kulach attributed much of his success to a well-prepared car. "I had a car that was just completely setup for 23 laps," he said. "That's a long race here, but I knew we had a car that could take us to this victory." He did, he drove it well, and with it, Kulach writes a new line in Nissan's history books.

Sydney Yagel

T3 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time
Session 3/Time Session 4; 1. Charles
Hurley/NWST (2002 BMW 330Ci

Coupe) 1.37.699 / 1.38.029 / **1.36.741** / 1.37.032; 2. Lansing Stout/ORE (2005 Nissan 350Z Track) 1.37.906 / 1.38.871 / **1.36.988** / 1.39.318; 3. Derek Kulach/COLO (2006 Nissan 350Z Nismo) **1.37.085** / 1.39.127 / 1.37.181 / 1.37.464; 4. Robert Schader/COLO (2008 Nissan 350Z Nismo) **1.37.401** / No time / No time / 1.37.771; 5. Chad Gilsinger/OVR (2010 Acura TL) **1.37.702** / 1.37.720 / No time / 1.38.383; 6. Scotty B White/NWST (BMW 330i/Ci) **1.38.216** / 1.39.913 / 1.39.403 / 1.38.782; 7. Tom Wickersham/SFR (2004 Mazda RX-8) **1.38.616** / 1.40.355 / 1.38.664 / 1.39.581; 8. C. Jason Vein/NWST (2001 BMW 330Ci) 1.40.438 / 1.44.092 / **1.38.927** / 1.39.603; 9. John Baker/ORE (2005 Nissan 350Z Track) 1.40.086 / 1.40.449 / **1.39.004** / 1.40.569; 10. David Muramoto/COLO (2006 Nissan 350Z Track) 1.42.742 / 1.43.915 / **1.39.979** / 1.43.389

T3 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Derek Kulach (23); 2. Chad Gilsinger (23); 3. Lansing Stout (23); 4. Charles Hurley (23); 5. Robert Schader (23); 6. Scotty B White (23); 7. Tom Wickersham (23); 8. John Baker (23); 9. C. Jason Vein (23); 10. David Muramoto (22)

Overall Time of Race: 38:23.197; Average Race Speed: 81.175 mph; Margin of Victory: 3.805 seconds; Fastest Race Lap: Schader 1:37.371 (83.483 mph); Lap Leaders: #00 laps 1-23; Sunoco Hard Charger: #07 Chad Gilsinger



Rick Conville

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RACE 12 | SATURDAY | Sept. 24, 2016 | 9:10 a.m.

SPEC RACER FORD

The penultimate second-generation SRF Spec Racer Ford National Championship was never going to be an easy race to win. The front rows were staffed by a who's-who of champions in this class and others. Four-time Champion Mike Miserendino earned the Tire Rack pole position in his MBI Racing Spec Racer, with perennial challenger Todd Harris on the outside driving his son Calvin's car, the Pro Drive Racing/Flat Out Racing No. 42.

The second row was made up of six-time Champion Scott Rettich (who had already won a Super Sweep in Formula Enterprises that weekend) driving the Alliance Autosport/pdiarm.com Spec Racer Ford, and three-time Champion Cliff "Boom-Boom" White.

At the start, Miserendino and Rettich leapt forward, passing Harris like he was chained to a tree. In fact, Harris had missed a shift and muffed the green. "I blew it right at the start," Harris admitted. "That's the only time in my 25-year career it didn't go into gear at the right moment.

They were just filing past."

But Harris was not about to give up. "I just had to put my head down and race," he said.

As the field worked the first lap, Miserendino held the lead, with Rettich close on his tail. Third place was occupied by Byron Mead; while Matthew Harper and Daniel McBreen battled for fourth and fifth place.

It took a couple of laps for Harris to find his groove, but he moved up to fifth place as the field began lap four, and then passed Harper for fourth place in lap five, and passed Mead to take third place in lap six. Then Harris passed Rettich for second the following lap. In lap eight, Harris snuck by Miserendino heading into Turn 4, but the veteran champion wasn't about to give up.

"That was vintage Spec Racer Ford racing, back and forth," Miserendino said. "We both wanted to lead. It's the Runoffs, and you never know what's going to happen."

Miserendino reclaimed the lead in lap 10, and Harper came back to take third position from Rettich. In all, Miserendino and

Harris traded the lead seven times during the race, with Miserendino leading 14 of the 23 laps.

"Todd was faster in some places, I was faster in some places, and we just went back and forth," Miserendino recalled.

That back and forth, however, didn't happen on the final lap - although it wasn't from a lack of trying. Ultimately, Harris led from the white flag all the way to the checker and Miserendino finished second, just 0.287sec behind Harris. Rettich had run as low as fifth in the latter stages of the race, but rallied to third place, a scant 0.050sec behind Miserendino.

"I was getting pretty close," Rettich noted, "but I just wasn't able to make any moves there on the last lap."

Harris was, of course, elated with his win. "Finally!" he said. "I've been working really hard to win one of these National Championships. It feels great to feel what both Scott and Mikey feel. I've been wanting this National Championship for a long time."

Jeff Zurschmeide

Richard S. James



SRF QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4
 1. Mike Miserendino/CSCC 1.37.894 / 1.39.491 / **1.37.344** / 1.38.720; 2. Todd Harris/ORE **1.37.618** / 1.39.592 / 1.37.725 / 1.38.206; 3. Scott Rettich/OVR **1.37.706** / 1.39.116 / 1.38.018 / 1.38.307; 4. Cliff White/TVR 1.38.245 / 1.39.592 / **1.37.915** / 1.38.351; 5. Daniel McBreen/ATL 1.38.756 / 1.39.511 / **1.38.097** / 1.39.140; 6. Byron Mead/CFR 1.38.567 / 1.39.291 / **1.38.103** / 1.39.212; 7. Max Koff/DET 1.38.313 / 1.39.610 / **1.38.202** / 1.38.935; 8. Matthew Harper/CCR No time / 1.39.504 / 1.38.399 / **1.38.260**; 9. Quinten Nelson/OVR 1.38.314 / 1.39.371 / 1.39.625 / **1.38.298**; 10. Jacob Pipal/SFR No time / 1.39.513 / 1.38.473 / **1.38.356**; 11. Josh Oberdick/NWO 1.39.276 / 1.40.177 / 1.38.902 / **1.38.698**; 12. Richard Baldwin/DELTA 1.38.977 / 1.39.860 / 1.39.124 / **1.38.701**; 13. Whitney Strickland/HOUS 1.39.096 / 1.41.453 / **1.38.872** / 1.39.037; 14. Joseph

Wolf/NER 1.41.240 / 1.41.854 / **1.39.821** / 1.40.611; 15. Craig Blackwell/IND 1.41.167 / 1.41.062 / **1.40.170** / 1.40.275; 16. Scott Schweitzer/DET No time / 1.41.553 / **1.40.236** / 1.40.386; 17. Bill Watts/NER 1.41.151 / 1.45.066 / **1.40.370** / No time; 18. Benjamin Brinn/IND 1.41.281 / 1.41.845 / **1.40.404** / 1.40.971; 19. Vincent Balch/SAND **1.40.628** / 1.42.384 / 1.40.938 / 1.40.773; 20. Neil Killey/STC 1.41.717 / 1.41.600 / 1.41.523 / **1.40.966**; 21. Scott Cypher/OVR 1.41.770 / 1.42.718 / 1.41.569 / **1.41.063**; 22. William Mercurio/WDC 1.42.419 / No time / 1.41.982 / **1.41.084**; 23. Mark Peyser/NER **1.41.214** / 1.42.344 / 1.41.293 / No time; 24. Thomas Kirchman/NER **1.41.433** / 1.43.210 / 1.42.352 / 1.42.419; 25. Donald White/WMR **1.41.706** / 1.42.323 / 1.41.800 / 1.41.799; 26. Jim Tibor/MVR 1.42.322 / 1.45.040 / **1.41.982** / 1.42.281; 27. Jim Tibor Jr/COLO 1.44.512 / 1.47.490 / **1.43.599** / 1.43.984

SRF RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Todd Harris (23); 2. Mike Miserendino (23); 3. Scott Rettich (23); 4. Matthew Harper (23); 5. Byron Mead (23); 6. Max Koff (23); 7. Cliff White (23); 8. Quinten Nelson (23); 9. Jacob Pipal (23); 10. Daniel McBreen (23); 11. Josh Oberdick (23); 12. Whitney Strickland (23); 13. Joseph Wolf (23); 14. Neil Killey (23); 15. Benjamin Brinn (23); 16. Mark Peyser (23); 17. Scott Schweitzer (23); 18. Bill Watts (23); 19. Jim Tibor (23); 20. Vincent Balch (23); 21. Donald White (23); 22. Scott Cypher (22); 23. Jim Tibor Jr (22); 24. William Mercurio (21); 25. Thomas Kirchman (20); 26. Richard Baldwin (5); 27. Craig Blackwell (4)

Overall Time of Race: 38:48.252;
Average Race Speed: 80.302 mph;
Margin of Victory: 0.287 seconds;
Fastest Race Lap: Harris 1:37.621 (83.269 mph); **Lap Leaders:** #11 laps 1-7, 10-11, 15, 17-20, #42 laps 8-9, 12-14, 16, 21-23; **Sunoco Hard Charger:** #04 Mark Peyser

SRF CHAMPION

TODD HARRIS
 Oregon Region
 Pro Drive Racing/Flat Out Racing



Rick Conville



FINALLY
(ABOVE) Todd Harris found the Runoffs win that had thus far eluded him. (LEFT) Mike Miserendino started from the Tire Rack pole and proved very fast, but couldn't hold off a determined Harris. (RIGHT) Scott Rettich earned a bronze medal in the second leg of his own tripleheader.

Richard S. James



Ken Brown

RACE 13 | SATURDAY | Sept. 24, 2016 | 10:05 a.m.

FORMULA MAZDA

Matt Machiko (Nathan Contracting/Frontier/JesseFr) dominated the 23-lap Formula Mazda race, leading every lap and coming home the champion some 14 seconds ahead of second-place John Entwistle (Entwistle Racing/Division Furtive). In third, was Bradley Yake (Madhatter Golf).

Prior to the race, however, it looked like Machiko would have his work cut out for him if he wanted the win. Jacob Loomis (Epic Electric/Texas Motorsports) had the pole, and while Machiko was starting P2, Jarrett Voorhies in third was every bit as fast as the first two. But Machiko grabbed the lead at the waving of the green, with Loomis and Paul Revaris following closely. Voorhies initially

fell to fourth, but spun on lap two, ending his race.

Machiko moved out to a four-second lead, which he held for the next several laps. Loomis, Entwistle, and Revaris followed, then Snyder and Yake. However, on lap 10 it all came apart. Loomis and Revaris both pulled into the pits to retire having been black-flagged for sound violations, bringing their dreams to a crushing end. The body language of both as they climbed out of their cars told all.

Machiko was sympathetic. "It happened to me earlier at Summit Point," he said. "I was new to the car and was ignorant of the sound matters. I got black-flagged there, and while I was mad at the time, I now realize it was good to have

happened. I was prepared here and I backed it off whenever I came to the sound measurement area."

With Loomis and Revaris out, Entwistle and Yake drove comfortably behind Machiko. He kept the same pace and rhythm, winning by 14.4sec.

Entwistle was very pleased with second. "I managed a good start," he related. "I got ahead of a couple cars and drove my race." That said, sound management was also on his mind, admitting, "I coasted through the area of the sound meter every lap."

Also delighted was Yake in third place, who suffered initial frustration and then was unaware he did so well. "I really had a bad

start," he noted. "I could not see the [starter], and I went straight to the back. The first part of my race was spent just trying to get my positions back. I was not aware of the black flags, so I was really surprised to get into the pits and find out I was third."

Machiko was a most happy fellow after the race. "We just got this car in May and did five races before today. I qualified on the outside of the front row, and I think that was better than the pole. I got a lot of grip at the start and was able to move into the lead. After a few laps, I had a stable lead so I worked hard to keep my focus. The crew and I worked so hard to get here - and here we are!"

Tom Schultz

FM CHAMPION

MATTHEW MACHIKO

Steel Cities Region
Nathan Contracting/Frontier/JesseFr

FM QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Jacob Loomis/TEX 1.37.327 / **1.27.086** / 1.29.270 / 1.27.112; 2. Matthew Machiko/STC 1.28.972 / No time / No time / **1.27.192**; 3. Jarrett Voorhies/CFR 1.28.952 / 1.27.774 / 1.29.173 / **1.27.238**; 4. John Entwistle/TEX 1.30.191 / 1.29.389 / 1.31.059 / **1.28.328**; 5. Paul Ravaris/TEX 1.30.060 / 1.29.353 / 1.32.038 / **1.29.186**; 6. Bradley Yake/TEX 1.32.737 / **1.30.939** / 1.33.531 / 1.30.957; 7. William Snyder/TEX No time / No time / 1.33.031 / **1.32.004**; 8. Nicholas Malone/TEX No time / 1.35.551 / 1.35.458 / **1.32.136**

FM RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps): 1. Matthew Machiko (23); 2. John Entwistle (23); 3. Bradley Yake (23); 4. William Snyder (23); 5. Nicholas Malone (22); 6. Jarrett Voorhies (1); 7. Jacob Loomis (10); 8. Paul Ravaris (10)

Ravaris - Move to last finishing position per Chief Steward - GCR 5.7.2

Loomis - Move to last finishing position per Chief Steward - GCR 5.7.2

Overall Time of Race: 35:01.573;
Average Race Speed: 88.963 mph;
Margin of Victory: 14.442 seconds;
Fastest Race Lap: Loomis 1:27.922 (92.455 mph); **Lap Leaders:** #21 laps 1-23; **Sunoco Hard Charger:** #24 Bradley Yake



Rupert Barrington

SOUND MATTERS

(BELOW) With the Tire Rack polesitter Jacob Loomis unexpectedly parked for a sound violation, Matthew Machiko (21) cruised to the win by some 14sec.



Rick Convery

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SM QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Justin Hille/DET (1999 Mazda Miata) 1.40.847 / 1.40.732 / **1.40.514** / 1.40.688; 2. Michael Carter/BUCC (1999 Mazda Miata) 1.40.981 / **1.40.774** / 1.41.022 / 1.40.986; 3. Jim Drago/MIDS (2002 Mazda Miata) 1.41.200 / 1.41.010 / **1.40.823** / 1.41.137; 4. Max Nufer/STL (1999 Mazda Miata) 1.41.501 / 1.41.337 / **1.40.858** / 1.41.030; 5. Adam Roberts/OVR (1999 Mazda Miata) 1.41.209 / **1.40.914** / 1.40.974 / 1.41.185; 6. Jordan Smart/DET (1999 Mazda Miata) 1.41.462 / 1.41.217 / **1.40.944** / 1.41.102; 7. Elivan Goulart/NER (2003 Mazda Miata) 1.41.412 / 1.41.081 / **1.40.966** / 1.41.174; 8. Erik Stearns/NWO (1999 Mazda Miata) 1.41.294 / 1.41.132 / **1.41.008** / 1.41.169; 9. Michael Novak/DET (2002 Mazda Miata) 1.41.572 / No time / 1.41.921 / **1.41.047**; 10. Michael Gagliardo/CHI (2002 Mazda

Miata) **1.41.149** / 1.41.237 / 1.41.162 / 1.41.846; 11. Andrew Carbonell/FLA (2001 Mazda Miata) 1.41.833 / **1.41.190** / 1.41.522 / 1.41.423; 12. Selin Rollan/FLA (1999 Mazda Miata) 1.41.526 / **1.41.222** / 1.41.456 / 1.41.420; 13. Alex Bolanos/FLA (2003 Mazda Miata) 1.43.708 / 1.43.163 / 1.41.677 / **1.41.266**; 14. Nick Leverone/NER (1999 Mazda Miata) 1.42.148 / 1.41.690 / **1.41.315** / 1.41.820; 15. Dean Busk/AZ (2000 Mazda Miata) 1.41.443 / 1.41.411 / **1.41.322** / 1.41.404; 16. Jason Kohler/DET (1991 Mazda Miata) 1.41.780 / 1.41.600 / **1.41.367** / 1.41.742; 17. Cory Collum/CFR (1999 Mazda Miata) 1.42.041 / 1.41.715 / 1.41.446 / **1.41.379**; 18. Voytek Burdzy/BVR (2003 Mazda Miata) **1.41.467** / No time / No time / 1.41.495; 19. Steven Powers/AZ (1999 Mazda Miata) **1.41.504** / 1.41.544 / 1.41.765 / 1.41.853; 20. Daniel Setili/DET (1999 Mazda Miata) 1.42.332 / **1.41.566** / 1.41.954 / 1.42.299; 21. Joshua Bilicki/MILW (1999 Mazda Miata) 1.41.869 / **1.41.589** / 1.41.674 /

1.41.848; 22. Jonathan Davis/NEO (2000 Mazda Miata) 1.41.839 / 1.41.709 / 1.41.591 / **1.41.598**; 23. Frank Todaro/OVR (2001 Mazda Miata) 1.41.788 / 1.41.740 / **1.41.591** / 1.41.703; 24. Kyle Webb/OVR (2000 Mazda Miata) 1.41.683 / 1.42.210 / 1.41.653 / **1.41.621**; 25. Matthew Reynolds/ALMO (1999 Mazda Miata) 1.42.305 / 1.42.049 / **1.41.770** / 1.42.604; 26. Spencer Rutherford/CKY (2003 Mazda Miata) 1.41.884 / 1.41.943 / 1.41.848 / **1.41.794**; 27. Alex Piku/DET (1999 Mazda Miata) 1.42.123 / 1.42.706 / **1.41.825** / 1.42.469; 28. Jesse Schmidt/NER (1990 Mazda Miata) 1.43.014 / 1.42.382 / 1.42.463 / **1.41.958**; 29. Jesse Prather/KAN (1992 Mazda Miata) **1.42.046** / 1.42.268 / 1.42.109 / 1.42.196; 30. Anthony Geraci/NYR (1999 Mazda Miata) **1.42.049** / 1.42.157 / 1.42.104 / 1.42.060; 31. Charles Campbell/MHR (1999 Mazda Miata) 1.43.794 / 1.42.663 / **1.42.098** / 1.42.222; 32. John Carter/CFR (2003 Mazda Miata)

1.42.738 / 1.42.356 / 1.42.252 / **1.42.100**; 33. B Clark Cambern/WMR (2003 Mazda Miata) 1.43.102 / **1.42.298** / 1.43.527 / No time; 34. Jeffrey Luckritz/SBR (1999 Mazda Miata) **1.42.434** / 1.42.743 / No time / No time; 35. Eric Matoy/DET (1990 Mazda Miata) 1.42.869 / **1.42.663** / 1.42.932 / 1.43.055; 36. Christopher Ciuffo/FLR (1990 Mazda Miata) 1.43.907 / 1.43.142 / **1.42.846** / 1.43.268; 37. David Ciuffo/FLR (1999 Mazda Miata) 1.43.107 / **1.42.940** / 1.43.055 / 1.43.096; 38. Richard Astacio/NER (2001 Mazda Miata) No time / 1.45.777 / 1.43.156 / **1.43.030**; 39. James Randall/LOL (1999 Mazda Miata) 1.43.374 / 1.43.197 / **1.43.048** / 1.43.264; 40. Eric Pratt/CHI (1999 Mazda Miata) **1.43.269** / No time / No time / No time; 41. Michael Lattanzio/STC (1999 Mazda Miata) **1.43.408** / 1.43.476 / 1.44.632 / No time; 42. Domenico Leuci/SNY (2000 Mazda Miata) 1.44.223 / **1.43.687** / 1.44.680 / 1.44.063; 43. Brandon Fetch/NNJ (1996 Mazda Miata) 1.45.798 /



Jay Bonventre

RACE 14 | SATURDAY | Sept. 24, 2016 | 11:00 a.m.

SPEC MIATA

Spec Miata has one of the deepest benches of any class in SCCA. After four qualifying sessions, the top eight cars were separated by just half a second, and the 19th gridded car in the 45-car field was within a second of the polesitter's best time. But by the end of qualifying, it was Justin Hille (Hilltrux/Roush/V2/East Street 1999 Miata) on the pole for this year's race. First-time Runoffs competitor Michael Carter (Rossini Racing Products 1999 Miata) sat outside on the front row. The second row included two-time past champion Jim Drago, and Max Nufer. Also in the field were past champions Elivan Goulart and Erik Stearns, gridded seventh and eighth, respectively.

Hille jumped to the lead at the green flag, followed in qualifying order by Carter, Drago, and Nufer. Shortly, Adam Roberts moved up to fourth place, while Nufer fell to sixth.

Jim Drago moved up into second place to chase Hille and, by the third lap, the leader had

no more than a half-second advantage. Carter maintained a strong third, breathing down Drago's neck, while Goulart moved his S.A.C Racing/SCDA1.com/Hoosier 2003 Miata into fourth position. The top four hooked up by the end of lap 3 and began to gap the field.

By lap eight, Goulart moved past Carter into third place for a while, and Hille began to stretch out a lead, running consistent laps and hitting his marks with clear track in front of him. Back in the field, veterans Michael Novak and Alex Bolanos had a great battle going for fifth place.

Drago made his move on lap 15, taking the lead at Turn 2 - the Keyhole hairpin. But Hille ran side by side with Drago all the way down to Turn 4 and retook the lead, with Drago falling to third place and Carter slipping by to take up second. Goulart remained in a strong fourth position.

By lap 18 of 23, Carter was taking a close look at Hille trying to find a way around, but he

SM CHAMPION

JUSTIN HILLE

Detroit Region
Hilltrux/Roush/V2/East Street

1.44.693 / **1.43.928** / 1.44.640; 44. James Henson/OVR (1992 Mazda Miata) 1.45.306 / 1.44.607 / 1.44.517 / **1.44.151**; 45. Daniel Harding/NEO (1999 Mazda Miata) 1.46.056 / No time / **1.45.311** / 1.45.348

SM RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps): 1. Justin Hille (23); 2. Michael Carter (23); 3. Elivan Goulart (23); 4. Jim Drago (23); 5. Alex Bolanos (23); 6. Michael Gagliardo (23); 7. Andrew Carbonell (23); 8. Jordan Smart (23); 9. Adam Roberts (23); 10. Max Nufer (23); 11. Dean Busk (23); 12. Kyle Webb (23); 13. Jonathan Davis (23); 14. Voytek Burdzy (23); 15. Michael Novak (23); 16. Frank Todaro (23); 17. Spencer Rutherford (23); 18. Cory Collum (23); 19. Daniel Setili (23); 20. Jason Kohler (23); 21. Alex Piku (23); 22. John Carter (23); 23. Jeffrey Luckritz (23); 24. Charles Campbell (23); 25. Nick Leverone (23); 26.

Anthony Geraci (23); 27. B Clark Cambern (23); 28. Jesse Prather (23); 29. Jesse Schmidt (23); 30. James Randall (23); 31. Christopher Ciufo (23); 32. Eric Matoy (23); 33. Joshua Bilicki (23); 34. Domenico Leuci (23); 35. Michael Lattanzio (23); 36. Richard Astacio (23); 37. James Henson (22); 38. Erik Stearns (21); 39. Brandon Fetch (21); 40. David Ciufo (17); 41. Eric Pratt (13); 42. Selin Rollan (6); 43. Steven Powers (3); 44. Daniel Harding (2); DNS. Matthew Reynolds ()

Geraci - Loss of two finishing positions per Chief Steward - GCR 6.11.1

Roberts - Loss of two finishing positions per Chief Steward - GCR 6.1.1.B

Overall Time of Race: 39:30.544;
Average Race Speed: 78.869 mph;
Margin of Victory: 0.379 seconds;
Fastest Race Lap: Carter 1:40.764 (80.672 mph); **Lap Leaders:** #48 laps 1-23; **Sunoco Hard Charger:** #99 Kyle Webb

MAZDA MADNESS

(LEFT) Justin Hille (48) leads the packed Spec Miata field into 23 laps of tight racing. (BELOW, left to right) Michael Carter, Justin Hille, and Elivan Goulart celebrate after a hard fought battle.



Rick Conville



Jeff Loewe

couldn't find a place to get it done and settled for helping Hille break away from Goulart and Drago. Goulart made his own move on Drago at the Keyhole during the final laps, moving up to take third position and running side by side down into Turn 4. Drago went off briefly, but came back on still

holding onto third a little longer before Goulart made the pass.

On the final lap, Carter made one more run at Hille coming out of the Keyhole, but there was no weakness that would allow him to get by. Hille crossed the line with a margin of just 0.379sec over Carter. Five seconds later, Goulart

GO TIME

(ABOVE) The 45-car field embarks on its 23-lap race on the back straight. (BELOW) Michael Carter (08) bested Jim Drago (2), and eventual third-place finisher Elivan Goulart (70), to claim the silver medal.

and Drago made a drag race from Turn 13 to the line, with Goulart beating Drago for the last step on the podium by just 0.152sec.

"My car was falling off in the last laps and I was doing everything I could to hang on to it," Hille explained. "Michael [Carter] got a perfect run near the end, set it up perfectly, and I think we were side by side for a second on the [back] straight. We made a little contact but it was still good, clean racing."

Carter's view was much the same. "I had been planning that move for the last seven laps," he said. "I was on Justin's bumper and went to the outside. We were about even going into Turn 4, but I guess I got in the marbles outside the groove, and that was about it. That was my only chance."

As for everyone's view via the online video feed or sitting at various locations around the track, Spec Miata was, once again, spectacular from start to finish.

Jeff Zurschmeide



Rick Conyne

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RACE 15 | SATURDAY | Sept. 24, 2016 | 12:45 p.m.

SUPER TOURING LITE

Kevin Boehm came to the 2016 Runoffs looking to repeat the championship he earned last year at Daytona, and there was little anyone else could do to stop him. He out-qualified the field by almost a second, and with the exception of one lap by Cliff Ira, any of Boehm's qualifying sessions would have been enough to put his BFGoodrich/HPD/Hondata/Redline Honda Civic Si on the pole for this year's race.

As the field settled out in qualifying, Ira sat on the outside front row in the Fira Motorsports Acura Integra GS-R, a little more than 0.8sec slower than Boehm. On the second row, first-time Runoffs competitor Eric Kutil sat in third position in the Auto Assets Honda Civic Si, and Nick Leverone brought the sole non-Honda product to the front of the pack with his Mazda Miata.

At the green flag, Boehm took up the lead, followed by Ira, Kutil, and Leverone all jostling for the right to chase Boehm through Turn 4. Kutil got the advantage in Turn 6, putting Ira in third and Leverone in fourth position for the early laps. But no one had much for Boehm, and he stretched out several car lengths by the end of the first lap as the drivers settled in for the long race.

As the top three moved out from the pack, the big race was for fourth place, with Andrew Salzano making a challenge in his Honda Civic that put Leverone back to fifth for a time. Later, Garret Dunn came up in his Honda CRX Si and challenged Leverone, and the pair traded fourth place every few laps to the end.

By the halfway point, Boehm had opened a lead of only 3.1sec on Kutil, suggesting a conservative strategy to keep his car fresh for the end of the race. Cliff Ira was another 7.1sec back from Kutil, while Dunn and

Leverone battled each other 15 seconds behind the leaders.

On lap 18, Kutil made his play, getting right up behind Boehm and looking for a way around. With three laps to go, Kutil got alongside Boehm briefly coming out of the Turn 12 Carousel and into Turn 13, but couldn't make the pass against Boehm's straight-line speed. Kutil repeated the effort on the next lap, and managed to get alongside Boehm on the front straight, but Boehm emerged in the lead coming out of Turn 1.

