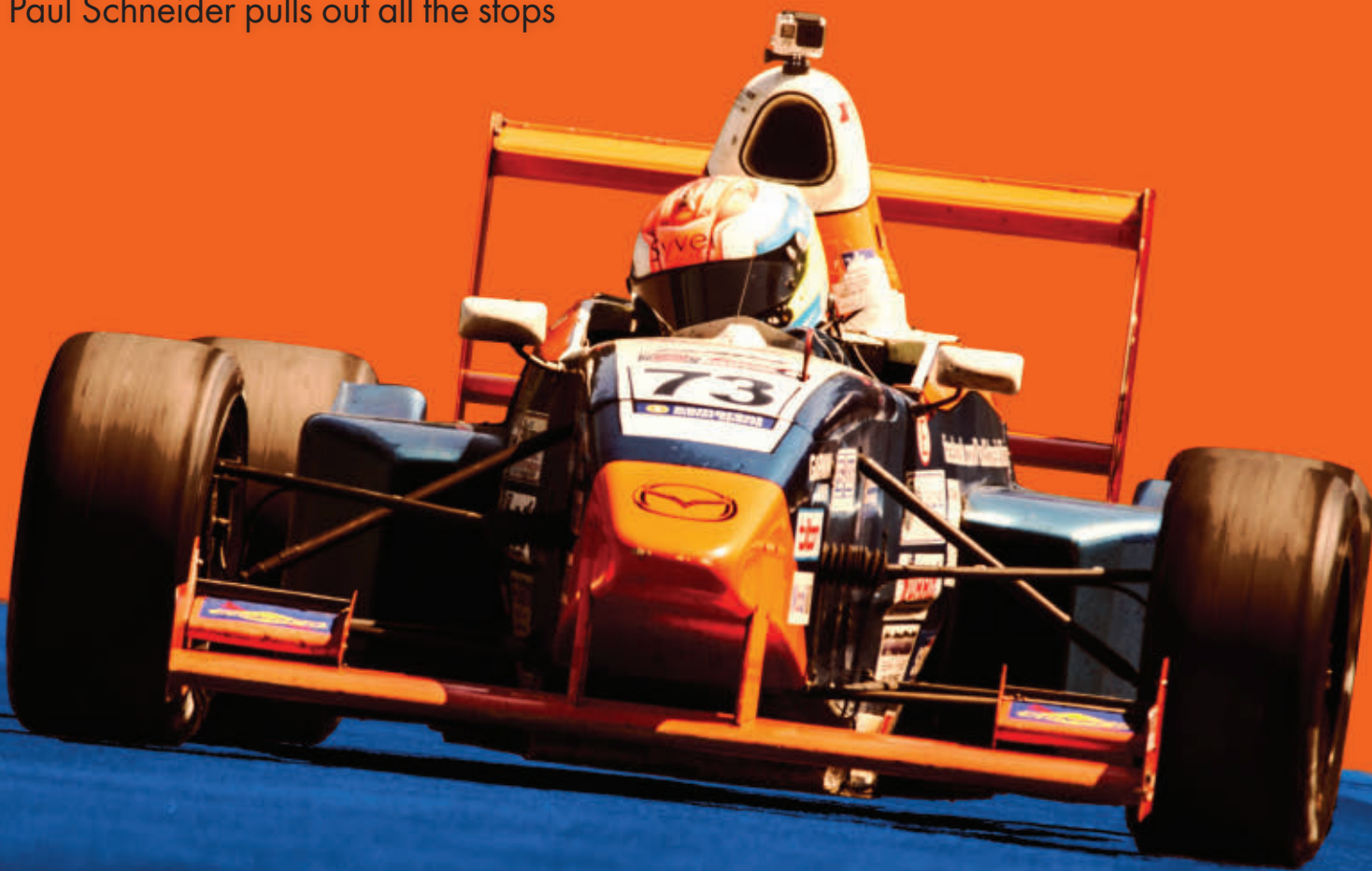


SPORTSCAR

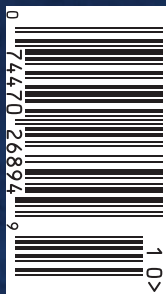


SHOW TIME!

With the Runoffs at his dream track,
Paul Schneider pulls out all the stops



OCTOBER 2017
U.S. & CAN \$5.99
SCCA.COM



INDY RUNOFFS PREVIEW



THE WINNERS?

We try to guess
the outcome of
the 2017 Runoffs



CLASS IS IN

IUPUI hits the
track with a
racing degree

TO THE WIRE

Hoosier Super
Tour battles
heat up

200 TREADWEAR STREET AND ST CLASS TIRES



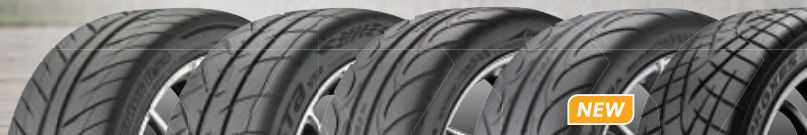
BF Goodrich
g-Force Rival S
g-Force Rival S 1.5

BRIDGESTONE
Potenza RE-11

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

FALKEN
Azenis RT615K
Azenis RT615K+



Hankook
Ventus R-S4

KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4

NEXEN
N FERA SUR4G

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BF Goodrich
g-Force R1
g-Force R1 S

Hankook
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

TOYO TIRES
Proxes R888R

REBATES AND SPECIAL OFFERS

tirerack.com/specials

GET READY GET \$80*



*Buy a set of four (4) select winter tires and get up to an \$80 Tire Rack Prepaid Mastercard®.

Offer valid 8/14/17 - 9/25/17

Prepaid card is issued by MetaBank®, Member FDIC. Card expires.

BRIDGESTONE



SCORE \$70

GET A \$70 PREPAID CARD
WHEN YOU BUY 4 ELIGIBLE
BRIDGESTONE TIRES.

OFFER VALID 8/10/17-10/8/17



MICHELIN

GET

\$70

**VIA MASTERCARD®
REWARD CARD**

after submission with purchase of any four
new MICHELIN® passenger or light truck tires.

OFFER VALID 8/23/17 - 9/17/17



GET UP
TO
\$

100

VIA MAIL-IN REBATE WHEN YOU PURCHASE
A SET OF FOUR SELECT HANKOOK TIRES.

OFFER VALID 8/1/17 - 9/30/17

Hankook
driving emotion

FLOW ONE
R A C E S P E C



F3
18 19 20



F2
18 19 20



A HUGE SELECTION OF OVER 1,500 DIFFERENT WHEELS

NEW



Sparco Terra
black, bronze, gold (17),
light grey, white (16 17)
15 16 17

sparco



Sparco Trofeo 5
black, bronze, gold, light grey,
black machined w/dark tint, red
17 18



O.Z. Alleggerita HLT
COLOURS
available in 9 finishes
16 17 18

O.Z. RACING



O.Z. Formula HLT
matte grey, black, gold
17 18 19



O.Z. Ultraleggera HLT
COLOURS
available in 7 finishes
19 20

MOTEGI RACING



M.R. MR131 Traklite
bronze, black, silver
17 18

Kosei



Kosei K1 Racing
silver
15 17



Kosei K5R
light grey, silver
15 17

Advanti
DST



Advanti DST Storm S1
hyper silver, black
17



Advanti DST Storm S2
black, bronze
15

ENKEI RACING SERIES



Enkei Racing PF01
bright silver, black (17 18),
black w/mach lip (17)
15 16 17 18



Enkei Racing RPF1
black, bright silver (14-18),
gold (17 18), special brilliant coating (15)
15 16 17 18

ENKEI TUNING SERIES



Enkei Tuning TS9
platinum grey, black, matte silver
17 18



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

TR
Motor Sports



TR Motorsports® FF10
light grey
15 17



CONTENTS

FEATURES

- 20 SHOW TIME**
Paul Schneider's secrets to success in Formula Enterprises
- 26 RUNOFFS PREVIEW**
From front-running race contenders to paddock secrets - what you need to know
- 26 WHO WILL WIN THE RUNOFFS?**
Did we pick you to win? Find out...
- 28 AS, BS, STL, STU
30 T1,T2,T3,T4
32 EP, FP, HP
34 SM
36 GT1, GT2, GT3, GTL
38 SRF, SRF3, FE
40 FA, FC, FB, FM
42 FF, FV, F5
44 P1, P2
- 45 SUPER BATTLES**
The Hoosier Super Tour ain't over yet
- 46 RUNOFFS ATLAS**
Maps of the Runoffs paddock are helpful
- 48 LEARNING EXPERIENCE**
Behind the scenes with IUPUI's Motorsports Engineering degree
- 54 SEEING YELLOW**
Committees ask the question: are the existing yellow flag rules sufficient?
- 56 THERAPY AT SPEED**
SCCA works with VetMotorsports to build an exciting military veteran program

DEPARTMENTS

- 8 CLUB LIFE**
News from around SCCA and the world
- 12 THE CLUB BOARD**
Board of Directors Chairman Lee Hill
- 14 A CORNER VIEW**
SCCA President and CEO Mike Cobb
- 16 MY SCCA LIFE**
Robert Mazza's SCCA story
- 18 POBST POSITION**
Racing Champ Randy Pobst speaks
- 58 INSIDE SCCA**
- 58 LEADERSHIP**
Secrets to repeat volunteers
- 60 NATIONAL SOLO**
Inside the world of Solo with Paul Brown
- 62 ROADRALLY**
Rick Beattie explains RoadRally
- 64 FIRST GEAR**
Up-and-coming young members
- 66 MARKETPLACE**
You want it, someone has it
- 72 CARS FOR SALE**
Your next racecar is here!
- 74 CALENDAR**
Thousands of events you need to attend
- 80 TOY BOX**
Essential tools, accessories, and gear
- 82 FROM THE EDITOR**
This month: cooking suggestions. Yes, really

SPORTSCAR

OCTOBER 2017
VOL. 75 | ISSUE 10

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2017, Sports Car Club of America, Incorporated.
All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS
#540410)



80

COVER PHOTOGRAPHY Luke Sluder



FIAT TRACKSIDE:

SLALOM • HEEL & TOE SHIFTING • AUTO-CROSS
ON TRACK EXPERIENCE
RALLY CROSS • LEAD & FOLLOW • HOT LAPS

ROAD RALLY:

CARS & COFFEE • LUNCH • A DAY FULL OF
SCENIC ADVENTURES THROUGHOUT ARIZONA



BONDURANT®

FIAT TRACKSIDE



124 spider



MOTHERS®
Polishes • Waxes • Cleaners

GOODYEAR

BORLA
EXHAUST

ODYSSEY
BATTERY



POWERSTOP

800.842.7223 fiattrackside.com



ANDRETTI'S BIG WIN

In 1969, Mario Andretti led 116 laps to claim his Indy 500 win. In the 1960s and '70s, Andretti also competed in Formula 1 and SCCA series like Can-Am and F5000. It's legacies like his that made Indianapolis Motor Speedway an iconic track, and why more than 1,000 SCCA racers dream of racing there at this year's Runoffs.

DATE May 30, 1969

LOCATION Indianapolis, Ind.

WHAT Indy 500

PHOTOGRAPHER LAT / Dave Friedman





**“DUDE...THAT SEAT REALLY TIES
THE INTERIOR TOGETHER”**



888.SPEED.16 | MOTOVICITY.COM



DON'T MISS THE RUNOFFS 5K

There's still time to sign up for the SCCA Runoffs 5k and Checkered Flag Dash, taking place Sept. 30 at the 2017 Runoffs. In support of September's Childhood Cancer Awareness month, all proceeds from the event will benefit Maxton's Fight and Riley Children's Health. Visit www.scca.com/runoffs for more details.



RUNOFFS SET TO SMASH RECORDS

Competitor registration opened on July 19 for the 2017 National Championship Runoffs, being held this year at Indianapolis Motor Speedway, and it didn't take long for records to be set. In just 24 hours, 763 driver entries were registered, crushing the 413 entries made in 24 hours for the 2016 Runoffs. Shortly thereafter, the entry number eclipsed 1,000, all but ensuring that the previous Runoffs record of 709 entries set in 2004 at Mid-Ohio Sports Car Course will be smashed.

"As a Club, the SCCA will most certainly offer up some of the most exciting racing in the world with more than 2,000 members planning to compete at two different SCCA national championship events in September," SCCA President and CEO Michael Cobb says, noting that the Tire Rack Solo National Championships, which also takes place in September, is set for record attendance as well. "The incredible involvement stands as testament to the Club's overall health and the quality of events this organization conducts thanks to passionate members. It's the SCCA membership as a whole that makes all this possible, and each individual SCCA member should be proud

of our community's collective, record-breaking accomplishments."

The winner-take-all National Championship Runoffs will consist of 19-lap or 40-minute races on a 15-turn, 2.592-mile road course at Indianapolis Motor Speedway. The course layout consists of 10 right-hand and five left-hand turns, as well as a main straight 3,700 feet in length. The configuration includes portions of the track previously utilized by Formula 1 for the U.S. Grand Prix and currently used by the Verizon IndyCar Series for the Grand Prix of Indianapolis.

For more information about the Runoffs, head to www.scca.com/runoffs. 📍





Perry Bennett

SOLO NATIONALS CAPS OUT

On the eve of standard registration closing for the 2017 Tire Rack Solo National Championships, the event entry cap of 1,350 drivers was achieved. Once the cap was reached, entries were placed on a wait list. Street Touring Roadster led the way with 79 entries, just a handful short of the 2016 record of 86 set by C Street (LEFT).

THE DREAM

This year's Runoffs at Indianapolis Motor Speedway has seen a flood of entries.

ISockPhoto.com / inhauscreative

Mark Weber



STICKER UP

Benefits await at the Runoffs – with the right stickers.

Runoffs Contingencies

Nearly 30 companies have stepped up to support racers by offering contingency sponsorship programs worth tens of thousands of dollars for the National Championship Runoffs. A number of manufacturers and companies are offering cash awards for drivers in select cars and classes, such as Chevrolet, Honda, Ford, Mazda, Toyota,

and Sunoco. Meanwhile, other companies are offering product or certificates, like Tire Rack, Hawk, Summit Racing, Hoosier Racing Tire, Eibach Springs, and Bell Helmets. For a complete listing of all contingency offerings, visit www.scca.com.

Registration for Runoffs contingency programs was streamlined for this year and

was included during the event registration process on MotorsportsReg.com. However, competitors are reminded that registration in these programs is required prior to the event, and you may want to confirm that you signed up for all appropriate programs prior to Sept. 10 - changes after that date must be done on-site in tech. 📍

Motorsports Driver Development Expands

Shortly before the SCCA Pro Racing Formula 4 United States Championship Powered by Honda midseason event at Mid-Ohio Sports Car Course, Jay Howard's Motorsports Driver Development expanded its lineup to include a fifth car piloted by Colin Mullan of Danville, Calif. Mullan was selected to complete the season with MDD after a successful team test at Gingerman Raceway in June.



Mullan began his racing career in 2008 at age 6. Now 15, he has built up an impressive resume of accomplishments across a variety of racing platforms, including karting, quarter midgets, Mini Cup stock cars, Spec Miata, and FormulaSPEED cars. In 2016, he was crowned champion of the

Sanzaru Games Karting series in Junior Rotax, competed in the Skip Barber Formula school, and was awarded the VMB Driver Development Scholarship, among other accomplishments. Mullan also competes in the 2017 Formula Car Challenge, racing in the FormulaSPEED class. 📍

THE STIG IS UP

Perhaps best known for his work behind the scenes (and a stint as a teammate to Randy Pobst in the K-PAX SCCA Pro Racing days) Paul Gerrard has been the man behind the wheel far more times than you know, piloting vehicles for countless video productions. The most recent revelation is that Gerrard spent eight years as the Stig in the American version of *Top Gear*.



Rupert Berrington



Seth DeBoes

RETURN TO THE TOP

With his Trans Am West Coast Championship win at Portland, Greg Pickett (LEFT and BELOW) has won TA races in five consecutive decades.

on pole, showcased a dominant performance en route to victory, setting the fast lap and finishing the race with a lap advantage over runner-up Ken Davis.

"This means an awful lot," says Pickett. "It's a heck of an accomplishment; to be successful in anything takes a lot of commitment, passion, drive, stick-to-itiveness - all those old-fashioned sayings that all happen to be true. But then to have sustained it, and to do something really well over a long period of time, to say nothing about five decades, that just comes down to me trying to take care of myself and being blessed with an incredibly supportive family, my wife in particular, and my children."

In TA2, Shane Lewis endured a second-half battle with Chris Cook, swapping the lead multiple times before a late spin by Cook cut the battle short. Cook would recover to finish second. In TA3, Steve Streimer showcased his skill set on his home track taking a comfortable victory in front of friends and family. And, in TA4, victory went to Tim Brown. 🟡



Seth DeBoes

Trans Am West at Portland International Raceway

On May 21, 1978, Greg Pickett claimed his first career Trans Am victory at what is now Sonoma Raceway. On July 30, 2017, some 39 years later, Pickett replicated that feat at Portland International Raceway in

the Trans Am West Coast Championship presented by Pirelli.

For Pickett, the TA class win stands as the 18th of his career in his 183rd start, and adds to a now unparalleled career in Trans Am with wins coming in

five consecutive decades. The victory also puts Pickett in the TA points lead for the Trans Am West Coast Championship, which will wrap up at Circuit of The Americas in November.

Pickett, who began the race

Team USA Scholarship Candidates

Three drivers from the SCCA Pro Racing Formula 4 United States Championship Powered by Honda drivers have been selected as candidates for the 2017 Team USA Scholarship. In the first stage of the selection process, Konrad Czaczyk, Kyle Kirkwood, and Jacob Loomis, along with seven additional candidates, underwent a series of interviews conducted before a panel of judges during the Honda Indy 200 Verizon IndyCar Series event at Mid-Ohio Sports Car Course in Lexington, Ohio, at the end of July.

Ultimately, two winners will

follow in the footsteps of a long line of accomplished professional drivers (notably Jimmy Vasser and Bryan Herta, who claimed the first two scholarships in 1990 and '91, respectively) by gaining an opportunity to take part in international auto racing events later this year.

The 2017 nomination will give Czaczyk and Kirkwood a second chance at the prestigious award. Czaczyk, was nominated for the Team USA Scholarship in 2016 and progressed through to the final round of candidates, but was edged out by fellow F4 U.S. competitor Kirkwood. Kirkwood



LAT / Dan R. Boyd

WINNING EDGE

F4 U.S. Championship racer Kyle Kirkwood is one of a select few Team USA Scholarship candidates.

received one of two Team USA Scholarships, granting him entry into his first international race at the Formula Ford Festival in Brands Hatch, England, and the opportunity to compete for the Walter Hayes Trophy at Silverstone. The F4 U.S. points leader finished in the top 10 in both events.

The Team USA Scholarship is one of the most successful

and longest established driver development programs in the world. Nearly a quarter of the drivers in the 2017 Verizon IndyCar Series (including Charlie Kimball, J.R. Hildebrand, Josef Newgarden, Conor Daly, and Spencer Pigot), plus IMSA WeatherTech SportsCar Championship stand-outs Dane Cameron, Joel Miller, Joey Hand, Andy Lally, and Bryan Sellers, along with IMSA Continental Tire SportsCar Championship leader Trent Hindman, are all Team USA alumni.

Round-two finalists will be announced later this season. 🟡

COBRA

exceed expectations



SEBRING PRO TECHNOLOGY®

Sebring Pro Technology is the next evolution of the Supertouring seat with full **Hans compatibility**. It features a **100% carbon fiber shell** lined with NASA-developed **Confor®** foam and integrated lateral head restraints. The carbon shell construction offers outstanding rigidity with a 50% weight savings over fiberglass shells while the Confor® cushions mold to the driver, absorbing 85% of initial energy distributing loads for the ultimate in comfort and safety. With Alcantara® anti-slip fabric and leather wear patches for hard-wearing good looks, PRO-FIT adjustable height cushions, and a deep-sided ergonomic shape for lateral support. Exceeds 3 times FIA 8855-1999 standards @ 63g.

Cobra Seats...the most technically advanced seats in the world!



Featuring Outlast® Technology!

Phase change materials (PCMs) are incorporated into Cobra's Sebring Pro to interact with the driver's body temperature and provides a buffer against temperature swings.



Alloy Side Mounts

Manufactured from 5 mm high-tensile aluminum for superior quality. FIA approved. Available in black only.

Authorized Centers

Buckley Racing	TX	817-239-7969	Track First	OH	234-380-5978
Driver's Edge Autosport	BC	604-298-5531	Vorshlag Motorsports	TX	972-422-7170
Fall-Line Motorsports	IL	847-215-9500	Wine Country Motor Sports	CA	707-935-7223
Phoenix Performance	PA	610-482-0141	Wine Country Motor Sports	CO	303-799-6606
Race Technik	AZ	480-655-7475	Wine Country Motor Sports	FL	561-748-5328

To find a dealer near you: **(714) 847-1501**
or find us on the web at: **cobra.subesports.com**

Sube' Sports is an authorized
North American distributor
of COBRA seats.
www.subesports.com

Sube
Sports

FORMULA CONTINENTAL MAPPINGS

All Formula Continental competitors should be aware that the Pectel T2 ECU map for the Zetec engine is available on the SCCA website, and only this new map or the equivalent Performance Engineering PE-3 map will be considered as compliant for 2017 Runoffs. If used, the PE-3 map must be installed with Version 35 firmware.



Dennis Wood



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

BoD ELECTIONS

It's that time of year again! Elections for the SCCA Board of Directors are held each fall with a portion of SCCA's 13 Areas being up for election in any given year. This year, Area 3 (SEDiv-South), Area 4 (GLDiv), Area 9 (NorPac-South), and Area 11 (SoPac) are on the ballot with incumbents eligible for reelection in all but Area 11. Elections for Areas 1 (NEDiv-North), 5 (CenDiv), 7 (SWDiv), 8 (RMDiv), and 13 (NorPac-North) will take place next year while Areas 2 (NEDiv-South), 6 (MWDiv), 10 (NEDiv-West), and 12 (SEDiv-North) will occur in 2019. You can find your Area by looking in your membership profile on SCCA.com.

Do you have what it takes to be a Director? First, you must have the time to devote to the position - figure on 10 to 20 hours per week - plus travel to Board meetings and certain SCCA events will be required six to eight times per year. Second, you must be prepared to devote the effort and attention that this position deserves. This is not a Board on which one serves by just attending occasional meetings to vote on a half dozen items and head for home. Third, you must have

both written and verbal communication skills. BoD members spend several dozen hours a month on the phone and deal with countless e-mails. It's also important to stay up-to-date on the various activities of the Club, which requires regular reading - both from "official" sources and lurking on various forums. Finally, while there's no specific business skill set required, it is critical that you realize that BoD responsibilities are to the entire Club, not just to a particular Region or activity.

A director must be prepared to keep the various demands and priorities in balance and focus on the overall success of the SCCA. Remember that Directors are elected by the Club members in their Area, and represent those constituents on the National Board, so they must be responsive to them yet also fulfill their responsibilities to the Club as a whole. This is where the Board can get bogged down in micromanagement of individual programs and rules making rather than performing its proper function of setting strategic direction. The practical implication of this for a Director is that issues of importance to constituents may not be in the long-term best interest of the Club as a whole. An effective Director must be able to balance these competing priorities.

If you think you'd like to run for the BoD, you will need to get 20 members in good standing from your Area to nominate you by signing your nomination form. Contact Aimee Thoennes (athoennes@scca.com) for a copy of the form. Completed nomination forms must be received by the SCCA in Topeka, Kan., by Oct. 1.

BoD service is a lot of work but it is also a great opportunity to help shape the future of our Club. ☺

CURRENT BOARD OF DIRECTORS

AREA	NAME	TERM, ENDS
1	Bob Dowie	1st, 2018
2	Jack Burrows	1st, 2019
3	Lee Hill	1st, 2017*
4	Marcus Merideth	1st, 2017*
5	Bruce Lindstrand	2nd, 2018
6	Chris Albin	1st, 2019
7	Dan Helman	1st, 2018
8	Arnie Coleman	1st, 2018
9	Charlie Davis	1st, 2017*
10	Earl Hurlbut	1st, 2019
11	K.J. Christopher	1st, 2017**
12	Tere Pulliam	2nd, 2019
13	Jim Weidenbaum	1st, 2018

* Up for re-election this year

** Relocating out of Area, ineligible to stand for re-election

MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

MEMBERSHIP DRIVE REFERRAL LEADERS FOR MAY 2017

Brian Ghidinelli	39	San Francisco
Gayle Jardine	29	Cal Club
Gal Mesika	16	Washington DC
Karen McCoy	10	Oregon
Yunfan Wu	10	San Francisco
Peter Cline	9	Ohio Valley
Darren Gunn	9	Central Florida
Justin Batten	8	Tennessee
Lynn Bertin	8	Detroit
Derrick Taylor	8	Buccaneer
Uwanah Udofia	8	San Francisco

1,100 additional members have at least one referral.