In the end, Boehm's strategy was sound, as the car seemed done with its tires and brakes come the final laps. Kutil never found a

way to get around Boehm and make it stick. At the line, it was Boehm taking his repeat championship with a 0.719sec margin of victory, and then 13 seconds back to Ira in third. Leverone held on for fourth, ahead of Dunn and Salzano.

With less than a year since he first drove on a racetrack, Kutil was enthusiastic about his Runoffs finish. "I don't really have much experience," Kutil admits, "Last year I started doing track days and decided to buy a racecar and try this out. I guess I had to learn pretty quick to keep up with these guys."

"When you're at one of these events and the competitors are as good as they are here, it's so rewarding to be able to pull it off," Boehm said. "Congratulations to Eric and Cliff - they pushed me and the car to the limit. Definitely glad people like that show up to the Runoffs."

Jeff Zurschmeide



Dennis Wood

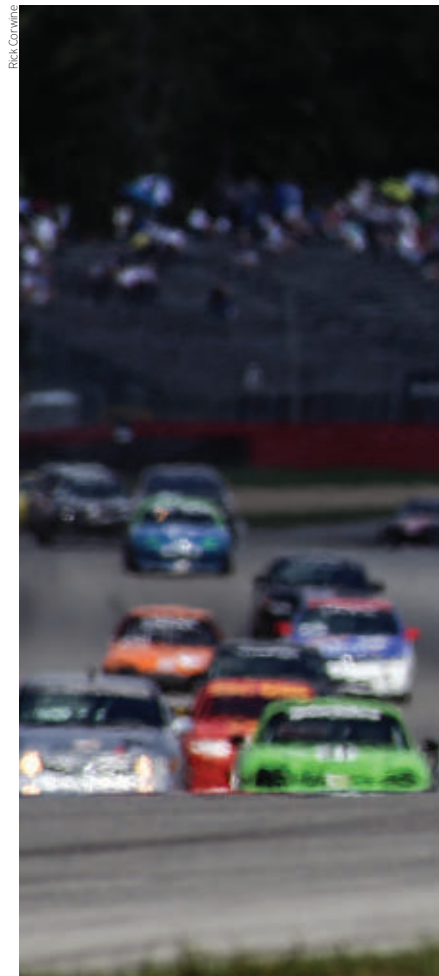
SWEET REPEAT

From Daytona to Mid-Ohio, Kevin Boehm (OPPOSITE) and his Honda Civic Si seem unstoppable. Runoffs rookie Eric Kutil (BELOW) scored a silver medal for his efforts, while Cliff Ira (ABOVE) trailed to finish third.



Richard S. James

Rick Corvine



STL CHAMPION

KEVIN BOEHM

Ohio Valley Region
 BFGoodrich/HPD/Hondata/
 Redline Honda Civic Si



Rick Corvine



STL QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Kevin Boehm/OVR (Honda Civic Si) 1.36.461 / 1.36.120 / **1.35.891** / 1.36.767; 2. Cliff Ira/KCR (Acura Integra GS-R) 1.36.883 / 1.37.000 / 1.36.721 / **1.36.715**; 3. Eric Kutil/OVR (Honda Civic Si) 1.40.498 / 1.38.032 / **1.36.980** / No time; 4. Nick Leverone/NER (Mazda Miata) 1.38.816 / **1.37.059** / 1.37.429 / 1.37.870; 5. John Schmitt/OVR (Honda Prelude) 1.37.523 / 1.37.454 / 1.37.349 / **1.37.232**; 6. Andrew Salzano/OVR (Honda Civic) 1.38.215 / 1.37.988 / **1.37.546** / 1.37.694; 7. Darin Treacle/WDC (Honda Civic Si) 1.39.640 / 1.38.412 / 1.38.058 / **1.37.618**; 8. Kevin Ruck/OVR (Honda Civic) 1.39.824 / **1.37.745** / No time / 1.38.498; 9. Myles Gilsinger/OVR (Honda Civic Si) 1.38.552 / **1.37.896** / No time / 1.39.048; 10. Garret Dunn/DET (Honda CRX Si) 1.44.394 / 1.40.211 / 1.38.194 / **1.37.968**; 11. Bob Beede/NER (Honda Civic Coupe) 1.39.314 / 1.38.627 / 1.38.599 / **1.38.048**; 12. Jeromey Mizer/NEO (Honda Civic Si)

1.38.329 / No time / No time / No time; 13. Andrie Hartanto/SFR (Acura Integra) 1.39.345 / **1.38.342** / No time / No time; 14. Brian Laughlin/NEOK (Mazda Miata) 1.40.185 / **1.38.684** / 1.38.972 / 1.39.311; 15. Greg Amy/NER (Honda Civic Si) 1.42.107 / 1.39.123 / **1.38.696** / 1.39.528; 16. Mike Taylor/ATL (Honda Civic) **1.39.203** / 1.44.159 / 1.40.065 / No time; 17. Ken Kannard/ATL (Mazda Miata) 1.41.590 / 1.42.337 / **1.39.314** / 1.39.501; 18. Clint Boisdeau/CSCC (Honda Civic) 1.39.677 / 1.40.235 / **1.39.348** / 1.39.543; 19. John Hainsworth/SJR (Mazda RX-7) 1.40.718 / **1.39.578** / 1.39.734 / 1.39.622; 20. Thomas Smith/SJR (Mazda RX-7) 1.40.992 / **1.40.299** / 1.40.764 / 1.40.414; 21. Oscar Jackson/CSCC (Scion FR-S) No time / **1.40.331** / No time / No time; 22. Steven Sancricca/DET (Honda CRX) 1.41.728 / 1.40.860 / 1.41.304 / **1.40.365**; 23. Joseph Ebben/MILW (Acura RSX Type S) No time / No time / 1.42.037 / **1.40.528**; 24. Eric Thompson/SJR (Mazda Miata) No time / No time / **1.40.662** / 1.41.077; 25.

Bernard Naegle/GLN (Acura Integra GS-R) 1.43.616 / 1.42.430 / 1.42.652 / **1.41.579**; 26. Thomas Lamb/FWR (Honda CRX Si) 1.46.711 / **1.41.931** / 1.43.433 / 1.42.431; 27. Kirk Knestis/NCR (Acura Integra) 1.44.674 / 1.43.429 / **1.42.392** / 1.43.394; 28. Brian Mangan/FLA (Mazda RX7) 1.47.743 / 1.45.452 / 1.44.377 / **1.42.861**; 29. Lee Graser/ETR (Mazda MX5) 1.44.980 / 1.43.471 / 1.43.393 / **1.43.128**; 30. Mark Utecht/LOL (Honda Civic) 1.47.928 / 1.44.706 / 1.43.913 / **1.43.355**; 31. Scott Bettinger/WICH (Mazda Miata) 1.50.387 / 1.49.668 / 1.48.755 / **1.45.774**; 32. Hugh McHaffie/NER (Honda S2000) **1.47.429** / No time / No time / No time; 33. Craig McHaffie/NER (Mazda MX-5) **1.47.929** / No time / No time / No time; 34. David Palfenier/CHI (Mazda Miata) No time / No time / No time / No time

STL RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Kevin Boehm (23); 2. Eric Kutil (23); 3. Cliff Ira (23); 4. Nick Leverone (23); 5. Garret Dunn (23); 6. Andrew

Salzano (23); 7. Darin Treacle (23); 8. Bob Beede (23); 9. Brian Laughlin (23); 10. Mike Taylor (23); 11. Clint Boisdeau (23); 12. Eric Thompson (23); 13. Ken Kannard (23); 14. Greg Amy (23); 15. John Hainsworth (23); 16. Joseph Ebben (23); 17. Kevin Ruck (23); 18. Steven Sancricca (23); 19. Bernard Naegle (22); 20. Thomas Smith (22); 21. Thomas Lamb (22); 22. Brian Mangan (22); 23. Mark Utecht (22); 24. David Palfenier (22); 25. Lee Graser (22); 26. Scott Bettinger (21); 27. Myles Gilsinger (18); 28. Jeromey Mizer (16); 29. Kirk Knestis (13); 30. Oscar Jackson (8); 31. John Schmitt (6); DNS. Andrie Hartanto (); DNS. Hugh McHaffie (); DNS. Craig McHaffie ()

Overall Time of Race: 38:04.383;
Average Race Speed: 81.844 mph;
Margin of Victory: 0.719 seconds; **Fastest Race Lap:** Boehm 1:36.625 (84.127 mph); **Lap Leaders:** #79 laps 1-23; **Sunoco Hard Charger:** #187 Eric Thompson

RACE 16 | SATURDAY | Sept. 24, 2016 | 1:40 p.m.

GT-LITE

For the first half of the GT-Lite race, it looked to be a runaway - although not for the polesitter. Kyle Disque, starting from the Tire Rack pole in his Hoosier/Toyota/71 Crowd Toyota Tercel, had a poor start; eventually dropping back to fifth while second-place starter Steve Sargis grabbed the lead and confidently began to gap the pack.

Peter Shadowen, racing the Road N Race Automotive Honda CRX, used his fourth-place starting position to his advantage to also capitalize on the start. "I got a real good start following Sargis' lead," said Shadowen, slightly regretting what came next. "Unfortunately, I bumped into him because I out accelerated him."

As Sargis began to pull away, Shadowen became the target of a number of competitors. First it was Wilson Wright, a three-time champion in GT4, then Michael Kamalian, Troy Ermish, Chris Bovis, and, eventually, Disque.

The group racing for second had its ups and downs. It was mostly "downs" for Ermish and Wright, who eventually finished fifth and sixth, some 20 seconds back; it was mostly "ups" for Bovis; and it was both for Kamalian, whose aggressive style took him up to challenge for the lead at one point, but also included several excursions off track that left him in fourth at the checker.

Sargis was well ahead when he spun in the Keyhole on lap 14. He got it together and continued in fifth, but the car sounded terrible, and he pitted two laps later with a broken differential. That left Shadowen in the lead and, officially, he was never passed.

Shadowen's first thought when he saw Sargis in the Keyhole? "I hope he doesn't catch me, because he probably

could," Shadowen revealed of his inner monologue. While Sargis didn't come back, Shadowen didn't have an easy time of the race. "After a while, multiple cars started to fill my mirrors," he said. "It seemed like there was always someone new there. At times, I could see one on either side."

Early in the race, Shadowen didn't have to use his mirrors to see who was behind him - he could see them through the passenger window while the car dramatically slid. "I have no idea," Shadowen revealed of what he did to save the car from spinning. "I had no idea what I had done [and] I thought the gravel was coming. I think there may have been something on the track, because it just came around on me. I just hacked away at the wheel and somehow managed to hang on." And he didn't lose a position.

Without Sargis, it became a race among Shadowen, Disque, and Bovis, with Kamalian inserting himself in the mix on several laps.

At the end, it would be Shadowen for his second GT-Lite championship, followed by Disque, and Bovis in the CCW Wheels/Hoosier/RedLine Oil Honda CRX for the podium - 0.674sec covering the entire podium.

Afterward, Bovis commented, "The three of us are actually pretty good friends, and there's a high trust level." Shadowen added, "It was the experience of a lifetime to do this with friends I've met through doing this."

While the racing was fantastic, it should also be noted that just a few years ago, GT-Lite struggled to get 10 cars to show at the Runoffs - this year there were 28 starters, the most of any of the GT classes. The effort to rejuvenate the class is largely the result of one competitor: 2008 GT-Lite Champion Peter Zekert. "Look where I am on the grid," Zekert noted prior to the race of his eighth-place starting position. "It's not because I'm slower; it's because of the good drivers who are in the class now."

J. Michael Hemsley

ANYONE'S RACE

(OPPOSITE) Peter Shadowen (72) capitalized when Steve Sargis had a mechanical issue, taking the win. (BELOW) Kyle Disque (92) had his hands full with Christopher Bovis (78) and Michael Kamalian (99).



Rex Convine

Jeff Lowe



GTL CHAMPION

PETER SHADOWEN

Florida Region
Road N Race Automotive Honda CRX



Rex Convine



GTL QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Kyle Disque/PHL (Toyota Tercel) 1.36.406 / 1.36.697 / 1.35.941 / 1.35.744; 2. Steve Sargis/BVR (Triumph Spitfire) 1.36.154 / 1.36.108 / No time / 1.36.150; 3. Wilson Wright/NER (Nissan Sentra SE-R) No time / No time / 1.36.364 / 1.37.507; 4. Peter Shadowen/FLA (Honda CRX) 1.37.867 / 1.36.409 / 1.41.450 / 1.36.622; 5. Christopher Bovis/CHI (Honda CRX) 1.36.964 / 1.36.591 / No time / 1.36.676; 6. Troy Ermish/SFR (Nissan PL510) 1.38.197 / 1.37.747 / 1.37.115 / 1.36.678; 7. Michael Kamalian/ATL (Mazda Miata) 1.38.758 / 1.37.417 / 1.37.553 / 1.36.883; 8. Joe Huffaker/SFR (Huffaker Mini) 1.37.729 / 1.36.940 / 1.37.087 / No time; 9. Jonathan Goodale/COLO (Mazda MX-5) 1.38.278 / 1.38.894 / 1.37.957

/ 1.37.496; 10. Charles Leonard/CFR (Nissan 200SX SE-R) 1.39.678 / 1.38.018 / 1.38.603 / 1.39.202; 11. Peter Zekert/STL (Nissan 200SX SE-R) 1.39.571 / No time / 1.38.068 / 1.38.713; 12. Roy Lopshire Jr/KCR (Toyota Tercel) 1.39.901 / 1.38.568 / 1.38.624 / 1.40.519; 13. Joel Hipp/NEO (Mini Cooper) 1.39.183 / 1.40.023 / 1.39.476 / 1.39.831; 14. Mark Ward/FLA (Toyota Paseo) 1.41.554 / 1.39.232 / 1.39.187 / No time; 15. Paul Mevoli/DMD/CFR (Nissan Sentra) 1.39.740 / 1.39.429 / 1.39.625 / 1.39.406; 16. William Pintaric Jr/NOV (Nissan 200SX SE-R) No time / 1.40.523 / 1.39.506 / 1.42.279; 17. Jonathan Spiegel/BIHI (Honda CRX) 1.40.191 / No time / 1.39.574 / No time; 18. Tom Tuttle/SFR (MG Midget) 1.40.636 / 1.39.732 / 1.39.935 / 1.40.868; 19. Graham Fuller/WDC (Honda CRX) 1.41.701 / 1.40.095 / 1.40.035 / 1.41.299; 20. Bob Dowie/NNJ (Nissan 200SX SE-R) 1.41.886 / 1.40.904 / 1.40.528 / 1.40.561; 21. Bryan Floyd/CIN (Nissan 200SX) 1.40.784

/ 1.41.808 / 1.40.847 / 1.40.846; 22. Christopher Kopley/NER (Mini Cooper) 1.41.949 / 1.41.498 / 1.41.005 / 1.41.067; 23. Lans Stout/ORE (Nissan Sentra SE-R) 1.42.320 / 1.42.338 / 1.41.277 / 1.45.271; 24. Andrew Nelson/WNY (Mini Cooper) 1.43.929 / 1.44.066 / 1.41.619 / 1.41.787; 25. Robert Bax/CIN (Nissan Sentra SE-R) 1.43.404 / No time / 1.42.688 / No time; 26. Rusty Bell/NOV (Toyota Tercel) 1.47.533 / 1.44.336 / No time / 1.43.599; 27. Ted Phenix/GLN (Mini Cooper) 1.46.361 / 1.47.097 / 1.46.157 / 1.46.471; 28. Larry Svaton/HOUS (Fiat X-1/9) No time / No time / 1.59.318 / 1.58.858

GTL RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Peter Shadowen (23); 2. Kyle Disque (23); 3. Christopher Bovis (23); 4. Michael Kamalian (23); 5. Troy Ermish (23); 6. Wilson Wright (23); 7. Jonathan Goodale (23); 8. Peter Zekert (23); 9.

Charles Leonard (23); 10. William Pintaric Jr (23); 11. Joe Huffaker (23); 12. Roy Lopshire Jr (22); 13. Joel Hipp (22); 14. Lans Stout (22); 15. Mark Ward (21); 16. Ted Phenix (21); 17. Andrew Nelson (21); 18. Christopher Kopley (22); 19. Larry Svaton (19); 20. Bryan Floyd (18); 21. Jonathan Spiegel (17); 22. Steve Sargis (16); 23. Graham Fuller (16); 24. Rusty Bell (15); 25. Paul Mevoli DMD (13); 26. Robert Bax (10); 27. Bob Dowie (3); 28. Tom Tuttle (3)

Huffaker - Loss of three finishing positions per Chief Steward - GCR 6.1.1.B

Kopley - Loss of three finishing positions per Chief Steward - GCR 6.1.1.B

Overall Time of Race: 37:51.009;
Average Race Speed: 82.326 mph;
Margin of Victory: 0.209 seconds;
Fastest Race Lap: Disque 1:35.912 (84.753 mph); **Lap Leaders:** #18 laps 1-14, #72 laps 15-23; **Sunoco Hard Charger:** #49 Ted Phenix

RACE 17 | SATURDAY | Sept. 24, 2016 | 2:35 p.m.

FORMULA 1000

The Formula 1000 race contained a couple of unanticipated developments. The first was the appearance of the defending Champion J.R. Osborne. After winning one year ago, Osborne announced his retirement, stating he was quitting on top. However, over the summer, Osborne changed his mind and used his champion's provisional for Mid-Ohio. Not only that, but at the start, he jumped into a lead that he would hold through lap 15. At that point, he coasted to a halt, his race run, and his comeback ruined.

The second unanticipated development was the early departure of the polesitter and heavy race favorite, Alex Mayer. His Hoosier/Techotects/OMS/JDR/autowor JDR Suzuki was second off the line to Osborne, but at Turn 1 of the second lap, it all went wrong. Mayer went wide, departed the course, and then shot back across the track to give the barrier a huge wallop, spewing parts and bodywork.

These events put Kevin Roggenbuck (Lake Union Sea Ray Firman RFR Kawasaki) into a solid second, with Nicho Vardis

(Hoosier JDR Suzuki) and Jeremy Hill (Hoosier Tire Photon VD07 Suzuki) disputing third. Vardis closed on Roggenbuck, his tires working better at this stage, and on lap six made an inside pass at Turn 4 to take second place. That was short lived, however, as he spun in the Carousel on the very next lap, dropping well back. Glenn Cooper inherited third, with Hill following and Vardis making up lost time.

Cooper dropped out with a spin while working lap 11, and once Osborne retired from the race, Roggenbuck, Hill, and Vardis found themselves in the order they'd finish, largely because of a full course caution caused by two stalled cars leading to the race being called for time.

Afterward Roggenbuck explained his strategy: "My goal was to be as consistent as I could be. I knew others were out on harder tires and I was on soft, so I knew that they would be faster at the end. I was slipping and sliding, pushing hard to stay ahead."

That was echoed by Hill, "I could see that Kevin was slipping and sliding as the race progressed," he said. "I was bidding

my time and the race was starting to come back to me. Everything was working out the way I wanted. If we had those extra laps we lost, I think that I would have had him."

As for Vardis, he had an eventful time on track. "When I got past Kevin and got into second, my crew chief came on my radio and told me to calm down and just keep it cool," Vardis explained.

"Just when he said that, I went into the Carousel, went down two gears instead of one, and the back end just came around on me. When that happens, my blood pressure goes up and it takes about two laps to get my marbles back together. So, I went and spun again! But, in the end, that is all OK - I got a podium position!"

Tom Schultz

FB QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Alex Mayer/PHL (JDR 2014 Suzuki) 1.19.983 / 1.23.889 / 1.20.702 / 1.21.603; 2.

Jeremy Hill/OVR (Photon VD07 Suzuki) 1.21.044 / 1.25.205 / 1.20.723 / 1.22.146; 3. J.R. Osborne/ORE (Ralph Firman RFR F1000 Kawasaki) 1.21.642 / 1.24.266 / 1.20.855 / 1.21.482; 4. Kevin Roggenbuck/NWST (Firman RFR 1000 Kawasaki) 1.22.539 / 1.25.314 / 1.21.064 / 1.21.766; 5. Nicholas Vardis/DET (JDR F1000 Suzuki) 1.21.520 / 1.31.033 / 1.21.067 / 1.21.196; 6. Glenn Cooper/ATL (Stohr F1000 Kawasaki) No time / 1.25.358 / 1.22.835 / 1.22.220; 7. Joel Haas/FLA (Piper DF-5 Kawasaki) 1.24.092 / 1.28.678 / 1.23.456 / 1.22.509; 8. John LaBrie/UTAH (Phoenix F1K12 Suzuki) 1.24.549 / 1.27.309 / 1.27.297 / 1.25.332; 9. Peter Frost/ATL (Phoenix F-1000 Suzuki) No time / No time / 1.25.374 / 1.26.194; 10. David O'Leary/STC (Mygale SJ04 Suzuki) No time / 1.35.018 / 1.29.029 / 1.30.386



Rich Conville

FB RACE

RACE 20 LAPS, 45 MILES: Pos. Driver (Laps); 1. Kevin Roggenbuck (20); 2. Jeremy Hill (20); 3. Nicholas Vardis (20); 4. John LaBrie (20); 5. Joel Haas (20); 6. David O'Leary (19); 7. Peter Frost (17); 8. J.R. Osborne (16); 9. Glenn Cooper (10); 10. Alex Mayer (1)

Overall Time of Race: 28:06.886;
Average Race Speed: 96.376 mph;
Margin of Victory: 4.478 seconds;
Fastest Race Lap: Hill 1:21.015 (100.337 mph); **Lap Leaders:** #83 laps 1-15, #12 laps 16-20; **Sunoco Hard Charger:** #33 John LaBrie

FB CHAMPION

KEVIN ROGGENBUCK
 Northwest Region
 Lake Union Sea Ray Firman
 RFR 1000 Kawasaki



Dennis Wood

CONSISTENCY IS KEY

(LEFT) Kevin Roggenbuck took care of his tires and tiptoed to the win. (ABOVE) Jeremy Hill found the race coming to him, but ran out of laps.

Jeff Leewe

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RACE 18 | SATURDAY | Sept. 24, 2016 | 3:30 p.m.

H PRODUCTION

Of all the ways to compete in two classes at the Runoffs, using one car and changing engines and weight to be competitive is the toughest. The *Who Will Win?* issue of *SportsCar* even noted that Brian Linn, who would be attempting this feat in HP and FP, might not make the podium because of the amount of work that goes into such a feat. Linn, driving the Hoosier/Carbotech/Red Line Oil MG Midget, even acknowledged the comment after the race. “*SportsCar* put it out there that it might be too much of a task [and] I fell behind in F Production because of [all the work]. After that, I kind of said I have to focus on my best chance, which was H.” His decision was for the best, as Linn’s best time put him in third on the grid, just 0.299sec behind Tom Feller’s pole-sitting DJRace/WestMI-Imports/Goodyear/RCRace Triumph Spitfire.

Ron Bartell had a horrid qualifying week in the Hoosier Tire MG Midget, but managed to eke out a good lap time before the race. “We knew we were capable of some fast laps,” he said. “I had two flyers going on two consecutive days and had the transmission stick in gear.” After being as low as 10th on the grid, his Thursday time put him on the front row and pushed Linn to third. Jason Isley and his TRD/Hoosier/Racer.com Toyota Yaris filled out the second row. Isley was the last car within a second of the pole time.

At the green flag, Isley used power and cunning to take the lead into Madness. Isley had not done a mock start during practice, so he had no idea where he should brake. “I figured I’d wait for them to brake, then brake later – and it worked,” said Isley. “But there was no point in leading from

that point in the race since I wanted to save tires for the end. I showed them I could get there and let them go.” And go Feller did. For the first six laps, he drew away from Isley, Linn, Bartell, Vesa Silegren, Dan Meller, and Matt Brannon. Then, in quick succession, two competitors in VW Golfs were sidelined (one into a wall and one next to a wall), and a full course yellow came out.

The green flew again, this time on the pit straight on lap 11. Two laps later, Feller slowed with a valve-train failure, and Linn was quickly



Rick Conville

ROADSTER REDEMPTION

(OPPOSITE) Tom Feller (71) set the pace and looked to have the race in hand until a mechanical issue slowed him down. Brian Linn (21) was there to capitalize on Feller’s misfortune, and drove to the win. (BELOW) Jason Isley made a run at Linn, but had to settle for second. (ABOVE) Ron Bartell had the speed but could not clear Isley; as a result, he came home third.

past. As Feller fell back to finish sixth, the race for the lead settled down to Linn, Isley, and Bartell with Silegren and Meller occasionally in the mix. Unfortunately, the full course yellow had caused the race to be timed at 40 minutes rather than 23 laps. As the competitors were in the last two turns on lap 20, the starter had both the white and checker flags in hand. The decision was to throw the checker, and the race was done, surprising more than one racer.

On the first lap, Linn and Bartell had contact, and Linn lost his driver-side mirror. His crew apparently could not hear his radio, so rather than concern himself with what was going on, he kept his head down and drove – consequently, he didn’t notice the checker.

Isley was looking for at least one more lap and was

disappointed to see the checker. It was a tough race on what he described as a “not front-wheel-drive friendly track.” Isley noted, “The hardest place for me was the entry into Thunder Valley. If I took the proper line there, I was on two wheels. It’s not a fun feeling, and I did that at least three times.”

Linn had noticed Isley’s issues, saying, “We looked at the segments, and we knew if Jason got by us it would be super hard to get by him. But he did his two wheels up into Thunder Valley one time, I got a run on the inside, and he left enough room – just barely.”

Bartell, in third, said he tried his best – and indeed his attempt was valiant. “It’s nice to come back to a track where the roadsters have a chance again,” he noted after the race.

J. Michael Hemsley



Jeff Loewie



HP CHAMPION

BRIAN LINN

Cal Club Region
Hoosier/Carbotech/
Red Line Oil MG Midget



Rock Corvine

HP QUALIFYING

Qualifying Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/
Time Session 4; 1. Tom Feller/DET (1969
Triumph Spitfire) 1.42.057 / 1.41.368 /
1.40.409 / 1.41.345; 2. Ron Bartell/NER
(1962 MG Midget) 1.42.625 / 1.42.573 /
1.42.521 / **1.40.457**; 3. Brian Linn/SCCC
(1972 MG Midget) No time / 1.42.795 /
1.40.708 / 1.41.815; 4. Jason Isley/SCCC
(2015 Toyota Yaris) 1.42.113 / 1.41.868 /
1.41.224 / **1.41.212**; 5. Vesa Silegren/CHA
(1987 Honda CRX) 1.42.994 / 1.42.308 /
1.43.540 / **1.41.497**; 6. Matthew
Brannon/OVR (1980 Fiat X-1/9) 1.43.543
/ 1.42.699 / **1.41.805** / 1.42.235; 7. Greg
Gaupe/MILW (1984 Honda Civic Si)
1.44.879 / 1.43.133 / 1.43.088 /
1.41.828; 8. Chris Albin/SILR (1985
Volkswagen Golf) 1.42.581 / 1.43.215 /
1.41.846 / 1.42.398; 9. Dan Meller/MILW
(1978 Nissan 210) 1.42.886 / 1.43.176 /
1.41.896 / **1.41.879**; 10. Eric Vickerman/
DET (1960 Austin-Healey Sprite)
1.43.775 / 1.42.963 / 1.42.480 /
1.42.052; 11. Michael Ogren/CFR (1988
Volkswagen Scirocco) 1.43.624 /
1.42.470 / 1.42.597 / 1.42.814; 12.
William Trainer/CHI (1987 Volkswagen
Scirocco) No time / 1.45.596 / 1.44.900 /
1.43.169; 13. Jeffrey Parnell/CHI (1984
Volkswagen Scirocco) 1.44.817 /
1.43.863 / 1.43.285 / **1.43.181**; 14. Ralf
Lindow/NEB (1986 Volkswagen Golf)
1.48.625 / No time / 1.43.732 /
1.43.252; 15. Steven Hussey/SFR (1990
Honda CRX) 1.53.784 / 1.46.691 /
1.46.886 / **1.44.485**; 16. Scott Hileman/
OVR (1984 Volkswagen Rabbit) 1.45.464

/ **1.44.822** / 1.44.896 / 1.45.118; 17.
Dayle Frame/WMR (1974 MG Midget)
1.48.668 / 1.46.129 / **1.44.910** / No time;
18. Gordon Jones/ORE (1968 BMW
1600) 1.48.184 / 1.46.214 / **1.45.319** /
1.46.603; 19. Michael Cummings/SFR
(1964 Austin-Healey Sprite) 1.48.912 /
1.46.636 / 1.46.575 / **1.45.341**; 20. Ron
Copeland/OVR (1986 Honda CRX Si)
1.48.747 / 1.46.050 / **1.45.346** /
1.48.208; 21. Marnie Brannon/OVR
(1980 Fiat X 1/9) 1.50.299 / 1.47.774 /
1.47.260 / **1.45.598**; 22. Andrew Wright/
TEN (1962 Triumph Spitfire) 1.49.863 /
1.46.975 / **1.45.644** / No time; 23.
Jeremiah Reed/OVR (1983 Volkswagen
Rabbit) 1.48.222 / 1.50.105 / 1.47.786 /
1.45.818; 24. Michael Miller/CCR (1967
Austin-Healey Sprite) 1.50.195 / **1.46.532**
/ 1.47.430 / 1.47.966; 25. Joe Camilleri/
WNY (1976 Volkswagen Scirocco)
1.48.710 / **1.46.555** / 1.47.037 /
1.50.910; 26. Jack Schulz/OZMT (1970
MG Midget) 1.49.777 / 1.47.919 / **1.47.165**
/ 1.47.239; 27. Michael Sestili/NEO (1987
Honda Civic) 1.55.991 / 1.49.068 /
1.47.450 / 1.48.002; 28. Jason Stine/
NEO (1961 Austin-Healey Sprite)
1.51.480 / 1.50.933 / 1.50.878 /
1.47.932; 29. Michael MacQueen/WDC
(1972 MG Midget) 1.50.240 / No time /
No time / **1.48.350**; 30. James Hardesty/
WOR (1986 Honda Civic) 1.49.223 / No
time / No time / **1.48.411**; 31. Robert
Horrell Jr/MIDS (1989 Honda CRX) No
time / No time / 1.51.923 / **1.48.655**; 32.
Johannes Krauss/NYR (1980 Volkswagen
Scirocco) 2.00.657 / 1.58.688 /
1.52.411 / **1.52.166**; 33. Aldora Louw/

HOUS (1984 Fiat X-1/9) 2.08.626 /
2.01.745 / 2.00.954 / **1.58.264**; 34.
Jason LaManna/FLR (1983 Volkswagen
Rabbit) No time / No time / No time /
No time

HP RACE

RACE 20 LAPS, 45 MILES: Pos. Driver
(Laps); 1. Brian Linn (20); 2. Jason Isley
(20); 3. Ron Bartell (20); 4. Vesa
Silegren (20); 5. Dan Meller (20); 6. Tom
Feller (20); 7. Matthew Brannon (20); 8.
Eric Vickerman (20); 9. Greg Gaupe
(20); 10. Michael Ogren (20); 11.
Jeffrey Parnell (20); 12. Gordon Jones
(20); 13. Dayle Frame (20); 14. Ron
Copeland (20); 15. Michael Miller (20);
16. Michael Cummings (20); 17. Joe
Camilleri (20); 18. Jason Stine (20); 19.
Marnie Brannon (20); 20. Johannes
Krauss (20); 21. Aldora Louw (19); 22.
Scott Hileman (17); 23. Michael Sestili
(17); 24. Jeremiah Reed (16); 25. Jack
Schulz (18); 26. William Trainer (16); 27.
Michael MacQueen (15); 28. Robert
Horrell Jr (14); 29. Steven Hussey (7);
30. Jason LaManna (5); 31. Andrew
Wright (3); 32. James Hardesty (3); 33.
Chris Albin (2); 34. Ralf Lindow (1)

Schulz - Loss of three finishing positions
per Chief Steward - GCR 6.1.1.B

Overall Time of Race: 39:54.854;
Average Race Speed: 67.886 mph;
Margin of Victory: 0.697 seconds;
Fastest Race Lap: Bartell 1:40.425
(80.944 mph); **Lap Leaders:** #71 laps
1-12, #21 laps 13-20; **Sunoco Hard**
Charger: #46 Johannes Krauss

RACE 19 | SATURDAY | Sept. 24, 2016 | 4:25 p.m.

B-SPEC

David Daughtery came to the 2016 Runoffs with eight prior championships to his credit, but none yet in B-Spec, although not from lack of trying. This year, however, the race was on Daughtery's home turf, and it showed. Daughtery laid down a commanding pole position time of 1:46.865 in the Carbotech/Honda/HPD/Hoosier/KTuner Honda Fit, nearly 0.8sec faster than Chi Ho, who drove to the second spot in the BFGoodrich/orca-gear.com/KTuner Honda Fit. Leading the second row was John Phillips in a Honda Fit, and starting fourth was the first non-Honda in the race, John Heinricy in the Hoosier/Mobil/Hawk/Matick Chevy Chevrolet Sonic.

"Our goal was to go out like gangbusters right off the bat to try to run as fast as our qualifying times," Daughtery said. "I figured that would be my strong point because I'd be weaker toward the end."

And that's exactly what Daughtery did. At the green flag,

Daughtery legged out a good lead over Ho through the first corners, while Heinricy and Phillips tangled at the top of Madness, knocking both to the back of the field.

Although from Indiana, Mid-Ohio is Daughtery's home track, and he kept up the pace, opening a gap of 3.4sec on Ho by the fifth lap. Behind the two leaders, there was a 7.3sec gap to Ryan Hall in third place in another non-Honda, a Mini Cooper.

While Daughtery extended his lead, Heinricy and Phillips had worked their way back through the field. Heinricy took over third position during lap six, and then claimed second place on lap 14.

"There was a lot of racing going on in our pack," Heinricy said. "I ran as hard as I could pretty much the whole race."

But Daughtery was wrong about one thing - he was not weaker at the end. Ultimately, he ran ultra consistent laps up front and crossed the stripe with an impressive 11.804sec margin of victory. Heinricy was next to see

DOWN HOME

(BOTTOM) David Daughtery picked up his ninth Runoffs win when he crossed the stripe in his Honda Fit. Chi Ho (07) was awarded the silver medal. (ABOVE) John Heinricy finished second on the track, but was moved to third post race due to contact.



Rick Corwin

BS CHAMPION

DAVID DAUGHTERY

Indianapolis Region
Carbotech/Honda/HPD/
Hoosier/KTuners Honda Fit



Rupert Berrington

the checker, with Ho in third (although those two positions would soon change).

"I just tried to be as consistent as possible, Ho explained. "I tried to hit my marks every time, and hopefully give them a good fight at the end."

Daughtery took his ninth championship with his usual good grace. "Mid-Ohio is Honda's course," he said. "I wanted to come here with Honda to get my first win in a Honda - and I'm looking forward to next year at Indianapolis Motor Speedway."

After the race, Heinricy received a one-position penalty for the first-lap contact. The action moved Ho into second place and Heinricy to third. Phillips was also penalized and moved to the last finishing position.

Jeff Zurschmeide

BS QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. David Daughtery/IND (Honda Fit) 1.47.841 / 1.47.482 / 1.46.928 / **1.46.865**; 2. Chi Ho/FLA (Honda Fit) 1.50.442 / 1.48.925 / 1.48.354 / **1.47.458**; 3. John Phillips/HOUS (Honda Fit) 1.51.221 / 1.48.585 / **1.47.526** / 1.47.714; 4. John Heinricy/DET (Chevrolet Sonic) No time / 1.47.638 / 1.48.407 / **1.47.689**; 5. Ryan Hall/NER (Mini Cooper) 1.49.643 / 1.47.873 / 1.48.214 / **1.47.860**; 6. Darren Seltzer/CFR (Honda Fit) 1.50.405 / 1.49.198 / 1.48.574 / **1.48.015**; 7. Rob Piekarczyk/NEO (Honda Fit) 1.51.046 / 1.48.679 / **1.48.380** / 1.49.411; 8. Calvin Tam/CSCC (Honda Fit) 1.52.975 / 1.49.859 / 1.48.958 / **1.48.839**; 9. Ted Sahley/NEO (Mazda 2) 1.52.665 / 1.50.921 / **1.49.405** / 1.50.132; 10. Jason Huepenbecker/CFR (Honda Fit) No time / No time / No time / **1.55.246**

BS RACE

RACE 22 LAPS, 50 MILES: Pos. Driver (Laps); 1. David Daughtery (22); 2. Chi Ho (22); 3. John Heinricy (22); 4. Darren Seltzer (22); 5. Rob Piekarczyk (22); 6. Calvin Tam (22); 7. Jason Huepenbecker (21); 8. Ryan Hall (12); 9. John Phillips (22); DNS. Ted Sahley ()

Overall Time of Race: 40:08.415;
Average Race Speed: 74.254 mph;
Margin of Victory: 11.804 seconds;
Fastest Race Lap: Heinricy 1:46.930 (76.020 mph); **Lap Leaders:** #94 laps 1-22; **Sunoco Hard Charger:** #23 Jason Huepenbecker

GOOD TIMES
(RIGHT) Bryan Prack took the overall 5k win. (BELOW) Quinten Nelson (right) sported some unique running gear.

GOING ON FOOT

As soon as the championship racing ended on Saturday, Sept. 24, a different race began | WORDS & IMAGES Jason Stine



This year during the National Championship Runoffs presented by Garmin VIRB, more than 200 people saw the Mid-Ohio Sports Car Course from a unique vantage point. The first SCCA Runoffs 5k and Checkered Flag Dash was held on Saturday evening, Sept. 24, following all of the on-track action for the day. Runoffs drivers, crew, volunteers, spectators, and local residents all came out to participate in the event, which benefited Maxton's Fight and Cleveland Clinic Children's in support of Childhood Cancer Awareness month.

"While the primary purpose of the Runoffs is to crown our National Champions, we're always looking for creative ways to enhance the event," SCCA Club Racing Director Deanna Flanagan explains. "When this idea was proposed to us, we believed it had great potential and was a great opportunity to carry forward the Childhood Cancer Month initiative we began at Daytona in 2015."

As the sun descended on a beautiful evening in central Ohio, 5-year-old cancer survivor Max Prill, son of SCCA's Chief Operations Office and F Production competitor Eric Prill, waved the green flag to send the runners on their way. After weaving through paddock roads, the course entered the racetrack and then completed one full lap around Mid-Ohio.

"After driving around the track all week, I found it strange to take a different line on foot," four-time H Production National Champion Tom Feller said following the 5k. "The run gave me more appreciation for just how much elevation change there is and how much camber is built into some of the turns on the track."

Local runner Bryan Prack won the event in 18:24 with Emily Hammonds taking first overall female honors. However, the performance of the night came from 9-year-old Shelby Janes, who was the second overall female finisher! "Shelby wanted

to run the dash but didn't see that there was anything for the winners, so she signed up for the 5k instead," her father Andrew explains. "We got out of the car and she looked at me and said, 'I am going to PR!' Her previous best was over 27 minutes, I have no idea what got into her!"

Perhaps getting to run on the racetrack was what gave Shelby that extra motivation. After all, the young racing fan did skip school to attend the Runoffs on Friday.

While the Runoffs 5k did have an element of competition, the main goal was to offer a fun evening for the entire family and raise money for the charities - both were achieved. "What a great venue for a foot race," overall winner Bryan Prack says. "After watching a few of the National Championship races that day, I was really getting excited to run on the track."

In the spirit of the event, Alliance Autosport driver Quinten Nelson was awarded a

spontaneous Best Dressed Award for his outfit. "This was my first ever 5k," he explains, "and although the boots weren't the best choice, I had fun and was happy we could raise money for a good cause."

In addition to the 200 participants in the event, there was also a large amount of support shown from motorsports-based companies, and over \$6,000 worth of merchandise was donated to draw for as door prizes, with sponsoring companies including Garmin, Hoosier Racing Tire, Goodyear Racing, Alliance Autosport, Carbotech, Summit Racing Equipment, Stupid Fast Tires, Swiftwick, High Voltage Indoor Karting, Honda Performance Development, Mid-Ohio Sports Car Course, and SCCA. 📍

TIME TO GET SUPER

Max Prill was on hand to wave the green flag for the 5k, which saw more than 200 runners take to the Mid-Ohio curcuit.



RACE 20 | SUNDAY | Sept. 25, 2016 | 8:30 a.m.

FORMULA ATLANTIC

Formula Atlantic had an interesting Runoffs experience. With only five cars gridded, the turnout was fairly unprecedented. But while the car count was poor, the racing was not, as young gun Ryan Norman continued his domination of the class, both pro and amateur, by notching a flag-to-flag win in the K-Hill Motorsports/Hoosier/Mazda Swift 016a.

The race was the first on Sunday, and the track was still very damp with the morning dew. Afterward, all said that it was like driving on ice, as the surface was very slick. Second-place finisher Keith Grant likened it to driving in the rain.

Norman showed that it was going to be his race as he moved smartly into the lead at the green flag. At the end of the third lap, he had a 4.5sec lead, a

margin that he lengthened into nine seconds by lap six. Norman was handling the slick conditions very well indeed, while Grant's Mazda/Hoosier/Polestar Swift 016a was noticeably twitchy. Behind those two, Brian Novak was engaged in a tight fight with Spencer Brockman.

Brockman inched up on Novak, and on the 10th lap, Brockman drafted down the straight and made the pass going into Turn 4. However, Novak would not let him get away and harried him unceasingly. This lasted until lap 19 when Novak spun in the Esses. This cemented the podium order as Norman, Grant, and Brockman.

Most of the post race conversation was about the slickness of the track. "The first five or six laps were very sketchy," said Norman. "The track

FAST FIVE

Before Ryan Norman (BELOW and BOTTOM) could win his championship, he had to beat Keith Grant (BOTTOM, 40).



Rick Convine

FA CHAMPION

RYAN NORMAN
Neohio Region
K-Hill Motorsports/Hoosier/
Mazda Swift 016a



Jeff Leewe

was very slick. My tires never really got up to temperature. It took me quite a number of laps to get settled in and begin running the same times."

Grant echoed those observations. "It was like driving on a wet track. I tried to stay with Ryan, but just could not do it."

Young Brockman was very pleased with his third-place finish in his Mazda of Millford Swift 016a. "I was third all week until the final qualifying when Brian [Novak] got around me for third. I got a good start, stayed behind him for a few laps just seeing how slick the track was. Then I got a good draft on him and made a simple, clean pass. It was slippery and I got a little loose, but I got by."

Ultimately, Small field or not, slick track or not, Norman realized what those 23 laps had led to - and he was happy for both himself and his team. "It feels great to win our first National Championship," he smiled.

Tom Schultz

FA QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Ryan Norman/NEO (Swift 016a Mazda) 1.19.495 / 1.16.658 / 1.16.174 / **1.14.920**; 2. Keith Grant/ATL (Swift 016a Mazda) 1.17.318 / 1.16.581 / 1.16.433 / **1.16.063**; 3. Brian Novak/DET (Swift 014a Honda) 1.24.766 / No time / 1.27.005 / **1.20.325**; 4. Spencer Brockman/NER (Swift 014a Mazda) 1.23.152 / 1.21.766 / 1.23.113 / **1.20.705**; 5. Dwight Rider/COLO (Ralt RT41 Toyota) No time / 1.23.301 / 1.22.668 / **1.21.958**

FA RACE

Race 23 laps, 52 Miles: POS. DRIVER (Laps); 1. Ryan Norman (23); 2. Keith Grant (23); 3. Spencer Brockman (22); 4. Brian Novak (22); 5. Dwight Rider (22)

Overall Time of Race: 31:56.227;
Average Race Speed: 97.568 mph;
Margin of Victory: 14.695 seconds;
Fastest Race Lap: Norman 1:19.009 (102.884 mph); **Lap Leaders:** #48 laps 1-23; **Sunoco Hard Charger:** #34 Spencer Brockman

kearney

DRIVER DEVELOPMENT



TUNING THE HELMET – FOR PEAK PERFORMANCE

Brian Linn – Runoffs Gold HP
 Brian Linn – Runoffs 9th, Sunoco Hard Charger FP
 Jim Hallman – Runoffs Bronze P1
 Gary Blanarik – Runoffs Bronze FV
 Alex Scaler – Runoffs Pole FV
 Andy Melvin – Runoffs Front Row FF

Tyler Kicera – NASA Eastern States Champion SM
 Tyler Kicera – US Majors National Champion SM
 Tyler Kicera – US Majors NE Division Champion SM
 Bob Reid – VIR Pro F2000 Win
 Dale Rader – Runoffs 7th FV
 Alex Scaler – Runoffs 10th FV

Ed Cangialosi – BMW Spec 30
 Peter Phillips, Jr. – SM
 Charlie Rodgers – FV
 Michael Lattanzio – SM
 Brandon Fetch – SM
 Tim Paul – Pro F2000,
 Mazda MX-5 Cup
 Alex Scaler – FV
 Andy Melvin – FF
 Alain Matrat – FC
 Chris Fahan – FA

Rich Zober – FA
 Chris Ash – FA
 Bob Corliss – FA
 Doug Voss – Pro F1600
 Eric Presbrey – Pro F2000
 Tom Fatur – Pro F2000
 Tim Minor – Pro F2000
 Gary Blanarik – FV
 Sergio Pasian – Pro F2000
 Rick Shields – FV

Jeremy Grenier – Pro 1600
 Jonathon Weisheit – FV
 Jim Hallman – D Sports Racer
 Dale Rader – FV
 Steve Jenks – Formula Mazda
 Gary Kittell – FV
 Zach Craig – Pro F2000
 Bill Johnson – FV
 Alex Rizer – FV
 Craig Clawson – Pro F2000

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

Jim Oseth – Pro F1600
 Bob O'Connor – FV
 Dan Oseth – FV
 Brent Gilkes – Pro F2000
 Ray Qualls – FV
 Jim Vaseff – FV
 John Brumder – Pro F2000
 Dan Grace – FV
 Dan Grace, Jr. – FV
 Doug Stout – Pro F2000

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RACE 21 | SUNDAY | Sept. 25, 2016 | 9:25 a.m.

GT-3

It looked like it would finally be Gary Bockman's year to win GT3. In the first three qualifying sessions, only Joe Kristensen in the Kristensen Racing Engines/Hoosier Acura RSX was faster, but Bockman's BSI Racing Mazda RX-3 moved onto the Tire Rack pole position in the final qualifying session of the week. Then, at the green flag, Bockman moved ahead and led into Madness while Kristensen spun and effectively blocked the entire field for a long moment.

"I really don't know what happened," Kristensen said later. "I thought we got through clean. I was single file behind Gary, and the next thing I know I got hit and I was sideways sitting on the track."

When the drivers sorted themselves out, Mike Henderson was running second and Rob Warkocki was third. William Wilson was in the pack, too, running fourth.

With a clear track, Bockman worked on his lead, driving cleanly and saving his car for the challenges that would surely come. Henderson, Wilson, and Warkocki battled back and forth for second and third while Bockman built up a 3.8sec margin. Then, in the third lap, Henderson and Warkocki bounced off each other and spun, placing Wilson in second with Paul Young and his Young Racing LLC/Hoosier Tire Ford Probe into third.

That was the way it stayed for the next 18 laps. Wilson got within two seconds of Bockman at one point, but Bockman simply turned up the wick and stretched the lead again. Meanwhile, back in the pack, Kristensen was working his way back from 13th place - next to last - where he ended up after

his first-turn spin. Kristensen climbed his way back through the field, moving to eighth, then sixth, and then fourth place by lap 17. It looked as though this race would end that way, without a serious challenge.

But on the 21st lap of 23, disaster struck Bockman. Coming through Turn 1, Bockman's RX-3 slowed and he pulled to a stop on the run to the Keyhole. A universal joint in the car's driveshaft had given way, ripping the championship from his grasp. Wilson drove by, then Young, then Kristensen - and that's how the race ended at the flag. Wilson took the checker in his Hoosier/Tire/Mobil1/Tilton Mazda RX-7 with a 25.862sec margin of victory after starting from sixth position, also earning him the Sunoco Hard Charger award for the class.

"When I looked up and saw Gary pull off," Wilson said, "I just couldn't believe it."

In addition to working his way up to third place, Kristensen set a new lap record for the class with a time of 1:31.107. The achievement is especially noteworthy because Kristensen took a pit stop, which is almost unheard of at the Runoffs.

"It felt like I had a flat tire," Kristensen explained. "I came in and I got the stewards to take a quick look to see if there was a flat tire. They said no, and I went back out and went to work."

So, what was running through Wilson's mind during his final laps to the checker? "My thoughts were, just don't wreck the thing now; don't do something stupid," he laughed. He didn't, and now he's a National Champion.

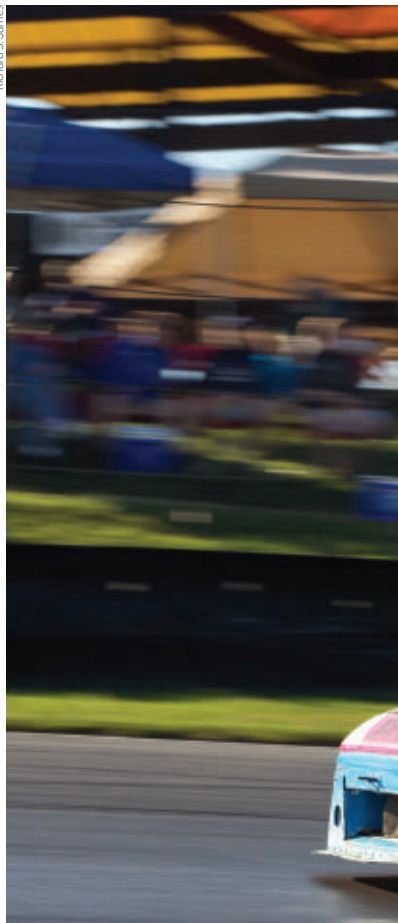
Jeff Zurschmeide

HARD CHARGER

(RIGHT) William Wilson moved up from his sixth starting position to take the win, collecting the Sunoco Hard Charger award in the process. (BOTTOM RIGHT) Paul Young stayed out of trouble and picked up the silver. (BELOW) Spectators on the hill at Madness got to witness Joe Kristensen's spin on the opening lap.



Richard S. James



GT3 CHAMPION

WILLIAM WILSON

Atlanta Region
 Hoosier Tire/Mobil1/Tilton
 Mazda RX-7

Sydney Davis



Rick Convine



Rock Corvire

GT3 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Gary Bockman/ORE (Mazda RX-3) 1.33.369 / 1.32.038 / 1.32.376 / **1.31.401**; 2. Joe Kristensen/DET (Acura RSX) 1.32.584 / 1.31.750 / **1.31.536** / 1.33.011; 3. Chad Bacon/ETR (Toyota Celica) No time / 1.33.108 / 1.32.227 / **1.31.856**; 4. Mike Henderson/CSCC (Mazda RX-7) 1.37.491 / 1.34.551 / **1.32.698** / 1.32.754; 5. Robert Warkocki/CHI (Mazda RX-7) 1.36.665 / 1.33.713 / No time / **1.32.828**; 6. William Wilson/ATL (Mazda RX-7) 1.37.969 / 1.35.904 / 1.33.555 / **1.33.109**; 7. Paul Young/DET (Ford Probe) 1.37.284 / 1.34.134 / 1.34.304 / **1.33.269**; 8. George Cichon/BVR (Mazda RX-7) 1.38.507 / 1.36.493 / 1.36.396 / **1.34.088**; 9. Philip Lasco/DET (Mazda RX-7) **1.35.358** / No time / No time / No time; 10. John Mills/OVR (Mazda Miata) 1.38.091 / **1.35.455** / 1.36.753 / 1.36.657; 11. Kenford Nelson/DET (Nissan 200-SX) 1.36.855 / 1.36.654 / **1.36.094** / 1.36.726; 12. James Ashe/NER (Mazda RX-7) 1.38.544 /

1.36.214 / No time / No time; 13. Guy Laidig/SFR (Mazda RX-7) 1.42.768 / 1.39.852 / 1.37.631 / **1.36.794**; 14. John Janszen/WDC (Mazda RX-3) No time / **1.38.021** / No time / No time; 15. Phillip Hollenbeck/NER (Nissan 240Z) 1.46.453 / 1.40.021 / **1.39.883** / 1.40.131

GT3 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. William Wilson (23); 2. Paul Young (23); 3. Joe Kristensen (23); 4. George Cichon (23); 5. James Ashe (23); 6. Mike Henderson (23); 7. John Mills (23); 8. Guy Laidig (22); 9. Gary Bockman (21); 10. Phillip Hollenbeck (21); 11. Kenford Nelson (11); 12. John Janszen (6); 13. Robert Warkocki (3); 14. Chad Bacon (1); DNS. Philip Lasco ()

Overall Time of Race: 36:44.546;
Average Race Speed: 84.808 mph;
Margin of Victory: 25.862 seconds;
Fastest Race Lap: Kristensen 1:31.107 (89.223 mph); **Lap Leaders:** #09 laps 1-21, #47 laps 22-23; **Sunoco Hard Charger:** #47 William Wilson

RACE 22 | SUNDAY | Sept. 25, 2016 | 10:20 a.m.

FORMULA CONTINENTAL

It was 19 years between gold medals for John LaRue, his previous being in 1997 in what is now called Formula F. But this year he took the sole non-Van Diemen in the Formula Continental field, his Hoosier/Hyperco Citation Snipe, to a flag-to-flag win over the Saurino brothers. Unfortunately, he did not have that many cars to beat, as the field was smaller than hoped, but the competition was no less fierce.

As for his mount, LaRue said it was a pleasant surprise. "This deal came together at the last minute. I was going to drive my Swift, but Steve Lathrop of Citation called me and asked if I would like to drive his car. Of course I said yes."

LaRue qualified on the Tire Rack pole and took the lead at the start, with Nigel Saurino (Quantum Racing/Hoosier/Elite Engines Van Diemen RF05), Josh Saurino (Quantum/Hoosier/Elite Engines Van Diemen RF05), and surprise late entry Rob Allaer following. Allaer, the 2014 champion, had not intended to enter after having been injured in a summer boating accident, but a few days before the race he tried out a kart, found he could handle the back pain, and had his car trucked to the track. He arrived on Thursday, put in a couple laps, and was ready for the race.

At the green, LaRue inched away to a short lead, with Nigel Saurino following, two seconds up on brother Josh. In turn, Josh Saurino had Allaer filling his mirrors, looking for a way by. Things changed on lap six, however, as Nigel Saurino touched the grass entering Turn 6 and spun from one side of the track to the other. Josh Saurino inherited second, with Allaer still in his shadow. Nigel Saurino got going again, but was well back in fourth.

LaRue continued to enjoy the point, having extended his lead over the battling pair of Josh Saurino and Allaer to over six seconds. This continued until lap 11 when Allaer had a big spin exiting Turn 11. Unfortunately, he hit the wall with a mighty thud, spreading debris all over, but off the racing line.

On lap 18, Josh Saurino had his bad moment of the day, spinning on his own in the Carousel. It took him several corners to get back up to speed, and that was all it took for Nigel Saurino to pass for the second spot. The race ran out in this order with LaRue triumphing by 23.9sec with the Saurinos second and third.