REGION LEADERS

(Category based on 2016 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Northwest	12.3%
Texas	10.9%
Washington DC	8.7%

LARGE REGIONS (401-799):

Kansas City	22.4%
Indianapolis	12.3%
Cincinnati	10.3%

MEDIUM REGIONS (200-400):

Northwestern Ohio	13.9%
Kentucky	13.7%
Susquehanna	12.0%

SMALL REGIONS (<200):

Tennessee Valley	82.4%
Allegheny Highlands	23.0%
Great River	20.7%



Rupert Berrington

RALLYCROSS NAT'L CHAMPIONSHIP REGISTRATION OPENS

The 2017 DirtFish RallyCross National Championship will take place Oct. 20-22 at Heartland Park Topeka in Kansas. With that date nearing, it's time to register.

Event registration opened Aug. 1 for previous RallyCross National Championship winners from the last five years. Then, on Tuesday, Aug. 8, registration opened for all other competitors.

With the event entry cap set at 125, competitors are encouraged to register soon. Online registration ends Oct. 17.

WINNERS CHOOSE WILWOOD

Forged Dynalite/ST road race brake kits
deliver track-proven performance
and long-cycle durability.

Mazda MX5 Miata / '88-'00

Honda Civic / '90-'05

- Thermlock® four piston calipers
- 11.00" **Spec37** alloy rotors
- PolyMatrix race compound brake pads
- Engineered to fit OE spindles inside 15" wheels



DISC BRAKES
wilwood
CELEBRATING 40 YEARS



Power. Control. Precision.

805.388.1188

www.wilwood.com

VISIT OUR BOOTH
AT SEMA 2017

#24849

FIRE SYSTEMS FOR LI-ION

Club Racing competitors using lithium ion batteries are advised to make sure their on-board or hand-held fire extinguisher system (as required) meet the chemical requirements to extinguish lithium ion fires. For example, water-based systems are not acceptable to extinguish lithium ion fires.



SPORTSCAR

OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

**NATIONAL EDITORIAL
COORDINATOR**

Reece White

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Dee Duncan,
Rocky Entrikey, Dyanne Gilliam,
James Heine, Richard S. James,
Jim Kearney, Don Knowles, David
Muramoto, Jon Olschewski,
Randy Pobst, Tom Schultz

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert
Berrington, Irina Bouzenkova,
Ken Brown, Rick Corwine, George
Dwinell, Mako Koiwai, Dennis Murray,
Barbara Protos, Mark Weber,
John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER
Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR
Nicole Szawlowski

GLOBAL SALES DIRECTOR
John Chambers

AD OPERATIONS Victor Uribe

BUSINESS DEVELOPMENT
Raelyn Stokes

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*. All materials are subject to our standard terms and conditions. *SportsCar* is not responsible for unsolicited manuscripts, photos and drawings, and such materials will not be returned unless they are accompanied by a self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700
SCCA Member Services
(800) 770-2055



RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

THE FUEL FOR GROWTH

SCCA Nation, last month I shared a theme that went something like this: *regardless of where we sit, serve, or stand as Staff and/or Regional leadership, we are here to serve the Member and those who serve the Members.*

This month I'd like to build on this notion by adding that when we work together as an enterprise across the Board of Directors, the Club Racing Board, the Solo Events Board, the Topeka staff, the Regional leadership, and the tireless group of volunteers, etc., we get a sum that is greater than its parts. I truly believe this is our organizational *fuel for growth* going forward.

We stand in the midst of the most successful September in the history of the organization, if breadth and depth of participation are the key indicators of success. In less than 30 days, we will collectively execute three of our biggest events ever: the National Championship Runoffs, the Tire Rack Solo National Championships, and the United States RoadRally Challenge. I do not have the final registration numbers for these events since I'm writing this in late July, but I'm going to go out on a limb and claim victory since we have already achieved *significant* early subscription to all events with weeks of open registration left to go. Moreover, we received 763 entries for the 2017 National Championship Runoffs just 24 hours after opening registration (crushing the previous record of 413 entries in 24 hours).

So, what fueled this record success? Was it some exotic racing fuel like Sunoco SR18, a trick polished and ported head, some sticky new Hoosiers, or was it something that comes from within our organization?

From where I sit - and while I think Indianapolis Motor Speedway is absolutely a great venue for the National Championship Runoffs - it seems real success is more about *the power of our organization* when it is harnessed, focused, and directed on achieving shared outcomes. Since our organization is built around the automobile and people who are passionate about them, allow me to share a quote from Henry Ford on the power of teamwork:

"Coming together is a beginning. Keeping together is progress. Working together is success." —HENRY FORD

Mr. Ford was certainly on to something. It is as true today as it was when he first shared it. There is great power in this notion of coming together, keeping together, and working together. As we strive to serve the members together, this is how we unite the tribes, move the organization forward, and fuel our growth.

In closing, thank you for working together to make September 2017 and all the SCCA events that transpire within it truly unforgettable. And now that we have these milestones etched in the SCCA record book, I believe the next goal we take on together should be growing the Club to 75,000 members. Who's with me?

Have an alternative fuel for growth? Please feel free to drop me a note at president@scca.com. ☺



DIGITAL RADIO SYSTEMS • CUSTOM HARNESS KITS BEARCAT SCANNERS • CUSTOM EAR MOLDS



Hytera

RACECOMMUNICATIONS.COM
119 Bevan Dr. Mooresville, NC 28115
100 Ferncroft Rd. #208 Danvers, MA 01923

EXCLUSIVE NA
IMPORTERS FOR

SCHROTH
RACING

SCHUBERTH

Stilo

RACECOM



HMS
by motorsport



ROBERT MAZZA

MAHONING VALLEY REGION | MEMBER SINCE 1996

CHEERS!

Robert Mazza is passionate about his winery and motorsports.

"I became an SCCA member in 1996 after competing in Porsche club racing for over five years with an early 911. Open-wheel racing had great appeal to me, and I started at the entry level with Formula Vee, quickly progressing to FCF and Formula Continental.

As I matured in SCCA open-wheel racing, ultimately in a D Sports Racer, things appeared to be happening a lot quicker on track, which led to a car with doors on it. In 2005, I purchased a partially built World Challenge Touring Car, a 2000 Toyota Celica GTS, from a friend who had won a championship in the GT class.

My goal was to get my pro license but, in the meantime, we completed the car and competed in two World Challenge races with my good friend Justin Pritchard at the wheel. I quickly

came down to the earth, however, once the reality of the level of competition and financial commitment required for such an endeavor hit home.

Many well-known racers have gone on to become vintners and winery owners, while I, on the other hand, started my winery in 1972 and went on to race 20 years later. The winery, Mazza Vineyards, is today's largest producer of Pennsylvania wines and juices for the wholesale market.

The business expanded into New York in 2005 with a distilling operation. Today, the new location of Mazza Chautauqua Cellars/Five & 20 Spirits & brewing continues to grow. In fact, in 2015 it was New York State's first and only combination winery, distillery, and brewery.

I have always tried to support the sport I love so much by being a sponsor,



becoming involved with PCA, the Kryder Racing Championship, and the SCCA U.S. Majors Tour program. Currently, Mazza Wines is the Official Sparkling Wine of the SCCA ProSolo Series, along with the Hoosier SCCA Super Tour.

My passion for sports cars and wine is genuine, and I'm proud to have been able to combine my love for both. Cheers!" 🍷

IMAGES Courtesy Robert Mazza

STEVENS-MILLER

R A C I N G

IN THE TRANS AM SERIES PRESENTED BY PIRELLI



RACE WITH THE PROS

Combine cost effective, competitive, and fast racing with Stevens-Miller Racing and the Trans Am Series presented by Pirelli in the beautiful Hemi Powered Dodge Challengers. No matter where your skill and experience levels are at, SMR can help you achieve your goals behind the wheel. With straightforward all-inclusive pricing, SMR makes it easy to grow skill sets, achieve high caliber racing exposure, and have a blast while doing it!

Contact us today and make sure to ask about our 2018 Driver Incentive & Search Program.



Stevens-Miller Racing
(952) 210-6824 | stevensmillerracing.com



Rupert Berrington

RANDY POBST

4-TIME WORLD CHALLENGE CHAMPION

2-TIME RUNOFFS CHAMPION

2-TIME SOLO AND

4-TIME PROSOLO CHAMPION

2-TIME ROLEX 24 GT WINNER

BORROWED RACECARS

Last weekend I visited High Plains Raceway outside Denver, Colo., for another vintage race weekend raising money for the Morgan Adams Foundation, The Race Against Kids Cancer (RAKC). Morgan is fearless leader Joan Slaughter's daughter, who tragically died 17 years ago from the insidious disease. This sea of troubles inspired Joan and her

cause, but really a secret motivation is to drive cars...lots of cars. Variety is the spice of life.

I started Saturday morning in the vintage Formula Ford group, gridding almost 40 cars. Mine was a 1971 Winkleman belonging to event organizer Jamie Stiehr. Barely 900lbs, these cars were a mainstay of Club Racing for years, and the pathway to Indy and Formula 1. Technology, cost creep, and "spec" series competition whittled down the fields, but the cars are alive and well in Denver.

Now, I've been a tin-top man all my life, so a lay-down lightweight is a very different experience. You slip in like putting on a shoe, pedals hidden far away, with a tiny shifter and steering wheel tight against your legs. This car had a single submarine belt, and I shuddered to think what a frontal impact might do to the you-know-what. Unlike upright sedans, the sub belt is the primary forward restraint. I think I'd be on the phone to SafeRacer (one of my personal sponsors) for a six-point right away, to straddle sensitive regions.

The little cars fit like a wetsuit and weigh only a little more - and what a view, from knee-level, peeking over the front tires. There's an intimate relationship not possible in 3,000lb "sports cars." This FF hates trail braking and loves early power, mostly drifting corners on treaded tires, which had a nasty twitch if I attacked the brake pedal, followed by a bouncing sensation (bad left-rear shock?).

On the straight, I can snap off instant dog-box shifts, and have to, or it will grind like a blender full of bolts. Fingertip paddle shifters kill the joy; too easy. The draft is huge: low-power, high-aero drag. It's a crazy feeling to race wheel to wheel so close and exposed that we could reach out and hold hands. And breezy! Take that, sweaty sedan pilots.

Next, I'm offered an SCCA masterpiece by the artist and engineer who drew, cut, welded, and tuned it: a GT2 BMW tube frame with E30 M3 four cylinder and a live rear axle. A fabulous creation, Jim Valdez did it all, over a period of years. A

"Again, you video-game paddle shifters are missing out on one of racing's great pleasures"

husband to take arms against it, and by opposing, work to end it. Her impassioned description of where the money goes and the children they have helped made me a true believer.

I almost moved to the area a few years ago to work with Pikes Peak Racing, and gained a lot of friends around there. Consequently, I've gone out to High Plains Raceway to the RAKC for three years now to help the



dying breed, because it is just so much work. Its sequential gearbox is the best I ever tried, with quick, light action. Speaking of light, it's under a ton (FF guys giggling). Fat slicks and low center of gravity and amazing grip everywhere. At about 300hp, this homebuilt GT gem races against Porsche Cup cars with way more power and a load more weight - an interesting matchup. Watch for this very car at the Runoffs at Indy.

I run across the paddock to make another bucket-list dream come true: Steve Hargus' 1967 NASCAR Baby Grand Mustang fastback. This is a real-deal car built when new for that class, and I'm awed at the responsibility of driving it and preserving it, but I still go flat-out, 8,000rpm Ford V8 screaming at the green flag. It's so fast I almost hit the 911 and 1969 Firebird ahead of me, sticking the big hoss inside in Turn 1 and, *oh, crap, how did I get here so fast I'm gonna go straight off axle hopping crackin' the Jericho tranny down into second. This is so embarrassing - I made it, whew!*

Steve said it had good power - master of understatement. The whole field disappears in my mirrors as we shriek down the straight, sounding like exactly twice the revs I see on the tach. This V8 doesn't rumble, it screams. I feel my earplugs vibrate. The long chrome God's-own Hurst shifter snicks the gears quick and clean with just a lightning wave off the throttle and a yank of the just-right giant white cue ball knob. Again, you video-game paddle shifters are missing out on one of racing's great pleasures. As often happens, I didn't really appreciate it until it was gone.

The power and weight are no problem because the brakes are minimal and that rear axle hops madly when you need it most, worsening with the downshifts. The Mustang feels huge in the hairpins, ungainly even, but glides with a little tail-out TV highlight action in the fast corners. No power steering, as raced when men were men, it feels vintage and ponderous and I'm awed by the

thought of those drivers in white tee shirts, smoking cigarettes, wrestling these beasts. Rolling back into the pits, I have a real sense of satisfaction and accomplishment. Yeah, *I did that*.

Next is one of my all-time faves, Rick and Kelly Nichols' Datsun 240Z. Gorgeous car, built for vintage, under hood stuffed with triple Webers you have to see to believe. I had a couple ratty Zs in college back when 150hp was fast. We've got double that, easy. All muscle, no power assist here, too, and a dogleg Datsun Competition 5-speed (first is offset under reverse). This puts second through fourth in the H-pattern for the race - a better plan, once you get used to it.

Real slicks and strong brakes make this one easier on the attack than the big pony car, but the locked spool rear diff does exactly what I expect: push in, loose off. Rick likes steering with the throttle, "dirt-trackin'" out of the corners, he says with a gleam in his eye. Ah, that yummy taste of the good ol' days, and all to raise over \$180,000 for the kids. Bravo, Racers! 🍷

PRO/AM

As part of his weekend in Colorado, Randy took part in a PRO/AM event that utilized an essentially stock Mini Cooper. Pobst and his teammate finished second to the team led by Tanner Foust.





SHOW TIME

With the National Championship Runoffs upon us, Formula Enterprises racer Paul Schneider gears up for Indy

WORDS Philip Royle | IMAGES Luke Sluder

“My motorsports journey started in 1988,” Paul Schneider tells me. Back then, Paul’s dad, Peter, had a friend who was in the market for a Sports Renault. “My dad helped him put that together and went to a few events with him,” says Paul, describing the ball that put into motion not only his father’s racing journey, but also his own. As it turns out, Paul’s motorsports adventure has become quite the tale, standing on the National Championship Runoffs podium twice (with another shot just one month away), all the while strengthening a family bond through the love of racing – and he’s loved every moment.

In 1991, Peter Schneider bought a Spec Racer himself, competing at racetracks up and down the East Coast with young, teenage Paul in tow.

“I never thought that the SCCA was something kids did – I thought it was something dads did,” Paul admits of those years – but that soon changed. “I saw a friend of mine whose dad also had a Spec Racer, and my friend was in the car,” Paul remembers. “That was pretty cool, and I thought, ‘Franklin’s driving – I want to drive.’”

Paul attended his first Driver’s School in 2001, sharing his father’s SRF on race weekends. Then came the day that changed Paul’s racing trajectory. “We shared the car at Road Atlanta,” he says. “When I drove, we just covered up the last part of his first name with some tape. And, at one point, he told me to just peel his [first] name off the car – I did, and my name was underneath it. That was an unreal moment.”



THE PREP

Paul Schneider (RIGHT) and his father put great pride in the prep of their No. 73 FE car (ABOVE). Incidentally, the car number was chosen because their SRF chassis was 073.



With Paul now in the driver's seat, the pair took their racing program up a notch, finding speed in the details of the spec class, and progressing to the Runoffs in 2006. There, a 26th-place start resulted in an 18th-place finish - and the Runoffs hook was set.

But while SRF offered plenty they liked in a class, Paul and his father were tempted to move on. "I was familiar with the Enterprises way of running a car," Paul admits. "It's completely spec - it's driver based. I'm very, very comfortable with that." So, in 2006 - Paul's Runoffs rookie year - the decision was made to purchase a Formula Enterprises car. "I love the

spec aspect of it," he says. "It's a driver's car, and all you have to tune is the setup. There are CSRs [Customer Service Representatives] - ours is Compret Motor Sports - and they carry the parts for you. You don't have to carry your own inventory of parts, and if you have any damage to the car that's beyond your capabilities to fix, they have trackside support."

Unlike classes like Formula Atlantic, Continental, and the like, FE is a spec formula. "It's sealed engine, sealed shocks, and a spec transmission," Paul says of what attracted he and his father to the class. "The shocks are rebound adjustable only, you can adjust camber, caster, ride height, tire pressures; we've got adjustable bottom and top rear elements, and then at the front we can adjust the main angle and the flaps on either side - it's basically limited to that."

But the move to the FE wasn't made in a vacuum. Around that time, IMSA introduced Lites 3, a class tailor made for the FE chassis wearing Enterprise's ESR sports racing

bodywork. Paul campaigned that for a year, but when the class went away, he switched gears back to Club Racing, this time in formula-car trim.

The jump from SRF to FE didn't come easy. "The transition from the Spec Racer Ford to the FE car was a big step - at first, we were in over our heads," Paul admits, "but my dad is a fantastic mechanic."

Now retired, Peter heads the team's mechanical duties. "My dad does most of the wrenching - it's a car he's comfortable working on in the garage." And by garage, Paul's talking about the detached garage next to his house - and while they utilize the CSRs in a pinch, they aim to do everything themselves.

"We can swap a whole motor in three hours - in fact, we had to do that at Sebring in January," Paul explains. "We had to run to the airport to get a motor that Enterprises had shipped to us, and we got back to the track and even made the race. We strive to not miss a session."

Along with a learning curve, the move to FE also came with a



Speed Thrills.

Summit Racing Equipment is *the* source for parts, tools, and accessories for your race car, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com

NITTO



NT05 Tires

Keyword: NIT NT05

as low as \$324.00 each



MADE IN THE USA



Drop In Black Out Windows

Keyword: OAW Drop-In

as low as \$550.00 each



MADE IN THE USA



20W-50 Hi-Performance Synthetic Blend Motor Oil

Keyword: VPR Hi-Performance

VPR-2975 \$8.07 quart, each

Gifts, Clothing and Memorabilia



Industrial Shop Presses

Fabricating Equipment

Build it yourself with Baileigh professional quality fabricating equipment. From shop presses to bead rollers, band saws to sheet metal hand brakes, you'll find what you need to customize your ride.

Keyword: Baileigh Industrial

VISIT SummitRacing.com

For More Tools & Shop Equipment



5-Way Standard Latch Racing Restraints

Keyword: CWS 5-Way Standard

as low as \$97.97 each

PYROTECT



Pro Sport Duckbill Helmets

Keyword: PYR Pro Sport Duckbill

as low as \$269.00 each



MADE IN THE USA



Water Wetter Cooling System Treatment

Keyword: RED Water Treatment

RED-80204 \$11.95 12 oz., each



Rambler U111 Gunmetal with Machined Lip Wheels

Keyword: USM U111

as low as \$165.00 each



True Roller Timing Sets

Keyword: SUM True Roller Billet

as low as \$79.97 set

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.

**FREE
STANDARD
SHIPPING**
ORDERS OVER \$99

Call by 10 pm EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Tech: 1.330.630.3030 • Int'l: 1.330.630.0230



FIND IT AT SummitRacing.com

SCode: 1710SC • Prices subject to change without notice. Please check SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2017 AUTOSALES, INC.

COVER FEATURE

philosophy change. "In 2006, when we transitioned over to the FE, that was the time we got serious," Paul explains. "It was a move to a faster car - it was time to pay attention and a time to get results."

The plan for success was twofold, covering hard parts and analysis. "There's way more attention to detail," Paul reveals of his racing program now. "It's looking at data and trying to figure out what we can do to the car to make it better. I'm doing that, and my dad is going over the car to make sure it's reliable, trying to prevent any sort of mechanical failure, because, after all, it's racing and a lot can go wrong."

The first big payoff came at the 2015 Runoffs at Daytona International Speedway with a third-place finish. "Obviously, I would have liked to have finished first, but that was my first Runoffs podium," he says. "Then in 2016, we ended up making a last-ditch effort to make it [to the Runoffs]. I'd never been to Mid-Ohio, [but] I did one test day, and then we got on the podium."

This success has fueled Paul's drive to win, and he has high hopes for the

DIALED IN
Peter Schneider (BELOW) goes through the nuts and bolts while Paul (BOTTOM RIGHT) sorts through session data, all in the hunt for victory (BOTTOM).





2017 Runoffs at Indianapolis Motor Speedway in late September. "I want to kiss the bricks," Paul beams. "It's Indy. We're going to make sure everything is perfect on the car."

This is a lesson Paul and his father learned the hard way – take, for example, the 2013 Runoffs when a simple oversight turned a fourth-place start into massive disappointment. "In 2013, [SCCA Enterprises'] Mike Davies was inspecting gearboxes and then drilling a hole through the casing.

Well, we didn't re-secure our rain light properly and, during the race, the rain light wire got into the actuator and I couldn't up-shift. It was unbelievable to spend the whole season getting there and then have something like that take you out."

So, what does the future hold? Aside from a dream of winning the Runoffs, Paul has considered a move to the Gen3 SRF. "Since the Gen3, I've been asked to go back to Spec Racers," Paul says, admitting, "There

are more competitors. But I love the open-wheel feel and everything involved with an open-wheel car."

No matter how this year's Runoffs ends, Paul wouldn't trade his racing journey for anything because it has brought far more than on-track thrills. "I have a brother and a sister, but I'm into motorsports and so is my dad, and we've bonded over that," he says, taking a moment to thank his dad for the opportunities he afforded him. "He believed in me," he says. 🍎

BEST OF BOTH WORLDS

(ABOVE) Spec-style racing with just enough tuning versatility is what drew Paul Schneider to FE.

WHO WILL WIN THE NATIONAL CHAMPIONSHIP RUNOFFS?

With the 2017 Runoffs around the corner, we attempt to predict the winners, just like last year – but this time we'll get some right | **WORDS** SportsCar staff

When it was announced that Indianapolis Motor Speedway would host the 2017 National Championship Runoffs on Sept. 25-Oct. 1, it was obvious things were about to get real. All race season the buzz has been palpable, and the moment event registration opened in July, records began to break. This will truly be a Runoffs like no other.

Within 24 hours of registration kicking off, 763 drivers had signed up, putting registration well ahead of the pace of the 2016 Runoffs, which saw 413 entries in the same period of time. At the time of this writing, the 1,000-entrant mark had just been eclipsed, leaving no doubt we will see the previous Runoffs record of 709 entries utterly obliterated.

As expected, a number of the 28 classes are bursting at the seams with both SRF3 and Spec Miata anticipated to flirt with the 100-car mark. But, as it happens, the track limit is 72 vehicles – how does that work? The answer appears in the Runoffs Supplemental Regulations.

First, drivers in oversubscribed classes will be split into separate qualifying sessions so that no more than 72 cars are on course at once. Either the class will split into two groups within the available time or the stewards will put some cars into a less-full group.

In the event that more than 72 cars come to the Runoffs and post qualifying times, the top 60 cars will qualify into the National Championship race, and the remaining cars will compete in a “Last Chance” qualifying race on Thursday evening. The top 12 finishers from that race will advance to the last 12 positions on grid for the National Championship race.

It's also worth noting that the Runoffs supplemental regulations also specify that a driver must qualify within 115 percent of the polesitter's lap time to be eligible to race. Drivers who do not post an eligible qualifying time may not be allowed to race without a waiver from the Chief Steward.

But those are pesky details – right now all we want to know is who will take the gold! With so many people set to descend on the Brickyard this September, the task of guessing a winner is difficult. But don't worry, that's what we're here for with our annual – and debatably ill thought out – prognostications.

Did we get all of our picks right? Certainly not – but chances are we got a few. So turn the page and start reading about your favorite classes, if for no other reason than to ridicule our outrageous podium predictions.

MAKING HISTORY

While everyone expected this legendary location to spur a healthy Runoffs turnout, few could have anticipated to what level.

StockPhoto.com / cfdimages



PRESENTED BY





WHO WILL WIN?

American Sedan, B-Spec, Super Touring Lite, Super Touring Under

WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS AMERICAN SEDAN

1. Andy McDermid
2. Ed Hosni
3. Philip Smith

B-SPEC

1. John Phillips III
2. David Daugherty
3. John Heinrich

SUPER TOURING LITE

1. Eric Kutil
2. Cliff Ira
3. Nick Leverone

SUPER TOURING UNDER

1. Joe Moser
2. Louis Rivera
3. Max Gee

In a career stretching back to 1990, Andy McDermid has stood atop the American Sedan Runoffs podium eight times, including back-to-back championships in 2015 and '16 - with the 2016 win coming in a very unlikely way via one of the most unbelievable last laps in recent Runoffs memory. Consequently, it would be silly to bet against him.

"I like our chances," McDermid says. "The car is going along really well. We found a couple more things that we're pretty happy about."

But there will be several strong contenders for this year's crown. Ed Hosni won the 2012 AS championship

and ran in the lead for most of last year's race until a mechanical failure took him out on the last lap. Hosni is our choice for second place this year.

"I think that Hosni has a very fast car for a track like Indy, so he'll be a challenge," McDermid admits.

Philip Smith finished a strong third last year, and is our choice for third again this year, but also in the mix is 13-time National Champion John Heinrich, who has entered his 2002 Camaro.

The polar opposite of an American Sedan racecar is a B-Spec car, but that doesn't mean the racing is any less intense. This year, we think John

Phillips III has what it takes to claim his first National Championship in B-Spec. "I've run my butt off this year as hard as I could everywhere," Phillips says, "I've been running against everybody and, hopefully, I've got it all together to pull it off."

Our pick for second position is last year's winner and nine-time National Champion David Daugherty. But he's building a new car for Indy and could easily take his 10th championship come the Runoffs. "John Phillips is certainly on his game," Daugherty says. "But I am the only one who has beat him this year. We have had fantastic races."

OPPOSITES ATTRACT

(LEFT) It would be foolish to bet against Andy McDermid in American Sedan at the Runoffs, so we won't. (BELOW) John Phillips III has raised his game since getting into his B-Spec Honda, and it may be just enough to get that first win.

Mark Weber



Mark Weber

**RACING STRIPES**

(ABOVE) Look for Eric Kutil to move one step up the podium in Super Touring Lite. (BELOW) Joe Moser nearly pulled off the Super Touring Under/E Production double in 2016, and we expect he will defend his STU title thanks to few tricks he has up his sleeve.



Rupert Berrington

championship. Kutil is an engineer at Honda in Ohio, and will be driving his 1992 Civic with Acura power.

"I've been a Honda guy my whole life," Kutil says. "Working at Honda, I met a lot of other engineers and a lot of those guys have been racing STL and STU, so they've got a lot of knowledge."

Our second place pick is Cliff Ira, who won the STL championship in 2014, finished second in 2015, and third last year. Our pick for third is Nick Leverone, who finished fourth last year, and fifth in 2015.

"I haven't raced against Cliff this year," Kutil admits. "I'm also kind of worried about Danny Steyn because I haven't raced with him at all. Leverone is one of the few people who beat me this year. I think he's a really good driver. Regarding Hondas, Brian Shanfeld is pretty quick - he's been giving me a lot of problems this year."

Kevin Boehm's move to Super Touring Under could shake things up in that class, but our pick to win STU this year is the reigning champion Joe Moser. Moser campaigns his 1993 Honda Prelude in both STU and in E Production. "This year we worked on reliability, and the results showed," Moser says. "Six poles, six wins, and three track records in E Prod racing. We do have some things up our sleeve for the STU race this year. We think we're going to have a little more power this time around."

Our picks for the rest of the STU podium are Luis Rivera for second and Max Gee to make the podium in third. But those aren't necessarily the drivers keeping Moser up at night. "There are two guys who worry me the most, actually," Moser says. "Number one is Rob Huffmaster. He's an incredible driver and his car is finally coming together. Then there's John Schmitt. Of course, John's always going to be at the top. I'd say those are the two guys who scare me the most."

Other dark horse STU contenders could include Brad McCall and John Weisberg, assuming that Boehm doesn't upset the apple cart. 🍏

John Heinricy is our choice for third place, but he could also make a play for the win. With 13 National Championships to his credit, Heinricy is always a strong contender. Phillips has some other drivers in mind as well.

"I would never count out Joe Gersch," Phillips reckons. "He's been running real strong all year long, and Brian Kelm is a past National Champion. I wouldn't count any of these guys out."

After winning back-to-back championships in Super Touring Lite, Kevin Boehm has moved to Super Touring Under this year, clearing the way for last year's runner-up Eric Kutil to be our pick to take the STL



THE GRAND TOUR

(LEFT) Look for Andrew Aquilante to take T1. (BELOW from top to bottom) Kurt Rezzetano has a lock on T2. Ali Salih looks strong in T3. No one will be close to Oscar Jackson Jr. in T4.



Jay Bonvaud



Jeff Loewe



Jay Bonvaud

WHO WILL WIN?

Touring 1, Touring 2, Touring 3, Touring 4

WORDS Jason Isley | MAIN IMAGE Mark Weber

PODIUM PREDICTIONS

TOURING 1

1. Andrew Aquilante
2. Marc Hoover
3. Mark Boden

TOURING 2

1. Kurt Rezzetano
2. John Buttermore
3. Michael Lavigne

TOURING 3

1. Ali Salih
2. Marshall Mast
3. Derek Kulach

TOURING 4

1. Oscar Jackson Jr.
2. Darren Seltzer
3. Don Knowles

On Sept. 29, the Runoffs races kick off with Touring 1, and this won't likely disappoint. Our go-to pick for T1 is once again Andrew Aquilante. In 2016, Aquilante didn't have his new Mustang ready, opting instead to jump into one of the Phoenix Corvettes. Aquilante qualified second, and kept eventual winner Ross Murray honest up until the engine in his C7 expired.

With more time in the shop to prep the Mustang, and the factory built racecars like the Viper Competition Coupe no longer in T1, it's hard to pick anyone other than Aquilante to win T1. "I'm never really committed to a car, especially two months out from the race, but I'd say it's a 98-percent chance it will be a Mustang," says Aquilante. "I was building the car for last year and it missed the bell, so at least I'm not in a scramble to build something."

The other thing going in Aquilante's favor is track knowledge; a commodity that very few have as the Runoffs visits Indianapolis for the first time. "I've run all the pieces of the Runoffs layout," says Aquilante. "I feel it will be very hard to pass cleanly, so getting out of Turn 1 in the lead, and not being taken

out by a hero coming from five rows back will be very important."

The rest of the podium is a bit harder to predict, as so many will be battling for those two steps. We have seen Marc Hoover make big strides with his turbocharged Mazda Miata and, if he can keep it running, it could be his year to return to the podium. Mark Boden is also a safe pick, having already recorded a Trans Am TA3 win at the Brickyard.

Closing out Friday will be the Touring 3 race, which is slated to share the track with B-Spec, making traffic management an essential skill. This class has been in a bit of flux all season, and it's hard to predict which car/driver combo has the right stuff. The BMWs look strong, and we think Ali Salih is at the pointy end of that group, but traffic could be an issue for him. "Spec E46-based T3 cars have a good qualifying pace," says Salih. "When the track ahead is clear we can put a decent time on the board. However, I have major doubts of the performance in traffic or in a wheel-to-wheel racing situation."

We expect Marshall Mast, and Derek Kulach to round out the podium, but there are also some wild cards to

watch like Todd Lamb who has already raced there in his Global MX-5 Cup car.

On Sept. 30, we will see Touring 2 take to the track, and we expect to see Kurt Rezzetano out front again. "So far, to win races this year, I have had to take chances and run 110-percent every lap to win," says Rezzetano. "At Indy, it's going to be more of the same."

Look for Corvette driver John Buttermore - who, had it not been for a brake problem, might have pulled off the upset at Mid-Ohio in 2016 - to be hot on Rezzetano's heels.

We think Michael Lavigne will back up his 2016 finish, but he will have a lot of guys to hold off in the process.

As the calendar turns to Oct 1, we will see Touring 4 take to the track, and it's unlikely that anyone will challenge 2016 standout Oscar Jackson Jr. as he takes aim to defend his title. "I try to not get caught up in the results throughout the year, because the front runners change once we get to the big show," says Jackson. "I know the East Coast boys bring their best, and I look forward to the challenge."

Chasing after Jackson will be Darren Seltzer, Don Knowles, and a gaggle of MX-5 drivers. 🍌

Winners Choose LUCAS.

Hypercar Development



Shea Holbrook



Robert Stout



James Hinchcliffe



Professional racers know that **Lucas Oil** lubricants and additives deliver unmatched protection. Every product is proven on the track to withstand the most punishing conditions. That same protection is available for every vehicle on the road, including YOURS. Trust **Lucas Oil** to give you the winning edge!



LUCAS OIL

LucasOil.com • 800.342.2512



IN PRODUCTION

(LEFT) Look for Joe Moser to claim the E Production win that slipped away from him in 2016. (BELOW) Joe Huffaker is looking to add to his collection of wins, this time with a gold medal in F Production. (BOTTOM) Can anyone prevent Brian Linn from pulling off the three-peat in H Production?



Jeff Loewie



Jeff Loewie

WHO WILL WIN?

E Production, F Production, H Production

WORDS J. Michael Hemsley | MAIN IMAGE Mark Weber

PODIUM PREDICTIONS

E PRODUCTION

1. Joe Moser
2. Kip Van Steenburg
3. Matt Reynolds

F PRODUCTION

1. Joe Huffaker
2. Kevin Ruck
3. Eric Prill

H PRODUCTION

1. Brian Linn
2. Jason Isley
3. Ron Bartell

Looking at the current season, Joe Moser says, "With the help of Hoosier tires, King Motorsports, and most of all, my dad, we enjoyed an 'undefeated' regular season." In his opinion, "E Production never fails to produce top-notch competition, and we don't expect 2017 to be any different at Indianapolis. Everyone brings their 'A' game to the Runoffs." As Moser suggests, the EP race should be one of the best of the weekend as the field will be very strong. Moser lists Matt Reynolds, Kip Van Steenburg, Jessie Prather, Aaron Downey, Jon Brakke, Chris Dryden, and Kevin Leigh as potential threats to his championship attempt. Every one of them is a credible threat, and there are probably a few others out there who will be fast. In our opinion, this race will end with Moser on top, Van Steenburg in second, and Reynolds in third. But we've been known to be wrong.

Joe Huffaker is one of the few people who have raced at IMS before - he won the SVRA Vintage Racing Championship there in DP three years ago, and he's our pick to win F Production this year. He's

optimistic about the performance of his FP Midget at Indy. "My year has gone very well again," says Huffaker. "I got qualified early and have been working meticulously on the car. Since running Daytona and showing an MG Midget can do 143mph around the banking, I've continued to tinker on the motors. Lots of testing here at Sonoma Raceway, which will additionally help for next year."

Huffaker considers "anybody with a Lotus" to be a contender for the win, although he also mentions Eric Prill and Brian Linn. We anticipate Kevin Ruck to be in the mix, too, placing his front-wheel-drive car between Huffaker and Prill.

Huffaker's also looking forward to racing at Indy again, "Just being there and taking in the IMS atmosphere was really great, especially with my dad's history at Indy." The only potential snag may be that he is racing the Midget in both FP and GT-Lite - then again, we are talking about Joe Huffaker.

Speaking of Linn, he's our pick for a three-peat in H Production. When asked about racing at Indy, Brian Linn responded, "I'm very much looking

"I really like that there isn't a 'home track' factor and it's relatively equal for all of us"

BRIAN LINN

forward to going to IMS. It's probably the most iconic track in the U.S., although for the oval aspect. I really like that there isn't a 'home track' factor and it's relatively equal for all of us."

Linn has been running both FP and HP again this year, so it will be a challenge to be fast in both, but he's capable. As for the competition, he says, "Yaris, Yaris, Yaris." He thinks the track with its long straights and lack of elevation change is perfect for Jason Isley and his Toyota. But he also believes there will be a wealth of competition, mentioning Dan Meller, Vesa Silegren, Greg Gauper, Ron Bartell, Matt Brannon, and Eric Vickerman. He adds, "How can you resist the intrigue of Parker Johnstone returning to Indy?"

For our HP podium prediction, it'll be Linn, Isley, and Bartell; although maybe not in that order. 📍

Visit Racer Parts Wholesale in Indy!



Order Online Anytime or
Visit RPW's Indianapolis
Showroom!

1725 Wales Ave., Suite A
Indianapolis, IN 46218
Open Monday- Friday, 8-5 EST.

Ask for a RPW t-shirt and
don't forget to mention you are a
SCCA Member for your Discount!



G-FORCE
GF 745
\$399.99



Simpson Hi-Vis
Racing Glove
\$129.95



Red Line Race,
Gear & Motor Oils
From \$11.95



Arai GP-5W
\$809.95



Alpinestars
GP Race
\$699.95



HANS Sport III
\$549.00



OMP Sport
OS 50 Shoes
\$99.00



RaceQuip PRO15
Carbon Graphic
\$288.95



Your One Stop Source for Racing Parts & Safety Equipment

RacerPartsWholesale.com
FREE Shipping on
Orders Over \$99!



800.397.7815
Guaranteed
Lowest Prices!



WHO WILL WIN?

Spec Miata | WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

IMPOSSIBLE PICK

With such a large field and deep talent pool, picking the podium for Spec Miata is a laughable undertaking. (ABOVE) Since SM has a history of rejecting past champs, we chose a new one – look for Daniel Bender at the front of the pack. (TOP RIGHT) Jim Drago would like a third SM title, but that might be asking a bit too much. (BOTTOM RIGHT) 2016 champ Justin Hille should be able to find his way back to the podium.

PODIUM PREDICTIONS

SPEC MIATA

1. Daniel Bender
2. Jim Drago
3. Justin Hille

In the 11-year history of Spec Miata as a National class, Jim Drago is the only driver to earn a repeat National Championship. For the 12th year, we think that pattern will continue, and Danny Bender is our choice to wear the Spec Miata crown this year. Bender has run strong all year, taking the Sunday race win and fast lap time at the June Sprints, among other victories.

In the time remaining before the race, two things are on every driver's mind. One is that Indianapolis is a new track for the Runoffs, and no one has real experience here. The second is that with the 3,700-foot front straight, drafting could be critical in both qualifying and the race.

"That's one of the nice things about having a bunch of different practice sessions," Bender observes. "You get some time to try a couple different things. I've got a couple ideas on things I want to find."

Racing on a new track, drivers are looking for any advantages they can find. "I'm not going there to finish second," Bender declares, "so I plan on watching a bunch of video, and talking to a lot of the Global MX-5 Cup guys because they were there

earlier this year. But we all just have to play the chess match and see how it works out."

Jim Drago will also be part of this chess game, and he doesn't plan to watch the race from the back. He's our pick for second place, and 2016 National Champ Justin Hille gets our bet for third place.

"I think Danny has top-five potential," Drago says. "He's a nice guy, [it's a] very good car, and he is driving well, but my picks this year would be Chris Haldeman, myself, or Tyler Kicera. Haldeman is driving really well and will have his car ready to race."

Not surprisingly, Spec Miata has a deep bench, and there's a long list of drivers who could pull off the win on this unfamiliar racecourse.

"There's definitely a few off the top you can just sort of pick," Bender says. "Obviously, Jim Drago will be there; other guys I think have a chance include Voytek Burdzy, Justin Hille, and Tyler Kicera."

Just to hedge a little bit, we'll also add Alex Bolanos, Selin Rollan, and Michael Carter to the list of contenders. It's a new track and a very full field, so anything could happen. 🍀



Richard S. James



Jeff Loewe

THE BUSINESS OF RACING STARTS HERE



DECEMBER 7–9, 2017 • INDIANAPOLIS, INDIANA USA

Join racing suppliers and buyers from around the world at the 30th annual Performance Racing Industry Trade Show to discover the latest in motorsports products, technology and business opportunities.

PRI 30 YEARS
TRADE SHOW

NEW FOR 2017 • NEW EXHIBIT LOCATIONS • EXCLUSIVE AJ FOYT EXHIBIT • FEATURED PRODUCTS SHOWCASE

Learn more at www.pri2017.com



PUSHING LIMITS

GT will see powerhouse drivers finish on top, like (clockwise from LEFT) Andrew Aquilante in GT-2, Michael Lewis in GT-1, Collin Jackson in GT-3, and Michael Kamalian in GT-Lite.



Rupert Berrington



Jeff Loewe



Ken Brown

WHO WILL WIN?

GT-1, GT2, GT3, GT-Lite

WORDS Sydney Davis Yagel and J. Michael Hemsley | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

GT-1

1. Michael Lewis
2. Simon Gregg
3. Dave Ruehlow

GT-2

1. Andrew Aquilante
2. Tim Kezman
3. Chad Gilsinger

GT-3

1. Collin Jackson
2. Joe Kristensen
3. Paul Young

GT-LITE

1. Michael Kamalian
2. Steve Sargis
3. Joe Huffaker

The favorite to win GT-1 this year is Michael Lewis, while he attempts to shake off his second-place finish last year. "My past couple of performances have been a mixed bag, despite having a great time," Lewis says.

Lewis feels like this GT-1 field is the toughest in recent memory, so the keys to winning will be finding the setup that will finish strong as well as start strong, plus making the least amount of mistakes. In our minds, Simon Gregg and Dave Ruehlow are capable of that and will finish on the podium - but that's not to discount the returning champion Cliff Ebben.

In GT-2, Andrew Aquilante will return to add another gold medal to his collection, and we think he'll succeed. After a stellar race with Trent Hindman last year, he hopes to return to the top spot. "If Trent returns, he will be the one to beat, but he told me he may not be running," Aquilante says, admitting that he'd relish the battle. "That would be a huge disappointment because last year's race was flat-out awesome."

Although he doesn't have experience in the same Indy configuration as this year's Runoffs, Aquilante has raced on

all the pieces that make up the layout between running with Grand-Am and IMSA over the years. He also feels like the Trans Am drivers will be contenders in this year's race. "I think there will be more players up front than last year," he says. "I think the TA2 cars will be stronger with a less twisty track."

He's also not sure how he will stack up to the competition and chassis diversity. "I think the Vipers of Scotty B. White and Jonathan Start will be strong," Aquilante says. "If anybody comes with a new Porsche 991 Cup car, they could be the sleeper. Also, I think the 'traditional' GT-2 cars got some help this year, but Taz Harvey wasn't far off last year with his RX-8."

In addition to his picks, don't count out Tim Kezman or Chad Gilsinger in his new Acura NSX - we think these two will be the ones joining Aquilante on the podium.

In GT-3, Collin Jackson is looking to continue his impressive Runoffs record - in his three prior trips he's started on pole and won all three races. Despite his lack of experience at Indy, he's confident that he can manage at least a top three. "Testing and a consistent pace for the entire race will

be key to me winning again this year," Jackson says. "My car builder, engine guy, and setup engineer is one guy, my crew chief Andy Pearson, and he's been with me during the past three Runoffs attempts. If there was ever a crew champion, Andy is it, and I think we'll get it done again this year."

Joe Kristensen and Paul Young are definitely poised to battle with Jackson for the win, but don't count out Chad Bacon and Rob Warkocki.

GT-Lite saw amazing racing at the 2016 Runoffs, and we expect more of the same. Michael Kamalian will be there, and he's looking for redemption from having to drive a defensive race last year after losing his rearview mirror. "We have the speed to outrun anyone, but being a tub car in a tube chassis world, we have a slight handling disadvantage with running the 13-inch tires," Kamalian says. "I'm also not the easiest on tires, so it will be everything I can do to keep them under me for the whole race."

His competition? "The usual like Joe Huffaker, Chris Bovis, and Peter Shadowen are always up front," he says. We'd like to add Steve Sargis to that list. ☺

BEFORE YOU WASTE YOUR MONEY ON THIS...



GIVE US 5 MINUTES TO
TELL YOU ABOUT
MOTO*TRBO*[™] DIGITAL RADIOS



MOTOROLA SOLUTIONS
Radio Solutions Channel Partner



BETTER RADIOS, BETTER SERVICE.

SPEEDCOM[™]
COMMUNICATIONS

WE ACCEPT TRADE-INS

www.speedcomracing.com 386-760-7110



WHO WILL WIN?

Spec Racer Ford, Spec Racer Ford Gen 3, Formula Enterprises

WORDS Jeff Zurschmeide | MAIN IMAGE Mark Weber

The final Spec Racer Ford championship in SCCA history promises to be one of the most hard-fought races ever seen at the Runoffs. Defending National Champion Todd Harris has thrown down a challenge. "If they want it, they have to come and get it," he declares. "I really look forward to defending my SRF championship. This is the last one, and I plan on defending it as well as I can."

Harris will be hard to beat, but our pick to take that final win is four-time SRF champion Mike Miserendino. "I'd be cool with that," Miserendino jokes about his friend Harris' comment.

We also like six-time Formula Enterprises National Champ Scott Rettich for second place, and perennial contender Denny Stripling for third. But with Harris in the race, anything could happen. Everyone agrees that at a new - and mostly unknown - track, race craft will be critical. "I think it will be like [Auto Club Speedway] where you just have one really long drafting stretch," Miserendino conjectures. "I think the draft will be very important. You've got to have a dancing partner for qualifying."

"I love to go to brand-new tracks because it creates an equal opportunity for everybody," Harris

notes. "There's always new blood that wants to shake it up. There's no backing into an SRF win, and that's what's cool."

Despite writing this month's feature prior to the Runoffs, we already know that SRF3 has set an all-time record for Runoffs entries this year. The number of cars on track will make the entire qualifying week as interesting as the race because the Runoffs rules allow only 72 cars on course - dozens of drivers may not even qualify for the championship race.

"I just ran with 72 cars at Road America for the June Sprints, and it was nuts," Harris says.

**TRAFFIC CONTROL**

(LEFT) With about 100 cars entered at the Runoffs, John Black (17) wants to start up front and set the pace in SRF3, and we think he's just the racer to do it. (BELOW) Four-time champ Mike Miserendino could close out the record books on the Gen2 SRF with another Runoffs win. (BOTTOM) Formula Enterprises looks to be wide open, and chances are good that Elliott Finlayson will swoop in for the win.

D.E. Baker



Mark Weber



this race. Other drivers who could make a play at the front include TJ Acker, Tray Ayres, Steve Fogg, and John Tipton.

"This is the most stacked field I've ever seen in the time I've been doing this," Miserendino says. "It's everyone who has ever been fast in the world of Spec Racer, so that's pretty cool."

While Scott Rettich is our pick for two podium finishes this year, he's not our pick to win Formula Enterprises. Why isn't the most celebrated driver in the history of Formula Enterprises our pick? The six-time FE champ is devoting his attention to Spec Racers this year and dabbling in P2 instead. Therefore, our pick to win is Elliott Finlayson. Finlayson has been tearing up the Hoosier Super Tour this year, and is clearly the driver to beat in this class.

"I've had a pretty good year so far and we've been competitive pretty much everywhere we've gone," Finlayson says. "There have been a couple mishaps along the way with mechanical failures, but we're definitely hitting our stride and we're definitely figuring out the car."

Quinten Nelson is our pick for second. He's backed by Rettich and is rumored to be running Rettich's personal car, so he's set up to succeed. Our third-place nod goes to Paul Schneider, who finished third last year at Mid-Ohio.

"Yeah, Paul is a veteran with the car so he's good," Finlayson says. "Quinten has done really well this year. We ran up against him at the June Sprints. He was able to out qualify me, but we were able to beat him both days. I guess we'll see when we get down to Indy!"

Other drivers who could make a play for the front in Formula Enterprises include Justin Gordon, Dean Opperman, Flynn Lazier, and past SRF3 champion Kerry Jacobsen. 🍷

"I'm sure it will be chaotic," agrees Mike Miserendino, "but everyone's in the same boat. There could be quite a bit of luck involved with getting a clear lap on the days of qualifying."

Our pick to win SRF3 this year is the reigning champion, John Black. The four-time champion in SRF, SRF3, GT2, and GT3 has shown no signs of slowing down this year, and he's certain to be a front-runner. That is, if he can get a clean qualifying lap.

"Track position will be unbelievably important," Black says. "If you don't do well in qualifying and you're starting sixth, seventh, or eighth, you're going to be out of luck."

The long entry list for SRF3 reads like a who's who of Spec Racer championship history. Four-time SRF champion Miserendino is entered, along with three-time champion Cliff White, two-time champion Brian Schofield, current SRF champ Harris, and 1993 Spec Racer champion Jim Marinangel.

Also in the mix is our pick for second place, Bobby Sak, who finished second last year and brings an impressive pro racing and Runoffs resume to the event. Six-time FE champion Scott Rettich will try again for his first SRF3 crown, and he's our pick for third in

PODIUM PREDICTIONS**SPEC RACER FORD**

1. Mike Miserendino
2. Scott Rettich
3. Denny Stripling

SPEC RACER FORD GEN3

1. John Black
2. Bobby Sak
3. Scott Rettich

FORMULA ENTERPRISES

1. Elliott Finlayson
2. Quinten Nelson
3. Paul Schneider



ALL ABOUT AERO

Close battles will define the formula classes, but we expect to see wins for Sedat Yelkin (FA, LEFT), (BELOW, top to bottom) Alex Mayer (FB), John LaRue (FC), and Jarrett Voorhies (FM).



Clark Morris



Jeff Loewe



Mark Weber

WHO WILL WIN?

Formula Atlantic, Formula 1000,
Formula Continental, Formula Mazda

WORDS Tom Schultz | MAIN IMAGE Mark Weber

PODIUM PREDICTIONS

FORMULA ATLANTIC

1. Sedat Yelkin
2. Keith Grant
3. Spencer Brockman

FORMULA 1000

1. Alex Mayer
2. Jeremy Hall
3. Joe Haas

FORMULA CONTINENTAL

1. John LaRue
2. Robert Allaer
3. Robert Arrington

FORMULA MAZDA

1. Jarrett Voorhies
2. Stuart Rettie
3. Mike Anderson

Sedat Yelkin, who won Formula Atlantic three years ago, is a bit of an unwilling participant this year. "I wasn't planning on racing this year but got talked into driving again," he admits. "I went to the June Sprints but my car failed. My good friend Kris Kaiser lent me his Swift 016.a and I had to start 18th and last. I was fortunate to finish fifth, then won the main event on Sunday. My own car, a Toyota powered Swift 014.a is slower than the 016.a, so I am working with K-Hill Motorsports, which is preparing a 016.a for me."