Needless to say, LaRue was very pleased to be back on the top step of the podium. "I was hoping not to have any pressure today, but there was Nigel, right behind me," LaRue said after the race. "But once the tires came up to temperature, I settled in."

Second-finisher Nigel Saurino related his play with his brother Josh. "I was in second and the car was good and coming in, but I began to lean on it a little too much," he admitted. "The back end of the car came around and I knew my race was over. I was hoping that those ahead of me would battle so I could catch them, but that didn't happen. Then I knew something was wrong with Josh as I made up 20 seconds on him in a lap - and there was my little brother."

Josh, seemingly disappointed in his own performance, simply said, "I knew my brother was coming up from behind - I did not drive as well as I would have liked."

But while LaRue seemingly dominated this race, it could have easily been a different story, which LaRue readily admitted. "I knew I would have a handful if [the Saurinos] got ahead of me." But they didn't, and LaRue finally has his second SCCA National Championship.

Tom Schultz

DARE TO BE DIFFERENT

(RIGHT) John LaRue was the only FC competitor to bring a Citation chassis to the Runoffs, and it paid off with a National Championship. (BELOW) Nigel Saurino came back from a spin to finish second.



Rupert Berlington



FC CHAMPION

JOHN LARUE

Indianapolis Region
Hoosier/Hyperco Citation Snipe

Richard S. James



Rick Convine



SPIN OR WIN
(LEFT) Josh Saurino spun while running in second, allowing his brother, Nigel, to catch and pass him. Josh recovered for a third place finish.

Rick Corywine

FC QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. John LaRue/IND (Citation Snipe FC) **1.21.962** / 1.22.903 / No time / 1.22.072; 2. Nigel Saurino/NEOK (Van Diemen RF05) 1.23.917 / 1.23.036 / 1.22.693 / **1.22.563**; 3. Joshua Saurino/NEOK (Van Diemen RF05) 1.24.292 / 1.22.934 / 1.23.290 / **1.22.617**; 4. Robert Allaer/CFG () No time / No time / No time / **1.22.622**; 5. Daniel Weyls/NEO (Van Diemen DP08) 1.27.288 / 1.25.822 / No time / **1.24.722**; 6. Gary Machiko/STC (Van Diemen RF98) 1.28.700 / 1.27.493 / 1.28.389 / **1.26.743**; 7. Douglas Rocco/NER (Van Diemen DP08) 1.28.706 / **1.27.050** / 1.27.151 / 1.27.332

FC RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. John LaRue (23); 2. Nigel Saurino (23); 3. Joshua Saurino (23); 4. Daniel Weyls (23); 5. Douglas Rocco (22); 6. Gary Machiko (22); 7. Robert Allaer (13)
Overall Time of Race: 32:30.140;
Average Race Speed: 95.871 mph;
Margin of Victory: 23.906 seconds;
Fastest Race Lap: N. Saurino 1:22.049 (99.073 mph); **Lap Leaders:** #17 laps 1-23; **Sunoco Hard Charger:** #46 Douglas Rocco

RACE 23 | SUNDAY | Sept. 25, 2016 | 11:15 a.m.

F PRODUCTION

It was a gorgeous day for a race, especially one that was expected to be very competitive, but after 14 laps, four of them under a full course yellow, the field got the black flag and, after some time, the checker was thrown with the field sitting on pit lane. Two cars were badly damaged, and one competitor had been airlifted to a hospital in Columbus, Ohio. An unfortunate conclusion to a race many had looked forward to all weekend.

The Lotus Super 7s were expected to be quick, but for the first three days of qualifying, the three of them were struggling to break the top 10. For most of the week, the group at the front included the normal characters - Charlie Campbell, Eric Prill, Kevin Ruck, and Joe Huffaker. Then came Thursday. Lotus driver Steve Hussey cut nearly two seconds off his previous best time to take the provisional pole with a 1:36.119 - a new qualifying record. Then, John Walker (Walker Racing Lotus Super 7) beat Hussey's record on the last flying lap of the last qualifying at 1:35.938. That set the field with Walker and Hussey on the front row; Prill and Ruck on the second row, and Huffaker and Campbell on the third.

At the start, Prill got a good start in his MaxtonsFight.org/JPM/Hoosier Mazda Miata and went deep into the braking zone, taking the lead from Walker, who commented, "I apparently didn't go deep enough into [Turn] 1, and I left room for [Prill] to come up the outside."

Prill was in the lead, but only briefly. "I could hear something to my left down in [Turn] 9, and it was Joe [Huffaker] - he had an amazing start," said Prill of the first-lap melee.

Walker was surprised by Huffaker's start as well, "I had no idea where Huffaker came from -

I never saw him, I never heard him, but all of a sudden he was in the lead." It was a lead Huffaker would hold for most of nine laps.

Behind Huffaker, and very close, were Prill, Walker, Campbell, Hussey, Mason Workman, David Bednarz, and Ruck, who was catching up quickly after falling back at the start. By the eighth lap, the two Lotuses had hooked up and were looking toward the front. Campbell was right on their rear bumper, and Ruck was closing.

What happened next is best told by Prill, "I just followed [Huffaker] for a while, but I thought he was the thumb over the hose - I don't

think he had the pace, but he found himself in the lead and was doing a good job of maintaining it," said Prill. "I was trying to think where I could get by, and there was a little ebb and flow back to John [Walker]. Then we got into some traffic, and we were going up into the Keyhole. I was thinking about trying to use that to my advantage with [Walker], and I made a little tactical error. I opened the door for [Walker] and he got inside of me and [Huffaker] at the same time."

With Walker in the lead, Hussey decided to follow Walker. He passed Prill and was passing Huffaker as they entered the high-speed kink on the back straight. Hussey was most of the way past on the right when they touched. Both spun, Huffaker into the wall on the right and Hussey into the wall on the left. Huffaker was out and walking quickly, but Hussey needed help. Eventually, Hussey was airlifted to a hospital in Columbus with a suspected concussion.



Rick Conville

SPRINT RACE

(RIGHT) In a race that would only see 10 laps at speed, John Walker won from the pole, although he did not lead every lap. (BELOW) Eric Prill spent much of the race battling for the lead, but the time-shortened event would leave him in second. (ABOVE) Charlie Campbell claimed the bronze medal.



Rupert Berrington

The race quickly went full course yellow, and that turned into a black flag all. After sitting in the pits for a while, it was determined that the course repairs would take too long, and the field was checkered with Walker as the winner.

Initially, Walker said he would like to get back out and finish the race, but ultimately admitted that, "It feels great to win," he said. "I'm [still] trying to figure out if this just happened."

All three podium finishers were pleased to be there, but they were also concerned about Hussey's well-being. We later learned that Hussey's injuries were relatively minimal and his hospital stay was short - consequently, a giant thank you needs to be extended to the SCCA workers and safety crew for taking every precaution possible and placing Hussey's wellbeing above anything else.

J. Michael Hemsley



FP CHAMPION

JOHN WALKER
Ohio Valley Region
Walker Racing 65 Lotus Super Seven



Rick Corvino

FP QUALIFYING

Qualifying Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/
Time Session 4; 1. John Walker/OVR (65 Lotus Super Seven) No time / No time / No time / **1.35.938**; 2. Steven Hussey/SFR (1965 Lotus Super Seven) 1.39.578 / 1.40.165 / 1.37.912 / **1.36.119**; 3. Eric Prill/KAN (1990 Mazda Miata) 1.37.004 / 1.37.287 / **1.36.136** / 1.36.764; 4. Kevin Ruck/OVR (1990 Acura Integra) 1.38.434 / 1.37.641 / 1.36.888 / **1.36.332**; 5. Joe Huffaker/SFR (MG Midget) 1.37.738 / 1.37.345 / 1.36.812 / **1.36.343**; 6. Charles Campbell/MHR (1993 Mazda Miata) 1.36.742 / 1.41.164 / **1.36.397** / 1.36.667; 7. Peter Morton/OVR (1962 Lotus Super Seven) 1.53.955 / 1.38.688 / 1.37.129 / **1.37.106**; 8. David Bednarz/DET (1993 Mazda Miata) 1.37.861 / 1.38.660 / 1.37.717 / **1.37.201**; 9. Mason Workman/OVR (1992 Mazda Miata) 1.38.585 / 1.38.731 / 1.37.831 / **1.37.270**; 10. Ken Kannard/ATL (1990 Mazda Miata) **1.37.309** / 1.38.585 / 1.38.112 / 1.38.820; 11. H Gary Baucom/CCR (1978 Fiat 124 Sport Spider) 1.40.043 / 1.39.962 / 1.39.040 / **1.37.532**; 12. Samuel Henry/OZMT (1993 Mazda Miata) 1.40.155 / 1.39.194 / **1.37.777** / 1.38.461; 13. David Strittmatter/NEO (1977 Lancia Scorpion) **1.38.349** / No time / 1.38.898 / 1.38.737; 14. Mark McAllister/FLR (1993 Mazda Miata) 1.39.319 / 1.42.144 / 1.39.192 / **1.38.841**; 15. Robert Garrison/

ETR (1990 Mazda Miata) 1.39.759 / No time / 1.40.817 / **1.38.866**; 16. Blake Meredith/ATL (1989 Honda CRX Si) 1.46.709 / 1.41.607 / **1.39.078** / No time; 17. Gerald Lamb/MILW (1963 MG B) 1.43.048 / 1.42.320 / 1.41.197 / **1.39.142**; 18. Doug Weaver/DET (1990 Mazda Miata) 1.45.309 / 1.42.433 / 1.39.900 / **1.39.219**; 19. Tom Tuttle/SFR (1975 MG Midget) 1.41.311 / 1.40.818 / 1.39.858 / **1.39.379**; 20. Lee Grimes/CKY (1988 Honda CRX Si) 1.40.089 / 1.42.745 / 1.40.430 / **1.39.414**; 21. Brian Linn/CSCC (1972 MG Midget) 1.40.233 / **1.39.443** / 1.40.620 / 1.41.639; 22. Michael Sturm/MILW (1992 Mazda Miata) 1.43.415 / 1.41.015 / 1.39.639 / **1.39.470**; 23. Mark Weber/STL (1992 Mazda Miata) 1.44.167 / 1.41.257 / 1.42.473 / **1.40.948**; 24. Larry Gallagher/OVR (1992 Acura Integra) 1.44.164 / 1.45.103 / 1.44.208 / **1.41.749**; 25. Andrew Wright/TEN (1959 Lotus Super 7) No time / 1.49.622 / 1.43.411 / **1.42.616**; 26. Daniel Thiel/FLR (1992 Mazda Miata) 1.47.322 / 1.52.336 / 1.43.864 / **1.43.803**; 27. Jeffrey Norris/WDC (1992 Mazda Miata) 1.49.179 / 1.48.228 / 1.46.681 / **1.45.102**; 28. Ken Alderson/NEO (1971 Opel GT) 1.47.151 / 1.48.350 / **1.45.665** / 1.47.835; 29. Robert Keller/CHI (1968 Volvo P-1800) No time / 1.53.238 / **1.47.028** / 1.49.530; 30. Stewart Wright/CIN (1988 Honda CRX Si) No time / 2.01.417 / **1.47.970** / 1.47.971; 31. Brian Frank/CIN (1979 Ford Fiesta) 1.56.249 / **1.48.034** / No time / 1.52.424;

32. Scott McAllister/FLR (1983 Volkswagen Rabbit) 1.50.248 / 1.51.027 / **1.50.073** / 1.59.641; 33. Ryan Kristoff/DET (1969 Triumph Spitfire) No time / No time / No time / No time

FP RACE

RACE 14 LAPS, 32 MILES: Pos. Driver (Laps); 1. John Walker (14); 2. Eric Prill (14); 3. Charles Campbell (14); 4. Kevin Ruck (14); 5. Peter Morton (14); 6. Samuel Henry (14); 7. Mason Workman (14); 8. Ken Kannard (14); 9. Brian Linn (14); 10. Mark McAllister (14); 11. David Strittmatter (14); 12. Doug Weaver (14); 13. Michael Sturm (14); 14. H Gary Baucom (14); 15. Larry Gallagher (14); 16. Robert Garrison (14); 17. Mark Weber (14); 18. Daniel Thiel (14); 19. Stewart Wright (14); 20. Jeffrey Norris (13); 21. Robert Keller (13); 22. Ken Alderson (14); 23. Brian Frank (13); 24. Joe Huffaker (9); 25. Steven Hussey (9); 26. David Bednarz (5); 27. Gerald Lamb (1); 28. Lee Grimes (0); 29. Tom Tuttle (0); 30. Scott McAllister (0); DNS. Blake Meredith (0); DNS. Andrew Wright (0); DNS. Ryan Kristoff (0)

Alderson - Loss of three finishing positions per Chief Steward - GCR 6.1.1.B

Overall Time of Race: 35:45.325; **Average Race Speed:** 64.215 mph; **Margin of Victory:** 1.894 seconds; **Fastest Race Lap:** Walker 1:36.399 (84.325 mph); **Lap Leaders:** #17 laps 1-23; **Sunoco Hard Charger:** #21 Brian Linn

RACE 24 | SUNDAY | Sept. 25, 2016 | 1:00 p.m.

FORMULA F

Neil Verhagen not only won his first National Championship, he also became the youngest Runoffs winner ever at the age of 15 years, 242 days when he took home the Formula F title.

Verhagen broke the previous record set by now-IndyCar driver Graham Rahal in 2005 - and not to disappoint, he set the record with the same flair Rahal did 11 years ago.

Verhagen, starting from the Tire Rack pole (setting the record for the youngest Runoffs polesitter - another record Rahal held until this year), took the lead after a four-wide start and proceeded to build a healthy gap behind the wheel of his K-Hill Motorsports/Hoosier Mygale SJ11/Honda. In fact, it took no more than one lap before it became obvious Verhagen would make this a runaway.

With Verhagen pulling away, the battle for the rest of the podium became the story of the race. David Livingston Jr. made a big move on lap two to jump from fifth to third in his ThermaMasters Spectrum 14H Honda, taking the battle to Russell Ruedisueli, who was running in second. Livingston's move was short lived, though, after he went wide on lap four in the Keyhole.

Hans Saurino was the next big mover as he went from sixth to fourth in the Esses. He took his Quantum Racing/Hoosier Van Diemen RF97 Honda up another two places the next lap, but Andy Brumbaugh was right there to take second back. Then Livingston was hot on their tails by lap seven. The three continued to swap positions when John Benson joined the battle on lap 10, and Andrew Melvin found himself waiting to take advantage of any mistakes.

On lap 14, Melvin bounced off the curb entering the Keyhole and hit Benson, sending him over the top of Brumbaugh. All three were unable to continue, which brought out a full course caution.

"I was fortunate not to be in that wreck," said Saurino. "When I looked back and saw that huge gap behind me, I thought something bad must have happened."

Livingston also missed the carnage, but for another reason. "Going into the turn off the main straight [on lap 12], I got tagged from the rear and spun in the middle of the pack," Livingston explained. "Luckily everyone missed me, and the double yellow gave me a chance to catch up, and a second chance."

For Verhagen, the caution meant his 20-plus-second lead vanished. "I did not want to see

the [double yellows] come out at all," Verhagen admitted. "It was hard, [but] I got a great start again, and by the time I looked out at Turn 3, I had enough of a gap and we kept building from there."

While Verhagen began to build another gap, Saurino also pulled away from the three-way battle for third between Scott Rubenzer, Russell Ruedisueli, and Livingston. But the race moved to a timed race because of the caution, bringing everything to an end two laps earlier than expected, wrapping the podium with Verhagen on top with 5.5sec to spare, Saurino in second, and Livingston a half second back in third. Ruedisueli went on to finish fourth, followed by Rubenzer, who improved six positions from his qualifying spot to earn the Sunoco Hard Charger.

"I'm ecstatic right now," a glowing Verhagen said after the race. "It's quite an accomplishment to be the youngest driver to ever win the Runoffs and set the pole. I'm head over heels right now."

Sydney Yagel



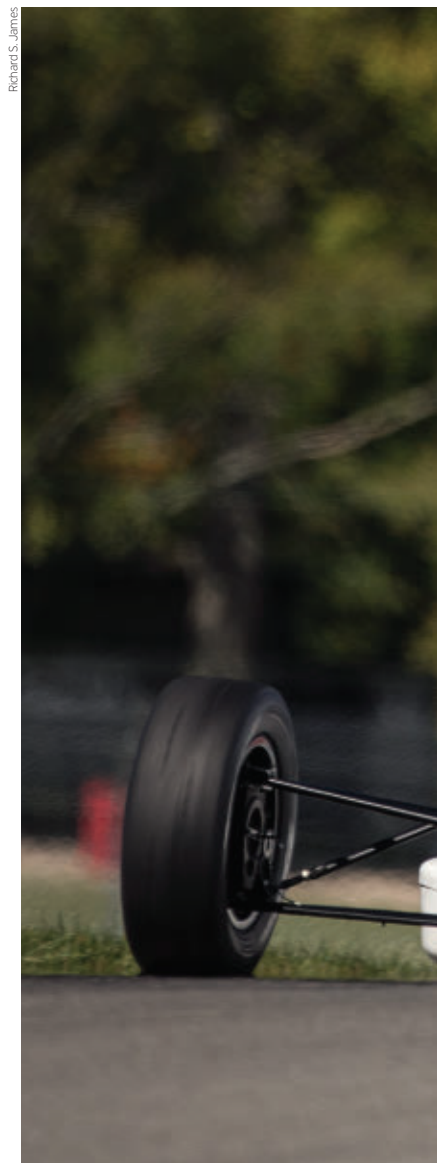
Rupert Berrington

AHEAD OF THE GAME

(RIGHT) Neil Verhagen made quick work of the Formula F field on his way to his first Runoffs win. (BELOW) Hans Saurino avoided trouble and came home second. (ABOVE) David Livingston Jr. picked up the bronze.



Rick Convine



Richard S. James

FF CHAMPION

NEIL VERHAGEN

Central Carolinas Region
K-Hill Motorsports/Hoosier Mygale SJ11 Honda



Rick Convine



A MOMENT WITH NEIL VERHAGEN

In one respect, 15-year-old Neil Verhagen's connection to motorsports goes back to the day he was born. "I was born on the day that Dale Earnhardt died at Daytona," he explains. "That has prompted me to learn more about him and his racing career. Earnhardt was a fascinating driver with an absolute determination to win," Verhagen adds, "and that is why today I race as number 3."

Although relatively new to SCCA racing, Verhagen has a significant amount of karting experience, including stints in the SKUSA Pro Tour, the GoPro Tag Junior Championship, and the WKA Manufacturers Cup. Also, in 2015, he participated in the Skip Barber Formula Summer and Winter Series.

Whether karts or SCCA open-wheel racing, what he really enjoys is the close competition, Verhagen says.

"With karts and Formula F, you get plenty of that. I'm still new to the SCCA, but I already enjoy the camaraderie that you see in the paddock – competitors helping each other out to get the car on track, the wide range of cars and classes to watch, and competitors preparing their own cars. Most of my time in karts we did as a family, with all four of us wrenching. I get that same feeling from the SCCA events I've been to."

Also, SCCA competition has taught him a lot about multiclass racing, Verhagen says. "I've learned to be more patient and anticipate and plan my passes better," he explains. "The Formula F is typically the fastest car in our group, but at Road America as well as New Jersey Motorsports Park, the F500 entries were very quick, and it was a lot of fun and very challenging to work with each car's strengths and weaknesses racing them."

When asked about those who have helped him in his career, his list is long, Verhagen replies, beginning with his parents, Ken and Lynne, and his grandparents, Wilhelmina and Cornelius Verhagen and Judy and Peres McCarthy, and extending to "everyone at K-Hill Motorsports, especially Kris Kaiser, Tonis Kasements, and Scott Gates," as well as Mike Doty and Eric Jones (karts), and Jeremy Shaw and his Team USA Scholarship Program.

"When you are racing, it's so easy to just focus on the next race weekend," Verhagen notes. "Jeremy has shown me that there are so many more aspects that I need to learn. He's already taught me the importance of building a network and communication, promoting myself as a driver, and how to handle interviews and public speaking. He's taught me how to start doing these things, has made some amazing introductions, and is giving us advice on future plans. It's all extremely helpful."

James Heine

FF QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Neil Verhagen/CCR (Mygale SJ11 Honda) 1.30.334 / **1.30.109** / 1.30.259 / 1.30.888; 2. Andrew Melvin/COLO (Van Diemen RF00 Honda) 1.31.514 / **1.31.041** / 1.33.249 / 1.31.425; 3. Russell Ruedisueli/DET (Van Diemen RF99 Ford) **1.31.154** / 1.31.480 / 1.31.915 / 1.31.474; 4. Andy Brumbaugh/SCR (Van Diemen RF98 Ford) **1.31.227** / 1.31.320 / 1.31.477 / 1.31.458; 5. David Livingston Jr/TEN (Spectrum 14H Honda) 1.31.887 / 1.31.374 / **1.31.299** / 1.31.614; 6. Hans Saurino/NEOK (Van Diemen RF97 Honda) 1.31.333 /

1.31.667 / **1.31.318** / 1.32.084; 7. John Benson/CFR (Swift DB-3 Ford) 1.31.617 / **1.31.516** / 1.32.034 / 1.33.106; 8. Jeffrey Bartz/MILW (Van Diemen RF00 Honda) **1.31.723** / No time / No time / No time; 9. Rick Payne/NWST (Van Diemen RF99 Honda) No time / 1.31.903 / 1.32.031 / **1.31.768**; 10. Clifford Johnson/KC () No time / No time / 1.32.018 / **1.31.953**; 11. Scott Rubenzer/MILW (Spectrum 012 Honda) 1.33.331 / **1.32.501** / 1.33.650 / 1.32.717; 12. Mark Keller/NWST (Piper DF5 Honda) 1.36.548 / 1.36.155 / **1.37.205** / 1.37.288; 13. Jon Krolewicz/SCR (Swift DB-3 Honda) 1.42.600 / No time / 1.36.661 / **1.36.310**; 14. Robert Gross/DET (Piper DL7 Honda) No time / No time / No time / No time

FF RACE

RACE 21 LAPS, 47 MILES: Pos. Driver (Laps); 1. Neil Verhagen (21); 2. Hans Saurino (21); 3. David Livingston Jr (21); 4. Russell Ruedisueli (21); 5. Scott Rubenzer (21); 6. Clifford Johnson (21); 7. Jeffrey Bartz (21); 8. Rick Payne (21); 9. Robert Gross (21); 10. Mark Keller (20); 11. Jon Krolewicz (19); 12. Andy Brumbaugh (19); 13. John Benson (14); 14. Andrew Melvin (13)
Overall Time of Race: 36:49.321;
Average Race Speed: 77.266 mph;
Margin of Victory: 5.451 seconds;
Fastest Race Lap: Verhagen 1:30.133 (90.187 mph); **Lap Leaders:** #3 laps 1-21; **Sunoco Hard Chargers:** #31 Scott Rubenzer

RACE 25 | SUNDAY | Sept. 25, 2016 | 1:55 p.m.

SPEC RACER FORD GEN3

The second National Championship race in Spec Racer Ford GEN3's existence took a long time to get going, and wasn't over until long after the checkered flag. Two wave-offs and a couple of crashes at the start meant the actual racing was much shorter than it should have been - but the battles were impressive.

On the first attempt at a start, a stack-up led to Colin Kaminsky running into, and almost over, Andre Perra, leaving Kaminsky parked for the race. A second wave off left the drivers antsy and frustrated. When the green finally waved, things got hectic quickly.

"I had Patrick Byrne on the outside of me, and Mike Miserendino had a great run coming down the inside," explained Tire Rack polesitter John Black. "I don't think either of them knew there was somebody on the other side of me; they both started to squeeze down on me. I think they both got into me, and I think it kept my car straight, because they both went off while I kept going. I think it knocked my toe in pretty bad, because my car wouldn't turn in very well at the Carousel and the Keyhole."

Miserendino was knocked sideways and spun across Black's nose before collecting Byrne and Scott Rettich. Meanwhile, that opened up a hole at the apex that Cliff White took advantage of to slot in behind Black and Brian Schofield. As the field filtered through Madness, a second incident, with Byrne's wounded car a possible factor, left several cars in the tire barrier, and Byrne was done.

Black's (CSR Performance SRF3) was leading a train, towing Schofield, White, Bobby Sak, T.J. Acker, and Tray Ayres. On the second racing lap, Schofield ran wide exiting the Keyhole, benefitting White who was now second. Black and White began to

separate from the pursuing pack in short order. Sak saw an opportunity to take third from Schofield on lap five and could occasionally gap the rest, but they usually gathered him back up, not letting him get away.

White also saw an opportunity, and passed Black for the lead in Turn 4. "John and I had enough of a gap that making an attempt wasn't going to hurt us against the second train," said White. "He's smart enough to know that if he defends, we get swallowed up. It was really kind of a test - am I faster than him or not? Can I pull away? I may have pulled a couple of tenths, but we got the yellow, so we never really got the opportunity to see if I could pull away."

The yellow came on lap nine when Paul Marino spun over the crest at the exit of Turn 9, got hit by Dave Lancaster, also collecting Max Grau. That incident would take four laps to clear up.

Black took the lead back on the restart in Turn 4, and he and White once again gapped those behind, as did Sak and Acker in their fight for third. On lap 19, on what would turn out to be the penultimate lap as the race

ended due to the time limit, White once again got by Black, this time in the entry to the Keyhole.

"I lifted, because it wasn't worth fighting," Black said. "I figured I'd have my chance on the last lap." He didn't, however, as coming through Turn 1 with his nose under White's tail, he pushed off into the dirt, leaving White to sail to the finish in the clear. Fortunately he gathered it up before Sak could come through.

"It's pretty awesome, especially after starting ninth," said Sak of his second Runoffs podium in six tries. "I was almost able to give John a run for his money for second, but he held onto it."

Had Sak known that he would have actually been moving into first by passing Black, perhaps he might have pushed harder. It turns out White was disqualified in a post-race inspection for a technical violation of GCR 9.1.8.E.2.J, leaving Black with his fourth National Championship, and first in SRF GEN3. Sak and his Elite Autosport/Revolution10 Breaks GEN3 were promoted to second, with Acker and his MBI Racing machine in third.

Richard S. James

BACK IN BLACK

(RIGHT) John Black (17) claimed his fourth Runoffs title after starting from the pole. Bobby Sak (19) ran a smart race and took the silver medal. (BELOW) Tordy "T.J." Acker (62) stood on the final step of the podium.