Yelkin has won four other times this season and will be battling perennial threat Keith Grant in the Polestar Swift 016.a. Grant has two wins and is unlucky to not have at least one Runoffs crown. He has a number of seconds and thirds, including last year, and should push Yelkin closely. Young Spencer Brockman has three wins, but has been driving an older Swift. However, he has shown good speed and can surprise.

In Formula 1000, Alex Mayer was our pick to win last year, but it came a cropper at the start of the second lap when he dropped a wheel, spun, and clouted the barrier. Mayer wants to

make up for that ignominy with a win this year, and we would not at all be surprised to see him do it.

There are some obstacles in his way, however. Foremost is Jeremy Hill, who has been fast and winning for a number of years in his Photon. He has not been to the Runoffs the past two years, but is back and ready this season. Joel Haas has a Piper under his control and has scored a brace of wins in the car. Kevin Roggenbuck wants to prove that last year's win was not a fluke, while Michael Beauchamp, Glenn Cooper, and Gary Hickman are set to challenge.

John LaRue intends to defend the Formula Continental title he won last year, but will undoubtedly have a hard time. The competition this year is stronger than last and should make for a tight race. Rob Allaer is a past champion who ran well in 2016, and Robert Arrington is compiling a list of wins. LaRue sees Tim Minor as perhaps his strongest threat. "He has two pro championships to his credit and has put in some time at Indianapolis in the SVRA pro race in June. Rob Allaer crawled into his car cold at Mid-Ohio last year and almost won, while Rob

Arrington is a force to be reckoned with. "I ran at the SVRA event so the course is not new to me, although the configuration will be a bit different."

For the Formula Mazda race, Jarrett Voorhies, who had a bad day last year with a very early spin and exit, is back and determined to rectify the mistake. "Last year I have to say that my mind was not there - I was not mentally prepared for the race," he admits. "This year I am more mature and feel much better and more confident. There are many good drivers in the race, but my biggest competition is myself. I must stay focused on myself. Having said that, anybody can come out of nowhere and win, but of those I think that Mike Anderson is one to fear."

And how is he preparing? "This is my first time at Indy, but I am getting plenty of sim time. At first I was slow, but I am getting faster."

Anderson has three wins so far, while Stuart Rettie has four. Both are poised to take the top step on the podium. Last year's winner, Matthew Machiko, has not entered as of this writing, but if he does, everyone should be aware. 🏆

Apex Performance

Premier Racing Outfitters



NEW! All helmets include integrated electronics and patented helmet release system.



Durable Trackside Gear Bags



Street & track pads for your Racecar



Three compounds:
DS2500, DS1.11,
DSUNO
Long-lasting,
Easy on discs,
No judder
or vibration.



It's the most effective heat prevention system.

Full systems, replacement parts & accessories available



Cool-a-Clava
Helmet Cooling Insert



ALSO AVAILABLE!



Rotors/Hats

Receive a **FREE** fleece lined helmet bag with every SA2015 helmet purchase!



SCHROTH RACING
Harnesses,
Nets, Restraints



**SFI 3.3
Base
Layers**



Apex Performance
Premier Racing Outfitters

Orders 866-505-2739
Tech 843-299-0997

Visit us trackside, new showroom or online at www.apexperformance.net



Visit us on Facebook to view our track schedule

Ask for your SCCA discount!
(available on most items)



WINNING FORMULA

(LEFT) Should Michael Varacins claim the FV Runoffs title this year, he'll be the first FV racer in history to win three in a row. (BELOW) Calvin Stewart is gunning for redemption after an unfortunate end to last year's Runoffs F500 race – and we think he'll do it. (BOTTOM) Zachary Holden has had success in the pro F1600 series, and that will undoubtedly pay off come the FF race at Indy.



Jay Bonvillian



Clark McInnis

WHO WILL WIN?

Formula 500, Formula Vee, Formula F

WORDS Sydney Davis Yagel | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

FORMULA 500

1. Calvin Stewart
2. Wiley Clint McMahan
3. Russel Strate Jr.

FORMULA VEE

1. Michael Varacins
2. Roger Siebenaler
3. Charles Hearn

FORMULA F

1. Zachary Holden
2. Rick Payne
3. David Livingston Jr.

Our pick to win this year's Formula 500 National Championship is the 2015 National Champion Calvin Stewart. After starting on the pole last year and battling for the lead during most of race, Stewart was left stranded after a spin. "I'm looking forward to the biggest Runoffs ever," Stewart says. "Indy has always been on my bucket list, and I'm excited for this opportunity."

Stewart had planned to attend the SVRA race in June, but due to a mechanical issue at Mid-Ohio, he had to skip. It hasn't deterred his confidence, however. "I'm feeling pretty good, but it's not going to be easy," he says. "The competition is better than ever. It's a record field, and there are several teams that could win this year. Steven Thompson has a good set-up and will be fast, Wiley Clint McMahan is always fast and could win, James Weida has experience at Indy and will be a contender, and Michael Mueller knows how to win and has a fast car."

We also think that Russel Strate Jr., and Scott Rudolph have podium chances as well.

Formula Vee will be another edge-of-your-seat race. But for five-time National Champion and our pick to win this year, Michael Varacins is planning to take a different mental approach than before. "This is going to be an interesting event with so many cars and so many people," Varacins says. "It's going to take some time getting comfortable with that big of an event as it's not like any Runoffs we've had before."

He's up for the challenge, though. "We are bringing the same car we've been running over the years," he says. "We've done a few development tweaks to maintain the advantage we've had over the years, including running at the SVRA [Indy] event this summer."

Data from that event could prove vital. "I've been looking at data trying to figure out whether or not it's important to be fast in the infield or on the front straight," Varacins says.

But when the green flag flies, Varacins knows anything could happen. "It definitely comes down to a lot of luck," he admits. "We will need to get away at the start and get a gap. We would be pretty hard to beat at

"We've done a few development tweaks to maintain the advantage"
MICHAEL VARACINS

that point, but I doubt that will happen with the configuration at the track."

Varacins feels like familiar frontrunners Roger Siebenaler and Rick Shields could work together to be a big threat, as could Andrew Whitson. We don't think he should count out Charles Hearn, either.

In Formula F, with their pro series experience and success at Indy earlier this year, Zachary Holden, Jonathan Kotyk, and Yuven Sundaramoorthy are all ones to watch in this class. But you can't count out last year's champion Neil Verhagen, should he choose to use his provisional.

Rounding out other podium contenders will be David Livingston Jr. and Rick Payne. Formula F will be paired with Formula 500 during qualifying, so luck will definitely play a role in vying for the important top starting spot in both of those classes. 🍀

Intercomp Precision Air Gauges...

Digital Air Pressure Gauges
Part# 360045 - Reads to 99 PSI

All **Digital** Air Gauges Include:

- Easy-to-Read, 0.5" Display
- Certified Accuracy of 0.1%
- Thumb-Operated Bleeder
- Protective Cover & Case
- 22" Swivel Hose



We've Got You Covered



*Protective Cover Now
Included with
Digital Air Gauges
& Available Separately*

Digital Air Gauge Covers
Part# 179009

All **Analog** Air Gauges Include:

- Glow-in-the-Dark or Liquid Filled Display
- Thumb-Operated Bleeder
- Rubber Protective Cover
- Shock Resistant Construction
- 17" Swivel Hose



intercompracing.com
+1 763-476-2531 Worldwide



Intercomp®
advanced weighing technology... by any measure



DEFENSIVE LINE

In Prototypes, it's all about the defending champs. (LEFT) Look for Jim Devenport to repeat in P1. (BELOW) Jeff Shafer's biggest hurdle on the way to back-to-back titles could be picking which car to race.



WHO WILL WIN?

Prototype 1, Prototype 2

WORDS Tom Schultz | MAIN IMAGE Dave Green

PODIUM PREDICTIONS

PROTOTYPE 1

1. Jim Devenport
2. Jacek Mucha
3. Jason Miller

PROTOTYPE 2

1. Jeff Shafer
2. Sherman Chao
3. Jake Thielmann

Jim Devenport is the defending Prototype 1 National Champion, and he's on a run. He was third three years ago, second two years ago, and won last year. He has taken a route separate from the rest, running a French Norma M20FC powered by a 2.0L Honda K20 engine. This has been a top ticket against the motorcycle-powered cars.

Despite a CRB adjustment that has Devenport worried, he's still pulling out all the stops. "I've never run Indy before, so I will use iRacing to get familiar with it," he says. "The track does not have any elevation change so we should be able to get up to speed quickly. It is wide open as to who will win, but I think that Timothy Day and Jason Miller will be tough competition, although the Miller car has to prove its reliability."

A somewhat unknown factor is Jacek Mucha. But, with six second-place finishes in this class at the Runoffs, why is he unknown? It is simply because he has been absent from the Runoffs for the past few years. However, he has entered this year and will be tough. Mucha runs what essentially is a Formula Atlantic Swift 016.a with fenders, and its

Mazda engine is powerful. While Devenport has nine wins this season, Mucha is right behind with eight. If Devenport is to be beaten, Mucha is the most likely to do it.

Our third pick is a fingers-crossed situation. Jason Miller has raced his Wynnurfst West seemingly forever and it has two characteristics. First, with its six-cylinder Kohler engine it is very powerful and fast. However, that is countered by its fragility. If it doesn't win, it breaks, and it has broken far too many times. If it holds together, this could - at long last - be the year.

Timothy Day has been winning in a Stohr and is the dark horse to get on the podium. There are hordes of Elans racing, especially in the Midwest, and any of them could be a factor, too.

In Prototype 2, Jeff Shafer won last year after a debate over whether to race his Stohr or Radical. He is going through the same drill this year. "I will do a back-to-back test of both cars so I can understand the strengths of both. I assume the Stohr will be preferred, but the Radical is quick and I am comfortable with it. I am still trying to get 100 percent in sync with the Stohr because I have only driven it twice

and need more seat time. The field seems deep this year and I have only raced once, so I hope that I haven't fallen too far behind in development.

"I see that Sherman Chao and Tim Day are doing a lot of work with their cars and they will be quick," he continues. "Michael Crow, Greg Gyann, and Jake Thielmann can all win, too.

His strategy? Simple, he says. "The track is new to me, but it should be an even playing field. My plan is very scientific; go out and go as fast as I can!"

Sherman Chao was the runner up last year and looks to be in the picture again this year. He and his Stohr are fast and he can mix it up at the front. Students of numerology will note that Chao was third two years ago and second last year, so maybe this is the year. Jake Thielmann got a late start to the season but has won all four of his races since then. He was on pace for at least a second last year at Mid-Ohio before a spin near the finish ended that. He is eager to make up for that faux pas.

Tim Day is running and winning in both P1 and P2, and is the dark horse for P2. He can surprise. Bryan Yates is running well and also merits consideration. ☺

HOOSIER RACING TIRE SUPER TOUR BATTLES TO BE DECIDED AT THE RUNOFFS**FORMULA 500****POINTS DRIVER**

135	Jack Walbran
121	F Russell Strate Jr.

FORMULA ATLANTIC**POINTS DRIVER**

98	Spencer Brockman
97	Paul Ravaris
91	Sedat Yelkin
86	Jim Mali
84	Dudley Fleck
74	Lee Alexander

FORMULA 1000**POINTS DRIVER**

146	Gary Hickman
134	John LaBrie

FORMULA CONTINENTAL**POINTS DRIVER**

134	Robert Armington
125	Robert Allaer

FORMULA ENTERPRISE**POINTS DRIVER**

146	Elliot Finlayson
132	Quinten Nelson

FORMULA F**POINTS DRIVER**

142	David Livingston Jr.
134	Rick Payne

FORMULA MAZDA**POINTS DRIVER**

107	Brad Yake
102	Nicholas Malone
100	Jarret Voorhies
100	Stuart Rettie
93	William Weaver
87	Brad Drew
84	Larry Mason

F PRODUCTION**POINTS DRIVER**

150	Ken Kannard
128	Kevin Ruck

FORMULA VEE**POINTS DRIVER**

146	Charles Hearn
128	Stephen Saslow

GT-1**POINTS DRIVER**

146	Michael Lewis
138	Tim Adolphson

GT-2**POINTS DRIVER**

102	Jorge Nazario
100	Tom Patton

GT-3**POINTS DRIVER**

100	Bill McGavic
100	Collin Jackson
88	Wolfgang Maik
81	Mike Henderson

H PRODUCTION**POINTS DRIVER**

114	James Stevens
100	Ron Bartell
93	Jason Isley

PROTOTYPE 1**POINTS DRIVER**

146	Jim Devenport
135	Jacek Mucha

PROTOTYPE 2**POINTS DRIVER**

142	Tim Day Jr.
131	Lucian Pancea
128	Ross Wolf

SPEC MIATA**POINTS DRIVER**

146	Jim Drago
142	Tristan Littlehale
134	Chris Haldeman
124	Tyler Kicera
123	Daniel Langon

SPEC RACER FORD GEN3**POINTS DRIVER**

146	John Black
135	Grayson Strathman
128	Cliff White

SUPER TOURING LITE**POINTS DRIVER**

150	Nick Leverone
146	Eric Kutil

SUPER TOURING UNDER**POINTS DRIVER**

146	Luis Rivera
121	Brad McCall

TOURING 1**POINTS DRIVER**

146	Mark Hoover
139	Michael Pettiford

TOURING 3**POINTS DRIVER**

142	Ali Salih
136	Cameron Evans

TOURING 4**POINTS DRIVER**

150	Don Knowles
138	Ryan Kowalewski

SUPER BATTLES

As the Runoffs nears, battles for Hoosier Super Tour titles heat up | WORDS SportsCar staff | IMAGE Jeff Loewe

The Hoosier Racing Tire Super Tour racing season – the path many took to qualify for this year's Runoffs – is made up of 11 weekends and 22 races. Of those races, a racer's best six finishes count toward his or her Super Tour points total. But the Super Tour doesn't end there; the Runoffs counts as the seventh scored race, bringing some of the points battles down to the wire.

Of the 28 eligible Super Tour championship classes this year, only six drivers clinched the title prior to the Runoffs, meaning 22 Runoffs races will also determine Super Tour champions. Since the standard Super Tour points system is in effect at the Runoffs, some classes, like Formula 500, only have two drivers vying for the Super Tour title; other classes, like Formula Mazda, will have seven drivers in the hunt. Who will take these titles? We won't even garner a guess, but we can't wait to watch the battles. 🏁

**HOOSIER SUPER TOUR TITLES ALREADY CLINCHED****CLASS****DRIVER**

AMERICAN SEDAN	Daniel Richardson
B-SPEC	John Phillips III
F PRODUCTION	Matt Reynolds
GT-LITE	Michael Kamalian
SPEC RACER FORD	Richard Baldwin
TOURING 2	Bill Collins

TITLE FIGHT

In Formula F, David Livingston Jr. (ABOVE) holds a narrow advantage over Rick Payne, but that could change at the Runoffs.

RUNOFFS ATLAS

With the Runoffs at Indianapolis Motor Speedway this year, it's everyone's first time at the track – so why not consult a map? | WORDS Jason Isley



© Google Earth

Come Sept. 25-Oct 1, an army of racers, crew, and workers will descend upon Indianapolis Motor Speedway as it plays host to the 2017 SCCA National Championship Runoffs for the first time. Anticipation and excitement has grown throughout the season, culminating in more than 1,000 race entrants and hundreds of workers, and every one of them are ready to take part in this record-breaking event.

In an effort to keep things moving smoothly off the track, SCCA has created a series of handy maps like

LAY OF THE LAND
Before you get to the speedway, take time to familiarize yourself with the layout and the locations of any services you may need via the maps available at scca.com.

the one here showing not only the locations of key items like fuel and tech, but also the flow of traffic – and with such large groups of cars potentially being on the move at the same time, efficient and safe traffic flow is key.

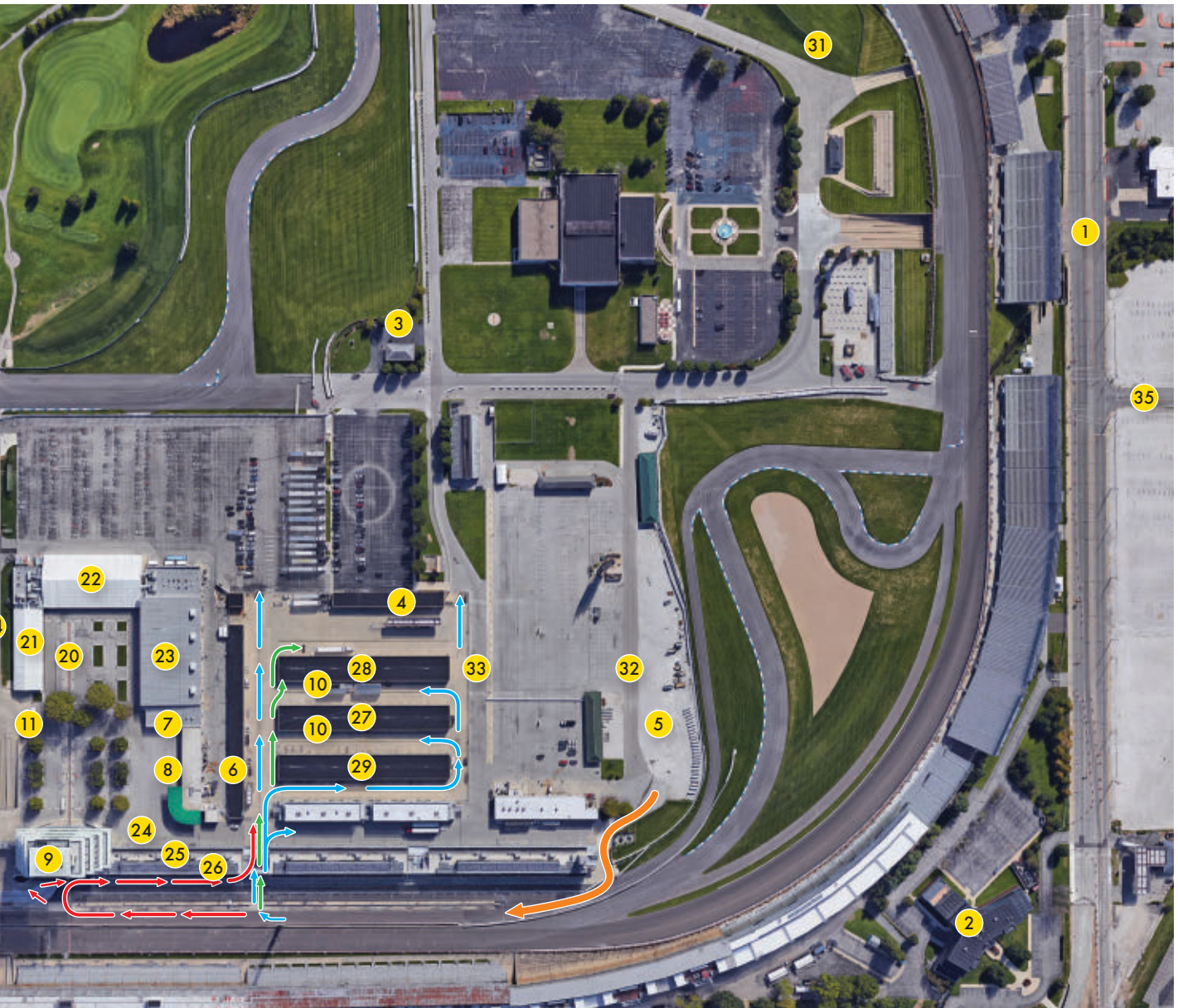
It is likely that by the time you read this, you will have your paddock space location firmed up and you'll know when your on-track sessions begin, but maps like these will let you know the ideal route to get to where you are going. So take note of key locations – aside from the fuel island and tech, other important areas of note are driver information, the Stewards office, vendor row, concessions, scales, and the first aid stations. And to make life easy on yourself, we recommend scoping out these locations prior to the event kicking into high gear – it's one thing to know where the fuel island or scales are, and it's quite another to understand how traffic flows at those locations.

For more maps, head to www.scca.com/runoffs and click the "Maps" link. A traffic flow map can be found on the last page of the Supplemental Regulations. 📍

© Google Earth



- ↑ IMPOUND TRAFFIC
- ↑ PADDOCK TRAFFIC
- ↑ GRID FEED-ON
- ↑ VICTORY CIRCLE CARS



- | | | | |
|--------------------------------------|--|---|-----------------|
| 1 MAIN ENTRANCE | 9 RACE CONTROL/
TIMING & SCORING/
VICTORY CIRCLE | 20 PAGODA PLAZA
Main concession located
in the pagoda plaza | 27 GARAGE A |
| 2 REGISTRATION | 10 RESTROOMS/SHOWERS | 21 NORTH CHALET | 28 GARAGE B |
| 3 PADDOCK MARSHALL | 11 VENDOR ROW | 22 EAST CHALET | 29 LEGENDS ROW |
| 4 TECH/SCALES/
CONTINGENCY/FUEL | | 23 PARTY PAVILION | 30 TIRES |
| 5 GRID | | 24 GASOLINE ALLEY
Permanent Fuel pumps
are located across from
Gasoline Alley. | 31 DYNO |
| 6 WELCOME/CHIEF
STEWARD/SOM/COA | | 25 GASOLINE ALLEY SUITES | 32 4TH STREET |
| 7 STAFF OFFICE | | 26 PIT ROAD TERRACE | 33 5TH STREET |
| 8 DRIVER INFORMATION/
CONCESSIONS | | | 34 6TH STREET |
| | | | 35 POLCO STREET |

ON THE ROAD

(RIGHT) Joe Legan (left), Andrew Jefferson (center), and Chris Finch prep IUPUI's FP Miata for a session at the 2017 June Sprints. (BELOW) Eric Coletto (left), Joe Legan (center) and Andrew Jefferson work on the engine at the track. (BOTTOM RIGHT) The team prepares for a session at Road America.

LEARNING EXPERIENCE

For Chris Finch and IUPUI's Motorsports Engineering program, it's all about results | WORDS Philip Royle | IMAGES Dennis Wood

“Three graduates work for Schmidt Peterson Motorsports in engineering, one of our first graduates works for Penske NASCAR, one of our most recent graduates works for Penske Racing, one is at Ed Carpenter Racing, one is at Rahal Letterman Lanigan Racing, and one of our top graduates works for the Auto Research Center,” Chris Finch says when asked about success stories from the relatively new Motorsports Engineering program at Indiana University-Purdue University Indianapolis. “Now, not all of our graduates go into motorsports. One of our students who wasn’t interested in motorsports went to work for Ford, one student took a job with a rocket company, and another student just got a job with Tesla.”

The list goes on and on, spanning companies from Ganassi Racing to Goodyear and Hoosier, but the crux is this: Indiana University-Purdue University Indianapolis, IUPUI for short, has turned a fledgling program in Motorsports Engineering into the real deal. Finch is quick to point out that as with any university degree, there’s no guarantee a graduate will get a job in the industry, but the success stories are encouraging.

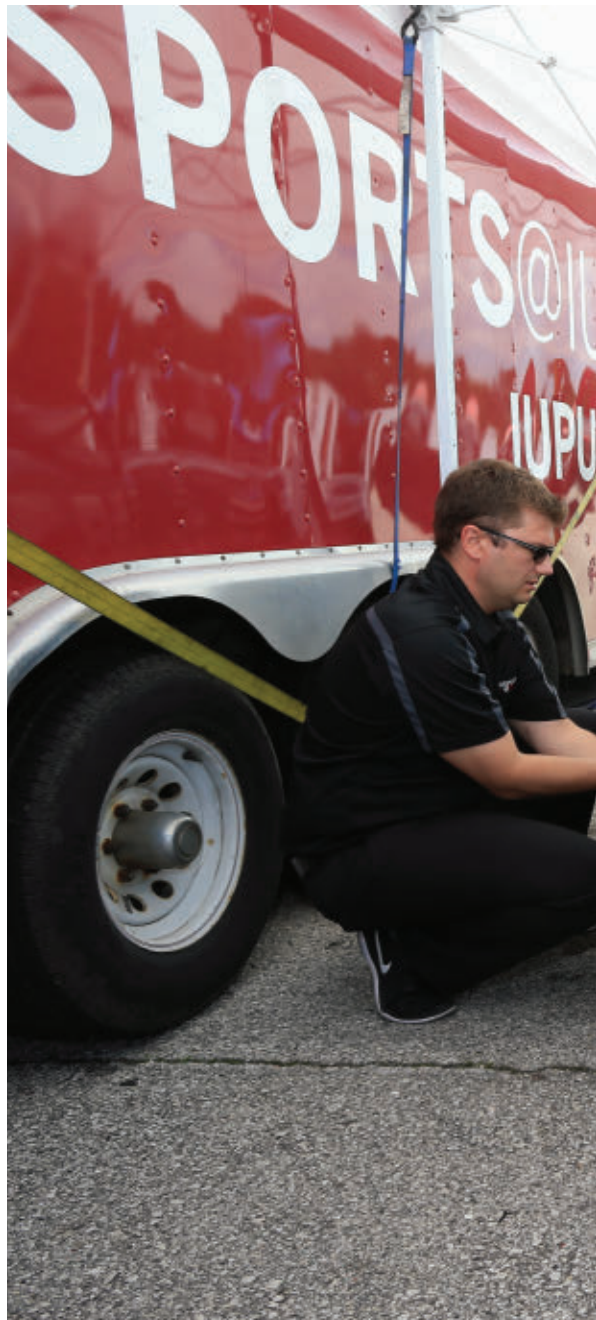
However, none of this happened overnight. This story starts in the mid 2000s with longtime SCCA member Peter Hylton. Hylton joined the IUPUI staff and, being an SCCA

member, racer, and holding a Mechanical Engineering degree, saw potential for a motorsports program within the university.

“Peter Hylton and Terri Talbert-Hatch [now an Associate Dean at IUPUI] came up with the concept of a Motorsports Engineering program, and between Pete, Terri, and the Dean, they brought it to fruition,” Finch explains.



“Within the United States universities, there has been an attempt at Motorsports Engineering programs like at UNC Charlotte and even Purdue University, but they’re more like certificates - there’s not really an area of concentration within that topic,” Finch explains. “What Pete decided to do was create a curriculum of Motorsports Engineering with the





ultimate goal of becoming an accredited engineering program within the United States.”

With that in mind, IUPUI worked with the accrediting agency ABET, which accredits engineering programs within the United States.

“[ABET] comes in and asks if you’re requiring all of the math and science courses that are required of all

engineering programs within the United States,” he explains. “It’s a huge seal of approval on the program because now we can say we’re the only accredited Motorsports Engineering program in the nation. It’s not a certificate or just one course offering, it’s a true program.”

The program itself, which IUPUI officially launched in 2008,

parallels closely with Mechanical Engineering. “We do offer a five-year program where you graduate not only with a Motorsports Engineering degree but also a Mechanical Engineering degree. It takes an extra year because [the Motorsports Engineering] program doesn’t require Heat and Mass Transfer while Mechanical Engineering does.”



GATHERING DATA

With state-of-the-art electronics and data gathering equipment, IUPUI's FP Miata allows the university's Motorsports Engineering students to analyze on-track data at a level similar to that of many professional teams.

Course requirements for the Motorsports Engineering degree are impressive, spanning vehicle dynamics, aerodynamics for road vehicles, motorsports design, data acquisition, and more. And, in addition, the instructors are not your average academics. "It was very important to use people who were within the industry," Finch notes. "I've only been [teaching] for three and a half years, but prior to that I had over 20 years as a professional engineer in IndyCar, ChampCar, and sports cars. The program director, Andy Boreham, has the same level of accreditation with 20-plus years in IndyCar, ChampCar, and had several years in Formula 1 with Williams and Toyota. That really sets the program apart."

The program itself, however, goes beyond the classroom - and this is where it gets really interesting. "One thing that was really important to Pete, and what sets our program apart, is that the students needed to have exposure to racing in some capacity," Finch says. To jumpstart the program, Hyton acquired a 1968 MGB, built it

for H Production, and went racing with the students. Around this time, Finch was hired to head up the SCCA side of the motorsports program (IUPUI also offers a Formula SAE program).

Finch came on board and, utilizing a student with an SCCA competition license, took the MGB racing at Mid-Ohio. "Afterward, I sat down with Pete and said we had a couple of decisions to make," he says. Finch laid out his plan for the program, which included a new racecar, modern equipment, and a professional driver. This happened in 2015, and it was around this time that rumors began circulating about the National Championship Runoffs going to Indianapolis Motor Speedway in 2017. With the Runoffs coming to IUPUI's backyard, Finch needed to act fast.

"I said we needed a car that could compete, and [Pete] said OK," Finch recalls. "He asked where I'd get the money from and I told him not to worry about it, I'd try to track the money down."

"I approached a gentleman I knew from the motorsports industry named

Al Lewis for funding for the car," he continues. "I told him I needed \$25,000 to \$30,000, and he said no problem. So, with that, I had a group of about five or six students survey the SCCA Runoffs in H, F, and E Production and come back and tell me what car we needed to buy based on performance, contingency, and what support the manufacturer could potentially supply. In the end, it basically came down to the Mazda Miata."

Finch also lined up a driver. "On the top of my list was an individual I'd worked with for a lot of years - he's a professional driver coach and runs a Formula F in the SCCA and tried his hand at professional motorsports back in 2000 or 2001 - Bob Perona."

An F Production Mazda Miata was soon purchased and shipped to IUPUI, and thus started a new adventure of racing ups and downs for both Finch and the students. "When we took delivery of [the car], we went through it, but probably not to the level we should have. We have a good relationship with Pete Cozzolino here in Indy who has a chassis dyno, and

Smiley's

RACING PRODUCTS

Hoosier

TIRE SOUTHWEST

Buy 24/7 at www.smileysracing.com

Toll Free:
(866) 907-RACE (7223)



SRP RACING FITTINGS

We offer a FULL line of fittings in both blue/red or black. From push on, to barb, to reusable, or expander/reducer fittings we have all your fittings needs in stock and ready to ship. We offer push-on rubber hose, stainless braided in both stainless and black, and lightweight nylon filament braided hose in -04 (250"), -06 (375"), -08 (500"), -10 (625"), -12 (750"), and -16 (1,000").

ALPINESTARS KNOXVILLE SUIT

- SFI 3.2 A/5 certified suit
- Anatomical arm patterning
- Boot cut pant legs
- Advanced two layer construction for weight saving
- Unobstrusive thigh pockets

\$399.95

ALPINESTARS DELTA SUIT

- FIA & SFI 3.2 A/5 certified suit
- Anatomical arm, leg, and torso paneling
- Boot cut pant legs
- Advanced two layer construction for weight saving
- Fully floating arm construction

\$549.95

ALPINESTARS GP PRO SUIT

- FIA & SFI 3.2 A/5 certified suit
- Anatomical arm, leg, and torso paneling
- Boot cut pant legs
- Lumbar and back Nomex stretch panels
- Fully floating arm construction

\$999.95

CARBON FIBER HELMETS

G-FORCE RACING GEAR

\$494.99

\$349.99

SIMPSON

\$999.95

\$839.95

SEAT BELTS

G-FORCE RACING GEAR

CROW ENTERPRISES

DYNAMIC ACEWEAR

SIMPSON

Starting at **\$69.95**

DRIVING SHOES

SIMPSON

DYNAMIC ACEWEAR

sparco

Starting at **\$64.95**

NECK RESTRAINTS

NECKSGEN

STARTING AT \$499.99

HANS STARTING AT \$599.95

ZAMP: \$349.95

RACECEIVER

A. Raceceiver.....**\$99.99** C. Helmet Speaker Kit.....**\$49.99**
B. Ear Bud Set.....**\$24.99** D. Premium Ear Piece.....**\$89.99**

HOOSIER RACING TIRES

Over 8,500 Hoosier tires in stock. Free shipping within the Continental United States on road race tires (Excludes Spec Tires)



Use Code SC0716 for free shipping. Free shipping in the continental United States. Free shipping excludes spec tires. Open M 9-5, T-T 9-6, F 9-4, & S 9-2, with 5 convenient locations to serve all your racing needs. All in stock orders ship daily. Order toll free at (866) 907-RACE (7223) or online at www.smileysracing.com

Prices Subject to Change Without Notice SportsCar August 2017 • Free Shipping Offer (Ground Shipping Continental US Only)

2017 SMILEY'S PARTS CATALOG

CALL OR GO ON-LINE TODAY AND ORDER YOUR FREE CATALOG

f **t** **YouTube**

Smiley's



WHEEL DUTY

Formula F racer and professional driver coach Bob Perona was selected to drive the FP Miata that is engineered by IUPUI Motorsports Engineering students.

we found we had a dead number one cylinder." Jim Stewart with Stewart Engines disassembled the motor to diagnose the problem, but the bottom line was the Miata needed a new race motor.

"At this point, we were at a crossroads," Finch says of the dilemma that left the program scrambling for cash - but in motorsports, it's often about who you know. "Bob Perona is friends with Briggs Cunningham, and Briggs supported the program with \$10,000, which allowed us to get a new race engine for the car." In addition, Lee Pope of Brown's Oil Service stepped up his support from fuel to fuel and cash.

"With those two donations, that allowed us to get a race engine by Stewart and it allowed us to make the car a teaching platform," Finch says. Soon, the Miata was outfitted with top-of-the-line equipment. A Motec M400 ECU, Motec dash, and a power distribution module were installed, and Finch and a student developed a wiring harness with KSV

Looms that terminated in Deutsch connectors. "When you look at the car and the electronics, it was a lot of money, but I did it purposefully because the system that's on the car is the equivalent of what you'll find in a top level Pirelli World Challenge car," he explains. "When we're all said and done, it'll be instrumented almost to the level of an IndyCar - we'll have wheel speed sensors, damper pots, infrared for brake temperatures, and we'll be able to do the same math that's done at a professional level."

Finch's plans for the 2017 race season were lofty, hoping to be competitive in the Hoosier Super Tour and run up front at the Runoffs, with IUPUI's Motorsports Engineering students getting hands-on experience at the track along the way. Thus started a season-long rollercoaster ride. The season opener at the NOLA Super Tour kicked off with a bang as the team's only motor failed. That, however, led to the university funding a backup motor. Then success came at the VIRginia International Raceway

Super Tour where the team took both poles and wins. But that was followed by more problems at Road America during the June Sprints Super Tour - there, a missed shift left the team scrambling for another motor since their backup had yet to be completed. Despite that misfortune, Finch marks the weekend as a positive learning experience for the students, who banded together to get the car back on track.

How will the 2017 season end? The IUPUI team of students will be at the Runoffs this September, and they'll pull out all the stops. Will it be enough to run at the front of the pack and perhaps flirt with a podium finish? Finch hopes so, not only for the competitive racer inside of him, but also for the students and the Motorsports Engineering program. "In any competitive industry, [employers] are going to go for the best people - they're very driven to succeed," he says. "Professional motorsports is a sport, like football, baseball, hockey, or anything else, and they want success." 🍷



Special Offer for SCCA Members

Save **58%** off the cover price

Just **\$29.95** for a one-year subscription (8 issues)

100% exclusive content not available anywhere else

Includes access to digital edition

Subscribe now at: www.racer.com/scca

THE MAGAZINE FOR RACERS

24/7 racing coverage at RACER.com [YouTube.com/TheRACERChannel](https://www.youtube.com/TheRACERChannel) [facebook.com/RACERMAGazine](https://www.facebook.com/RACERMAGazine) twitter.com/racermag

SEEING YELLOW

Jim Rogaski, Chairman of the Stewards Program and the GCR Advisory Committee, digs into the Yellow Flag Rule | WORDS Jim Rogaski | MAIN IMAGE Rupert Berrington

In the January 2017 *Fastrack*, the Club Racing Board, in conjunction with the Executive Stewards, put out for discussion a "What Do You Think" item addressing possible changes to the yellow flag rules in the General Competition Rules (GCR).

"The intent of this request was to open up a dialog with the racing community to get better language in the GCR to assist drivers in understanding what the Club's intent for incident safety should be," the item read. "In 2016, there were several incidents of [emergency vehicles] being hit or nearly hit during yellow flag situations. Several tracks that use track staff for [emergency vehicle] response will no longer do hot track extractions unless the course is either under a black flag all or full course safety car use. This proposed clarification would allow penalizing individual drivers instead of Black Flag All or Full Course Yellow impacting the entire field."

This inquiry from the Executive Stewards would change the language to more clearly state the intent of "slow down" and what the possible ramification may be if drivers don't slow down. Consequently, the CRB and the Executive Stewards have received a lot of responses to this request. Thank you to all of the members who took the time to comment on the proposed changes.

Based on the feedback received via letters to the CRB and direct comments to the Executive Stewards, we have made changes to the initial "What Do You Think?" The feedback received from the Flagging and Communications

community was overwhelming in their opposition to being required to make subjective calls on whether a competitor's speed through an incident was excessive. Others pointed out that the immediate drive-through penalty was not something that could be undone if a competitor was identified incorrectly.

The CRB and the Executive Stewards do feel that two elements of the rule change are needed. The no passing zone should be more clearly defined in the GCR so that competitors and race officials have the same understanding of the zone. Also, in order to make the zone as safe as possible, cars should proceed through the zone in single file, whenever possible. The two portions may go forward as a recommended 2018 rule change.

However, just this change does not address the primary goal of making everyone safer in a yellow flag situation - other steps need to be taken. Here are some suggestions on actions that can be taken:

The use of drivers' meetings at the beginning of the weekend.

The Stewards could lead a discussion on what their interpretation of "slow down" means, what the consequences are if drivers don't slow down, and what the consequences will be if there is body contact under a yellow flag situation. The consequences could include more use of the Black Flag All if all drivers are not slowing down, or specific individual actions.

At the morning F&C meeting, a discussion could be held between F&C officials and Race

Control officials concerning how best to identify unsafe situations in a yellow flag situation.

There could be a renewed emphasis in our Steward Training Program

to bring consistency of understanding of the yellow flag rules. We know that Club Racing programs vary from Region to Region and track to track, but the basics can certainly be better addressed. The Steward Training Committee will be looking to address this while working closely with the Executive Stewards.

Included in this Steward training exercise should be consistent investigation and enforcement of



D.E. Baer

body contacts not just in the yellow flag zone, but any body contact. Consideration should be given to impounding all cars involved in body contacts after the session.

Many competitors commented that body contacts in a yellow flag zone should be dealt with more severely.

The Executive Stewards will be revisiting the Club Racing Penalty Guidelines to determine if there should be more severe penalties available to Stewards in those situations. Also, the GCR has a driver



D.E. Baer



WHAT DO YOU THINK?

For first responders to do their job, they need to be safe. Consequently, the Club Racing Board is actively seeking member feedback regarding yellow flag zones.

ends. The FIA rule seems simple enough until you think about the reality of our combined class groupings and, let's face it, the number of F&C personnel we have working our events. Some Regions may have enough F&C to staff all stations and this would not be an issue. However, a large number of Regions struggle to get enough F&C officials to meet the minimum GCR standards for staffing. In order to meet the minimum standards, turn stations are being abandoned as long as line of sight is adequate per the GCR. This would leave large parts of the track that have no incident immediately around them still under the FIA yellow flag no passing zone. Add to that the difference in speed potential for the combined classes and you can see there could be a very frustrated driver patiently waiting to get to the green flag even though they are clearly past the incident and the track is now clear.

The FIA red flag rule says that the session has been stopped and "All drivers are required to slow down immediately and proceed to the pit lane." Our Club red flag rules say "Extreme danger - the session has been stopped. Come to an immediate controlled stop at the side of the racetrack."

Basically, our black-flag-all flag rule is the same as the FIA red flag. In Club Racing, we use the red flag as an absolute last resource to bring a session to an end immediately.

We encourage anyone who wishes to comment on these issues to send a letter to the CRB with their suggestions at www.crb-scca.com. ☺

Penalty Point System (GCR Section 7.4) that has specific thresholds for accrued penalty points in a given period. The CRB, working closely with the SCCA National Office and the Executive Stewards, should evaluate these thresholds and time periods to see if they still reflect what is needed to ensure that problem drivers are being addressed correctly.

The goal is to encourage safe racing and protection of our race officials and drivers who may be put in harm's way during a yellow

flag situation. It will take an effort and understanding on everyone's part to make these actions successful.

Another topic that was brought up in many of the F&C letters was for the Club to adopt FIA flag rules as a solution to the yellow flag speed issue. At first glance, this sounds like a good idea to make our events consistent with the FIA rules used internationally. However, on closer examination of the differences between our Club Racing flag rules and the FIA's, it is a problem.

The differences between the rules are in how the FIA defines the yellow flag no passing zone, and what to do when a red flag is displayed. The FIA yellow flag no passing zone ends when a flagger after the yellow flag displays a green flag. This typically would be the next turn station. The Club Racing yellow flag no passing zone ends after the driver passes the incident.

We are proposing to add the clarification language stated earlier in this article to help better define where the zone



THERAPY AT SPEED

Veterans, Motorsports, and SCCA, what could go right? Everything

WORDS Suzy Bauter | IMAGES Terri Brinkmeier and Pete Cline

SPEED HEALING
Motorsports has become an excellent outlet and therapeutic device for many veterans, and SCCA is proud to help the cause (ABOVE and RIGHT).

More than 2.8 million Americans have served since 9/11. Among them, 6,840 gave their lives fighting the enemy in Iraq and Afghanistan alone. During that same time, 115,566 veterans gave up their lives to a different enemy, suicide. Eighteen percent of all U.S. veteran suicides encompass a 32-percent increase since 2001. And, though that troubling figure comprises all service members, the percentage of post 9/11 veterans among them is growing at a precipitous rate; particularly among those aged 18-29.

Why? It's known as the military-civilian divide. A chasm more and more of our post 9/11 veterans find themselves unable to navigate; one made wide by the effects of the still misunderstood emotional and physical scars left on them by their service in America's longest war. But recent research gives us new hope. It tells us that therapies focused on activity, engagement, and empowerment are the key.

- VetMotorsports official governance

The very last sentence is why SCCA started engaging with the VetMotorsports organization nearly two years ago. Autocross is active, engaging, and empowering for non-military people; how great would it be to use adrenaline and speed to

help heal our wounded soldiers? Last year, there were sponsored veteran participants at two CAM Challenge Solo events. This year there have already been three CAM Challenge events and several Regional Solo events with the successes piling up.

For 2017, the SCCA Foundation has provided a grant to the VetMotorsports organization; these monies enable VetMotorsports to provide more support for more veterans wishing to take a turn behind the wheel at a competitive event.

Here's how it works: A veteran with a service-related injury signs up with VetMotorsports to attend an event. There are different types of events they can choose from that address different skills and therapeutic needs. When the vet is chosen, VetMotorsports will pay for entry fees, food, and lodging required for participation and provide a car for them to compete in - that said, at this year's CAM Challenge at Mineral Wells, the vets

were given the option of driving the SCCA Mobil 1 Camaro.

Once onsite, SCCA provides Club members to coach the veterans and assist them and their companions. VetMotorsports staffers are on hand to work with the participants and aid with any specialized needs. The Region just has to make sure that these valued servicemen and women have the time of their life. At the end, all participating veterans in the VetMotorsports program become members of SCCA through the SCCA Foundation Grant Program.

The remainder of the season will have several Regions participating in the SCCA/VetMotorsports program. We encourage all Regions to visit the VetMotorsports webpage at www.vetmotorsports.org, watch the videos, and listen what the program participants have to say.

In 2018, Regions will have the ability to get involved with the VetMotorsports program through the SCCA Foundation and the Solo Development Coordinators in each of the Divisions.

If your Region is interested in hosting VetMotorsports participants, please contact your Solo Development Coordinator and he or she can get you in touch with the right people. 📞

"In 2018, Regions will have the ability to get involved with the VetMotorsports program"



PAGIDRACING

Brake control from green light to checkered flag.



Turner Motorsport's championship winning performance at the inaugural Tudor United SportsCar Series is a testament to the quality and ultimate reliability of PAGIDRACING brake pads.

The very same quality brake pads are available for:

- Rally and off road
- Club Racing
- Stock Car
- Late Model
- Time Trial/HPDE
- Vintage Racing



www.pagidracing.com • pagid@braketechnology.com
(239) 540-1729

Pagid is a registered trademark of TMD Friction

bt
Brake Technology



ATTRACT, ENGAGE, RETAIN, REPEAT

Bringing new members to the Club is only the first step in healthy Region development. | **WORDS** Kevin Coulter, CENDiv Executive Steward | **IMAGES** Dave Green

One of the constant topics of discussion is how to attract, engage, and retain members. Each topic is related, and can't be separated. We need to remember that regardless of our activities within the SCCA, we are all stewards of the Club - those charged with taking care of it. Whether you are National staff, on the National Board of Directors, in Divisional or Regional leadership, or one to simply show up at events and participate as a competitor or volunteer, we all have an obligation to steward the success of the Club. We are *all* under an obligation to do our part to take care of our local Regions, Divisions, programs, and Club as a whole.

Let's talk about attracting new members. We are all part of the marketing machine of SCCA and our local Regions. The easy part starts with event swag. When we receive event swag, especially things like T-shirts and hats, they should not be considered "race track only" wear. Until such items become "well experienced," wear these items proudly at BBQ's, on vacation, running errands, etc. You are a walking



HAPPY TO BE HERE
From attracting new members to engagement and retention, the road to happy members and volunteers (LEFT and ABOVE) is not complicated.

billboard for the Club. Event organizers: do *not* consider these items as event expenses, and things that can be cut back on; these are marketing expenses and should be allocated as such. We have to do what we can to promote the Club.

And we should attract people to the Club, not to what we specifically do within the Club. While everyone wants to grow their own area, we need to be sure to get people in the door first. Laws of large numbers will ensure a good distribution within areas of the Club.

The use of the Internet to promote our Club has been discussed at length previously. One caution with the Internet:

We have to look at how we present our Club. The Internet is a wonderful thing; however, we should choose our words carefully when discussing things that could be considered negatives. Our prospective members and our competition for members are watching.

So, we've attracted a new member - now what? We need to make sure they feel like part of the SCCA family. If you see someone new, introduce yourself. Invite them to have lunch or dinner with you. Make sure they know about Region meetings and social activities, such as banquets. When you have your Divisional convention, have an after-hours social gathering. Encourage up and coming Club leaders to come to the convention. Regions and Divisions, try to help offset the costs for these folks. As a group, have dinner together. For example, CENDiv has traditionally had a dinner off site as a group. Everyone attending from the Division (regardless of area of interest) is invited, along with a few others (nobody should ever have dinner alone at the convention unless they want to). This has become such a gathering that next year we are looking at having a private room at an area restaurant. Bonds are formed leading up to the racing season.

How do we retain members? If we keep them engaged and value their opinion, they will stay. Given the economy, we have to do some things to make sure people can afford to stay. First, always look for opportunities to reduce costs to competitors and volunteers without impacting their experience. Solicit sponsorship for worker lunches or dinners to offset the costs that ultimately get passed on to competitors. Register early - yes, that helps in planning, and ultimately cost savings. Look for the generosity of others: In my area, we have been fortunate to have an anonymous donor contribute a significant amount of money to the road racing Region's volunteer recruitment and retention program in appreciation for the volunteer efforts he has received over the years. This has had measurable results, and has helped greatly with our volunteer efforts.

Our Club is a great club. So many of us came for the cars and stayed for the people. Our Club has a wonderful 73-year history, but we need to take actions to ensure we are around for another 73. Let us all make an effort to do our part to attract, engage, and retain members. ☺



G-FORCE
RACING GEAR



EX9 FULL FACE

SNELL SA 2015 \$299.99

Gloss White & Gloss Black SMALL-XXL #3229

GF 745 One or Two Piece

SFI 3.2A/5 Rated starting at **\$499.99**

Black, Red or Blue SMALL-XXX #4745 shown above



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

TOP QUALIFIER

Around the world or around the track, you won't find a higher quality line of bearings and rod ends with Aurora's proven 40 year track record.

PHOTO BY: J R SCHABOWSKI



Aurora Bearing Company
901 Aucutt Road
Montgomery IL. 60538



Complete library of cad drawings and 3D models available at:
www.aurorabearing.com

Ph: 630-859-2030

WINNERS USE DEI

TO CONTROL HEAT & GAIN POWER



TITANIUM™ EXHAUST WRAP

- Basalt based woven fabric
- Reduce underhood temps
- Improve power & performance
- Made in the USA!



TITANIUM PROTECT-A-SLEEVE™

- Protect plug wires from burning & cracking
- Includes hi-temp shrink tubes for a finished look



REFLECT-A-GOLD™

- Light weight heat barrier
- Hi-Temp self-adhesive backing
- Protect components & reduce cabin temps



800-264-9472 DesignEngineering.com





CAN YOU HEAR ME NOW?

Sound restrictions in Solo can be a touchy topic, but are necessary for the sport

WORDS Paul Brown | IMAGES Perry Bennett

Many SCCA Regions utilize sound restrictions at autocross events, as do the Tire Rack ProSolo and Solo Championship Tour series. For the most part, these restrictions are an effort to avoid offending local residents, therefore making it easier to retain sites – and since autocross locations are one of our dearest commodities, this is a laudable goal. But sound is a tricky topic, especially when you consider some engines are particularly good at generating noise, like six-cylinder BMWs (especially as they progress beyond a stock preparation level) and rotaries. But considering just about any engine is capable of creating obnoxious amounts of noise, this is a topic that affects us all.

The *Solo Rules* give event chairs authority over noise

levels. Anything the chair feels is too loud is, in fact, too loud. Since subjective rules are rarely enforced, they are rarely effective, so many Regional and National events have instituted specific requirements.