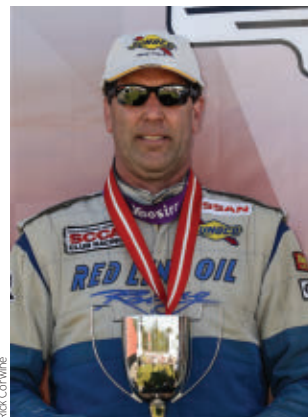
Jeff Loewe

Jeff Loewe



SRF3 CHAMPION

JOHN BLACK
 San Francisco Region
 CSR Performance



Rick Corvino



SRF 3 QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. John Black/SFR 1.34.867 / 1.34.923 / 1.34.637 / **1.34.363**; 2. Patrick Byrne/ORE 1.34.715 / **1.34.526** / 1.34.818 / 1.34.939; 3. Mike Miserendino/CSCC **1.34.559** / 1.35.071 / 1.34.661 / 1.34.623; 4. Tordy Acker/CSCC 1.35.817 / 1.35.285 / **1.34.754** / 1.35.059; 5. Brian Schofield/CFR 1.35.498 / 1.35.008 / **1.34.853** / 1.35.808; 6. Scott Rettich/OVR 1.35.515 / 1.35.354 / **1.34.854** / 1.34.964; 7. Cliff White/TVR 1.35.717 / 1.35.015 / **1.34.919** / 1.35.015; 8. Todd Harris/ORE 1.35.011 / 1.35.086 / **1.34.931** / 1.35.088; 9. Bobby Sak/DET 1.35.984 / 1.35.349 / 1.35.167 / **1.34.997**; 10. Tray Ayres/ATL 1.36.204 / **1.35.084** / 1.35.324 / 1.35.264; 11. Umberto Milletti/SFR 1.35.470 / 1.35.209 / **1.35.142** / 1.35.601; 12. Robeson Russell/CCR 1.35.711 / 1.35.464 / 1.35.456 / **1.35.282**; 13. Jack Willes/CSCC 1.35.716 / 1.35.419 / **1.35.295** / 1.35.483; 14. David Schacht/IND 1.36.141 / 1.35.848 / 1.36.137 / **1.35.332**; 15. Thomas Burt/NWST

1.36.732 / 1.35.719 / 1.36.011 / **1.35.538**; 16. Max Grau/GTRV 1.36.644 / **1.35.737** / 1.37.060 / 1.36.441; 17. Whitney Strickland/HOUS 1.35.995 / **1.35.745** / 1.36.472 / 1.36.462; 18. Jeff Beck/CHI No time / 1.36.826 / 1.35.936 / **1.35.767**; 19. Robert Breton/SFR 1.36.710 / 1.36.460 / 1.36.104 / **1.36.046**; 20. Paul Marino/CSCC **1.36.109** / 1.36.802 / 1.36.564 / 1.36.202; 21. Scott Peterson/NWST 1.37.312 / 1.36.313 / 1.36.318 / **1.36.198**; 22. Steven Introne/NER 1.37.086 / 1.36.500 / 1.36.463 / **1.36.201**; 23. Andre Perra/ORE 1.36.384 / 1.36.604 / **1.36.202** / 1.36.383; 24. David Anzalone/NYR 1.38.271 / **1.36.227** / 1.36.362 / 1.36.441; 25. Colin Kaminsky/CHI **1.36.279** / No time / No time / No time; 26. Dave Lancaster/NEO 1.37.255 / **1.36.296** / 1.36.489 / 1.36.877; 27. Chris Current/WDC 1.37.226 / **1.36.363** / 1.36.463 / 1.36.459; 28. Robert J Kaminsky/CHI 1.37.202 / No time / No time / **1.36.376**; 29. Scott Monroe/HOUS **1.36.452** / 1.36.739 / 1.36.801 / 1.36.851; 30. Tom Miserendino/CSCC 1.37.215 / 1.37.066 / 1.36.821 / **1.36.636**; 31. Mark Hutchins/CHI 1.37.757

/ 1.37.264 / **1.36.737** / 1.36.996; 32. Joseph Wolf/NER 1.37.836 / 1.37.161 / **1.36.792** / 1.37.376; 33. Lee Douglas/ORE 1.37.310 / 1.36.908 / 1.37.161 / **1.36.812**; 34. Matthew Gray/LOL 1.38.410 / 1.38.515 / **1.36.841** / 1.36.861; 35. Jean-Luc Liverato/ATL **1.36.855** / 1.37.378 / No time / No time; 36. Joel Parris/IND 1.40.036 / 1.38.953 / **1.37.011** / 1.37.344; 37. Peter Jankovskis/CHI 1.37.826 / **1.37.050** / 1.37.066 / 1.37.321; 38. Matias Bonnier/WNY 1.37.749 / **1.37.235** / 1.37.397 / 1.37.634; 39. Steven Kramer/TEX 1.38.313 / 1.37.778 / **1.37.319** / 1.37.931; 40. J Wendling/NNJ 1.39.641 / **1.39.237** / 1.39.448 / 1.39.632; 41. Timothy Gray/LOL No time / 1.41.070 / 1.40.323 / **1.40.017**

SRF 3 RACE

RACE 20 LAPS, 45 MILES: Pos. Driver (Laps); 1. John Black (20); 2. Bobby Sak (20); 3. Tordy Acker (20); 4. Tray Ayres (20); 5. Brian Schofield (20); 6. Robeson Russell (20); 7. Umberto Milletti (20); 8. Todd Harris (20); 9. Jeff Beck (20); 10. Scott Rettich (20); 11. David Anzalone

(20); 12. Robert Breton (20); 13. Mike Miserendino (20); 14. Robert J Kaminsky (20); 15. Joseph Wolf (20); 16. Matthew Gray (20); 17. Scott Monroe (20); 18. Chris Current (20); 19. Steven Introne (20); 20. Scott Peterson (20); 21. Whitney Strickland (20); 22. Tom Miserendino (20); 23. Lee Douglas (20); 24. Thomas Burt (20); 25. Steven Kramer (20); 26. Peter Jankovskis (20); 27. Andre Perra (20); 28. Joel Parris (20); 29. Matias Bonnier (20); 30. J Wendling (20); 31. Timothy Gray (20); 32. Mark Hutchins (20); 33. Paul Marino (8); 34. Max Grau (8); 35. Dave Lancaster (8); 36. David Schacht (6); 37. Jack Willes (3); 38. Patrick Byrne (2); 39. Colin Kaminsky (0); DNS. Jean-Luc Liverato (); DQ. Cliff White (20);

White - Disqualified per Chief Steward
- GCR 9.1.8.E.2.J

Overall Time of Race: 40:47.856; **Average Race Speed:** 66.394 mph; **Margin of Victory:** 0.285 seconds; **Fastest Race Lap:** White 1:34.947 (85.614 mph); **Lap Leaders:** #17 laps 1-8, 15-18, #58 laps 9-14, 19-20; **Sunoco Hard Charger:** #64 Matthew Gray

RACE 26 | SUNDAY | Sept. 25, 2016 | 2:50 p.m.

TOURING 1

Ross Murray, the 1998 American Sedan National Champion, hadn't been to the Runoffs for 14 years. He returned in 2016, bringing a gun to a knife fight and wielding it well, leaving the event with his second title, 18 years after the first one.

Murray led most every session in his New Zealand Seafoods/Hoosier/CPM Dodge Viper Competition Coupe, with only Andrew Aquilante and his Corvette getting within a second of Murray's best 1:28.656 qualifying time. He then led every lap on his way to a 10-second margin of victory.

How Murray came to be driving a Viper that belonged to a customer of his also explains his long absence. Racing elsewhere for business reasons, his Mustang was prepped for another class in another sanctioning body. "The car I bought for that class was really too modified to go back to my old class of American Sedan, which I would have loved to do, but the car was more of a fit for Touring 1, so I ended up running my Mustang in T1," Murray explained. "I have clients that have various cars that would have worked in the class, and I'm pleased I chose what I chose.

"I'm glad I'm back," he continued. "It's amazing how many people still remember me from 14 years ago, and it's a great community of dedicated racers and officials. You're kind of wondering why you left - but at the time, it seemed like a good idea. However, choosing to come back definitely felt like a good idea as well!"

At the start, Murray jumped out front, followed by Aquilante, who chased him until his engine failed spectacularly on lap six, handing second to

John Buttermore and his Hoosier/Carbotech/Stoptech Chevrolet Corvette.

Buttermore had qualified fourth, but took third from Scotty B. White at the start.

Murray was never seriously challenged for the lead, but Buttermore did get by for the briefest of moments. "It was a high, hard ABS cycle," Buttermore explained of shooting inside Murray and nearly straight off track in the Keyhole. "That was an unintentional pass. I just got off into the grass to avoid hitting him. I was pressing the brake pedal as hard as I could and didn't want to collect Ross, and just dove into the grass and recovered."

It wasn't Buttermore's only near miss. He lost second to White when he had his braking problem, but on lap 15 he got it back when, coming out of the Keyhole, White's Viper didn't accelerate as expected thanks

to a stuck transmission, and Buttermore bumped him before sliding on by. Mark Boden got his BMW into third due to White's issues, but gave it up when he put two off in Turn 11 a lap later. That gave third to Pratt Cole, who earned the Sunoco Hard Charger award for coming up from his ninth starting position in his Western Metals Transport/Hoosier Ford Mustang.

"A lot of people fell out, and then every time I caught somebody, I found a way by, and that's not easy at this track," said Cole, who admitted he didn't bring enough car to the Runoffs. "I didn't expect to get here with a shovel. Honestly, I'm the most surprised guy here."

Kristofer Olsen finished fourth in an Acura NSX, followed by White and Boden. But out front it was all Murray - obviously happy to be back.

Richard S. James

WELCOME BACK

(RIGHT) Ross Murray returned to the Runoffs after a 14-year hiatus and recorded his second championship. (BELOW) John Buttermore drove his Corvette to a second place finish. (BOTTOM RIGHT) Pratt Cole scored a third-place finish and the Sunoco Hard Charger award.



Jeff Lowe



T1 CHAMPION

ROSS MURRAY

Cal Club Region
 New Zealand Seafoods/
 Hoosier/CPM Dodge Viper

Dennis Wood



Rex Covine



Dennis Wood

T1 QUALIFYING

Qualifying Pos. Driver/Region (Car) Time Session 1/ Time Session 2/ Time Session 3/ Time Session 4: 1. Ross Murray/CSCC (2004 Dodge Viper) 1.29.376 / **1.28.656** / 1.30.205 / 1.29.175; 2. Andrew Aquilante/PHL (2013 Chevrolet Corvette) 1.29.839 / **1.29.196** / 1.29.298 / 1.29.516; 3. Scotty B White/ NWST (O Dodge Viper) 1.34.087 / No time / **1.29.799** / 1.30.126; 4. John M Buttermore/DET (2005 Chevrolet Corvette) 1.30.131 / 1.30.095 / 1.30.059 / **1.29.915**; 5. Tim Myers/ATL (2010 Dodge Viper ACR-X) **1.30.531** / 1.30.820 / 1.32.782 / 1.31.225; 6. Mark Boden/CHI (2009 BMW M3 Coupe) 1.32.137 / 1.30.922 / **1.30.597** / 1.30.763; 7. David Sanders/ PHL (2003 Chevrolet Corvette Z06) 1.32.438 / **1.30.860** / 1.31.194 / 1.34.917; 8. Kristofer Olson/ SFR (1991 Acura NSX Turbo World Challenge) No time / No time / 1.32.131 / **1.31.100**; 9. Pratt Cole/ RENO (2010 Ford Mustang) 1.32.354 / 1.31.296 / 1.32.435 / **1.31.101**; 10. Mike Henderson/CSCC (2010 Dodge Viper ACR-X) 1.33.202 / 1.31.871 / **1.31.671** / 1.32.191; 11. Buz McCall/FLA (2011 Porsche Cayman) 1.34.031 / 1.32.929 / 1.34.233 / **1.32.370**; 12. Ronald Hugate/COLO (2013 Ford Mustang Boss 302) 1.34.644 / 1.34.491 / 1.33.460 / **1.32.486**;

13. Joseph Aquilante/PHL (2007 Chevrolet Corvette) 1.34.691 / 1.33.983 / 1.33.949 / **1.33.236**; 14. Michael Pettiford/COLO (2006 Chevrolet Z06) 1.35.735 / 1.33.979 / **1.33.395** / 1.34.085; 15. Andrew Entwistle/TEX (2013 Ford Mustang) 1.34.609 / **1.33.476** / 1.33.892 / 1.33.597; 16. Eric Thompson/SJR (1988 Toyota Celica) No time / No time / No time / **1.37.336**

T1 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Ross Murray (23); 2. John M Buttermore (23); 3. Pratt Cole (23); 4. Kristofer Olson (23); 5. Scotty B White (23); 6. Mark Boden (23); 7. David Sanders (23); 8. Joseph Aquilante (23); 9. Michael Pettiford (23); 10. Mike Henderson (23); 11. Buz McCall (23); 12. Andrew Entwistle (23); 13. Ronald Hugate (21); 14. Tim Myers (8); 15. Andrew Aquilante (5); DNS. Eric Thompson ()

Overall Time of Race: 39:31.461; Average Race Speed: 78.838 mph; Margin of Victory: 10.149 seconds; Fastest Race Lap: Murray 1:29.309 (91.019 mph); Lap Leaders: #91 laps 1-23; Sunoco Hard Charger: #88 Pratt Cole

RACE 27 | SUNDAY | Sept. 25, 2016 | 3:45 p.m.

PROTOTYPE 2

Last year's Runoffs saw close friends Chris Farrell and Jeff Shafer run 1-2 with Farrell in a Stohr and Shafer in a Radical. For this year's edition, Shafer prepared a new Stohr for Farrell, while relying on his Radical for himself. However, plans changed when Farrell injured himself in a biking accident. Suddenly, Shafer had the option of running the new Stohr rather than his Radical, which was maxed out on development. He made the most of the opportunity, easily winning the Tire Rack pole by more than three seconds, and then leading to a seemingly effortless win, taking his first gold medal in the process.

At the start, Shafer leapt into the lead in his One Motorsports/GDRE/Hoosier Stohr WF1 Suzuki, never to be headed. Sherman Chao, Jake Thielmann, Mike Reupert, and Greg Gyann followed in his wake.

This continued until lap four when Gyann passed Reupert for fourth in Turn 1. Up front, Shafer

had extended his lead over Chao to 9.3sec. Chao, however, had Thielmann closing on him and, on lap six, Thielmann made an inside pass in the Keyhole to take second. The next 10 laps were rather uneventful, save for Reupert dropping out of fifth when he went off course on lap 17.

With about three laps to go, Thielmann threw his second place away, spinning all by himself at the top of Madness. He dropped well back, but was able to get on course in fourth. Matters were set, as Shafer came home the champion, 20 seconds up on Chao and his Lee Racing/GDRE/Hoosier/Hawk Stohr Suzuki after having backed off a bit. Gyann was third in his Argus Magnetics/Gycor International Stohr Suzuki, with a disappointed Thielmann in fourth.

Chao was third last year and second this year, giving him optimism for next year. "I had a bit of strategy, mainly to preserve my car," he said. "I did not push as hard as I could have

at the beginning, I was leaving some in reserve. Jake [Thielmann] came up and passed me, but I did not fight too hard, preserving the car for the finish. Then I looked in my mirror and saw Greg [Gyann] closing, so I had to step it up. We closed in a bit on Jake, then he had that one mistake and that cost him the podium."

Gyann was pleased with his third place. "It was a great battle," he said. "Earlier in the week I blew my good engine and had to put one in that was not as good. I caught a break late in the race when Jake spun. I tried to get Sherman, but he had tremendous poise all race."

Shafer was frank in describing how Farrell's misfortune was his pot of gold. "I don't think that I could have beaten Chris in my Radical," he admitted, but noted that competing at the Runoffs is a great experience regardless of the car. "It's very fun - a very exciting life moment," he said.

Tom Schultz

Rupert Berrington



FLAG TO FLAG

Jeff Shafer (RIGHT) was the one to beat in P2, qualifying some three seconds faster than the competition, then racing to a 20sec victory over second-place finisher Sherman Chao (BOTTOM MIDDLE). Chao didn't have an easy race of it, though, as Greg Gyann (BOTTOM RIGHT) was hot on his heels, crossing the stripe 0.536sec behind Chao.

P2 QUALIFYING

Qualifying Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Jeff Shafer/CSCC (Stohr WF1 Suzuki) 1.21.926 / **1.20.188** / 1.20.793 / 1.22.428; 2. Sherman Chao/FLA (Stohr WF1 Suzuki) 1.24.171 / 1.23.670 / **1.23.456** / 1.27.753; 3. Michael Reupert/MILW (Nostendo 1 Reupert) 1.24.129 / 1.24.600 / **1.23.525** / 1.25.460; 4. Jake Thielmann/MILW (Stohr WF1 05 Yamaha) 1.24.435 / **1.23.781** / 1.23.863 / 1.24.213; 5. Greg Gyann/CHI (Stohr WF1 Suzuki) No time / 1.24.857 / **1.24.181** / 1.24.693; 6. David Ferguson/CSCC (Van Diemen RFS-03 Mazda) **1.25.037** / 1.27.136 / No time / 1.27.962; 7. Michael Crowe/CFR (Stohr WF1 Suzuki) No time / 1.26.528 / 1.26.198; 8. Armen Megregian/FLA (Ralt Beasley Mazda) 1.26.661 / 1.27.484 / **1.26.043** / No time; 9. Bryan Yates/NCR (West WX1000 Kawasaki) 1.27.568 / **1.26.200**

/ 1.26.716 / 1.26.255; 10. Richard Colburn/CIN (Nostendo 2 Suzuki) 1.29.546 / 1.28.510 / **1.26.469** / 1.26.797; 11. William Niemeyer/CIN (Sorcerer SX2002 Suzuki) 1.27.386 / **1.27.316** / No time / 1.28.269; 12. Doug Piner/NCR (Dauntless/Tatus MX1 Suzuki) 1.28.385 / **1.28.149** / No time / 1.29.180; 13. Thomas Becker/NER (Prince LSR Suzuki) **1.29.176** / 1.29.621 / 1.30.140 / 1.30.446; 14. Jack Donnellan/OKLA (Lola B07/90 Mazda) **1.30.654** / 1.30.992 / 1.30.854 / 1.30.814; 15. Rob Conrad/CSCC (Van Diemen RF99S Mazda) 1.33.948 / **1.31.384** / 1.31.720 / 1.36.845; 16. Vincent LaManna/FLR (Tiga Lincspeed Ford) 1.33.009 / **1.31.913** / 1.31.949 / 1.32.074; 17. Charles (Chuck) McConica/COLO (Radical Prosport Kawasaki) 1.33.805 / **1.33.271** / 1.34.262 / 1.35.579; 18. Bruce Gurney/COLO (Carbir CS2 Ford) **1.39.077** / 1.41.190 / No time / No time

P2 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Jeff Shafer (23); 2. Sherman Chao (23); 3. Greg Gyann (23); 4. Jake Thielmann (23); 5. Armen Megregian (23); 6. Richard Colburn (22); 7. Thomas Becker (22); 8. Doug Piner (22); 9. Jack Donnellan (22); 10. Rob Conrad (21); 11. Charles (Chuck) McConica (20); 12. Michael Crowe (16); 13. Michael Reupert (15); 14. Bryan Yates (14); 15. Vincent LaManna (13); 16. David Ferguson (7); DNS. William Niemeyer (); DNS. Bruce Gurney ()

Overall Time of Race: 32:42.635;
Average Race Speed: 95.261 mph;
Margin of Victory: 20.140 seconds;
Fastest Race Lap: Shafer 1:20.904 (100.475 mph); **Lap Leaders:** #28 laps 1-23; **Sunoco Hard Charger:** #09 Thomas Becker

P2 CHAMPION

JEFF SHAFER

Cal Club Region
 ONE Motorsports/GDRE/
 Hoosier Stohr WF1 Suzuki



Rick Corvino



Jeff Loewe



Jeff Loewe

RACE 28 | SUNDAY | Sept. 25, 2016 | 4:40 p.m.

GT-1

You'd never know that the top two competitors in GT-1 were absent from Mid-Ohio for most of the week by the way they competed in the final race of the 2016 National Championship Runoffs. Both Tire Rack polesitter Cliff Ebben, a three-time National Champion, and eight-time National Champion (four in GT-1) Michael Lewis left Mid-Ohio after Tuesday qualifying. Ebben went to race in Trans Am at VIRginia International Raceway, and Lewis had business commitments to attend to. But both left with the knowledge that their front-row starting positions were likely secure. They both returned in time for their Sunday afternoon race to discover that yes, indeed, they'd be starting on the front row.

Lewis seized the lead in his Goodyear/Peg's List.com Jaguar XKR at the start, with Ebben right behind. Ryan McManus and Dave Ruehlow followed, but quickly lost touch with the lead battle - and that battle raged until lap 11. Ebben had been showing his nose to Lewis for several laps in Turn 1,

but didn't appear likely to be able to pull off anything there. However, he was faster out of Turn 9 and through Thunder Valley, so that was his spot of choice.

"A couple of laps in a row I had a pretty good shot," Ebben explained. "He was struggling back there a bit. I kind of tried to go around the outside, then I got outside which then switched to the inside [in the next turn]. I didn't quite get by clean, but I made it."

Ebben and Lewis made contact, with Lewis spinning off briefly before continuing. Ebben was now in the clear in his McMahon Group/Stumpf Ford/Lamers Ford Mustang.

"It was his place to try," said Lewis. "I gave him room through there - it's the way I drive - but there wasn't quite enough room to get through the second half of the corner. Cliff has always driven me cleanly, I think he's got intentions as a clean driver, so I have no issue with any of that, it just came out his way this time."

The only other excitement in the thin field was the battle for third

SHOWDOWN

The battle between Cliff Ebben (BOTTOM) and Michael Lewis (ABOVE) was the one to watch in GT1, as the two fought hard for the lead. In the end, it was Ebben over Lewis, with Dave Ruehlow (BOTTOM RIGHT) crossing the stripe half a minute later.

GT1 QUALIFYING

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Cliff Ebben/MILW (Ford Mustang) 1.23.606 / 1.21.927 / No time / No time; 2.

between McManus and Ruehlow. Ruehlow began hounding McManus around lap 14, and three laps later, McManus made an error in the Keyhole and Ruehlow got a run and got by him in Turn 4.

"I'd say about 10 laps in [the car] kind of came alive,"

Michael Lewis/SAND (Jaguar XKR) 1.24.307 / **1.22.850** / No time / No time; 3. Ryan McManus/NEO (Chevrolet Corvette) 1.26.158 / 1.24.605 / **1.23.992** / 1.24.474; 4. Dave Ruehlow/MILW (Chevrolet Corvette) No time / 1.24.027 / 1.24.700 / **1.24.316**; 5. Todd Peterson/COLO (Ford Mustang) 1.34.287 / 1.25.190 / 1.25.625 / **1.24.405**; 6. Kenneth Davis/SAND (Chevrolet Corvette) 1.27.361 / **1.26.013** / 1.27.321 / 1.27.343; 7. Jeffrey Hinkle/ATL (Dodge Challenger SRT) 1.27.428 / **1.26.319** / 1.26.998 / 1.26.710

GT1 RACE

RACE 23 LAPS, 52 MILES: Pos. Driver (Laps); 1. Cliff Ebben (23); 2. Michael Lewis (23); 3. Dave Ruehlow (23); 4. Ryan McManus (23); 5. Todd Peterson (23); 6. Jeffrey Hinkle (22); 7. Kenneth Davis (10); DNS. Mark Boden ()

Overall Time of Race: 32:55.554;
Average Race Speed: 94.638 mph;
Margin of Victory: 8.588 seconds;
Fastest Race Lap: Lewis 1:22.866 (98.096 mph); **Lap Leaders:** #12 laps 1-10, #36 laps 11-23; **Sunoco Hard Charger:** #31 Dave Ruehlow



Rick Corvino

GT1 CHAMPION

CLIFF EB BEN
 Milwaukee Region
 McMahon/Stumpf Ford/
 Lamers Ford Mustang



Rupert Berrington



Dennis Wood

Ruehlow said of his Ruehlow Racing Corvette. "I got comfortable out there and started reeling him in. I stayed on his bumper and we had some good racing, and I got around him. At the end, I was struggling to keep my tires under me; it worked them pretty hard."

For Ebben, he was thankful for his return to the top step. "It's been a while since I've won at the Runoffs," he said. "It's nice the weekend ended up well. This win is as good as ever."

Richard S. James

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95 AND 99

Greg Ira has piloted his 240Z to two of Nissan/Datsun's 100 Runoffs wins.



0 TO 100

Nissan's road to 100 victories at the SCCA National Championship Runoffs has not been easy, but at the same time, it's been a lot of fun

WORDS Jeff Zurschmeide
MAIN IMAGE Jay Bonvouloir

When Derek Kulach drove his Nissan 350Z across the finish line to win the Touring 3 race at the 2016 National Championship Runoffs presented by Garmin VIRB, it was his first Runoffs victory - but that checkered flag also marked the 100th Runoffs win for Nissan, making Nissan the first automaker in SCCA history to achieve such an incredible landmark. While the victories are a great achievement in and of themselves, the path to get there is every bit as intriguing.

Nissan arrived in America with the Datsun brand in 1958 and spent several years setting up a small dealer network. It wasn't until the early 1960s that racing became part of Datsun's marketing program. Bob Sharp started racing a Datsun at the Runoffs in 1964, and delivered the brand's first championship in 1967.





Courtesy Nissan

"The local Rambler/Datsun dealer was going to race a 1500 G Production Fairlady and they were looking for a driver," Sharp recalls. "Nissan gave us a little bit of support to go to the Runoffs at Riverside. Then I called Nissan and made a proposal to run a Nissan racing team out of Connecticut. We had a G Production and an F Production car, and that led to the 2-liter Datsun and the Z cars."

In all, Sharp would personally claim six National Club Racing championships and seven more podium finishes for Nissan between 1967 and 1975, driving Datsun Roadsters and then 240Z, 510, and 280Z models. In the course of his career as a driver, Sharp built a racing organization that went on to compete at the Club and professional level for many years, employing notable drivers including Sam Posey and Paul Newman.

"I got asked to take Paul Newman around for a couple laps at Lime Rock," Sharp says. "Then he came into the dealership and said he really wanted to be a racecar driver. He wanted a Z car, but I told him to start out in the 510 to learn to drive. It was a wonderful relationship. We went racing 15 weekends a year for 20 years and we had a ton of fun."

Newman went on to win three SCCA National Championships driving a 280ZX in C Production (1979) and a 300ZX in GT-1 (1985-'86). Another driver to achieve success through Bob Sharp's racing team is his son, Scott. The younger Sharp earned three SCCA National Championships out of four starts in 1986-'88, driving his dad's GT-2 280Z and GT-1 300ZX cars before moving on to a professional racing career.

"I ended up pulling a 280Z out of my basement and warming over the engine," Sharp tells *SportsCar*. "Scott went to driver's school, then

THE WINNERS

(ABOVE) Bob McQueen's two Runoffs wins (1971 and '72) helped establish Datsun as a Runoffs powerhouse. (RIGHT) Paul Newman claimed three Runoffs wins (1979, '85, '86) driving with Bob Sharp's team. (FAR RIGHT) Sharp, seen here driving the 610 Elliott Forbes-Robinson used for his 1976 Runoffs win, lay claim to six Runoffs wins, including Datsun's first in 1967. (BELOW) The first of David Daugherty's five Runoffs Nissan wins came in 1993 in an NX2000.

won seven out of his 10 races and won the Runoffs that year."

While Sharp was winning championships from the East Coast, Peter Brock and Jack Scoville started racing Datsuns on the West Coast. Scoville took his championship in D Production in 1969 as a privateer effort, even as Brock was pitching Nissan on a more organized plan. "I went down to Nissan and walked in cold. I told them what I wanted to do," Brock says.

After some background work, Nissan sent Brock two Datsun 2000 Roadsters and enough money to run the 1968 season. "We won the Pacific division championship with those cars," Brock recalls.

Nissan renewed its support for Brock Racing Enterprises in 1969, and the team sent the two Roadsters to the Runoffs. John Morton and Frank Monise were the drivers.



SportsCarArchive

"We had the pole at the Runoffs," Morton recalls. "That's one of the things that breaks my heart! We had the pole by a long way at Daytona in 1969. We were leading the race and we both lost our engines."

With Morton behind the wheel, BRE went on to win the 1970 and 1971 C Production National Championships in the new Datsun 240Z sports cars, and then went on to win the Trans Am 2.5 series championships in 1971 and 1972 driving the Datsun 510 sedan.

"We went to the 240Z for the second year and I started being more and more attached to Datsun," Morton says. "The better we did, the more I loved them."