Slow response versus fast response, distance from the vehicle, orientation, whether the reading is taken with the vehicle under load or simply free revving – there are a number of different approaches to measuring sound, and therefore a number of different specific decibel limits are used. Some sites, such as Packwood, San Diego, and AMP have more restrictive limits that may be challenging for vehicles in higher preparation levels to achieve, but the limits are enforced for the sake of the overall good.

Generally speaking, there are three levels defined in any sound rule. There's the "too loud" number, where a driver is notified of the violation and required to make a change before being allowed to make another run. Sometimes any run over that limit is disqualified and sometimes there's leniency so that first violation is allowed to stand, but any additional runs won't count. At National events without a more restrictive local limit, this is anything over 100 dB. That's a relatively lenient number as 100 dB is pretty darn loud; unfortunately, we deal with quite a few cars that surpass this limit. It might be a hassle for the drivers, but it's also a rather large number of loud runs to annoy local residents.

The second level is just a

warning. Nationally, that's anything over 96 dB but under 100 dB – and that's still pretty loud. For some reason, we've got car builders who are aiming to be in this zone. Preferable to that would be to shoot for 95.9 dB and no interaction with the sound steward, which introduces the third level – the "everything's OK" level.

I'm not a muffler salesman. I'm not a sound engineer. I do know, however, that it is possible to cut sound levels without cutting power output much, if at all. There are ways to do that by spending a lot of money, but that's not the only way. There are a lot of fast cars out there that are heavily modified and clearly make a lot of power compared to their competition, yet are not needing between-runs attention to address sound issues. If you've got a loud car and don't know a good way to change that within your budget, there are quite a lot of car builders who would be



NO NEED TO SHOUT

It's entirely possible to increase power via exhaust modifications that don't cause hearing loss, with the result being a more palatable paddock and grid.

happy to provide some guidance – you see, they don't like to have to cover their ears when you hit the course.

If this comes across as preachy, I apologize. This is an ongoing problem that we really should not have to deal with on such an ongoing basis. 🚫

MAKING ADJUSTMENTS

The August *Fastrack* tackles Solo sound rules changes and clarifications, effective January 2018. Among the changes to Appendix I include decibel limits and adjustable exhaust exits. The proposed rule reads: "If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to attempt a viable remedy to

functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day. (A "mechanical delay" per Solo Rules Section 6.8.D may be used.) If the excessive reading occurs on the driver's last run of the day, the Chief Steward, Sound Control Steward, or designated representative is

authorized to impose a DNF penalty on that run. The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back."

BACK-TO-BACK DOMINATION

FLYING LIZARD WINS 25 HOURS OF THUNDERHILL. AGAIN.



WE ARE TOYO. ALL OR NOTHING. **TOYO TIRES**®



requirement for 21st century marketing, a Facebook page.

Appealing to the fun-first competitor, the Region prefers to run GTA events. Three of the annual GTA events are an all-day rally in the Lehigh Valley farmland, the Reger Pigge, the Food Drive annual charity event, and Apples2Apples. That one uses local orchards and farms as the checkpoints.

In keeping with that fun-first sense of humor, the entry fee for the Food Drive is at least five food donations.

"The evening campfire provided a chance to relax before the next day's drive home"



Lauren Williams

A LITTLE REBUILDING

Philadelphia Region keeps its RoadRally program thriving despite a program reboot | **WORDS** Rick Beattie | **MAIN IMAGE** Jon Love

We all know what "rally" means, but another definition, "a mass meeting intended to arouse group enthusiasm" might sometimes better describe what's going on, at least in the Philadelphia Region RoadRally program. Losing an important member will many times trigger the end of any program, but in 2011 when Philadelphia Region's rally chair moved away, the Region was able to keep the program together.

In October of that year, current program chair Jon Love was rallymaster for the Woods of Bucks Rallye in Bucks County, north of Philadelphia. He admits to being "a complete novice at running the event," but was able to "reboot" a "program [that] has grown and evolved quite a bit since that first event."

Now about 10 to 25 teams compete in each of that Region's half dozen yearly rallies. According to Love, "competitors from the first few

rallies have gone on to become the Region rally champ (Chris Wanner), rallymasters (Jaclyn Love and Joshua Reger) and RoadRally safety steward (Amanda Lenhart)."

The Region prefers to run GTA style rallies and has two good reasons for which Love gave a very good explanation. Northern and Southern New Jersey Regions both put on well-written and organized TSD events, but probably more importantly, the Region's competitors just don't like timed events.

Most of the competitors from the Region itself are "actually very much autocross-based, and the crew really feels that the quality of the drive and the light-hearted fun of the event are the most important elements to their program."

Starting with that philosophy, a typical event is composed of a nearly equal mix of Region members and teams from beyond SCCA. They are marketing fun times with a nice Region webpage and a big

ON THE ROAD
(TOP) The goal of Philadelphia Region's Wounded Turkey Classic Grand Tour rally is to maximize enjoyment. (ABOVE) The Region's annual Food Drive rally has a simple cost of admission: food to donate.

This year they have expanded their social rally grand tour offering to include May's Bald Driver and the July Wounded Turkey.

The July event was a more than 400-mile, two-day run from Fogelsville, Pa., to near Wellsboro, Pa., with a trip to Pennsylvania's Grand Canyon. The overnight stay was at the Stony Fork Creek Campground. They promoted the event as "not recommended for those who need the pampered life but enjoyed by those who want an adventure."

The rural highways, narrow back roads, and a bit of gravel may have confirmed that. Keeping the teams together and simple route instructions were the higher goals this time. The evening campfire provided a chance to relax before the next day's drive home. Love believes all of this "gives the Philly Region a true Club feeling."

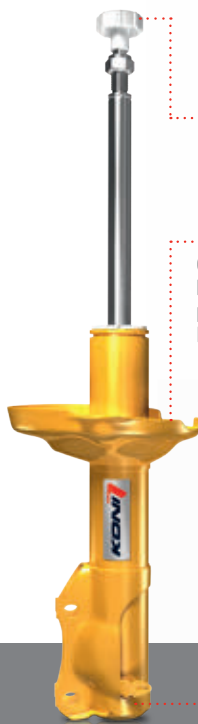
Timing may or may not be everything in RoadRally, but good times always are. ☺

KONI

RETRO REBATE DAYS!

SHOCK VALUE PRICING
plus up to
\$70 OFF
mail-in rebate

koni-na.com/retrorebate
for details



External rebound damping adjustment



Great for stock height or all performance lowering springs



Robust construction matching original equipment design standards

KONI SPORT

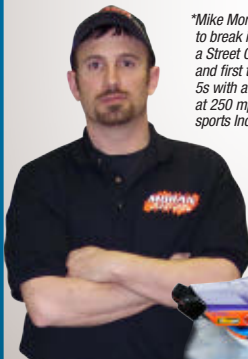


PERFORMANCE SHOCK ABSORBERS | koni.com

MIKE MORAN SAYS

"MY NAME'S NOT ON IT IF IT DOESN'T HAVE SWAIN COATINGS IN IT"

Drag racer Mike Moran, known for Street Car and Pro Mod records,* started using Swain's piston and bearing coatings in 1994. He's done so continuously since. When he ran nitrous he depended on Swain's thermal barrier protection to save his engines. A Swain protected engine will run 40 passes. An uncoated engine could only do 20 passes before a tear down. Mike uses Swain to insure engines live noticeably longer. Swain coatings can save an engine on a lean pass even with turbo. Mike has tried other coatings when reps handed out free coated parts. None (as in none) ever worked for him. The coatings products other companies supplied to Mike wore away and dome coatings flaked off. Mike has a 24,000 sq. ft. shop with dynos and all the tools. He pulls engines down regularly to get a read on wear and looks for distorted ring lands-he likes what he reads with Swain protected engines. He builds for many other racers and tells them to use Swain coatings to extend the life of their engines.



*Mike Moran was the first to break into the 6s with a Street Car at 200 mph and first to break into the 5s with a Pro Mod Turbo at 250 mph. Moran Motorsports Inc. Taylor, MI

SWAIN
TECH COATINGS
www.swaintech.com
585-889-2790
Scottsville, NY 14546



Finally - Affordable Racing Communications!

Quality Customer Service along with Professional Communication Products have made SRC the Industry Leader in racing communications.

From intro Start Systems through ALMS/Grand Am completely scrambled and digital racing radio communications... Here at Sampson Racing Communications. **We've Got You Covered!**

"We look forward to working with you and your racing team"

Shawn Sampson

SAME DAY SHIPPING...
With thousands of dollars of products on our shelves, it's never a problem.

Dealer Inquires Wanted



SRC Sampson Racing Communications
Order Toll Free (866) 396 7231 • www.SampsonRacing.com



LANDING A NASCAR RACE ENGINEER AS A SCIENCE-PROJECT MENTOR

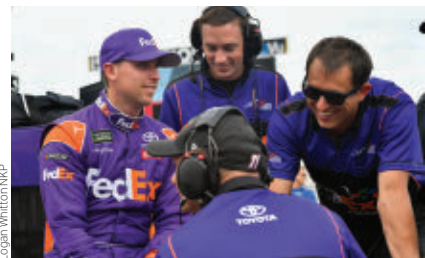
It's not every day that a young high school student lands a NASCAR race engineer as a science-project mentor, but that's what Evan Karl did with help and encouragement from his family – and a lot of dedication to his motorsports dreams.

"My ultimate goal is to become a professional driver," Karl says, "but I am going to college to become a mechanical engineer so I can become a race engineer."

At Burnt Hills – Ballston Lake High School in Upstate New York – Karl, during his sophomore, junior, and senior years, participated in a college-level science program for which he was required to choose a topic and find a mentor. Karl chose racing as a topic (naturally) and reached out to Joe Gibbs Racing – his favorite driver is Kyle Busch – for help in finding a mentor. JGR, through its HR department,

responded by directing him to Justin Langdon, primary race engineer for Denny Hamlin's number 11 Fed-Ex Toyota Camry.

"[The HR director] came to me," Langdon recalls, "and said, 'Hey, we've got this kid who's really interested in racing and wanting to do some engineering work in high school so he can get a feel for it and decide if that's what he wants to do with his life. Would you take him on?' And I said, 'Sure.'"



Logan Whitham/NKP

THE BIG TIME
Evan Karl's mentor, Justin Langdon (right).

ALWAYS LEARNING

Evan Karl keeps busy with a full slate of classes at Worcester Polytechnic Institute during the week while improving his race craft on weekends.

FORWARD MOTION

For 17-year-old Evan Karl, racing has led to life lessons and a clear focus on the future

WORDS James Heine | IMAGES Robert Karl Jr.



This year, 2017, has been both a banner year and a learning year for Evan Karl, a 17-year-old Mohawk-Hudson Region Spec Miata racer from Upstate New York. It's been a banner year because Karl, who already in 2015 and 2016 recorded an impressive list of racing achievements, has continued his winning ways in 2017, adding another Regional win to his record, plus a pair of Majors top 10s, as well as a Hoosier Super Tour top 10.

It's been a learning year because Karl branched out from racing primarily Regional events to Majors weekends up and down the East Coast. He also graduated with honors from high school last June and now has begun his freshman year at Worcester Polytechnic Institute, where he's majoring in mechanical engineering and planning to join the

school's Formula SAE team. Needless to say, he's busy.

"Away from the track, I'm dedicated to my schoolwork," says Karl, who in school earned admission to national, world language, math, and science honor societies. "I was among the top five in my graduating class this June. I'm also a fitness nut, running or biking almost every day."

On track, his education has accelerated because of the move to Majors competition, he adds. This is especially true of his introduction to Majors racing at VIR's Hoosier Super Tour Easter weekend, where after running as high as eighth in the Saturday race before finishing 16th in a field of 52, he recorded a strong eighth-place finish on Sunday.

On a scale of one to 10, he would probably rate his inaugural Majors experience as a 12, Karl notes. "It's just a totally different atmosphere," he admits. "I finally got to race with everyone I watch racing Majors on YouTube, such as Danny Steyn and Tyler Kicera. You can learn so much. I also spent a couple of practice sessions just trying to learn how to draft. Up here, the tracks are shorter and it's a lot of individual work, but at

places like VIR you definitely need to learn to draft."

Karl credits his family - his dad Bob Jr., his grandfather Bob Sr., and an uncle Dominic, also race Spec Miatas and comprise the informal family motorsports enterprise, BK Motorsports - with providing the foundation for his racing career. He also has found mentors in his extended Rossini Racing family, including owners Mike and Elaine Rossini.

"Besides providing me with the equipment I need, in the beginning, my dad taught me how to drive so I can be successful now," Karl says. "At VIR, where I had never been before, we parked next to Mr. Rossini, and he helped me the entire weekend."

An SCCA member since age 5 and a veteran of race weekends and shop evenings for about as long as he can remember, the sense of family so often provided by the SCCA has been an asset he recognizes and for which he is thankful. "It allows us racers to do what we love to do," he observes.

What is Karl's advice to young racers like himself intent on a motorsports career? "Be humble, talk to everyone, and be courteous on track," he says. 🍌

Thus began a three-year student-mentor partnership.

"It was actually several different projects," Langdon explains. "For the most part, we communicated via e-mail and a few telephone calls. I don't consider myself the best teacher, patience is not my greatest virtue, but Evan is really, really self-directed, so it was super easy.

"We started with a project where he was learning about the design of experiments, where you

have multiple variables and you set up a series of tests to see the effects of all those variables, both by themselves and how they interact with each other."

For a succeeding project, Karl developed a homemade infrared tire-temperature monitoring system, Langdon adds. That project, "A Real-Time Tire Temperature Monitoring System for Race Cars," won Karl the Brown League Sports Science Award and the Yale

Science and Engineering Association Award at the 2017 Greater Capital Region Science and Engineering Fair at Rensselaer Polytechnic Institute.

"It was an impressive project for a kid from high school," Langdon says. "I'm really impressed with what he did."

How would Langdon advise a young person - such as Karl - intent on finding a career in motorsports?

When you ask someone that question, many times you get the "right place, right time" answer, Langdon replies. "To some degree that's correct," he adds, "but at the end of the day, if you believe that is what you want to do, first, you've got to work really hard at being technically sound and good at what you do, and you have to pursue it - send resumes, make telephone calls. It's really about reaching out and pursuing your dream."



ioport
RACING SUPPLIES

ioportracing.com
1-800-949-5712

TRANSPONDERS

COOL SHIRT SYSTEMS

MYLAPS

RACING FUEL CELLS

KIRKEY

PYROTECT

FUEL SAFE

FIRE SYSTEMS

FUEL SYSTEMS



WINDOW NET



TOW STRAPS



SEAT BACK BRACE



HEAD RESTRAINTS



The Best Dashboard In The World... (probably)

DASH2 PRO

Specify a complete system in a single compact unit

- Customisable features using a range of enhancement options, including: GPS data logging, output drivers, CAN receive & more...
- Compact ultra-thin aluminium case
- Fully configurable unit, display any variables, adjust display brightness and contrast for day and night modes
- Display data from analogue sensors, CAN bus or ECU
- Road and race ready display

Race Technology USA LLC 804 358 7289
ussales@race-technology.com

Race Technology
www.race-technology.com



PERFORMANCE[®] FRICTION BRAKES







PORTERFIELD[®]
RACING BRAKE PADS
CALIFORNIA

*Your largest, most knowledgable source
for racing brake pads & parts!!*

*Don't forget to ask for your
NASA or SCCA discount!!*

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com



MOTUL

tilton

Setrab

Oil Coolers





STABLE

ENERGIES

MOTORSPORTS

Retail Store 175 Passaic St Garfield, NJ 07026
Sales@StableEnergies.com (973) 773 - 3177

Major Stocking Distributors For

...and many more

Experience the All New **StableEnergies.com**
Fast, Free Shipping - Club Discounts - Expert Advice

A DIVISION OF MARK STEWART ENTERPRISES, INC.

- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com

comprent motor sports

Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales

Fire & Safety Systems Ltd.

EAST COAST DEALER

Sales & Service for
Lifeline Fire Systems

Swift 014/016 Elite/Staffs Transmission Importer SRF & FE/ESR Customer Service Representative

(706) 543-1797

Providing Quality Service to the Racing Industry since 1988

www.comprent.net | Athens, Georgia

When You're Ready To Go **FLATOUT**

We rent **Race-Winning SM & STL Cars**

We build **Race-Winning Racecars**

We sell **FOM-Designed & Built Parts**

Custom Fiberglass Air Dams
For NB, NC & Turbo NB cars

- Water jet cut aluminum splitter
- Mounting hardware

4-2-1 Headers
NA/NB 1.8L cars

- Stainless Steel

Electric water pump kit

Custom Cams

Oil cooler kit

JRI custom shock package

Custom seat pans and cages

Race With Us...

Race Flatout!

FLATOUT

motorsports

FlatoutMotorsports.com
Call - 508-966-0447
30 Cape Road
Mendon, MA 01756

NEW ALUMINUM FRAME FOR FASTER SET-UP!

"AWNINGS THE PROS USE"

800.788.3969

www.canopygay.com

i/o port
RACING SUPPLIES

ioportracing.com
1-800-949-5712

BELL

AUTOPOWER
SAFETY EQUIPMENT

KIRKEY

hans

PYROTEC

SIMPSON

CHICKENHAWKRACING

START FAST FINISH FIRST

1.866.HOT.TIRE | CHICKENHAWKRACING.COM

The Future of Fire Suppression

Lifeline Zero 360
2.25 Fire Marshal with
Novec™ 1230 Fire Suppressant

Compact FIA-approved system for the club racer. Legendary Lifeline quality in a steel cylinder for the budget conscious racer looking for excellent firefighting ability and weight reduction in comparison to the standard 4.0L system. Kit includes pull cords, 6 nozzles, tubing and fittings, and the latest anti-torpedo FIA type brackets.

Cylinder weight 8.6Lbs, Diameter 5", Overall length incl lever 11"

\$699
SYSTEM PRICE

Full range of industry-leading Novec™ and AFFF fire suppression systems

Official US Sales, Distribution, and Service Center

Lifeline® USA **Champions of Safety**

www.lifeline-fire.com **Tel: 540-251-2724**

SMARTER. FASTER.

Improve your lap times
with the best selection of products from the brands you trust most (AiM, CDS, MoTeC, Race Technology and Stack). Speed up with Veracity Racing Data and benefit from our competitive prices and top-notch customer service.

SHOP ONLINE, ANYTIME!

veracityracingdata
veracitydata.com | 805.238.1699

Over 50 Years of Serving SCCA Members!

Aluminum Flywheels

Weber Parts

Cams

Hi-Comp O.S. Pistons

Copper Gasket

Racing Clutches

Titanium Racing Parts

Headers

Stroker Kits

Modified Heads

Engines

Cranks knife-edged

PAECO Imports 2400 Mountain Dr., Birmingham, AL 35226
(205) 823-7278 | **gofast@paeco.com**
www.paeco.com

PEGASUS

Beta Tools Motorsports Distributor **Beta**

Unmatched selection, prices, and inventory of silicone hose

Stocking distributor of MS20271
Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies **1-800-688-6946 order line**
2475 South 179th Street **1-262-317-1201 fax line**
New Berlin, WI 53146 **1-262-317-1200 tech line**

PegasusAutoRacing.com
Æther Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles



**Port City
RACECARS**
Chassis • Parts • Service

ROAD RACE FRONT CLIPS



**Proven Front
End Geometry**

**4 Bearing
Upper A-Arms**

Watts Linkage

**Quality Chassis
Road Race
Components**

**Custom Clips And
Components Available**

231.767.8586
Shop online @ portcityracecars.com

*Is Your Life Insurance Company Charging You Extra for
Speeding!*



Call us Today for a Competitive Quote

Steven E. Goldin
305.790.7600 | race962@yahoo.com
Racers Protecting Racers for over 40 Years

miataCage.com



**Roll Cage
Kits**
Spec Miata Kit
1990-2005
2006 to 2015



**Adjustable
Drop Links**



**Steering Shaft Adaptor -
Splined with QD**



**Hard Top Mounts
1990-2005**



**Lightweight
Wheel Spacers
1/4", 3/8", 1/2"**



**SM Build Package
Deals - from Basic
to complete turn key.**



**PORTER RACING
PACIFIC CROSSLE**

*Warehouse distributor and dealer
for the following products*







Parts for **ALL** Formula Fords – U.S.
Importer for Crossle Cars and Parts

RENTALS: FC-FF-CF
Swift DB6, Crossle

Trackside Support
Engine and Transaxle Services
Complete fabrication & repair facilities

(209) 722-7373
4814 E. Childs Ave., Merced, CA 95340
www.PorterRacing.com



**RACING
ATLL
FUEL CELLS**
atllracing.com

SINCE 1970

atllracing.com
800-526-5330 atll@atllinc.com



The Original

- Carbon-kevlar brakes



- Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071

www.racing-stuff.com • call 248-585-9139



Averill Racing Stuff
Madison Hts, Mich

WWW.RACING-STUFF.COM


street
13" 14" 15" 16"

panasport


race/solo
ul 13" 14" 15"
c8 13" 15" 16" 17"

ph.248-585-9139
fax.248-585-9242

OIL COOLERS: Mocal • Setrab • Laminova
www.mocalusa.com



Mocal



LAMINOVA
water to oil coolers

Setrab
sales@batinc.net
941 355-0005

Distributor: BAT Inc.





ULTRA LIGHTWEIGHT RACING MUFFLERS

AN•MS•NAS HARDWARE

WWW.COASTFAB.COM

714-842-2603



Visit us at
CDS Racing Data.com
to learn about our
new products!

www.CDSRacingData.com

**NEED A
CUSTOM
FUEL
TANK?**

EMAIL DETAILS TO
JIM@EMCCUSTOMSHOP.COM

EMC EAGLE
MANUFACTURING
CORPORATION

NUMBER KITS & GRAPHICS

Magnetics, Reusable Vinyl
Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure

FIRESTORM
GRAPHIX.COM



FireStormGraphix.com 603-809-4139



New patented
collector designs
Exhaust development
and manufacturing
All types of race engines
current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

i/o port
RACING SUPPLIES

ioportracing.com
1-800-949-5712

**Club Radio
Systems**
from \$659⁹⁵

TVC15

**FOR WINNING
COMMUNICATIONS!**

**Record your radio transmissions
onto your in-car camera.**

iZOOM
GRAPHICS

*Permanent Vinyl • Magnetic • Reusable Vinyl
Race Car • Autocross • Track Day • Rallycross*

Easy Online Ordering izoomgraphics.com

www.injector.com

Sales

Service

marren fuel injection

Dependable
Since 1986



Knowledgeable
(203) 267-FUEL (3835)

OVER REV
CONCEPTS

FX RAPID RELEASE SYSTEM™
"Fire Extinguisher Retention Beyond Evolution"

Built in the USA
Utility Patent Pending 15/229,289

**DON'T GET BURNED.
READINESS PAYS OFF.**

Learn more at www.overrevconcepts.com or call (503) 722-9426

Starting at \$159.95




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 shares his wisdom and wit.

See page 18 in this issue!

POBST POSITION



lightweight

PROLITES

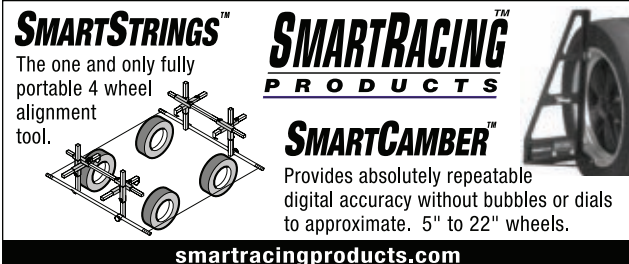
www.painsport.com
or call 310/373-0071 for information

Racing Simulators

- ✓ Racing Simulator Packages
- ✓ Components and Upgrades
- ✓ Real Wheel & Pedal Conversions
- ✓ Entry-Level to Pro
- ✓ Expert Advice

RICMOTEC
HIGH PERFORMANCE
SIM-RACING EQUIPMENT

www.ricmotech.com (305) 417-9241



SMARTSTRINGS™
The one and only fully portable 4 wheel alignment tool.

SMARTRACING™ PRODUCTS

SMARTCAMBER™
Provides absolutely repeatable digital accuracy without bubbles or dials to approximate .5" to 22" wheels.

smarracingproducts.com



wilwood
DISC BRAKES

POWER. CONTROL. PRECISION.

wilwood.com | (805) 388-1188



Lifeline
Champions of Safety

ZERO 360 Systems

- Latest Novec™ extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
www.subesports.com
Exclusive N.A. distributor of Lifeline products.

Stay abreast of the latest competition adjustments and rules proposals

Fastrack News.
Available online

on or around the 20th of every month, and can be downloaded at scca.com/fastrack

Fastrack News

CONTENTS

1. The American National and that all participants were not aware of the rule change.	1. American National
2. The American National and that all participants were not aware of the rule change.	2. American National
3. The American National and that all participants were not aware of the rule change.	3. American National
4. The American National and that all participants were not aware of the rule change.	4. American National
5. The American National and that all participants were not aware of the rule change.	5. American National
6. The American National and that all participants were not aware of the rule change.	6. American National
7. The American National and that all participants were not aware of the rule change.	7. American National
8. The American National and that all participants were not aware of the rule change.	8. American National
9. The American National and that all participants were not aware of the rule change.	9. American National
10. The American National and that all participants were not aware of the rule change.	10. American National

U.S. Sports Tour is a registered trademark of the American National and that all participants were not aware of the rule change.



GROUND CONTROL

When quality counts...

Trusted...
...for over 30 years as the leader in quality, design, innovation, and customer satisfaction.

Committed...
...as always, to bringing you the best in street and track suspension systems and handling products for your car.

Suspension Systems
530•677•8600
Hours: 9-5 • M-F PST
groundcontrolstore.com

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net
www.JBRacingtires.net

scca.com



GROUND CONTROL

Suspension Systems
530•677•8600 M-F 9-5 PST
ground-control.com



RACING COMMUNICATIONS INC.

HPDE Instructor/Student Intercom System
\$85.00

- ✓ Full duplex "live all the time"
- ✓ Microphone kit slides up under any helmet
- ✓ Fits under any helmet

2-Way Radio Helmet Kit to HPDE System Adapter Kit
Plug a 2-Way Radio Helmet System into HPDE System with our adapter.
\$99.00

\$750.00
Available while supplies last!

"Starter" Two-Way Radio System

Vertex Standard VX-160 Radios
16 channels • 5 watts
For the Car/Driver
2-way radio, harness, helmet mic kit, PTT switch, foam earpieces, radio holder, car antenna.
For the Crewchief
2-way radio, headset, system tote bag.

Intercoms • Headsets • Two-Way Radio Systems
Two-Way Radios • Helmet Kits • Accessories
800-990-9941
www.racingcommunications.com
3889 Moon Station Road • Kennesaw, GA 30144

22 OPEN WHEEL | SPORTS RACERS ▼

2000 CATERHAM DEDION > Built by Caterham. Quicksilver engine, wide track, Quaife, Caterham Comp shocks and springs, MD Title-Street/AX/PDX. No wrecks. \$32,900. Custom Aluma "7" trailer, and much more. For complete info, extras and photos, **Contact: Michael (301) 332-7610** or Michael@mjdpc.com.

23 PRODUCTION BASED | GT ▼

MINI COOPER B SPEC RACE CAR > under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday 304-343-2277/email: wes@suddenlink.net**



RACECAR RENTALS FROM HONDARONRACING > Over 20 years experience. HP or ITB first gen CRX rentals for schools, Regional, Majors, or track days. **Contact: Ron hondaronracing@gmail.com or (419) 304-8971**



1997 BMW 328IS > Never wrecked. MoTeC ADL digital dash data acquisition system w/ beacon. Six sets of race wheels and three differential rear gears. Bilstein Group N shocks valved to Turner specifications. Cage with NASCAR door bars, petty bar, and much more. \$21,500. **Contact: Mike Guenther (863) 860-3828 or mguenther@tampabay.rr.com**

28 SERVICES ▼

CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact: Dan Ferguson at rackandruinracing.com**

**VIRTUAL TRACK WALK WEBINARS**

> With Mike Skeen and Johan Schwartz. Analysis of each corner, visual references, safe and effective passing zones, wet driving, etc. Available now on demand: Road Atlanta, VIR, Road America, Watkins Glen, COTA, Indianapolis (both historic and SCCA Runoffs configuration) Available soon: Sebring (Sep. 12), Daytona (Oct. 24). www.circuitstudies.com

ADVERTISER INDEX

Apex Performance	41
Aurora Bearing	59
Bondurant	5
DEI	59
G-Force	59
Harbor Freight Tools	73
HMS Motorsport	15
Intercomp Racing	43
Koni	63
Lucas Oil	31
MAXXIS	76-77
Mazda	84
Motovicity	7
Pagid Racing	57
PRI	35
Racelogic	83
RACER Magazine	53
Racer Parts Wholesale	33
Sampson Racing	63
SCCA	81
SEMA	79
Smiley's Racing Products	51
Speedcom	37
Steve Miller Racing	17
Sube Sports	11
Summit Racing	23
Swain Tech	63
Tire Rack	2, 3
Yoyo Tires	61
Wilwood Engineering	13

BUSINESS CLASSIFIEDS

	LARGE*	MEDIUM*	SMALL*
1 x	\$653	\$330	\$156
3 x	\$583	\$287	\$139
6 x	\$525	\$254	\$125
12 x	\$480	\$240	\$120

MINIMUM BILLING: \$120

**Contact ad department for exact measurements prior to submission.*

TO PLACE BUSINESS CLASSIFIED:
CONTACT OUR AD DEPARTMENT

Nicole Szawlowski
(949) 417-6722
Nicole@racer.com

PERSONAL CLASSIFIEDS

50 words	1 x	\$39	+photo \$64
50 words	2 x	\$54	+photo \$100
50 words	3 x	\$73	+photo \$134
50 words	4 x	\$86	+photo \$164

MINIMUM BILLING: \$39
MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:**DECEMBER 2017**

Nat'l C'ship Runoffs Coverage

Reserve space by: Oct. 6

Materials due: Oct. 20

Mails: Nov. 13

JANUARY 2018

Season Preview and Prep

Reserve space by: Oct. 27

Materials due: Nov. 10

Mails: Nov. 29

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6705, or e-mail classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS
- 30 OTHER

SAVE THE DATE...

Don't miss out on connecting with 60,000-plus SCCA members in these upcoming must-see issues of *SportsCar...*

December 2017

The National Championship Runoffs Issue
Materials due: Oct. 20
Issue mails: Nov. 13

January 2018

Season Preview and Preparation Preview Issue
Materials due: Nov. 10
Issue mails: Nov. 29

February 2018

The 2017 Pro Racing Wrap-Up and ARRC Issue
Materials due: Dec. 2
Issue mails: Dec. 27

March 2018

The Safety Issue
Materials due: Jan. 12
Issue mails: Jan. 29

April 2018

The Going Faster Issue
Materials due: Feb. 2
Issue mails: Feb. 26

May 2018

The SCCA's Best Drivers Issue
Materials due: Mar. 9
Issue mails: Mar. 26

June 2018

Pro Racing Success Stories
Materials due: Apr. 6
Issue mails: Apr. 23

Reserve your space in
MARKETPLACE
now! **(800)722-7140**

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

800+ Stores Nationwide • HarborFreight.com

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

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

- 3-1/2 Pumps Lifts Most Vehicles
- Weighs 56 lbs.

Customer Rating
★★★★★

SAVE \$100



ITEM 62530/62248
68052 shown

\$159.99 ~~\$179.99~~ Compare \$259.99

73680437

LIMIT 3 - Coupon valid through 12/21/17*

CENTRALPNEUMATIC **SUPER COUPON**



**21 GALLON, 2.5 HP
125 PSI VERTICAL
OIL-LUBE
AIR COMPRESSOR**

Customer Rating
★★★★★

SAVE \$49

ITEM 69091
61454/63635
62803/67847 shown

\$149.99 ~~\$179.99~~ Compare \$199

73681807

LIMIT 5 - Coupon valid through 12/21/17*

U.S. GENERAL **SUPER COUPON**

**72", 18 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

Customer Rating
★★★★★

• Weighs 528 lbs.
• 4602 lb. capacity



\$999.99 ~~\$1099.99~~ Compare \$1999.99

ITEM 61656

73727327

LIMIT 3 - Coupon valid through 12/21/17*

BADLAND **Battle Tested** **SUPER COUPON**

**9000 LB. ELECTRIC WINCH
WITH REMOTE CONTROL
AND AUTOMATIC BRAKE**

Customer Rating
★★★★★

Voted Best Winches



ITEM 61346/61325
62596/62278 shown

\$289.99 ~~\$349.99~~ Compare \$349.99

73685327

LIMIT 4 - Coupon valid through 12/21/17*

CHICAGO ELECTRIC **POWER TOOLS** **SUPER COUPON**

**6" VARIABLE SPEED
DUAL ACTION POLISHER**



ITEM 62403/62862/69924 shown

\$54.99 ~~\$69.99~~ Compare \$119

73689766

LIMIT 5 - Coupon valid through 12/21/17*

Bauer **SUPER COUPON** **SAVE \$39**

**20 VOLT LITHIUM CORDLESS
1/2" COMPACT DRILL/DRIVER KIT**

• 450 in./lbs. torque
• 1.5 amp hour battery
• Weighs 3.4 lbs.



ITEM 63531

\$59.99 ~~\$69.99~~ Compare \$99

73728336

LIMIT 3 - Coupon valid through 12/21/17*

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

**LOW-PROFILE
CREEPER**

• 300 lbs. capacity



\$19.99 ~~\$27.99~~ Compare \$79.99

ITEM 63424/63371/63372 shown

73694278

LIMIT 7 - Coupon valid through 12/21/17*

COVERPRO **SUPER COUPON**

10 FT. X 17 FT. PORTABLE GARAGE

Customer Rating
★★★★★

SAVE \$113



ITEM 62859/63055/62860 shown

\$169.99 ~~\$283.50~~ Compare \$283.50

73695704

LIMIT 3 - Coupon valid through 12/21/17*

PORTLAND **SUPER COUPON**

**1750 PSI PRESSURE
WASHER**

• 1.3 GPM
• Adjustable spray nozzle



ITEM 63255/63254 shown

\$179.33 ~~\$199.99~~ Compare \$199.99

73702808

LIMIT 4 - Coupon valid through 12/21/17*

CHICAGO ELECTRIC **WELDING** **SUPER COUPON**

**ADJUSTABLE SHADE
AUTO-DARKENING
WELDING HELMET**

Customer Rating
★★★★★



ITEM 61611/46092 shown

\$44.99 ~~\$79.99~~ Compare \$79.99

73706654

LIMIT 5 - Coupon valid through 12/21/17*

PITTSBURGH **SUPER COUPON**

**9 PIECE, 1/4"
3/8" AND 1/2" DRIVE
WOBBLE SOCKET
EXTENSION SET**



\$9.99 ~~\$14.99~~ Compare \$32.13

ITEM 61278/67971 shown

73708104

LIMIT 6 - Coupon valid through 12/21/17*

CENTECH **SUPER COUPON**

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



ITEM 60581/60653 shown

\$29.99 ~~\$49.99~~ Compare \$69.99

73709068

LIMIT 4 - Coupon valid through 12/21/17*

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

2 PIECE VEHICLE DOLLIES

• 1500 lb. capacity



ITEM 60343
67338 shown

\$44.99 ~~\$54.99~~ Compare \$84.99

73709542

LIMIT 5 - Coupon valid through 12/21/17*

CHICAGO ELECTRIC **WELDING** **SUPER COUPON**

**ADJUSTABLE
STEEL WELDING
TABLE**

Customer Rating
★★★★★



ITEM 63069/61369 shown

\$59.99 ~~\$74.99~~ Compare \$139.99

73709624

LIMIT 3 - Coupon valid through 12/21/17*

CENTRALPNEUMATIC **SUPER COUPON**

**20 OZ. GRAVITY FEED
SPRAY GUN**

Customer Rating
★★★★★

SAVE 85%

SAVE \$9.99

Compare \$69.98

ITEM 67181/62300/47016 shown

73682151

LIMIT 9 - Coupon valid through 12/21/17*

HARDY **SUPER COUPON**

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

• 5 mil thickness

Customer Rating
★★★★★

SAVE 53%

YOUR CHOICE \$5.99 ~~\$7.99~~ Compare \$12.99

73722743

LIMIT 8 - Coupon valid through 12/21/17*

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

**1 TON CAPACITY
FOLDABLE
SHOP CRANE**

• Boom extends from 36-1/4" to 50-1/4"
• Crane height adjusts from 82" to 94"

Customer Rating
★★★★★

SAVE \$169

Compare \$269

ITEM 69512
61858/69445 shown

\$169.99 ~~\$339.99~~ Compare \$339.99

73726389

LIMIT 3 - Coupon valid through 12/21/17*

PITTSBURGH **SUPER COUPON**

**TORQUE
WRENCHES**

• Accuracy within ±4%

Customer Rating
★★★★★

SAVE 88%

YOUR CHOICE \$19.99 ~~\$84.97~~ Compare \$84.97

Item 239 shown

73726574

LIMIT 7 - Coupon valid through 12/21/17*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 12/21/17.

At Harbor Freight Tools, the "Compare" or "comp at" price means that the same item or a similar functioning item was advertised for sale at or above the "Compare" or "comp at" price by another retailer in the U.S. within the past 180 days. Prices advertised by others may vary by location. No other meaning of "Compare" or "comp at" should be implied. For more information, go to HarborFreight.com or see store associate.

CALENDAR

SPORTS CAR CLUB OF AMERICA **OCTOBER 2017**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

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

COOLSHIRT SYSTEMS

Cool Shirt is offering SCCA members a 10-percent discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.



EmpireCovers is offering Club members a 45-percent discount and free ground shipping on their complete line of covers.



E-Z Up offers members a 25- to 30-percent discount on all shelters and accessories.



InterContinental Hotels Group is offering SCCA members a 14.5-percent discount off the best available room rates.



Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.

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.



TRANS AM gotransam.com
Mar 5 Sebring Int'l Raceway, Fla. Ebben (TA); Machavern (TA2); Boden (TA3); Kleeman (TA4)
Apr 9 Homestead-Miami Speedway, Fla. Francis Jr. (TA); Robinson (TA2); Kinsland (TA3); Kleeman (TA4)
May 6 Road Atlanta, Ga. Francis Jr. (TA); Buffomante (TA2); Kinsland (TA3); Kleeman (TA4)
Jun 3-4 Detroit Belle Isle, Mich. Francis Jr. (TA); Robinson (TA2)
Jun 18 Indianapolis Motor Speedway, Ind. Francis Jr. (TA); Robinson (TA2); Boden (TA3); Entwistle (TA4)
Jul 2 Brainerd International Raceway, Minn. Lawrence (TA); Buffomante (TA2); Kezman (TA3); Pesek (TA4)
Aug 12 Mid-Ohio Sports Car Course, Ohio
Aug 26 Road America, Wis.
Sep 10 Watkins Glen International, N.Y.
Sep 24 Virginia International Raceway, Va.
Oct 8 New Jersey Motorsports Park, N.J.
Nov 4 Circuit of the Americas, Texas
Nov 11 Daytona International Speedway, Fla.

TRANS AM WEST COAST C'SHIP
Mar 25-26 Willow Springs Int'l Rcw, Calif. Drissi (TA); McAllister (TA2); McQuarrie (TA3)
Apr 29-30 Auto Club Speedway, Calif. Drissi (TA); Napoleon (TA2); Brinkop (TA3); Dreier (TA4)
Jul 29-30 Portland Int'l Raceway, Ore. Pickett (TA); Lewis (TA2); Streimer (TA3); Drier (TA4)
Nov 4-5 Circuit of the Americas, Texas



FORMULA 4
f4uschampionship.com
Apr 8-9 Homestead-Miami Speedway, Fla. Reger; Forcier; Reger
Jun 9-11 Indianapolis Motor Speedway, Ind. Kirkwood; Kirkwood; Kirkwood
Jul 6-9 Canadian Tire Motorsports Park, Canada Kirkwood; Kirkwood; Kirkwood
Aug 10-12 Mid-Ohio Sports Car Course, Ohio
Aug 25-27 VIRginia Int'l Raceway, Va.
Sep 15-16 Circuit of the Americas, Texas
Oct 20-22 Circuit of the Americas, Texas



ROAD RACING
Date Track/Region
Phone numbers are for region registrars

U.S. MAJORS TOUR
sccamajors.com
2018 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS
Sep 25-Oct 1, 2017 Indianapolis Motor Speedway, Ind.

DIVISIONAL/REGIONAL
NORTHEAST nediv.org
Sep 2-4 Summit Point/Washington DC
Sep 9-10 Palmer Motorsports Park/New England
Sep 16-17 Ro Watkins Glen/Finger Lakes
Oct 6-7 Ro Thompson Speedway/New England
Oct 7-8 * NJMP/South Jersey
Oct 21-22 # NJMP/South Jersey
Finger Lakes (585) 328-2617
Glen (607) 739-2953
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444



SCCA PRO RACING

WHAT F4 U.S. Championship
WHEN Oct. 22-23, 2017
WHERE Austin, Texas
The Formula 4 U.S. Championship takes on Circuit of the Americas in October for the final round and the crowning of a champion.

SOUTHEAST

sedivrracing.org
Sep 2-3 # Sebring/Central Florida
Sep 16-17 # Homestead/Florida
Sep 30-Oct 1 # Daytona International Speedway/Central Florida
Oct 7-8 Roebing Road/SEDiv
Oct 14-15 Sebring/Central Florida
Oct 14-15 # VIR/North Carolina
Nov 3-5 # Road Atlanta/Atlanta
Nov 25-26 Sebring/Central Florida
Dec 9-10 # PBIR/Florida
Alabama, Tennessee (256) 200-5541
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Carolinas (704) 898-0141
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (561) 654-3396
South Carolina (704) 575-5960

CENTRAL

cendiv-scca.org
Sep 2-3 Ro* Brainerd/Land O'Lakes
Oct 21-22 Ro* Blackhawk Farms/Chicago
Chicago TBD
Land O'Lakes TBD

SOUTHWEST

sowdivscca.org
Nov 18-19 Ro* Texas World Speedway/Texas
Oct 14-15 Ro* MSR Houston/Houston
Houston TBD
Texas TBD

THE FINAL COUNTDOWN

Trans Am tackles the challenging NJMP circuit on Oct. 8. One month later, the series will wrap up with back-to-back race weekends.



Chris Clark

GREAT LAKES greatlakes-scca.org

Oct 14-15 Ro* Mid-Ohio Sports Car Course/Ohio Valley
Ohio Valley (330) 460-6706

ROCKY MOUNTAIN coloradoscca.org

Sep 2-3 Ro High Plains Raceway/Colorado
Oct 14-15 La Junta Raceway/Continental Divide
Colorado TBD
Continental Divide TBD

NORTHERN PACIFIC norpacscca.org

Sep 1-3 * Mazda Raceway Laguna Seca/San Francisco
Oct 27-29 * Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Sep 2-3 Ro* Buttonwillow/Cal Club
Oct 28-29 * Auto Club Speedway/Cal Club
Cal Club (661) 304-3982

STREET SURVIVAL SCHOOLS

CENTRAL cendiv-scca.org
Oct 15 Route 66 Raceway/Chicago
Chicago gwlaws@sbcglobal.net

SOUTHWEST sowdivscca.org

Nov 4 Heartland Park Topeka/Kansas
Kansas Iduncan65@hotmail.com

MIDWEST midiv.org

Oct 7 Iowa Speedway/Des Moines Valley
Des Moines Valley www.dmvrscca.org

NORTHERN PACIFIC norpacscca.org

Oct 1 Portland Int'l Raceway/Northwest
Northwest
karenmccoy3941@comcast.net

DRIVER'S SCHOOLS

NORTHEAST nediv.org
Oct 20 NJMP/South Jersey
South Jersey (609) 784-5316

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

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email 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

Bridgestone Racing Academy
(905) 983-1114 race2000.com

MSR Houston
(281) 369-0677 msrhouston.com

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

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

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

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

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

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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 prodrive.net

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

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

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

NOVICE PERMIT / SCHOOL CREDIT

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

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

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

Demonte Motorsports
(631) 482-8875
demontemotorsports.com

EXR - Exotics Racing Series
(702) 802-5662 exrseries.com

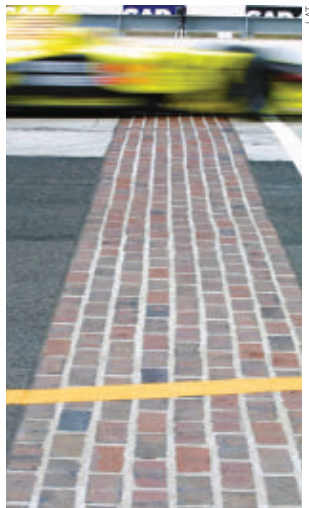
Pro Drive Racing School
(503) 285-4449 prodrive.net

Sports Car Driving Experience
(800) 453-5506
corvetteracingschool.com

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

Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com

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

**NATIONAL CHAMPIONSHIP**

WHAT The Runoffs

WHEN Sept. 25-Oct. 1, 2017

WHERE Indianapolis, Ind.
The National Championship Runoffs heads to Indianapolis Motor Speedway for the first time, with records set to be smashed.

TIME TRIALS

NORTHEAST nediv.org

Sep 2-3 TT Summit Point/Steel Cities

Sep 16-17 HC Weatherly, Pa./

Northeastern Pennsylvania

Oct 20 PDX NJMP/South Jersey

Oct 21-22 PDX/CT Summit Point/

Washington DC

BMR (610) 804-9047

Northeastern Pa. (Weatherly)

(570) 655-0576

Northeastern Pa. (Laurel Run)

(412) 882-3100

South Jersey (609) 784-5316

Steel Cities (PIRC) (412) 831-0361

Steel Cities (Trout Run)

(412) 771-2277

Steel Cities (Flintstone)

(301) 729-2407

Steel Cities (Summit Point)

(412) 771-2277

Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Sep 2-3 PDX Sebring/Central Florida

Sep 29 PDX Daytona International

Speedway/Central Florida

Sep 30-Oct 1 PDX/TT Talladega Grand

Prix/Alabama, Tennessee

Oct 21 PDX VIR/North Carolina

Nov 3-5 PDX Road Atlanta/Atlanta

Nov 18-19 PDX/TT Roebeling Road/

Buccaneer

Alabama, Tennessee (256) 200-5541

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0141

Central Florida (407) 568-6902

North Carolina (919) 423-6015

SOUTHWEST sowdivscca.org

Nov 18-19 CT Texas World Speedway/
Texas

Oct 13 PDX MSR Houston/Houston

Houston TBD

**OFFICERS**

Chairman **LEE HILL**

Vice Chairman **DANIEL HELMAN**

Secretary **TERE PULLIAM**

Assistant Treasurer **K.J. CHRISTOPHER**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

EXECUTIVE LEADERSHIP

President & CEO

MICHAEL COBB

Vice President & Chief Operations Officer

ERIC PRILL

Senior Director of Finance

MINDI PFANNENSTIEL

Senior Director of Solo and Rally

HOWARD DUNCAN

Director of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Senior Manager, Marketing

& Communications

REECE WHITE

Director of Information Technology

MICHAEL FITZGERALD

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

Vice President/General Manager

STEVE OSETH

SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

Area 1: **BOB DOWIE**

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

Area 2: **JACK BURROWS**

(703) 304-2003; jburrows@scca.com

Area 3: **LEE HILL**

(813) 245-9332; lhill@scca.com

Area 4: **MARCUS MERIDETH**

(734) 776-7799; mmerideth@scca.com

Area 5: **BRUCE LINDSTRAND**

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

Area 6: **CHRIS ALBIN**

(314) 223-3850; calbin@scca.com

Area 7: **DAN HELMAN**

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

Area 8: **ARNIE COLEMAN**

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

Area 9: **CHARLIE DAVIS**

(650) 740-7898; cdavis@scca.com

Area 10: **EARL HURLBUT**

(585) 993-3119; ehurlbut@scca.com

Area 11: **K.J. CHRISTOPHER**

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

Area 12: **TERE PULLIAM**

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

Area 13: **JIM WEIDENBAUM**

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



CLUB RACING

WHAT Regional road racing
WHEN Sept. 30-Oct. 1, 2017
WHERE Daytona, Fla.
 Central Florida Region hosts a Regional and enduro on the high banks of Daytona International Speedway.

Dave Green

GREAT LAKES greatlakes-scca.org

Oct 13 PDX Mid-Ohio Sports Car Course/
 Ohio Valley
Cincinnati (330) 460-6706
Ohio Valley (614) 735-7561

ROCKY MOUNTAIN coloradoscca.org

Sep 2-3 PDX/CT/CRE High Plains
 Raceway/Colorado
Oct 14-15 PDX/CRE La Junta Raceway/
 Continental Divide
Colorado TBD
Continental Divide TBD

SOUTHERN PACIFIC scca-sopac.org

Sep 30-Oct 1 HC Clifton, Ariz./ Arizona
 Arizona (408) 832-1327

TRACK NIGHT IN AMERICA

Sep 8 Palmer Motorsports Park, Mass.
Sep 11 NOLA Motorsports Park, La.
Sep 12 New Jersey Motorsports Park, N.J.
Sep 13 Pittsburgh Int'l Race Complex, Pa.
Sep 13 Heartland Park Topeka, Kan.
Sep 13 High Plains Raceway, Colo.
Sep 13 The Ridge Motorsports Park, Wash.
Sep 14 Atlanta Motorsports Park, Ga.
Sep 15 Portland Int'l Raceway, Ore.
Sep 18 Pocono Raceway, Pa.
Sep 19 Thompson Speedway, Conn.
Sep 19 Palm Beach Int'l Raceway, Fla.
Sep 19 MotorSport Ranch Cresson, Texas
Sep 20 Harris Hill Raceway, Texas
Sep 21 Thunderhill Raceway, Calif.