RIDING THE WHIRLWIND

With the success of Sharp, Morton, and Scoville in their divisions and at the Runoffs, Nissan became one of the most popular brands to drive in SCCA



Courtesy Nissan



Ken Brown

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NISSAN'S SCCA RUNOFFS WINS 1-50

	DRIVER	DATSUN/ NISSAN MODEL	YEAR	CLASS
▲ 1960s	Bob Sharp	SRL311	1967	FP
	Jack Scoville	311U	1969	DP
▼ 1970s	John Morton	240Z	1970	CP
	Jim Fitzgerald	SRL311	1970	DP
	John Morton	240ZX	1971	CP
	Robert McQueen	SRL311	1971	DP
	Bob Sharp	510	1971	BS
	Bob Sharp	240Z	1972	CP
	Robert McQueen	2000	1972	DP
	Bob Sharp	510	1972	BS
	Bob Sharp	240Z	1973	CP
	Dave Frellsen	510	1973	BS
	Don Devendorf	1200	1973	CS
	Walt Mass	260Z	1974	CP
	Dave Frellsen	510	1974	BS
	Don Devendorf	B210	1974	CS
	Bob Sharp	280ZX	1975	CP
	Dave Frellsen	510	1975	BS
	Damon Pleasant	B210	1975	CS
	Elliott Forbes-Robinson	280ZX	1976	CP
	Joe Hauser	1600	1976	GP
	Elliott Forbes-Robinson	610	1976	BS
	Dick Davenport	B210	1976	CS
	Logan Blackburn	280ZX	1977	CP
	Dick Davenport	B210	1977	CS
	D.J. Fazekas	280Z	1977	SSA
	Frank Leary	280Z	1978	CP
	Tom Brennan	2000	1978	DP
	Dave Frellsen	510	1978	BS
	Dick Davenport	B210	1978	CS
	D.J. Fazekas	280Z	1978	SSA
	Paul Newman	280ZX	1979	CP
	Bill Coykendall	200SX	1979	BS
▼ 1980s	Dave Frellsen	200SX	1980	GT-2
	Joe Hauser	1600	1981	GP
	Joe Hauser	1600	1982	GP
	Luis Sanchez	280ZX	1982	SSA
	Mike Rickman	200SX	1983	GT-3
	Jim Roberts	200SX	1983	SSC
	Dave Carkhuff	510	1983	GT-4
	Izzy Sanchez	280ZX T	1983	SSGT
	Larry Hendricks	280ZX	1983	SSA
	Jim Fitzgerald	300ZX T	1984	GT-1
	Morris Clement	280ZX	1984	GT-2
	Jim Roberts	200SX	1984	SSC
	Larry Hendricks	280ZX	1984	SSA
	Paul Newman	300ZX T	1985	GT-1
	Pepe Pombo	300ZX	1985	SSA
	Paul Newman	300ZX T	1986	GT-1
	Scott Sharp	280Z	1986	GT-2

Club Racing. Through the 1970s, drivers like Dave Frellsen, Elliot Forbes-Robinson, and Dick Davenport amassed 30 championships for Nissan in just 10 years.

Frellsen accounted for five championships between 1973 and 1980, while Davenport earned three. Forbes-Robinson, D.J. Fazekas, Robert McQueen, and Don Devendorf won two championships each.

Along the way, Nissan became known for its earnest backing of SCCA drivers, virtually inventing the Club Racing driver support program under the direction of Yutaka Katayama, the President of Nissan USA.

"Mr. Katayama loved cars and he loved racing," Brock has said. "He saw the connection between winning on Sunday and selling on Monday. Within Datsun, he directed a comprehensive marketing campaign that connected our race wins with the production product. It was a successful combination that put Datsun on the map in the USA."

Scoville told the same story, "It is important to remember that Mr. Katayama was the man primarily responsible for Datsun being active in racing in the USA. He was a racing enthusiast in the first degree. Datsun was very supportive all the way 'round."

As Nissan's history with the SCCA grew, the company established a motorsports catalog, racer discount system, and at-track support at the Runoffs each year. The result was continued success that attracted even more drivers to the brand.

"Getting to the fall of 1979, there was a rush of the guys in [Nissan] Motorsports preparing to go to Atlanta," recalls E.C. Mueller, who worked at Nissan Motorsports in the era. "They were packing crates and crates of parts to take. Anything you can think of. They were going over the entire entry list and packing parts for every kind of car that was going."

Frank Honsowetz was the National Manager at Nissan Motorsports for 22 years, and he organized the driver support program during Nissan's most productive years.

"I came to the Nissan Motorsports department in 1979," Honsowetz says. "SCCA Club Racing was very important to auto manufacturers. We had a huge presence at the Runoffs and a big contingency program

TUB AND TUBE (RIGHT) Derek Kulach's 2016 Runoffs win was number 100 for the Nissan/Datsun family. (BELOW, left to right) John Saurino's 2005 GT3 win in his tubeframe 240SX put Nissan's Runoffs win count close 90. Jeff Winter took win number 81 for Nissan/Datsun with his 2001 GP Runoffs victory in a 510. John Black celebrated back-to-back Runoffs wins in his 350Z-bodied GT3 racecar in 2011-'12.



through the 1970s, '80s, and '90s. It was beneficial to the company."

The program that Honsowetz managed delivered results. From 1980 to 2000, Nissan collected 47 more SCCA National Championships in classes ranging from GT-1 through GT-5, Production, Showroom Stock, and even D Sports Racing. David Daughtery has collected five championships in Nissan cars over the years, ranging from a 1993 victory driving an NX2000 in Showroom Stock B to a 2014 win in Touring 3 driving a 370Z.

"They took care of us - all I did was tell them what I needed and it showed up," Daughtery says. "We won with the NX2000 in 1993, and then drove a 300ZX in the 1994 Showroom Stock A class and won. The next year I won in a 240SX. During the race, I hit a tire wall and drove through a gravel trap, and I still managed to win. It was quite a race."

In the 21st century, Nissan has continued to win regularly, chalking up the final 20 wins over the last 16 years. Jim Goughary Sr. has won four



Mark Weber



Courtesy Nissan



Rupert Berrington

times in GT-2, and Collin Jackson has collected three wins in GT-3 while John Black has won twice in that class. Greg Ira has won E Production twice in a 240Z old enough to qualify for vintage racing and SCCA Area 6 Director Peter Zekert took the 2008 championship in GT-Lite driving a Nissan 200SX, and he still races in the class today. "My goal is to be extremely strong in 2017 at Indianapolis," Zekert says, "and try to be one of the next 100 wins."

LOOKING TO THE NEXT 100 WINS

For an automaker seeking success in motorsports, the landscape is tougher than it has ever been before. More brands to choose from and tighter racing in every class means that most victories now are hard-won. However, Nissan is continuing its support at the Club level and looking to the future even as it celebrates its past success.

"We've had some really interesting characters along the way," says Rick Kulach, the current Nissan Motorsports Manager. "Guys like John Morton, Bob

Sharp, Peter Brock, and Paul Newman were the ones who really put us in the market in those early days. They laid the groundwork for success. Special thanks to the Nissan Managers who preceded me including Dick Roberts, Frank Honsowitz, and especially Ron Stukenberg, who considered me for the honor of managing this activity for Nissan."

While the history of Nissan's success in SCCA Club Racing is much on his mind, Kulach is focused on the future, and on the racers campaigning Nissan products today. "There is no doubt that the SCCA has provided automotive enthusiasts an opportunity at many levels to enjoy the thrill of racing. The cars may be the stars in racing, but the support from the technical staff, corner workers, grid workers, registration staff, and beyond, make this production all possible and have become my weekend family and friends. Thank you for the first 100 wins for the Nissan brand - what an amazing journey it has been." 🍅

NISSAN'S SCCA RUNOFFS WINS 51-100

	DRIVER	DATSUN/ NISSAN MODEL	YEAR	CLASS
	Scott Sharp	300ZX T	1987	GT-1
	Morris Clement	280ZX	1987	GT-2
	Bobby Studdard	2000	1987	EP
	Scott Sharp	300ZX T	1988	GT-1
▲ 1980s	David Schaller	210	1988	GT-5
▼ 1990s	Richard Grant	B210	1990	GT-4
	Jeff Clinton	1200	1990	GT-5
	Travis Duder	Crossle	1991	DSR
	Hubert DuPrez	B210	1991	GT-4
	Jeff Werth	B210	1991	GT-5
	Travis Duder	Crossle	1992	DSR
	Mark Youngquist	NX2000	1992	SSB
	Juan Montalco Jr	B210	1992	GT-4
	Jeff Werth	B210	1992	GT-5
	Scott Grissom	300ZX	1992	SSA
	Travis Duder	Crossle	1993	DSR
	David Daughtery	NX2000	1993	SSB
	Hubert DuPrez	Sentra	1993	GT-4
	Scott Grissom	300ZX	1993	SSA
	Jeff Werth	210	1994	GT-5
	David Daughtery	300ZX	1994	SSA
	David Daughtery	240SX	1995	SSB
	David Walsh	Sentra	1995	GT-5
	David Daughtery	240SX	1996	SSB
	Jim Goughary Sr	300ZX	1998	GT-2
	Ken Murillo	240SX	1998	GT-3
	Wilson Wright Jr	200SX	1998	GT-4
	Wilson Wright Jr	200SX	1999	GT-4
	Daniel Minkler	200SX	1999	GT-5
▼ 2000s	John Olsen	200SX	2000	GT-4
	Jeff Winter	510	2001	GP
	Wilson Wright Jr	200SX	2002	GT-4
	Jim Goughary Sr	350Z	2003	GT-2
	Collin Jackson	240SX	2003	GT-3
	Keith Grant	200SX	2003	GT-4
	Mark Dennis	510	2004	GP
	John Suarino	240SX	2005	GT-3
	Collin Jackson	240SX	2006	GT-3
	Jim Goughary Sr	350Z	2008	GT-2
	Peter Zekert	200SX SE-R	2008	GT-Lite
	Ric Bushey	350Z	2009	GT-3
▼ 2010s	Jim Goughary Sr	350Z	2010	GT-2
	John Black	350Z	2011	GT-3
	John Black	350Z	2012	GT-3
	Greg Ira	240Z	2013	EP
	David Daughtery	370Z	2014	T3
	Collin Jackson	240SX	2014	GT-3
	Bob Schader	350Z Nismo	2015	T3
	Greg Ira	240Z	2015	EP
	Derek Kulach	350Z Nismo	2016	T3



The competition proved intense at the RallyCross National Championship, with a number of titles coming down to the wire

WORDS Stock category: Max Lawson
Prepared category: Keith Lightfoot
Modified category: Jim Rowland

IMAGES Rupert Berrington

RALLYCROSS NATIONAL



Competitors at the 10th RallyCross National Championship seemingly conspired to make this year's event one to remember. No, the event was not mired with snow, icy weather, or a deluge of rainstorms. Rather, the 108 competitors who met at the National Balloon Classic in Indianola, Iowa on Sept. 30-Oct. 2 decided the best way to make this one for the ages was with clean, intense, fierce competition.

Of the nine classes, three National Championship titles came down to a margin of less than one second; meanwhile, Modified Front Wheel Drive witnessed a dominating performance in a unique competition car that blasted the competition in excess of 10 seconds. The event also saw MA competitor Max Lawson show what determination means when he climbed 15 positions from his first to last run. Adding to the action was a slick and foggy course that would challenge everyone. But it all went off without a hitch.

"This was a benchmark event in the history of this championship and not just because it was the 10th, but because operationally it reached a new level of efficiency and enjoyment for the participants," said SCCA's Senior Director of Rally/Solo Howard Duncan of the event. "There are still area of improvement, but the general flow of the event was first rate.

"The entire Chiefs Team did a great job, so it seems unfair to single any one person out, but I would give extra kudos to Mark Macoubrie as the Chair of the RallyCross National Committee that worked all year to iron out a lot of details leading up the event. He has been a wellspring of great new ideas, as well as now also serving on the RallyCross Board. He is the perfect example of a competitor stepping up to address one issue that impacted him and then taking a much greater role to help the sport as a whole."

Duncan also noted that his observations seem to jibe with the competitor survey that went out following the event, noting "the RallyCross Board and staff will review that feedback and then develop the priorities for changes for 2017. Hopefully, that plan and other details about the 2017 event, including a location and date, will be available soon."

So for now, read on to discover what happened in that grassy field in Iowa when diehard RallyCrossers gathered to battle for an SCCA National Championship...

CHAMPIONSHIP



STOCK FRONT WHEEL DRIVE

The Stock Front Wheel Drive class was composed of a wide variety of cars from a Subaru Legacy driven by Jonathan Nagel to a Fiat 500 Abarth piloted by Keith Lightfoot. Last year's Champion Donald Carl, driving his Plymouth Neon, was quickest out of the gate and held the lead for the remainder of the morning, with Karter Bollmann's Ford Fiesta ST close on his heels. Times were close as the top five drivers had a spread of less than four seconds. Two spins by the finish in his Chevrolet Cavalier marred Jacob Wheeler's morning and would haunt him for the remainder of the event.

In the afternoon, Chang Kim, bouncing off the rev limiter of his bright yellow Acura Integra R, was the quickest in three of the four runs and leapt into second place while also cutting down Carl's 2.666sec lead to a mere 0.017sec. Lightfoot was able to overcome two cone penalties from the morning and overtake Matt Wolfe in his Ford Escort GT to slot into the fourth and final trophy spot.

The longer Sunday course had Kim taking the top position on his first run, which he kept for the remainder of the event. Carl took advantage of a course change by laying down the fastest time in class, but only maintained his second-place position. All of the final positions were set after the first run with the exception of Kim Hapgood, co-driving Kim's Acura, who moved up to seventh place.



SF CHAMP
Chang Kim



STOCK REAR WHEEL DRIVE

To the surprise of no one, Stock Rear Wheel Drive mostly consisted of Mazda Miatas. Returning 2015 Champion Patryk Matecki, driving his Mazda Miata, showed his experience with cone-tapping-but-not-toppling tight lines and expert poise to take the top spot on his first run – a position he'd hold for the remainder of the event.

Joseph Hanna, driving his red-topped Mazda Miata, recently made the switch to rear-wheel drive midseason and showed he was able to adapt by laying down the fastest times in five of 12 runs. He did pull down some cones though, two of which he annihilated at the finish line on his first run on Sunday morning. Despite the cones, Hanna was able to keep pressure on Matecki and finish in second place.

Howard Duncan, one of only a handful of competitors who have competed in each of the past 10 RallyCross National Championships, came wielding a Mazda Miata. While never the fastest, Duncan was consistently swift throughout the event. He flirted with second place before settling on the third and final trophy spot (his first trophy).

This was Nathan Witt's first RallyCross event ever, and he drove his Honda S2000. For a novice, he showed impressive skills and came within 0.238sec of snatching third place when all the runs were counted.

Guy Roberts drove his hail-damaged fan-favorite Ford Crown Victoria replete with a pit-maneuver-bumper and driver-side mounted spotlight. Watching Roberts pilot the heat-beast to fifth place was impressive, and the entire event was better because of its presence.

Returning competitor James Woods in his Mazda Miata and Michael Lasater in his 1985 Chevrolet Camaro made up the final two positions.



SR CHAMP
Patryk Matecki



STOCK ALL WHEEL DRIVE

Stock All Wheel Drive almost entirely consisted of Subarus with a dusting of Mitsubishis. Returning multi-time Champion Jan Gerber, co-driving Stephen Ducharme's recently acquired white Mitsubishi Lancer Evo IX, immediately made the case that he was the quickest driver by laying down the fastest first two runs of the event. Zbigniew Lorenc answered with two blistering runs of his own in his Subaru Impreza WRX STi to finish Saturday morning at the top of the class.

The afternoon course was longer and dryer and had the all-wheel-drive cars spinning dust into the air. Gerber once again put on a driving clinic and wrenched first place from Lorenc, which he would retain for the remainder of the event. Jon Trudeau drove the wheels off his two-pedal Impreza WRX (yes, an automatic) and moved up to second place over Lorenc. Gonzalo San Miguel showed that turbos aren't required in the class by landing his Subaru Impreza 2.5RS in the fifth and final trophy spot by the end of Saturday's competition.

Sunday's long and diverse course had one right turn that flabbergasted a number of competitors, including third-place driver Lorenc, whose full 360-degree spin ensured he wasn't moving up the podium. Woody Gallagher came back from eighth place on Saturday in his 2016 Subaru WRX to take fifth place, while San Miguel moved up to fourth. Charles Stuckey, driving his Subaru Impreza WRX wagon, overcame a comparatively slow first run to finish one position out of trophies in sixth place.



SA CHAMP
Jan Gerber



PREPARED FRONT WHEEL DRIVE

Ten competitors took to the gently rolling terrain of central Iowa in Prepared Front on Saturday morning for the first heat of the event. When the figurative dust settled after the morning's four runs, Dave Capesius drove his powerful Dodge Neon SRT-4 into the lead, but Robert Seelig patiently guided his diminutive Honda Civic Si into second place a mere 0.364sec behind, followed by Capesius' co-driver, Randy Patten, in third place barely three seconds back.

In the Saturday afternoon heat, Seelig laid down the fastest times in three of the four runs to jump into first place, with Patten 4.6sec behind in second, Capesius in third 4.8sec out, and Jim Rowland (in a Nissan Sentra SE-R) in fourth place, 7.1sec back.

Sunday morning arrived with foggy conditions and a fresh, new, grass surface offering questionable grip. On his first run, Rowland drifted into a crossover bridge, taking out five cones and ending his championship hopes. Seelig picked up a cone on his second run of the morning and dropped to second place behind Capesius. After three runs, Capesius was up by 1.4sec over Seelig going into the fourth and final run and needed only a solid, cone-free run to capture his first championship.

But just as the large lady was ready to sing, Seelig put down the fastest run of the heat to take the win by a razor-thin margin of 0.397sec and claim his first National Championship (interestingly, that was not the closest margin of victory for the weekend - that honor went to Modified Rear). Despite giving up 150hp to the heavy-breathing SRT-4, Seelig proved the RallyCross adage that dirt is the great equalizer.



PF CHAMP
Robert Seelig



PREPARED REAR WHEEL DRIVE

Mazda Miatas have claimed the Prepared Rear championship each of the past five years, and with four of seven competitors at this year's event driving Miatas, it was likely a Mazda would be atop the podium once more. But alas, the RallyCross gods aren't bound by history or tradition. Eric Adams (in a Scion FR-S) and Dan Hipwood (in a Toyota MR2) carried their season-long competition in Colorado to the cornfields of Iowa and held the top two spots for the entire event.

In a tight seesaw battle, Hipwood held the lead over Adams by 0.316sec after two runs. Adams jumped into the lead for the next four runs, despite picking up a cone on his fifth run, and held a 0.533sec lead over Hipwood at the end of the sixth run. Hipwood responded and took the lead for runs seven through 11, and carried a 0.731sec lead going into the final run of the event. On his last run, Adams found the fast line and overtook Hipwood for the win with a 0.721sec margin of victory. Finishing in third, Shawn Roberts laid down the fastest times in six of 12 runs for the weekend in his Miata, but couldn't overcome slower opening runs in the wet on Saturday and Sunday mornings.



PR CHAMP
Eric Adams



PREPARED ALL WHEEL DRIVE

With last year's Champion Max Lawson moving to Modified All, the Prepared All title was up for grabs. Conventional wisdom said the 2016 PA champion would likely be driving a powerful Evo or STi and might be named Hal Denham or Mark Macoubrie. But conventional wisdom would be wrong.

Fourteen drivers took to the slippery grass Saturday morning, with the first two runs quickly separating the wheat from the chaff. If such records were kept, PA drivers surely would have set a record for spins, loops, and off-course excursions on their first two runs. When the carnage of the first heat ended, half the PA competitors were already more than 19 seconds off the pace of the top three drivers, with Denham (in a Mitsubishi Evo) sitting in first and Macoubrie (driving a Subaru STi) less than second behind in the number two spot. Sitting quietly in third place was rookie Janis Dancis in his normally aspirated 2.5RS.

With better traction on the Saturday afternoon course, everyone was well behaved and the afternoon ended with no changes in the leader board, with Denham first, Macoubrie second, and Dancis third. Alex Reinkordt (Subaru 2.5RS) and Christian Retterer (Mitsubishi Eclipse) sat in fourth and fifth, respectively, waiting for any of the top three drivers to make a mistake on Sunday.

As the Sunday morning fog burned off, Macoubrie was a few seconds off the pace on his first run and opened the door for Dancis to move into second when he laid down the quickest run of the group. On the second run, Denham picked up a cone and Dancis moved into first. Over the final two runs, Dancis took care of business and held on for the win, with Denham finishing second 2.15sec back and Macoubrie in third a mere 0.2sec behind Denham.



PA CHAMP
Janis Dancis

TRUE GRIT

By all rights, Prepared All Wheel Drive competitor Janis Dancis shouldn't have been at the RallyCross National Championship event at all, having blown the engine in his Subaru 2.5RS the Sunday before the event. However, a trailer ride from Stock Rear Wheel Drive competitor Joseph Hanna got Dancis' car to the shop, and an engine swap facilitated by Modified All Wheel Drive competitor Todd Briley put his car back on the road in time. The group's effort earned Dancis the True Grit Award for overcoming adversity – which he did in spades by also winning the PA National Championship with time to spare.



MODIFIED FRONT WHEEL DRIVE

In a high-strung category where reliability can play spoiler, Leon Drake left nothing to chance. He spent the season dialing in the radically reworked Volkswagen Rabbit pickup revealed one year prior, and raised eyebrows again by running legal, but uniquely aggressive studded ice tires. The formula proved to be difficult to catch. After the first day, only Bret Hunter and his supercharged Honda CRX remained in touch with Drake.

Unfortunately for Hunter, electronic gremlins caused an intermittent stumble during Sunday's final runs, forcing him to finish the weekend in a borrowed ride. This allowed Aaron Miller to recoup an early cone penalty, charging from ninth position into the runner-up spot in his Honda Civic. Miller's co-driver, reigning class Champion Kent Hamilton, held onto the fourth and final trophy position in class, despite tagging a late pair of cones. Splitting the two was a steady effort from Andy Thomas in a Toyota Celica GT, netting a podium finish in his first RallyCross Nationals attempt. At the top, Leon Drake seized the lead early and cruised to his second Modified Front title by a 10-second margin.

MF CHAMP
Leon Drake



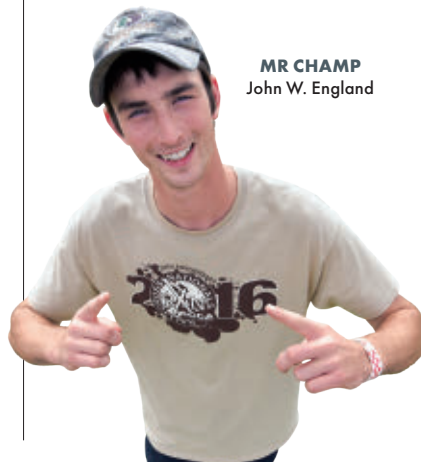
MODIFIED REAR WHEEL DRIVE

An eclectic grid spanning four decades of vehicles delighted spectators with one of the closest finishes in RallyCross Nationals history. Four drivers took turns setting fastest times, including promising Nationals first-timers George Ellis Gildner in a Porsche 911 and Vaughn Micciche in a Porsche 924.

Ultimately, experience and cone avoidance figured most prominently in the trophy inventory. Evan Arthur, the 2014 class champion, drove his turbocharged Mazda Miata to fourth place. Third place belonged to the well-traveled Mazda Miata of Bee Thao, just one of three individuals to make every RallyCross National Challenge held in 2016.

The showdown at the front of the pack remained undecided until the final run. Dustin Kirk put on a driving clinic in his Toyota Corolla GT-S with flawless runs all weekend long. Meanwhile, John W. England surged back from an early cone penalty, steadily reeling in Kirk using a Mazda Miata that had only been fitted with a supercharger two weeks prior. The two traded the lead throughout the final heat, with John W. clinching his first class championship by a scant one tenth of a second.

MR CHAMP
John W. England





MODIFIED ALL WHEEL DRIVE

A deep roster in the sport's most potent class guaranteed a tight, unforgiving competition. Perennial Champions Warren Elliott and Charles Wright were put on the defensive by minor slips, and early leader Scott Banes saw explosive times negated by mechanical woes.

A peppering of cone penalties kept the field in constant flux, and Lothrop Withington endured for the sixth trophy position in a Subaru Impreza WRX. Just ahead, Peter Zlamany edged his Eagle Talon into fifth with a redemptive drive following two late cones. Michael Miller reaffirmed the vitality of the Diamond Star platform with a solid fourth in his own Eagle Talon. Third-place Todd Briley was the only contender to never stray from the podium, a feat that required dialing back the boost on his Subaru to tame wheel spin.

Proving there are worse problems to have, Max Lawson coned every run on Saturday morning and found himself having to mount an attack from 17th position. A blistering comeback vaulted his Mitsubishi Evo into second, but no effort could match fellow Evo driver and 2015 class runner-up Bryan Rodgers - his brisk and uniquely error-free drive cleared the National Championship title by nearly four seconds.