**SOLO
 TIRE RACK® SCCA SOLO
 CHAMPIONSHIP TOUR**

2018 schedule to be announced

**TIRE RACK® SCCA SOLO
 NATIONAL CHAMPIONSHIPS**

Sep 5-8 Lincoln, Neb.

TIRE RACK® SCCA PROSOLO

Mar 10-12 Lehigh Acres, Fla.
Casey (Super); Towns (Ladies)
Mar 31-Apr 2 Fontana, Calif.
n/a (Super); Gill (Ladies)
Apr 21-23 Crows Landing, Calif.
Yom (Super); Wong (Ladies)
May 5-7 Blythville, Ark.
Lousteau (Super); Whitener (Ladies)
May 19-21 East Rutherford, N.J.
Davis (Super); Hunt (Ladies)
May 25-27 Lincoln, Neb.
McKnight (Super); Heaton (Ladies)
Jun 2-4 Mineral Wells, Texas
Sparks (Super); Towns (Ladies)
Jun 9-11 Swanton, Ohio
McKnight (Super); Monfort (Ladies)
Jul 14-16 Packwood, Wash.
Scroggs (Super); Tran (Ladies)
Aug 4-6 Oscoda Township, Mich.
Sep 1-3 Lincoln, Neb. (Finale)

TIRE RACK® MATCH TOUR.

2018 schedule to be announced

CAM CHALLENGE

Aug 11-13 Peru, Ind.
Sep 2-3 Lincoln, Neb. (Invitational)

REGIONAL

NORTHEAST nediv.org

Sep 17 Splish Splash Water Park/New York
Sep 17 Warminster Community Park/



MAXXIS®

PLAY HARD,

800-4-MAXXIS / MAXXIS.COM

Philadelphia

Sep 24 Centre County Public Safety Center/Central Pennsylvania
Sep 24 The Shops at Ithaca/Glen
Sep 24 Bader Field/South Jersey
Sep 24 TBA/New York
Sep 24 Monroe Community College Brighton Campus/Finger Lakes
Sep 24-25 WyoTech/Allegheny-Highland
Sep 30-Oct 1 Mid States Regional Airport/Central Pennsylvania
Oct 1 Splish Splash Water Park/New York
Oct 1 Monroe Community College Brighton Campus/Finger Lakes
Oct 1 Pittsburgh Int'l Raceway/Steel Cities
Oct 7-8 Williamsport Regional Airport/NEPennsylvania
Oct 8 Warminster Community Park/Philadelphia
Oct 14 Regency Furniture Stadium/Washington DC
Oct 14 WyoTech/Allegheny Highland
Oct 15 Watkins Glen North Paddock/Glen
Oct 15 Bader Field/South Jersey
Oct 15 Pittsburgh Int'l Raceway/Steel Cities
Oct 21 WyoTech/Allegheny-Highland
Oct 22 Splish Splash Water Park/New York
Nov 12 Bader Field/South Jersey
Allegheny-Highland (724) 622-4250
Central Pennsylvania (814) 386-3097
Finger Lakes (585) 231-1173
Glen brettbourdette@gmail.com
New York sgtvinas@gmail.com
NEPennsylvania (570) 881-0474
Philadelphia (484) 949-4100
South Jersey sue1arunit@verizon.net
Steel Cities (724) 689-7393

Susquehanna

kristen@krispvisions.com
Washington DC (240) 508-5335
SOUTHEAST sedivrracing.org
Sep 16-17 Cherry Point MCAS/North Carolina
Sep 17 Music City Raceway/Tennessee
Oct 7-8 Cherry Point MCAS/North Carolina
Oct 7-8 Twin Fountain Raceway/Tennessee
Nov 4 Cherry Point MCAS/North Carolina
Buccaneer
 chris@christopherowhite.net
North Carolina (910) 622-5513
Red River
 flawedchemical@hotmail.com
Tennessee trscca.cd@gmail.com
CENTRAL cendiv-scca.org
Sep 30-Oct 1 Pekin Municipal Airport/Central Illinois
Central Illinois (309) 370-8326
GREAT LAKES greatlakes-scca.org
Sep 17 Mid-American Air Center/Southern Indiana
Sep 17 Owens Community College/NWOHio
Sep 24 Jack Barstow Airport/Saginaw Valley
Sep 24 Tire Rack Test Track/South Bend
Sep 24 35010 Vine St./NEOhio
Oct 1 Toledo Express Airport/NWOHio
Oct 8 Mid-American Air Center/Southern Indiana
Oct 15 Owens Community College/NWOHio
Oct 22 Mid-American Air Center/Southern Indiana
Oct 22 Tire Rack Test Trac/South Bend

Oct 22 35010 Vine St./NEOhio

Fort Wayne
 fortwayneautox@gmail.com
NEOhio (440) 299-7656
NWOHio (419) 378-0830
Saginaw Valley (517) 719-8158
South Bend (269) 277-1310
Southern Indiana
 terry9393@outlook.com
MIDWEST midiv.org
Sep 10 Remington Park/Oklahoma
Sep 17 Hutchinson Naval Airbase/Wichita
Sep 23 Arkansas Aeroplex/Arkansas
Sep 24 Family Arena/St. Louis
Oct 1 Family Arena/St. Louis
Oct 1 Remington Park/Oklahoma
Oct 1 Hutchinson Naval Airbase/Wichita
Oct 15 Hutchinson Naval Airbase/Wichita
Oct 21-22 War Memorial Stadium/Arkansas
Oct 22 Remington Park/Oklahoma
Oct 29 Metropolitan Community College/Kansas City
Dec 3 War Memorial Stadium/Arkansas
Arkansas n-santos@sbcglobal.net
Kansas City (913) 608-1648
Oklahoma mcouncil2@gmail.com
St. Louis corkyft21@yahoo.com
Wichita jacob.771@gmail.com

SOUTHWEST sowdivscca.org

Sep 2-3 Waldron Field/South Texas Border
Sep 17 Texas Motor Speedway Bus Lot/Texas
Oct 8 Texas Motor Speedway Bus Lot/Texas
Oct 14-15 Waldron Field/South Texas Border
Nov 4-5 Waldron Field/South Texas Border
Nov 12 Texas Motor Speedway Bus Lot/Texas
Dec 2-3 Waldron Field/South Texas Border
Red River redsilver92@hotmail.com
South Texas Border (361) 739-6829
Southwest Louisiana (337) 263-5457
Texas jennifer.maxcy@att.net

ROCKY MOUNTAIN coloradoscca.org

Sep 23 Utah Motorsports Campus/Utah
Oct 14 Utah Motorsports Campus/Utah
Oct 14 Front Range Airport/Colorado
Colorado (414) 218-1594
Eastern Idaho (208) 351-8869
Utah carolyn@jolleyandjolley.com

NORTHERN PACIFIC norpac-scca.org

Sep 9-10 Expo Idaho/Snake River
Sep 16-17 Helena Regional Airport/Montana
Oct 8 Expo Park/Montana
Oct 8 Buttonwillow Raceway Park/San Francisco, Fresno
Oct 15 Expo Park/Montana
Oct 21-22 Expo Idaho/Snake River
Nov 11-12 Fresno Fairgrounds/San Francisco, Fresno
Fresno (559) 905-0061
Montana clintoppelt@gmail.com
San Francisco (530) 934-4455
San Francisco Sacramento (916) 416-2972
Snake River jmcvey123@msn.com

PLAY HARDER.



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

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



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Strater Hendricks	9/1/1952	Life Member
-------------------	----------	-------------

60-YEAR MEMBERS

James M. Bauer	9/1/1957	Milwaukee
David H. Poverman	9/1/1957	Northern New Jersey
Rosemarie Poverman	9/1/1957	Northern New Jersey
John D. Shankle	9/1/1957	Cal Club

55-YEAR MEMBERS

Joseph W. Huffaker	9/1/1962	San Francisco
Wayne J. Zitkus	9/1/1962	Northwestern Ohio

50-YEAR MEMBERS

Alexander (Sasha) Lanz	9/1/1967	Texas
Peter R. Thom	9/1/1967	San Francisco
David G. Wachtel	9/1/1967	Mohawk Hudson
Richard A. Wood	9/1/1967	Cal Club

45-YEAR MEMBERS

Jeffrey Becker	9/1/1972	New York
Andrew G. Bellis	9/1/1972	Detroit
Bert R. Biles	9/1/1972	Kansas
Michael W. Green	9/1/1972	Central Carolinas
Guy M. Jennings	9/1/1972	Western New York
John S. Palanchar	9/1/1972	Chicago
Susan Zimmerman	3/1/1972	Life Member
Theodore A. Wittcoff	9/1/1972	Land O'Lakes

40-YEAR MEMBERS

Audrey Cramer	9/1/1977	Arizona Border
Chuck Hemmingson	9/1/1977	Des Moines Valley
James S. Kirby	9/1/1977	Cal Club
Grant Kreinberg	9/1/1977	San Francisco
Lizabeth K. Lowy	9/1/1977	Milwaukee
Douglas Walker	9/1/1977	Des Moines Valley

35-YEAR MEMBERS

David R. Brengle	9/14/1982	San Diego
Ira O. Cooke	9/29/1982	Pan American
Mark A. Defer	9/14/1982	Neohio
Melvin C. Dillon	9/29/1982	Finger Lakes
Jose Franco	9/13/1982	San Francisco
John F. Herscher	9/24/1982	Central Florida
James G. Novotny	9/29/1982	Washington DC
William R. Pintaric Jr	9/13/1982	Mahoning Valley
Barbara Protos	9/29/1982	Washington DC
Matthew James Protos Jr.	9/29/1982	Washington DC
Mike Rudolph	9/13/1982	Central Florida
Gary L. Wilson	9/13/1982	Atlanta

30-YEAR MEMBERS

Peter J. Corley	9/25/1987	Washington DC
Jon Anderson	9/10/1987	Land O'Lakes
Donald L. Anderson	9/8/1987	Cal Club
Jason Bach	9/23/1987	Northwestern Ohio
Cindy Bach	9/23/1987	Northwestern Ohio
John Bach	9/23/1987	Northwestern Ohio
Susan Kay Beauvais	9/17/1987	Western Michigan
Bruce W Beauvais	9/17/1987	Western Michigan
James Buccì	9/8/1987	Mohawk Hudson

Joyce Bucknam	9/8/1987	Finger Lakes
Gail W. Chase	9/8/1987	Cal Club
Michael Cottrell	9/29/1987	Atlanta
Barbara E. Crisafulli	9/23/1987	New York
Sandra L. Dever	9/9/1987	Chicago
John B. Dimmer	9/28/1987	Oregon
Stephen L. Epperly	9/16/1987	Oregon
Donna Fahrenbach	9/22/1987	Chicago
John L. Fuchs	9/15/1987	Central Florida
Eric F. Harris	9/9/1987	Washington DC
Kas Jaunzemis	9/29/1987	Philadelphia
Donald A. Kadunc	9/25/1987	Ohio Valley
Neal Kennedy	9/29/1987	Northeast Oklahoma
Valerie Vinson Lemmond	9/16/1987	Central Carolinas
Peter Linssen	9/23/1987	Oregon
Jeff Lovell	9/22/1987	Detroit
Sean Christopher Maisey	9/23/1987	Old Dominion
Keith Maloney	9/23/1987	Ozark Mountain
James Quaille	9/10/1987	Mohawk Hudson
Connie Ritchie	9/17/1987	Houston
Diane E. Skelton	9/16/1987	Central Florida
John W. Todd	9/8/1987	Washington DC
Scott R. Trevey	9/30/1987	Colorado
Barb Turner	9/16/1987	Ohio Valley
Charles Vaccaro	9/15/1987	New York
Susan M. Wakeman	9/10/1987	Detroit
Craig T. Weidner	9/9/1987	Western Michigan
Roger Duvall Wilson	9/23/1987	Cal Club

25-YEAR MEMBERS

Peggie Barten	9/22/1992	Florida
Col. Roger S. Bass	9/10/1992	Texas
Rupert Berrington	9/9/1992	Colorado
Ralph Castriotta	9/30/1992	South Carolina
Alan Chin	9/30/1992	San Francisco
N.J. Curran	9/23/1992	Central Florida
Chris Current	9/30/1992	Washington DC
Jonathan Dove	9/10/1992	Buccaneer
Caitlyn M. Entriken	9/6/1992	Salina
Chris Granche	9/10/1992	Steel Cities
Caroline Gray	9/23/1992	Houston
Jeffrey Thomas Grinavich	9/31/1992	New England
Tammy Harrington	9/30/1992	Neohio
William J. Haus	9/9/1992	Steel Cities
Jay Jones	9/17/1992	Cal Club
Jeffrey K. Kehler	9/9/1992	South Carolina
Linda Leaman	9/9/1992	Washington DC
Tim Linerud	9/21/1992	San Francisco
Marjorie Lundberg	9/9/1992	San Francisco
Jim Mitchell	9/9/1992	Texas
Peter H. Outarsingh	9/30/1992	Texas
Patrick Pardee	9/4/1992	North Carolina
Michael P. Stutzman	9/16/1992	Finger Lakes
Phillip A. Sullivan	9/10/1992	Houston
Hannah Underwood	9/9/1992	Houston
Carl J. Warren	9/16/1992	New England
Gary Alan Weyhrich	9/15/1992	Oregon
Stephen Wilson	9/3/1992	South Jersey

SOUTHERN PACIFIC scca-sopac.org

Sep 24 Maui Raceway/Hawaii
Sep 24 Marana Regional Airport/Arizona
Oct 22 Maui Raceway/Hawaii
Oct 28-29 Marana Regional Airport/Arizona
Nov 19 Marana Regional Airport/Arizona
Dec 3 Vidinha Stadium/Hawaii
Dec 10 Marana Regional Airport/Arizona
Dec 17 Vidinha Stadium/Hawaii
Arizona (520) 425-1948
Arizona Border (520) 559-1344
Hawaii - Aloha (808) 349-8813
Hawaii - Kauai (808) 647-0189
Hawaii - Maui (808) 281-3654
Las Vegas enemyyocd@gmail.com
San Diego (619) 922-1472



Rupert Berrington

RALLYCROSS

WHAT RallyCross Nat'l C'ship
WHEN Oct. 20-22, 2017
WHERE Topeka, Kan.
 The RallyCross championship event hits Heartland Park Topeka this year.

ROADRALLY

NATIONAL

Sep 15-17 USRR/Arctic Alaska
Arctic Alaska (907) 243-2122

REGIONAL

NORTHEAST nediv.org

Sep 9 AAUW GTA/Northern New Jersey
Oct 15 Tour of the Highlands Social, GTA/Northern New Jersey
Dec 3 Teddy Bear Charity Social, GTA/Northern New Jersey
Northern New Jersey njrallye@aol.com

SOUTHWEST sowdivscca.org

Nov 4 Clear Blue Sky GTA/Texas
Texas alan1@juno.com



ROADRALLY

WHAT USRR

WHEN Sept. 15-17, 2017

WHERE Alaska

The United States RoadRally Challenge heads north to Alaska for the 2017 running of RoadRally's ultimate event.

RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

2018 schedule to be announced

NATIONAL CHAMPIONSHIP

Oct 20-22 Heartland Park Topeka, Topeka, Kan.

REGIONAL

NORTHEAST nediv.org

Sep 16-17 Catlett, Va./Washington DC

Sep 22-23 Watkins Glen International/Finger Lakes

Oct 13-14 Watkins Glen International/Finger Lakes

Oct 15 Catlett, Va./Washington DC

Nov 12 Catlett, Va./Washington DC

Blue Mountain (610) 469-6883
Central New York (315) 575-3623

Finger Lakes (716) 982-2891

New England (603) 254-9371

Susquehanna nkxv1@yahoo.com

Washington DC

adamkimmnett@gmail.com

SOUTHEAST sedivacing.org

Sep 10 Union Point, Ga./Atlanta

Sep 23 Holleytree, Ala./Tennessee Valley

Sep 24 St. Lucie Fairgrounds/Central Florida

Sep 24 Greeleyville, S.C./South Carolina

Oct 7 Byron, Ga./Middle Georgia

Oct 14 Holleytree, Ala./Tennessee Valley

Oct 21 St. Lucie Fairgrounds/Central Florida

Nov 4 Byron, Ga./Middle Georgia

Nov 5 Union Point, Ga./Atlanta

Nov 12 Greeleyville, S.C./South Carolina

Nov 18 Holleytree, Ala./Tennessee Valley

Nov 18 St. Lucie Fairgrounds/Central Florida

Dec 3 Union Point, Ga./Atlanta

Dec 10 Holleytree, Ala./Tennessee Valley

Atlanta quattros@gmail.com

Central Florida (321) 508-4299

Middle Georgia topher170@yahoo.com

South Carolina pevans93@gmail.com

Tennessee Valley leon@dynatorch.com

MIDWEST midiv.org

Sep 16 Clinton, Ark./Arkansas

Nov 18 Clinton, Ark./Arkansas

Arkansas zshaddox@gmail.com



DON'T MISS THE **INDUSTRY EVENT** OF THE YEAR

SEMA
////// **SHOW**
SEMASHOW.COM

TUESDAY, OCTOBER 31-FRIDAY, NOVEMBER 3, 2017 • LAS VEGAS CONVENTION CENTER, NEVADA

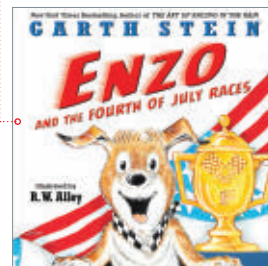


Z-TECH SERIES 4A HNR

The Series 4A head and neck restraint by Z-Tech features a wide range of adjustment to help fit any body type and improve comfort. The fiberglass reinforced nylon and alloy construction is lightweight with excellent structural properties and carries the SFI 38.1 certification. Kevlar tethers and spring clip quick connects make for a secure and easy-to-use attachment. **\$443.95** z-techsports.com

GARTH STEIN'S ENZO AND THE FOURTH OF JULY RACES

Garth Stein, the author of *The Art of Racing in the Rain* (which many have called one of the best auto racing related novels ever), has released a kid's book about auto and go-kart racing called *Enzo and the Fourth of July Races* "It's a girl's lib go-kart racing children's picture book complete with a glossary of auto and kart racing terms," Garth says. "Little Zoë is intimidated by a boy who says 'girls aren't fast.' Enzo helps her regain her confidence and she wins the race!" **\$17.99** garthstein.com



TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



PAINLESS RACECAR WIRING KIT

The Painless Performance Products 10 circuit, race-only harness features a relay for each fused circuit. The wires are pneumatically terminated and pre-inserted into the fuse block and relay blocks. The fuse block is labeled for the circuits but can be used to power any 12-volt electrical component. Painless also offers two separate switch panels designed for plug-and-play operation with this harness. Each wire is oversized and custom printed with the circuit identification as well as using GM color codes. **\$423.99** painlessperformance.com



RYOBI WIRELESS SPEAKER SET

The Ryobi ONE+ Hybrid Score Wireless Speaker Set contains one P760 Primary Wireless Speaker and one P761 Secondary Wireless Speaker and is perfect for use in the garage or at the track. By connecting your Bluetooth device, you have the ability to connect up to four additional primary or secondary speakers instantly using SKAA technology. The P760 features an FM tuner and auxiliary port, and each speaker can be powered by any ONE+ 18-volt battery or with the included AC power adaptor. **\$199** ryobitools.com



PROSPORT JDM SERIES GAUGES

Utilizing a Japanese Stepper Motor Movement and a digital display, the ProSport JDM Series gauge gives you both analog and digital viewing in one unit. Whisper quiet and lightning speed makes this series ideal if you are looking for the ultimate in performance, speed, and accuracy. Each gauge has a fully programmable warning feature built right into the gauge. **prosportgauges.com**

AEM GPS MODULE

The AEM CAN-based GPS Module allows CD-7 Digital Dash users to quickly add track mapping for viewing lap times, vehicle speed, and an odometer function. GPS data is transmitted via AEMnet CAN bus through a single connection for fast installation. This unit is perfect for users who want to display vehicle speed and view lap times but are not logging their data channels. **aemelectronics.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.



STOP WAITING. GET ON TRACK.

SCCA
TRACKNIGHT
IN AMERICA Driven by **TIRE RACK**.com

IT DOESN'T MATTER IF YOU ARE A COMPLETE
NEWBIE OR A TRUE TRACK MASTER,
TRACK NIGHT HAS A WAY FOR YOU TO PLAY.

TRACKNIGHTINAMERICA.COM





PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

ALMOST TOO MANY

In preparation for this year's National Championship Runoffs, I received a call from Mark Weber. Mark is probably *SportsCar*'s longest contributing photographer, and he's the only motorsports photographer I know of who manages to race *and* take photos of his own race group. But that's not why he called. Rather, one of the topics was about a Spec Miata competitor who will be paddocked alongside Mark at this year's Runoffs - this competitor will be making his Runoffs rookie debut. On the flip side of that coin is Mark, who has taken the green flag in more than 50 Runoffs races. Mark also mentioned his ongoing competition of Runoffs stamina with Prototype driver Richard Colburn, both having competed in 30-plus years straight of the Runoffs - I believe Mark is down by just one year. These are two great stories from one conversation - there are more out there to be found.

Back to work, I continued editing this month's features about Paul Schneider's Formula Enterprises attempt at the Runoffs, and the effort the Motorsports

Engineering team from Indiana University-Purdue University Indianapolis has put in to run at the pointy end of the F Production field come Indy. Outside of that, I've been chatting with the previous editor of *SportsCar*, Richard James. Richard is nearing his 30th year of SCCA membership and has done just about everything the Club has to offer, from Flagging and Communications to autocross, but he's never competed at the Runoffs. This year, that will change, and he's spent the last year and a half preparing for this moment.

Then there's multi-time Runoffs champ Jesse Prather, who spent the last year building an E Production racecar as a

tribute to his late friend and fellow racer Tom Thrash. Jesse put his all into this first-gen RX-7 build only to have the car sidelined during its first outing. Jesse spent the season borrowing racecars to qualify for the Runoffs while slowly rebuilding the car - a process that was completed barely a month and a half before the Runoffs. The second outing went better, but he's still facing an uphill battle to have the car dialed in with such minimal time on the clock. I also recently heard rumor of a National Champion from the Road Atlanta days set to enter the Runoffs again for the first time in decades - what great stories!

It's as if every time I turn around there's another inspiring tale of determination surrounding this year's Runoffs - and there are a *lot* of people going to the 2017 Runoffs. The problem is that with more than 1,000 drivers entered, there are almost too many stories - although, as a storyteller, this is a fantastic problem to have.

So my goal at this year's Runoffs is to listen to these stories, and perhaps select a few to grace the pages of *SportsCar* in the coming year. How will I find these stories? I'm going to walk the paddock and strike up conversations over beers, burgers, and campfires. And you know what, I bet this is going to be one of my favorite Runoffs ever. ☺



A KEY INGREDIENT
Believe it or not, burgers are part of my Runoffs strategy.

FROM THE ARCHIVES

10 YEARS AGO... OCTOBER 2007



- As is tradition, we took a shot at predicting the winners of the Runoffs. Some proved true - others, not so much.
- The Honda S2000 Club Racer hit the market and we took the opportunity to take a test drive at the famed Mid-Ohio Sports Car Course.

25 YEARS AGO... OCTOBER 1992



- Road Atlanta was set to host the Runoffs once more, so we tried to predict the likely winners.
- The third annual IT Festival/Pro-Vee Showdown, dubbed the Runoffs for Regional-only classes, took place at Heartland Park Topeka.

50 YEARS AGO... OCTOBER 1967



- The 1967 USRRC was a wrap, and Mark Donohue claimed the title, along with more than his fair share of the \$109,750 in prize money.
- Can-Am at Road America saw Denny Hulme victorious in the new McLaren Mk 6A.



VBOX VIDEO



CIRCUIT TOOLS driver training software

- Synchronized video and data
- Dual camera 1080p
- Class leading driver training software (Windows, macOS & iOS versions)
- 10Hz GPS data logging
- Video record pre-buffer
- Camera preview over WiFi
- CAN interface

VBOX VIDEO captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO when used with **CIRCUIT TOOLS** - intuitive, simple to use data analysis software developed by racing drivers for racing drivers - can quickly help any level of driver go faster.



VBOX VIDEO HD2 available to order online

Professional racing drivers share their experience on advanced circuit driving techniques in our **FREE eBook**:
www.vboxmotorsport.com/ebook

www.vboxmotorsport.com

LEGENDS START SMALL.



It all starts with a spark. When your curiosity leads you to a hobby that quickly turns into a lifelong passion. Soon enough, racing becomes as natural as walking, and your lap times exceed even your own expectations. This is how lovers of racing turn into legends behind the wheel. And it's exactly why Mazda's grassroots racing family is there: to support anyone who's ever felt that spark.

zoom-zoom

DRIVING MATTERS®