MA CHAMP
Bryan Rodgers



SCCA RALLYCROSS NATIONAL CHAMPIONSHIP NATIONAL BALLOON CLASSIC | Indianola, Iowa | Sept. 30-Oct. 2, 2016

STOCK FRONT WHEEL DRIVE

1. Chang Kim	NEng	584.476
2. Donald Carl	Nst	585.743
3. Karter Bollmann	Hou	592.942
4. Keith Lightfoot	Colo	598.027
5. Matt Wolfe (Ford Escort GT); 6. Ron Foley (Honda Civic); 7. Kim Hapgood (Acura Integra GS-R); 8. Jonathon Nagel (Subaru Legacy); 9. Peter Schaefer (Eco); 10. Andie Albin (Ford Escort); 11. Jacob Wheeler (Chevrolet Cavalier)		

STOCK REAR WHEEL DRIVE

1. Patryk Matecki	Colo	595.804
2. Joseph Hanna	Cont	602.174
3. Howard Duncan	Kan	605.164
4. Nathan Witt (Honda S2000); 5. Guy Roberts (Ford Crown Victoria); 6. James Wood (Mazda Miata); 7. Michael Lasater (Chevrolet Camaro)		

STOCK ALL WHEEL DRIVE

1. Jan Gerber	Neb	557.793
2. Jon Trudeau	Det	564.681
3. Zbigniew Lorenc	Ohv	568.921
4. Gonzalo San Miguel	Utah	573.554
5. Woody Gallagher	Soln	597.144
6. Charles Stuckey (Subaru WRX); 7. Stephen Ducharme (Mitsubishi Evo); 8. Michael Geronime (Subaru 2.5RS); 9. Mike Phelps (Subaru WRX); 10. Karl Sealander (Subaru 2.5RS); 11. Mike Holzinger (Subaru WRX); 12. Kito Briellaier (Jeep Grand Cherokee); 13. James Cole (Subaru Outback); 14. Josue Aleman Montoya (Subaru WRX)		

PREPARED FRONT WHEEL DRIVE

1. Robert Seelig	Okla	649.297
2. David Capesius	Iowa	649.694
3. Randy Patten	Iowa	655.918
4. Greg Cheney	KanC	665.431
5. Jim Rowland (Nissan Sentra SE-R); 6. Peter Remner (Volvo S40); 7. Stephen Hyatt (Mazda 2); 8. Dmitry Beliaev (Ford Fiesta ST); 9. Mark Hill (Mitsubishi Evo); 10. Doug Patterson (Ford Fiesta ST)		

PREPARED REAR WHEEL DRIVE

1. Eric Adams	ConD	655.608
2. Dan Hipwood	Colo	656.329
3. Shawn Roberts	Wash	661.284
4. Myles Goertz (Mazda Miata); 5. Kyle Nilson (Mazda Miata); 6. Eileen Bollig (Scion FR-S); 7. Katie Orgler (Mazda Miata)		

PREPARED ALL WHEEL DRIVE

1. Janis Dancis	Colo	611.331
2. Harold Denham	NEng	613.486
3. Mark Macoubrie	KanC	613.670
4. Alex Reinkordt	Neb	616.263
5. Christian Retterer	Atl	618.684
6. Edward Trudeau (Subaru WRX); 7. Marty Choyeske (Subaru 2.5RS); 8. Mike Coons (Subaru WRX); 9. Alan Rodrigues (Subaru Impreza); 10. Riley McDowell (Subaru WRX STi); 11. Edwin Cunill (Mazda 6); 12. Shane Blankenship (Dodge Stealth R/T); 13. Jovan Kelsey (Subaru 2.5RS); 14. Melissa Sherowski (Subaru Forester)		

MODIFIED FRONT WHEEL DRIVE

1. Leon Drake	Tenn	559.821
2. Aaron Miller	ConD	570.414
3. Andrew Thomas	Wash	570.858
4. Kent Hamilton	ArkAl	571.032
5. Philip LaMoreaux (Volkswagen Golf); 6. Michael Julian (Toyota Celica GT); 7. Brent Blakely (Volkswagen Rabbit); 8. Scott Carlson (Volkswagen Golf); 9. Jon Olschewski (Nissan Sentra SE-R); 10. Bret Hunter (Subaru); 11. Nick Shamla (Volkswagen Golf GTI)		

MODIFIED REAR WHEEL DRIVE

1. John W. England	OhioV	574.103
2. Dustin Kirk	LnStr	574.206
3. Bee Thao	Okla	582.892
4. Evan Arthur	OhioV	587.272
5. Vaughn Micciche (Porsche 924S); 6. John E. England (Mazda Miata); 7. Matthew Rhoades (BMW 325iS); 8. Doug Lejman (unknown); 9. George Gildner (Porsche Carrera); 10. W. Fairman (Mazda Miata); 11. Theresa Thao (Mazda Miata); 12. Chris Lynch (Chevrolet Corvette); 13. Luke Finley (Ford Mustang)		

MODIFIED ALL WHEEL DRIVE

1. Bryan Rodgers	Iowa	542.591
2. Maxwell Lawson	ConD	546.370
3. Todd Briley	Colo	552.484
4. Michael Miller	ConD	554.970
5. Peter Zlamany	ConD	560.864
6. Lothrop Withington IV	OhioV	561.525
7. Shelton Wright (Subaru Impreza); 8. Warren Elliott (Mitsubishi Evo); 9. Charles Wright (Subaru Impreza); 10. Valerie Brierley (Subaru 2.5RS); 11. Susan Lawson (Mitsubishi Evo); 12. Christopher Regan (Mazda 6); 13. Eric Less (Subaru WRX); 14. Jason Lang (Subaru Impreza); 15. Angelica Miller (Eagle Talon); 16. Nicholas Hawks (Subaru 2.5RS); 17. Nick Lyle (Subaru WRX); 18. Brady Haugo (Subaru Impreza); 19. Scott Banes (Subaru Impreza); 20. Kevin Dobrowski (Subaru WRX); 21. Bianca Rodgers (Mitsubishi Evo)		

August, September, and October brought about three months of intense Trans Am battles as competitors across all four classes tried to position themselves well for the final races of the season in order to clinch the overall titles.

The action kicked into high gear on Aug. 27, when the series headed to Road America in Elkhart Lake, Wis. There, Tony Buffomante in the TA2 class and Cliff Ebben in TA did not just survive the elements at Road America, they thrived in them, withstanding the Midwestern downpour on their way to overall victories. The two drivers were joined in the celebrations by Mark Boden and Ernie Francis Jr., who walked away with class victories in TA3 and TA4, respectively, while running in the front of the field, passing the vast majority of the TA competitors on the drenched 4.048-mile surface.

The eighth round of the season landed at

VIRginia International Raceway in Alton, Va., on Sept. 24. Luckily, the weather cooperated far better than in Wisconsin, leaving the driver to race rather than merely survive. But returning to the top step once again was Francis Jr., as he collected another win in TA4 in a strong flag-to-flag performance. Paul Fix took TA honors on the 3.27-mile circuit, the first time the series had run on the newly repaved course. "VIR reminds me a lot of Watkins Glen," said Fix. "It has a great rhythm, high speed, it's very technical; there's a very fine line of adhesion here especially with the new pavement."

In TA3, Randy Mueller used the weekend to extend his points lead, and in the separate TA2 race, Tony Buffomante clinched the win over five-time Runoffs National Champion Lawrence Loshak.

The series then swept south for an Oct. 9 race at Homestead-Miami Speedway in

Homestead, Fla., where Francis Jr. continued his TA4 domination with yet another win. With his ninth win of the year in pursuit of a perfect season, Francis has already captured the 2016 TA4 championship and has solid plans for 2017.

"It was a great day for us but also a great weekend," said Francis. "We finally brought home a win on our home track. We had Team Shelby out here sponsoring the car this weekend; we wrapped the whole car in Carroll Shelby colors for the event. We had a special announcement: Marc Buoniconti will be my manager going forward and has already secured an Indy Lights test for us with Schmidt Peterson Motorsports...so we're excited about that and officially announcing we're moving up to the TA class next year."

Round 9 also saw Shane Lewis (TA2) and Cliff Ebben (TA) victorious in their respective races, and Michael Camus stood atop the podium in TA3. 🏆



THE FINAL PUSH

Trans Am tackles three tracks in three months during its 50th anniversary season as the competition turns up the wick

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



PICTURE PERFECT

Ernie Francis Jr. is poised to take a perfect season in TA4.

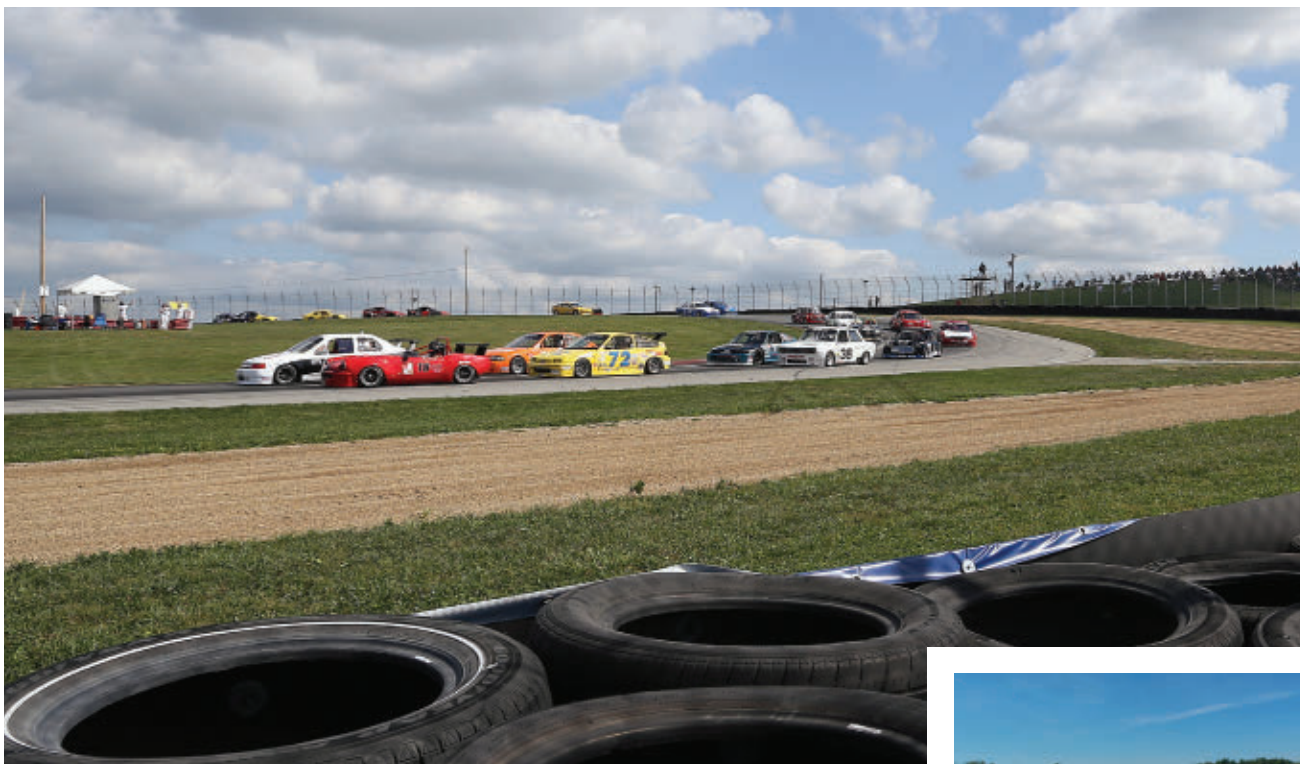
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A TALE OF THE RUNOFFS

With the 2016 Runoffs in the books, the Club Racing Board's Chairman reflects on the memorable moments

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Dennis Wood

With apologies to Charles Dickens, it was the best of times, it was the worst of times - from the Club Racing Board's viewpoint - and my week personally - the 2016 National Championship Runoffs presented by Garmin VIRB was just that. The best included the pre-planning calls and e-mails between Chief Steward Dennis Dean, Chairman of the SoM Jim Rogaski, Chief Scrutineer Allan Davis, and the CRB. The calls and e-mail were followed up with face-to-face meetings on the weekend leading up to the first qualifying sessions on Monday.

Working with Dean during the last several Runoffs has been a pleasure, and the CRB will miss him when the Runoffs heads to Indianapolis Motor Speedway in 2017. But the Runoffs will be in good hands, as Costa Dunias will be the Chief Steward at Indy, and we have already started communications with him.

In the Runoffs tech shed, we worked

with Davis, Assistant Chief Scrutineer Dave Kettler, and their tech crew. While the Wi-Fi was reluctant and the facility had its own challenges, the tech crew performed flawlessly, catching several errors in the GCR that the CRB was able to fix with the courts. To summarize the week, out of 28 classes there was only one non-compliant race leader, and while there were some issues with people passing the fuel test (mainly caused by competitors bringing fuel from their home track), fuel guru David Badger helped in making sure everyone would pass before the races started. And, to put an exclamation point on how smooth tech went, we even had the top six in Spec Miata and American Sedan come through clean and in record time.

Speaking of American Sedan, my race was also the best and worst. On the grid, my brake pedal went more than halfway to the floor, with front brake pressure at 200psi when it should

A SUCCESS

The 578 competitors who flocked to Mid-Ohio this past September for the 2016 SCCA Runoffs filled fields, both on the track (ABOVE, GT-LITE) and in the paddock (RIGHT).



Jeff Loewe

have been at 600. The brake issue led to an interesting race, and then everything became even more interesting when the yellow No. 156 Mustang spun in the third turn. Following that, he worked his way through the field, clobbering me with an ill-advised outside pass at Turn 7. He later punished me presumably for not getting out of his way by hitting me on the straight coming out of the keyhole. This was on the same lap where the now infamous attempted mugging of Andy McDermid took place.

In my 41 years in the SCCA, I have never protested another driver - until then. The court disallowed my protest and I did not appeal, since the McDermid incident took on a life of its own. When I later downloaded my video, it became obvious I should have presented it to the court. So, here's a lesson: If you're involved in an on-track incident, video is your friend. The court cannot make a proper decision

without all of the evidence. The court's decision, in my case, was correct, given the evidence they had.

Speaking of the court, the scheduled Chairman of the Court of Appeals, Mike West, had to skip the event due to an injury, so Laurie Sheppard took over and conducted the court. Although there were a few more appeals than last year, there was some overlap, with FB accounting for five and AS two. There were only a few on the tech side that were taken care of quickly as all, except one, were for errors in the GCR.

After the Court of Appeals assessed the maximum penalty within their power for the American Sedan on-track incident, Andy McDermid (the race winner) appealed the lack of severity of the penalty. I was one of several drivers to then testify, as the CoA made its recommendation to the Board of Directors that resulted in the offender's membership being suspended.

There is no place for retaliatory or intentional contact in SCCA racing. Ignoring the considerable monetary damage to several racecars, there was the potential for injury to racers and workers. If you feel you had an on-track incident that was another driver's fault, file a protest and break out the video, don't commit on-track assault. The courts worked properly in a tough situation, thanks to video. I don't think we can require everyone to run video, like they do in several professional series, but I will never race without it again. My Garmin VIRB will be joined next season by another VIRB looking out the back.

On another note, SCCA lost Board of Directors member Brian McCarthy right after the Runoffs. Brian was one of the two BoD liaisons to the Club Racing Board. He was on all of the CRB calls and was a strong supporter of the grass-roots racer. His perspective helped keep the CRB focused on those of us who race on a budget. No proposal that might raise the cost of racing went through without personal calls and e-mails from Brian. We will miss him personally and professionally. We also just lost Chuck Dawson, one of the founders of American Sedan and a charter member of the AS ad-hoc committee, and a good friend to all of Club Racing.

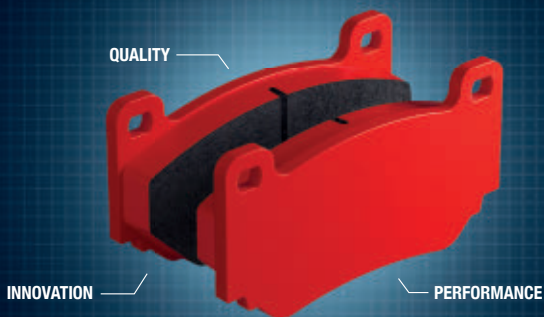
"It was the age of wisdom, it was the age of foolishness, it was the epoch of belief; it was the epoch of incredulity." 🍷

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Hosting a Solo event, be it Regional or National, takes a ton of work – here's just a fraction of what goes into every event

WORDS Paul Brown | IMAGES Jeff Loewe

HOW IT WORKS

Successful solo events require a lot of work behind the scenes. No doubt, a large percentage of competitors at any Solo National Series event have put in their time as Regional officers – and putting on a Regional event doesn't start when the first driver takes to the course. Rather, someone has to design that course, someone has to do the paperwork for sanctioning the event, someone has to take on the duties of Event Chair, and someone even has to arrange for the other official positions. There's a crew to set up the course, possibly one to mark the grid, another to do tech, someone to update the website, and people to deal with registration. Then there's the timing trailer organization, waiver forms, batteries for the corner radios, and someone to haul everything to the event site. It's

BUSY BEES

Getting drivers onto the Solo course (ABOVE) is what it's all about, but before that can happen, it takes a massive crew to design and set up the course (BOTTOM LEFT) and organize things like technical inspections and inound (BOTTOM MIDDLE). Those responsible are often at the Solo site from sunrise to sunset (BOTTOM RIGHT).

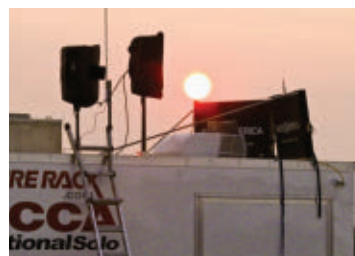
amazing how much has to happen to put on a Solo event. But even then, it's not over. After the event ends, someone has to haul the trailer to wherever it is stored, someone has to figure out points, and so on.

Regional events see anywhere from 25 to 300 entries. At the lower end of that scale, most of these duties end up in just a few hands. Do you ever wonder why we sometimes don't seem to have enough people to work corners?

The Solo National Series events are a bit of a different beast. Part of the contract a Region signs with the SCCA National Office includes a list of positions that need to be filled. That includes pretty much the same list as a Regional event (Event Chair, tech, registration, setup, etc.), but you've got to add in various Chiefs, from Chief Steward to Chief of Impound to Chief of Waivers.

Also different at National events is that the SCCA National Staff takes on quite a bit of the event administration, though the host Region deals with local liaison duties like procuring the site and ordering portable toilets.

Then we get to the Tire Rack SCCA Solo National Championships. There, the Chiefs Team alone is larger than the total entry at many Regional events. Nebraska Region deals with putting up and taking down a mile or so of snow fencing to separate racers from the active airport at the Lincoln, Neb., championship site. And months of planning and preparation go into supporting an event with over 1,300 entries. Event Chairs get the cat-herding duty of overseeing the Chiefs Team and the rest of the huge entry list. Two course designers are chosen, and a crew travels to Lincoln in June to set up



the courses - that early setup allows course maps to be finalized and any major surface repairs to be completed prior to the big September event.

We also need a protest committee at the Solo National Championships, since every year there are issues large and small that need to be resolved. The appeals committee is made up of people who already did something else - usually on the Chiefs Team.

Even with all of those people doing countless long hours of work, the big events could not happen without the SCCA National Staff. Every year, we've got a number of SCCA's staff traveling to every event. Some specialize in Match Tours, some in Championship Tours, and some in ProSolos. Some drive the Chevy trucks hauling the timing and tech trailers, and then handle other duties during competition before they drive to the next destination. Joe Austin and Clancy Schmitt have shared Equipment Manager duties at every ProSolo and many Championship Tours for the past few years. Robert Christmas and Jodie Fordahl are timing chiefs at those same events. Doug Gill and Grady Wood are called to many events wearing compliance and tech hats.

The two people who make the National Solo program feasible, however, are Operations Manager, Sandi Brown, and SCCA Senior Director of Rally/Solo, Howard Duncan. Those titles really don't tell the story of two people who never truly get a day off. Brown makes registration work. She knows the ins and outs of just about any glitch our registration systems can present; she also gets the duty of working out run and work groups, assigning all the specialty positions, chasing timing and scoring snafus, and generally keeping the event going even when the event is determined not to. Duncan, meanwhile, somehow keeps a positive attitude even when his job is dealing with any complaints. He's able to stay above the fray and come up with sage answers to deep problems. He's also the king of ProSolo, leading a program that without his leadership could never have survived the 31 years SCCA has owned it.

And that, my friends, is a glimpse at how much work goes on behind the scenes at Regional and National Solo events. So, the next time you're in line at registration and things are running behind because they're short staffed, maybe it's time for you to join the team that makes it all happen. ☺

12-19 DAYS

Carol Clemens	Detroit
Meridith L. Croucher	Finger Lakes
Joseph C. Gandy	Dixie
David A. Howard	Cincinnati
John Novak	Chicago
Ken Provasi	Colorado
Brian E. Sill	Texas
Jeff R. Banker	Atlanta
Dean Croucher	Finger Lakes
Don Faems	Chicago
Patrick Frank	Continental Divide
Lorrie Gaunt-Wandell	Western Michigan
Joyce K. Hart	Des Moines Valley
Michael S. Herman	Oregon
Joyce Hilton	San Francisco
Francine R. Plunkett	Lone Star
Peggy Price	Oregon
Mark Waggoner	Blackhawk Valley
Verne R. Wandell	Western Michigan
Anthony Williamson	Atlanta
Mike Forster	Colorado
John W. Hammond	Atlanta
Julie A. Hammons	Land O'Lakes
Todd Cohen	Blue Ridge
Eric Danielsen	North Carolina
Judy M. Davis	North Carolina
John A. Gerben	Washington DC
Lydia Hansen	Western Michigan
Jeff Hulme	Steel Cities
Earl G. Hurlbut	Finger Lakes
Josh Lanners	San Francisco
E. Michael Plemmons	Central Carolinas
Douglas J. Rigel	Ohio Valley
James A. Rose	Washington DC
Monica Shaw	Des Moines Valley
Jeffrey Niess	Oregon
Mark E. Bingheim	Chicago
Jake Davis	Texas
Richard E. Fedler	Milwaukee
Brian G. Flint	Ohio Valley
Judith Greer	New England
Ray A. Gullings	San Francisco
Sandy Hulme	Steel Cities
Jim Maloney	Chicago
Lisa Diamond	San Francisco
Jack E. Altman	Neohio
William A. Binns	South Carolina
Donald A. Erickson	San Francisco
Jeffrey Scott Grose	Central Florida
Michael A. Harwood	Ohio Valley
Rod Markowicz	South Bend
Linda M. Novak	Chicago
R.J. Shaw	Des Moines Valley
Jacob Stahlman	South Jersey
Graham P. Taylor	Washington DC
Donna-Jane Thielke	Milwaukee
Glen Thielke	Milwaukee
Allan Simpson	Delta
Lori Clark	Ohio Valley
David Hottle	New England
Chuck Marcy	Land O'Lakes
Lynnette Markowicz	South Bend
Rich Mesick	South Carolina
Diane Tedeschi	Ohio Valley
Linda Miklovic	Southern Illinois
Diane M. O'Connor	N New Jersey
Edward Harold Shuler	Colorado
Kenneth Astrove	New England
Anna Neave Crissman	North Carolina
Ronald Dent	San Francisco
Peter Morrison	New England
Wilfredo U. Perez Jr.	Detroit
Patricia A. Van Epps	Florida
Eric David Diamond	San Francisco
David R. Killian	Neohio

Scott Lindberg	Milwaukee
James T. Lowe	Houston
Steve Lowery	Cal Club
Dan Miklovic	Southern Illinois
Basil (Butch) F. O'Connor	N New Jersey
Tiffany Stiller	Milwaukee

20-29 DAYS

David T. Cole	Glen
Beau Gabel	Central Florida
Terri L. Zane	South Jersey
William James Thompson	Detroit
John S. Davis	North Carolina
Nelson D. Kase	Blue Mountain
Ellen Lowery	Cal Club
Robert G. Woolston	Land O'Lakes
David Fensch	South Jersey
Douglas B. Mitchell	Detroit
John Nesbitt	Washington DC
Martyn Eastwood	Central Florida
Neil Harmon	Central Florida
Anne Kumor	Milwaukee
Duane Ward	Ohio Valley
Randall Grant Smart	Houston
Evans Browne	Washington DC
Michael A. Henry	Atlanta
Gregory McDermott	Washington DC
Patricia A. Ricker	Florida
Robert F. Van Epps	Florida
William J. Baldwin	Cal Club
Gayle S. Lorenz	Washington DC
Thomas McLeod	Washington DC
Michal Jerzy Piotrowicz	Milwaukee
Arthur Allan Coy	Cal Club
Penelope R. Coy	Cal Club
Malinda Jaroch	San Francisco
Steven Lyle Jaroch	San Francisco
David W. Sterling	Washington DC
Michael P. Cavanaugh	Tennessee Valley
Marilyn S. Freeman	New England
David L. Langston	Central Florida
Sharon Dee West	Land O'Lakes
James (Jeb) T. Bucher	Ohio Valley
Nancy L. Davis	Central Florida
James Morris	Central Florida
Rosa Lee Smart	Houston

30-39 DAYS

Andrew Hughes	Detroit
William Scott Stewart	Misery Bay
Bob Jardine	Cal Club
Melanie C. Crain	Central Florida
Michael G. Beaumia	Milwaukee
Steve B. Conrad	Tennessee Valley
Fred Peterson	San Francisco
Ginny Peterson	San Francisco
Peter J. Romanowski	North Carolina
Kevin G. Crain	Central Florida

40+ DAYS

Russell Gardner	Washington DC
Jeffrey T. Hutzelman	Steel Cities
Bob Ricker	Florida

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.



"The Runoffs for us was a great experience all week; however, we had some challenges"

MAX NUFER

FIRST GEAR AT THE RUNOFFS

A look at how past *First Gear* members fared at this year's National Championship Runoffs

WORDS James Heine | **MAIN IMAGE** Dennis Wood

Of the 10 young SCCA members we've featured in this space in 2016, seven have been Club racers, or a combination of Club and Pro racers. Of those seven, four - Max Nufer, Jacob Loomis, Quinten Nelson, and Neil Verhagen - participated in the National Championship Runoffs presented by Garmin VIRB on Sept. 23-25 at Mid-Ohio, and all did remarkably well.

Of the four, Verhagen had the most spectacular weekend at the Runoffs, as you will read elsewhere in this issue. Yet Nufer, Loomis, and Nelson did well also as young racers, with Nufer finishing 10th in Spec Miata and Nelson eighth in Spec Racer Ford. In

formula Mazda, Loomis dominated qualifying, but in the race found himself parked on lap 10 because of a sound violation (incidentally, he was not the sole FM driver to run afoul of the sound-control microphone).

"The Runoffs for us was a great experience all week; however, we had some challenges during the race," Nufer reports, noting that while he qualified fourth, on race day his car developed a misfire on the warm-up lap.

"I was super excited to be in the second row just behind Michael Carter. I had finished third in both of the June Majors events at Mid-Ohio, battling with Michael and Justin Hille. So I was feeling positive about my chances at

YOUNG GUNS

Max Nufer (27) put in a brilliant qualifying effort, starting the Spec Miata race in fourth, but a problem with the car surfaced during the pace lap and he would not be able to make a run for the podium.

the Runoffs. As we left the grid and started the warm-up lap, however, the car began to misfire."

Much to his disappointment, the misfire continued intermittently throughout the race. "This compromised my speed coming out of some of the right-hand corners; so I had to adapt my driving style and try to hang on to the lead cars as best I could. In the end, I was relieved to finish 10th."

Likewise, in SRF, Nelson endured his share of ups and downs, beginning with testing on Tuesday. "Testing went well, as my times were actually quite fast - top three - during the test days, and I was fastest of all cars on track on Wednesday in the rain," he recounts.

Qualifying, he adds, went equally well, repeatedly recording top-10 times and staying within a second of the pole.

"We fine-tuned our setup for the Wednesday session, as this was expected to be 'the day and time' that the fastest times would be set. Unfortunately, due to a bit of a mistake in the paddock, I had to come in after the first lap for a repair, which lost me valuable time in the session." On Thursday, the team returned to form and his setup was again fast, Nelson continued, but ultimately he qualified ninth.

When the green flag dropped Saturday morning, he advanced quickly from ninth to sixth, Nelson notes, but then "drifted back to P9 throughout the first few laps." After an intense

midrace battle with a fellow competitor, he finally caught Max Koff and Cliff White, and the three ended the contest nose to tail, sixth, seventh, and eighth.

Although he "definitely had the car to win, or at least podium," his midfield struggles "did not allow me to get any farther up the field," Nelson says.

Despite perhaps not doing as well as he hoped, Nelson already has his eye on the future. "I am looking forward to the 2017 Runoffs at the Indianapolis Motor Speedway, where I will again be driving my No. 27...Spec Racer Ford, as well as hopefully being in Formula Enterprises, racing alongside team owner, boss, and mentor Scott Rettich."

In FM, in spite of being parked for

OTHER FIRST GEAR SIGHTINGS

By our count, this year's Runoffs played host to more than a dozen *First Gear* alumni, among them the Indianapolis Region's Jeremy Morales (*First Gear*, September 2009) and Northern New Jersey Region's Alex Scaler (*First Gear*, October 2014). We last encountered Jeremy at the 2013 Runoffs at Road America. Since then, the now 26-year-old has relocated to Indianapolis from Long Island and traded a job as a neighborhood wrench and volunteer fireman for a career as a racing mechanic at Mitchell Racing in the heart of Indy's motorsports community.

"In 2012, Leon Mitchell offered me a life-changing opportunity," Morales says. "This opportunity has changed my life in so many ways, not only growing as a person, but even more important, it has helped me make racing my life and not a hobby."

As for his 2016 Runoffs experience, it began, as one might expect, about three weeks before the event. "We went through five Formula 500 cars, as well as a Formula V, from top to bottom to ensure we were as prepared as possible for the event we worked so hard to be at all season long."

At Mid-Ohio, in between making sure customer cars were race ready, Morales qualified seventh in his own Scorpion S1, made an amazing start in the race, but then, unfortunately, lost it going through Madness.

"Most of the field managed to avoid me, but another competitor had nowhere to go and hit me head on," he says. It was bad enough that his own race ended so quickly, Morales adds, but it was made worse because his mistake also ended the race for a fellow F500 competitor.

"I was told many times by a very wise man that you can't win on the first lap," he says. "I will learn from this experience and better prepare myself for future races and national championships."

Scaler's 10th-place finish in FV belies the hard work he and his team put into the 2016 Runoffs, and the 2016 season. "We went into the week knowing that almost every driver in Formula Vee had more track time than we did," he says. "In addition, I would have to fly home for school [Scaler is an engineering student at Rutgers] Tuesday and Wednesday, missing two days of qualifying. Shortly after getting off the plane on Thursday, we set out for the final qualifying session. We not only got the pole, which is an accomplishment in itself, we set a new Runoffs qualifying record, making us the fastest Formula Vee to ever lap Mid-Ohio."

Scaler, who last year finished sixth at the Runoffs, says he also continues to work hard at developing his off-track knowledge. "I have rebuilt one of my father's old businesses, Advantage Motorsports, to offer a variety of racing products and services," he explains. "I do a lot of data-analysis consulting, which allows me to give back some of the knowledge I have gained."

Helping others has an additional benefit, he adds. "It has improved my skills to critically evaluate my own driving as I continue to push for success. I don't only want to be the fastest driver on the track; I want to be the fastest driver on the track that understands why I am fast, and the science behind it."



Jeff Loeiwe

"I am looking forward to the 2017 Runoffs at the Indianapolis Motor Speedway"
QUINTEN NELSON

the sound violation, Loomis says he absolutely "had a great time," and regardless of other motorsports plans he might have for 2017, he definitely intends to qualify for the Runoffs at Indy - an event, he says, he's looking forward to already. "It's a great format, and the racing was great," he says about the Mid-Ohio Runoffs. "I also liked the opportunity to qualify over a number of days. It's fun and kind of relaxing - and it gives you an opportunity to watch your friends race, too."

About the sound violation, Loomis says his team had experienced intermittent problems throughout the year, but the Runoffs violation was still a surprise. In practice, they had bumped up against the limit perhaps once but did not exceed it, he explains, speculating that the violation may have had something to do with the weather conditions. Still, one word sticks out in Loomis' assessment of his Runoffs experience: "It was awesome." 🍅



Ken Brown

MOVING FORWARD

(TOP) Quinten Nelson (27) overcame challenges in qualifying to finish eighth in Spec Racer Ford. (ABOVE) Jeremy Morales made a mistake on the opening lap that ended his day in F500.

**WATTS UP**

A lifelong love affair with racing started at age 19 for Lyn Watts, and today she is an integral part of Central Florida Region.

HOPPING INTO ACTION

Lyn Hodges Watts combines safety and fun on the grid

WORDS James Kearney | **IMAGE** Dave Green

Like Priscilla Presley, Lyn Watts was seduced by the King, but in a different way. She was just 19 years old when a friend dragged her to the 1979 Daytona 500. Does she remember who won? Damn straight she does because the King, Richard Petty, won the race. Richard remains her favorite to this day. An Army brat who moved to Florida in her early teens, her next racing encounter occurred when a neighbor asked her to crew for his nephew at Sebring. She says she fell in love with road racing at first sight. Lyn soon found her way into tech and was welcomed into the

traditionally male bastion with open arms. She worked tech from 1987-'93, the last three years as the Assistant Chief.

Lyn took a break from the SCCA in 1993 as she moved to Charleston, S.C., to take a post as the Registrar of the Sportscar Vintage Racing Association. Lyn, who had done a Skip Barber School and went on to get her competition license, says she was frequently offered drives in some very nice machinery. In Club Racing through the mid-1990s, she rented a Mazda RX-4 four or five times a year and co-drove an enduro at Sebring with Ricky

Watts, who is now her husband. "We finished sixth in class on a shoestring budget, and we felt like we'd won it."

Lyn soon returned to Florida and made her way to the grid where she had sometimes helped out in the past. "I've been there ever since," she laughs. "If I could have more fun being somewhere else, I'd be there. I just love being at the track. It is my mental health break."

Lyn says her goal is to make at least one new friend every event. "We keep it fun as we go about our job of keeping everyone orderly and safe. It can be a tense time for drivers and I try to help them stay loose." Lyn and the grid team tell jokes, wear bunny ears, and chant things like "checkers, checkers, get your checked flag here" to let competitors know their session is about to begin.

There is, of course, a very serious side to the job. Drivers arrive for battle in various states of focus. Safety is important to all, but it may not be the driver's current priority. Lyn and the merry band of grid workers closely check all safety equipment.

A major effort has been made by Central Florida Region to have fire drills implemented at their Drivers Schools. "We don't let anyone know when it will be. We do the normal five and one minute whistles - then we suddenly call for them to get out of the car unaided. They have 20 seconds to get out of the car. It has to be something they can do automatically," says Lyn.

In her time at Central Florida Region, Lyn has served as Race Board Secretary, Regional Secretary, and Recording Secretary. She is currently the Regional Points Keeper and will return to the Region's Board of Directors as Governor of District 4 in December.

All of her dedication was recognized at the 2015 National Championship Runoffs when she was announced as the Pit and Grid worker of the year - but she wasn't there to receive it. Instead, she was doing laundry, preparing for the Runoffs the following day. Just another night in the laundry room when suddenly her phone went nuts. 📞

DO YOU HAVE YOUR EARS ON?

Some leeway has to be allotted to grid workers. They are out in the sun all day, and then there are the fumes, to boot - it's enough to send anyone over the edge. In Central Florida Region, the above question has nothing to do with being in a trucker convoy on I-95. It seems some time ago, the Grid Chief was kidded for helping her husband in the paddock. Some friendly taunting and name calling was involved and the pejorative term "pit bunny" employed. Sometime later, the Chief Steward dropped off a bag of lettuce for her. Ordering a salad at dinner led to yet more delirious mocking.

Central Florida Region's Grid Chief Sammi Marlis-Ronshausen arrived at the next event ready for more of the same, and to show her good-natured defiance she sported a pair of bunny ears. The rest, as they say, is history and the entire grid squad hopped to the new outfit with grid bunnies multiplying like, well, you know. "We even have spare ears now for folks who volunteer, including blue ears for the guys." Ears to you, Lyn!

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motoracefan@gmail.com



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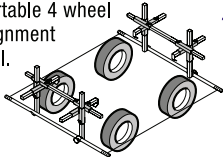
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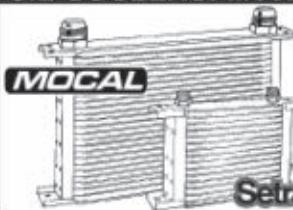
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Autometer	85
Bondurant	119
Bridgestone Racing Academy	81
G-FORCE	117
Harbor Freight Tools	111
HMS Motorsport	15
Intercomp Racing	5
K&K Insurance	117
Kearney	65
MAXXIS	114-115
Motovicity	45
NecksGen	85
Pagid Racing	97
Publisher's Statement	85
RaceQuip	49
RACER	95
Racer Parts Wholesale	59
Sampson Racing	81
SCCA	42-43
Speedcom	53
Stable Energies	65
Steven E. Goldin Insurance	81
Sube Sports	120
Summit Racing Equipment	13
Tire Rack	2-3
Wilwood Engineering	11

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OUT THERE BRANDS

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.

AVIS

Save 10 percent on **Avis** Super Value daily and weekly car rental rates in the U.S.



CHOICE HOTELS
INTERNATIONAL

Receive 20 percent off published rack rates at all participating **Choice Hotels**.

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.



PRO RACING

WHAT Trans Am
WHEN Nov. 10-12, 2016
WHERE Daytona, Fla.
The second weekend of November will see plenty of champagne spray when the Trans Am Series wraps its 13-race season.

PRO RACING



TRANS-AM gotransam.com

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
Gregg (TA); Marcelli (TA2); Mueller (TA3); Francis Jr. (TA4)
Aug 25-27 Road America, Ga.
Ebben (TA); Buffomante (TA2); Boden (TA3); Francis Jr. (TA4)
Sep 23-24 VIRginia Int'l Raceway, W. Va.
Fix (TA); Buffomante (TA2); Mueller (TA3); Francis Jr. (TA4)
Oct 7-9 Homestead-Miami Speedway, Fla.
Ebben (TA); Lewis (TA2); Camus (TA3); Francis Jr. (TA4)
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: Buford, Buford
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)
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, Montecalvo; 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
GT: Heitkotter, Heitkotter; GTA: Montecalvo, Fuentes; GTC: Urry, Udell; GTS: Mantella, Heckert; TC: Poland, Weisberg; TCA: Wolfe, Wolfe; TCB: O'Gorman, O'Gorman, SprintX: Calvert/Lewis (GT); Lewis/Calvert (GT); Alexandridis/DeBoer (GTS); Wilson/Riddle (GTS)
Sep 16-18 Sonoma Raceway, Calif.
GT: O'Connell, O'Connell; GTA: Schein, Schein; GTC: Udell, Udell; GTS: Stacy, Sandberg
Oct 7-9 Mazda Raceway Laguna Seca, Calif.
GT: Parente; GTA: MacNeil; GTC: Fergus; GTS: Barkey, Heckert; TC: Gallagher, Gallagher; TCA: Powell, Bickers; TCB: Rodgers, Rodgers
Champions: Parente (GT); Fuentes (GTA); Udell (GTC); Sandberg (GTS); Grahovec (TC); Goulart (TCA); O'Gorman (TCB)
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.
Copeland; Sparks
Sep 9-11 Mazda Raceway Laguna Seca, Calif. (invitational event)
Sparks
Sep 28-Oct 1 Road Atlanta, Ga.
Dean II; Malkhassian
Champion: Nathaniel Sparks



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.
Ming; Verhagen; Verhagen
Sep 30-Oct 2 VIRginia Int'l Raceway, Va.
Verhagen; Portante; Verhagen
Champion: Verhagen



F2000 CHAMPIONSHIP

f2000championshipseries.com

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.
Dixon; Walko
Sep 30-Oct 2 VIRginia Int'l Raceway, Va.
Norman; Grant
Champion: Bamford



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.
Norman; D. Grant
Sep 30-Oct 2 VIRginia Int'l Raceway, Va.
Norman; D. Grant
Champion: Norman

All dates/events subject to change

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

HC = Hill Climb v = Vintage

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

Club Racing: (785) 232-7229

Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259



FORMULA 4

f4uschampionship.com

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

Aug 11-13 Mid-Ohio Sports Car Course, Ohio
Kirkwood; Robinson; Das

Aug 26-28 New Jersey Motorsports Park, N.J.
Goughary Jr.; Das; Das

Sep 17-18 Road Atlanta, Ga.
Das; Das; Das

Oct 7-9 Homestead-Miami Speedway, Fla.
Das; Das; Das
Champion: Das



FORMULA LITES formulalites.com

See the series website for updates.



CLUB RACING

WHAT Regional racing

WHEN Nov. 26-27, 2016

WHERE Sebring, Fla.

Central Florida Region wraps Southeast Division's 2016 Club Racing season with a Double Regional at Sebring.

CLUB RACING



Date Track/Region

Phone numbers are for region registrars

2016 U.S. MAJORS TOUR

sccamajors.com

2017 season to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 25-Oct 1, 2017 Indianapolis Motor Speedway, Indiana

DIVISIONAL/REGIONAL

SOUTHEAST sediv racing.org

Nov 4-6** Road Atlanta/Atlanta

Nov 12-13** Palm Beach International Raceway/Florida

Nov 26-27* Sebring/Central Florida

Atlanta (770) 472-0460

Central Florida (407) 568-6902

Florida (561) 654-3396

SOUTHWEST sowdivscca.org

Nov 19-20*Ro TBD/Texas

Dec 3-4*Ro MSR Houston/Houston
Houston TBD
Texas TBD

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

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

TRACK TIME

There are still a handful of Time Trials slated to take place before the end of the year.

DE Baser



Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

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 prodriue.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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Jesse E. Rose 11/1/1956 Life Members

55-YEAR MEMBERS

Jerry D. Adams 11/1/1961 Cal Club
Gerald A. Lustig 11/1/1961 Northern New Jersey
Kenneth W. Pinkham 11/1/1961 Life Members
C. Kenyon Revis-Wagner 11/1/1961 South Carolina
Jack E. Wilkening 11/1/1961 Indiana Northwest

50-YEAR MEMBERS

Henry Jaffe 11/1/1966 Blackhawk Valley
Charles C. Leivo 11/14/1966 Mid South
Naomi J. Moothart 11/1/1966 Colorado
Gary Pitts 11/1/1966 San Francisco
Tim Sharp 11/1/1966 Cal Club
Gerald L. Wannarka 11/1/1966 Lone Star

45-YEAR MEMBERS

Kenneth P. Capel 11/1/1971 New England
Donna E. Courtney 11/1/1971 Florida
Linda E. Fanning 11/1/1971 New England
Michael K. Froh 11/1/1971 Milwaukee
Don Hewitt 11/1/1971 San Diego
W. Mausbach 11/1/1971 Houston
Tom McGaw 11/1/1971 San Francisco
W. Richard Pamer 11/1/1971 Central Florida
Jerry N. Phillips 11/1/1971 Las Vegas
G. Plushanski 11/1/1971 San Francisco
Andre L. Quetel 11/1/1971 New England
Michael J. Royce 11/1/1971 Detroit
Art Trier 11/1/1971 Central Florida

35-YEAR MEMBERS

Gary A. Brown MD 11/1/1981 Oklahoma
Ronald Perry Camacho 11/1/1981 Steel Cities
Mike Camacia 11/1/1981 San Francisco
James R. Doughty 11/1/1981 Arizona
Richard P. Gumm 11/1/1981 Chicago
M.L. Hays 11/1/1981 Wichita
David Helmick 11/1/1981 Florida
William Hicks 11/1/1981 Finger Lakes
Robert L. Posner 11/1/1981 Northwest
Pearce K. Raeder 11/1/1981 Milwaukee
Nancy Reichenbach 11/1/1981 Cal Club
Thomas W. Stern 11/1/1981 Blackhawk Valley

Chris Teague 11/1/1981 Cal Club
Mark S. Winkelman 11/29/1981 Texas
Thomas E. Woodside 11/1/1981 Detroit

30-YEAR MEMBERS

Donna R. Andrade 11/25/1986 Northwest
Carl C. Dassinger 11/25/1986 Central Florida
Ina Fletcher 11/25/1986 Florida
Ricardo Gonzales 11/5/1986 Indiana Northwest
Scott A. Lewis 11/25/1986 Western New York
John T. Morrison 11/25/1986 Florida
Rodney A. Perry 11/13/1986 Central Florida
Ralph M. Raspa 11/4/1986 Steel Cities
James John Schubert 11/19/1986 Hawaii
Connie Swanson 11/25/1986 Central Florida
Jon H. Swanson 11/25/1986 Central Florida
Marilyn E. Teague 11/5/1986 Cal Club
Ray Wenzel Jr. 11/5/1986 New England

25-YEAR MEMBERS

Donna Aspinall 11/6/1991 Central Florida
David M. Watson 11/6/1991 Central Florida
George Behning 11/26/1991 Washington DC
Lincoln E. Buell 11/27/1991 Buccaneer
David R. Bueno 11/21/1991 Neohio
Dennis Chizma 11/13/1991 Cal Club
Elisa Dalrymple 11/7/1991 Lone Star
Tom Dalrymple 11/7/1991 Lone Star
Tracy Dalrymple 11/7/1991 Lone Star
Court Dowis 11/21/1991 Atlanta
Robert J.A. Fair 11/21/1991 Cal Club
Houston Ferguson 11/13/1991 Atlanta
Shane Ferguson 11/13/1991 Atlanta
David Hironaka 11/25/1991 Las Vegas
Richard LoDuca 11/25/1991 New York
Bertil Lundquist 11/15/1991 New York
Michael A. Machi 11/13/1991 Milwaukee
Jim Mali 11/20/1991 San Francisco
Paul E. Raby 11/11/1991 San Francisco
Marilyn Russell 11/27/1991 Fort Wayne
Mark W. Seelbinder 11/11/1991 Finger Lakes
Anthony Sleath 11/7/1991 Detroit
Michael Sperber 11/7/1991 North Carolina
Chris Terranova 11/7/1991 New England
Ted Visscher 11/25/1991 Eastern Tennessee
Kent H. Whiteman 11/7/1991 San Francisco

SCCA HAPPENINGS

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220

allenbergracingchools.com

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

bobbyceesracersedge.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

Demonte Motorsports

(631) 482-8875

demontemotorsports.com

FAAST Performance Driving School
(719) 761-1372 faast.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Sports Car Driving Experience

(800) 453-5506

corvetteracingsschool.com

Spring Mountain Advanced Driving School
(800) 391-6891

springmountainmotorsports.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS

SOUTHEAST sedivrracing.org

Nov 4-6 PDX Road Atlanta/Atlanta

Nov 26-27 TT Sebring/Central Florida

Atlanta (770) 472-0460

Central Florida (407) 568-6902

SOUTHWEST sowdivscca.org

Dec 3-4 PDX MSR Houston/Houston

Houston TBD

Dave Green



SOLO

WHAT Regional autocross

WHEN Right now (probably)

WHERE Near you (undoubtedly)

Don't get rusty between National Solo seasons. Keep your hands and feet active by attending Regional Solo events as often as possible.

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR
2017 season to be announced

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2017 event to be announced

TIRE RACK® SCCA PROSOLO
2017 event to be announced

TIRE RACK® SCCA PROSOLO FINALE
2017 event to be announced

TIRE RACK® MATCH TOUR.
2017 season to be announced

CAM CHALLENGE

2017 season to be announced

REGIONAL

SOUTHEAST sedivrracing.org

Nov 5-6 Road Atlanta/Atlanta

Nov 6 Spence Field/Dixie

Dec 4 Spence Field/Dixie

Atlanta randallprince@gmail.com

Dixie bbatch@netally.com

South Carolina nixonbt@gmail.com

GREAT LAKES greatlakes-scca.org

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

South Bend solo@sbrscca.org

MIDWEST midivrrg.org

Oct 30 Remington Park/Oklahoma

Nov 5-6 East Crawford Recreation Area/

Salina

Nov 12-13 Columbus Air Force Base/

Mississippi

Mississippi georgebpainter@aol.com

Oklahoma ss8em2@gmail.com

Salina smnck@att.net

SOUTHWEST sowdivscca.org

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

South Texas (361) 980-8000

Texas jennifer.maxcy@att.net

Wichita cuoncrs@gmail.com

NORTHERN PACIFIC norpacscca.org

Nov 5-6 Expo Idaho/Snake River

Nov 19-20 Fresno Fairgrounds/San

Francisco

San Francisco (530) 934-4455

Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org

Nov 20 Marana Regional Airport/

Arizona Border

Dec 11 Marana Regional Airport/Arizona

Border

Arizona Border

arizonasanders@msn.com

ROADRALLY

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

NATIONAL

2017 season to be announced

REGIONAL

NORTHEAST nedivrrg.org

Nov 5 Covered Bridge RR/New England

New England chregan@aol.com

RALLYCROSS

NATIONAL CHAMPIONSHIP

2017 event to be announced

REGIONAL

NORTHEAST nedivrrg.org

Dec 11 Walczyk Farm/Central New York

Central New York (315) 575-3623

SOUTHEAST sedivrracing.org

Nov 12 Byron Racway/Middle Georgia

Nov 20 Hollytree Offroad LLC/

Tennessee Valley

MAXXIS®

PLAY HARD,



800-4-MAXXIS / MAXXIS.COM



James Heine

Dec 4 Durhamtown Plantation/Atlanta
Dec 10 Byron Racway/Middle Georgia
Dec 10 Hollytree Offroad LLC/Tennessee Valley
Atlanta quattros@gmail.com
Middle Georgia
 topher170@yahoo.com
Tennessee Valley
 leon@dynatorch.com
NORTHERN PACIFIC norpacsc.ca.org
Nov 13 Dirt Fish Rally School
 (RallySprint)/Northwest
Northwest kito.brielmaier@gmail.com

ANYTHING GOES
 Winter is often an active time for RallyCross competitors, so now's a great time to give it a shot. And remember, you don't need a Subaru, Mitsubishi, or Mazda to compete.



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 Assistant Treasurer **K.J. CHRISTOPHER**

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www.scca.com

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 & Communications
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www.sccapro.com
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 General Manager **STEVE OSETH**

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www.scca-e.com
 President & CEO **ROBEY CLARK**

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 (503) 327-8990; jweidenbaum@scca.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



EVERY DENNISON GRAPHICS SOLUTIONS COLORFLOW WRAP

Avery Dennison Graphics Solutions introduced the new Supreme Wrapping Film ColorFlow Series. The color shifting, iridescent films feature the performance and conformability of all Avery Dennison Supreme Wrapping Films. The ColorFlow Series includes five new colors with a unique satin finish: Rising Sun (Red/Gold), Urban Jungle (Silver/Green), Roaring Thunder (Blue/Red), Fresh Spring (Gold/Silver), and Rushing Riptide (Cyan/Purple). www.graphics.averydennison.com



3M BONDO BODY FILLER

Bondo Brand by 3M has been America's ultimate wingman for more than 60 years, tackling the toughest repairs and restorations at home, in the garage, or by the dock. Over the years, the Bondo Brand has evolved and changed to meet consumer needs, yet has always remained the premier body filler of choice. From metal to masonry, Bondo Brand filler is the fix-all product every DIYer keeps close by.

www.bondo.com

TOY BOX

ESSENTIAL
TOOLS,
ACCESSORIES,
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FOR RACERS

LARSON ELECTRONICS WIRELESS TOW LIGHTS

The wireless battery-powered LED tow lights from Larson Electronics are powered by eight 1.5v AA batteries and has stop, tail, turn, and hazard strobe light capabilities. Each light features 24 high-intensity LEDs to offer superior visibility and brightness during operation. The lights communicate with a transmitter that is terminated in a four-pin trailer plug, delivering accurate operation of the wireless lights. **\$202.50**
www.larsonelectronics.com



AEM OBDII GAUGE

AEM's X-Series OBDII gauge puts multiple channels of data at your fingertips by reading the CAN bus stream of your vehicle's OBD port and transmitting those channels to the gauge display. It reads Diagnostic Trouble Codes (DTCs) and gives you the ability to clear codes. Wiring is as simple as connecting the gauge to your vehicle's OBDII port using the supplied connector.

www.aemelectronics.com

PILOTI CAMARO FIFTY DRIVING SHOE

Inspired by the anniversary and Camaro's racing legacy, Piloti's specialized co-branded Camaro Fifty driving shoe is a modified version of Piloti's popular Spyder S1. A distinctive orange and grey color scheme, official badging, and race-inspired stitching are among the design features the Camaro Fifty shoe shares with the actual 50th anniversary edition Camaro. **\$155**

www.piloti.com



FIDANZA HEMI FLYWHEEL

Fidanza's latest offering rounds out the power train options with a flywheel for the 6.4L Hemi V-8 Challenger. Made from high-quality 6061 T6 aluminum, this flywheel comes in around 9.5lbs. The lightened flywheel delivers fast throttle response, quick acceleration, and a reduction in weight over stock.

www.fidanza.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to SportsCar Toy Box, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in SportsCar are not necessarily endorsed by SportsCar or the SCCA.



GF3 Full Face

SNELL SA2015

\$249.99 #3123

in Black, Matte Black or White



Latch & Link Harness

SFI 16.1

\$69.99 #6000

in Black, Blue or Red



Price shown are from most major product dealers, gforce.com sells at a higher list price. Check your racing parts supplier for local pricing. For a complete list of dealers, visit us online at www.gforce.com

The
FUN
starts
with **K&K**

INSURANCE

As a trusted provider of motorsports insurance, K&K is committed to helping your business succeed by offering high-quality coverage and services designed for your needs. K&K's expertise is respected throughout the industry; we are your solution for affordable insurance coverage. It's easy to work with K&K—visit our website now for more information.



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- Amateur Teams
- Owners & Sponsors
- Drivers
- Facilities & Events
- Racing Service & Repair Shops
- Products Liability

- Competitive rates and coverage
- Extensive specialty insurance and claims knowledge
- Secure market with over 60 years of experience



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CONTACT PATCH

PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

FULL CIRCLE

I've never been as happy to see the checkered flag at the National Championship Runoffs as I was this year – and that includes the year I won. Why? Because Mid-Ohio is brutal. I've now missed the setup at Road America, Mazda Raceway Laguna Seca, and Daytona, but missing the setup at Mid-Ohio compounded the issue more than at those Runoffs, so come lap 10 of 23, my Runoffs turned from a race into a case of survival – and I loved it.

The on-demand Runoffs broadcast on www.scca.com is fantastic, as it lets you view all of this year's 28 races in one sitting (if you're into binge watching). But what is just as interesting as the races are the podium interviews afterward – and it's from these interviews I know I'm not the only one who struggled with setup while in Ohio.

Take a look at American Sedan. No, I'm not talking about the controversial last lap; rather, what now eight-time Runoffs Champ Andy McDermid said after the race, admitting that he “just missed the setup by a hair.” That “hair” at Mid-Ohio snowballed into a more than six-second deficit from him to the class leader, Ed Hosni, before Hosni's

Mustang broke. And then there's both Formula Atlantic and Formula Enterprises, where early morning track conditions caught many drivers slipping and sliding.

Time and time again, though, even those facing the biggest challenges still loved this year's Runoffs. How come? To many, the 2016 event marked a homecoming, as the Runoffs spent 12 years at Mid-Ohio from 1994-'05. To those who weren't racing during that era, it was a chance to live the history of the Club. For me, it was like stepping into a dream.

The first Runoffs I attended was the last one at Mid-Ohio in 2005, as a spectator. But it goes further – I remember watching Runoffs coverage from Mid-Ohio on TV in the 1990s while in college, hearing the commentators talk about how these were amateur drivers; I wondered how I could get from the couch to the track, just like those guys. So, as I entered Madness on the opening lap of the Runoffs this year, I had flashbacks of the Showroom Stock races I'd seen on TV all those years ago. It was a surreal experience that took about 10 laps before coming to reality. At that point, reality told me I'd miscalculated my setup and was about to have to get creative.



Mark Weber

DREAM WORLD

Competing at this year's Runoffs was like living a dream, as the first Runoffs I ever watched took place at Mid-Ohio.

My race ended under caution – which I couldn't have been happier about. The person who won my race, Oscar Jackson Jr., was going to win with or without the caution, but back in 8th place, I was peddling harder than I've pedaled in a while. Then the checker flew and relief washed over me.

That was what it was like behind the wheel. I can only hope someone was watching this year's Runoffs broadcast from their home, like I did all those years ago, with the hope of eventually fulfilling their dream of racing, too. Even if they miss the setup when they get there. ●

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FROM THE ARCHIVES

10 YEARS AGO... DECEMBER 2006



- The 34th annual Solo Nationals visited Heartland Park Topeka for the first time.
- The SCCA Pro Racing-sanctioned Formula Drift Championship went to Samuel Hubinette.

25 YEARS AGO... DECEMBER 1991



- A record 572 drivers took the Runoffs green at Road Atlanta.
- Steve Saleen secured the Truck Guard/Shellzone Challenge title.
- Arizona Region hosted a Regional oval race at P.I.R.

50 YEARS AGO... DECEMBER 1966



- Dwight Pelkin penned a story about the legendary June Sprints, and how to eat your way through it.
- John Surtees won the six-race Canadian-American Challenge Cup.



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