

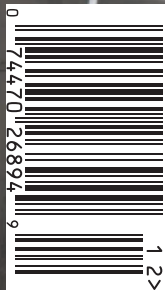
# SPORTSCAR



## RACING'S CAPITAL

Champions arose and records fell at the 2017 National Championship Runoffs at Indianapolis Motor Speedway

DECEMBER 2017  
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SRF GEN3  
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**LATE BREAKING**  
2017 RallyCross  
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are crowned



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Young racers  
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at the Runoffs

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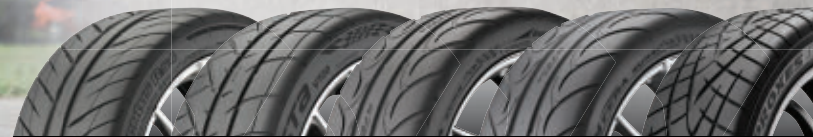
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silver (15-18)  
17 18



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gold (17 18), special brilliant coating (15)  
15 16 17 18





Rupert Berrington  
Perry Bennett



Clark McInnis

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**SPORTSCAR**

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#### **QUALITY TIME**

Touring 2 racer Jeff Lepper and his 10-month-old son Holden prepare for the following day's T2 Runoffs race at Indianapolis Motor Speedway.

**DATE** Sept. 29, 2017

**LOCATION** Indianapolis Motor Speedway, Indianapolis, Ind.

**PHOTOGRAPHER** Melissa Sinclair



## WHAT HAPPENS IN VEGAS?

The SCCA National Convention, that's what – and there's still time for you to join the fun. The next National Convention takes place at the South Point Hotel and Casino, Jan. 18-20, 2017, with the event being filled with informative seminars, awards, and presentations. For more information and registration, head to [www.scca.com/convention](http://www.scca.com/convention).



Rupert Berrington

# Three clinch the Super Sweep

## ELITE WIN

Winning the Super Sweep is no easy feat, and this year only three managed the accomplishment, Jason Isley (TOP), Collin Jackson (RIGHT), and Elliot Finlayson (FAR RIGHT).

The SCCA Road Racing Super Sweep is the most challenging award a Club racer can achieve. To earn the honor a driver must, in a single class, win a U.S. Majors Tour Conference Championship, win the class Hoosier Super Tour point standings, and win at the National Championship Runoffs. This year, only three drivers managed to achieve the elusive Super Sweep.

Collin Jackson, of Langley, British Columbia, had a dominant season driving his Specialty Engineering/BM&M Screen Nissan 240SX in the GT-3 class. He was unbeatable in the U.S. Majors Tour Western Conference Championship with weekend sweeps at Thunderhill Raceway Park, Buttonwillow Raceway Park, and Portland International Raceway. The wins at Buttonwillow and Portland also gave him the Hoosier Super Tour Point Championship in the class. And, to top it off, Jackson took the GT-3 Tire Rack Pole Award at the Runoffs and went on to claim a National



John W. Winne

Championship, thus earning his Super Sweep accolade.

The next Super Sweep winner is Elliot Finlayson, of Yorkville, Ill., who had a strong performance this year driving the Performance AFX Motorsports Formula Enterprises Mazda. He took the U.S. Majors Tour Northern Conference Championship after competing in 10 race weekends, earning wins at Blackhawk Farms Raceway, Mid-Ohio Sports Car Course, Road America, and GingerMan Raceway. He dominated the Hoosier Super Tour Point Championship by nearly 30 points, and started on the pole at the Runoffs before running away to a 13sec victory.



Rupert Berrington

Jason Isley, of Coto de Caza, Calif., earned a Super Sweep in H Production driving his RACER. com/Hoosier/TRD Toyota Yaris. He took the U.S. Majors Tour Western Conference Championship in H Production by 13 points with wins at Auto Club Speedway, Willow Springs International Raceway, and Buttonwillow Raceway Park. The H Production battle, however, was much, much tighter in the Hoosier Super Tour Point Championship as Isley ended up in a tie with Ron Bartell. The tiebreaker became the Runoffs finish, where Isley won after starting on the pole. 🏆





Perry Bennett

## HELP WANTED

As the calendar turns to 2018, a number of Advisory Committees are seeking new members. From Club Racing to Solo to RallyCross, Advisory Committee members help steer programs into the future. Interested parties should submit their resume at [www.crbsscca.com](http://www.crbsscca.com) or [www.sebscca.com](http://www.sebscca.com).



Rupert Berrington

### TOP TIMES

Mark Macoubrie scored the PA title.

## DIRTFISH RALLYCROSS NATS BREAKS RECORDS

The 11th DirtFish SCCA RallyCross National Championship, held Oct. 20-22, 2017, at Heartland Park Topeka in Kansas is the latest SCCA championship event to break entry records. By the end of competition, 123 drivers had turned a wheel on one of three off-road courses. This beats the previous RallyCross National Championship record of 109 competitors set in 2014 at I-80 Speedway in Greenwood, Neb.

Competitors overcame weather and three challenging courses in an effort to win one of the highly coveted National Championship titles. When the dust settled, nine drivers claimed the title of National Champion.

Complete coverage of the DirtFish SCCA RallyCross National Championship will appear in the January 2018 issue of *SportsCar*. 📍

### 2017 DIRTFISH SCCA RALLYCROSS NATIONAL CHAMPIONS

DRIVER	CAR
<b>SF</b> Matt Wolfe	Ford Escort
<b>SR</b> Sean Grogan	Toyota MR2
<b>SA</b> Z.B. Lorenc	Subaru Impreza
<b>PF</b> David Capesius	Dodge SRT4
<b>PR</b> Myles Goertz	Mazda Miata
<b>PA</b> Mark Macoubrie	Subaru WRX STI
<b>MF</b> Bret Hunter	Honda CRX
<b>MR</b> Doug Liebman	VW Super Beetle
<b>MA</b> Scott Banes	Subaru Impreza

## FORMULA 3 COMES TO AMERICA

The SCCA Pro Racing F3 Americas racing series will debut on April 27, 2018, at VIRginia International Raceway, running on the same weekend with its partner series, the F4 U.S. Championship. The F3 Americas series continues the evolution of affordable, competitive, and technologically advanced open-wheel racing established by the successful SCCA Pro Racing F4 U.S. Championship that debuted in 2016. This next level of open-wheel racing meets the demands of racers and teams looking to grow their capabilities into more sophisticated and powerful machinery.

The series will feature two 30-minute races per weekend, with 30-minute practices and qualifying sessions. In addition to the debut race at VIR, there will

be five race weekends at prestigious tracks around the United States. There will be two series-supported season tests, one to be held prior to the first race, and the other during the season.

Featuring an all-new F3 FIA spec Ligier Crawford JS F3 racecar chassis made by Onroak Automotive, the chassis meets the most current global FIA safety specifications, including the first North American application of a racecar halo. Compared to the F4 U.S. Championship car, the F3 chassis features more configurable aero components, increased impact safety structures, and more sophisticated data acquisition.

A 240hp to 270hp Honda Performance Development version of the new Honda Civic Type-R turbocharged

K20C1 motor will power the F3 Americas car. The new F3 Americas series will be shod with a Pirelli tire developed for this series.

"SCCA Pro Racing's introduction of an FIA F3 race series is a great opportunity for our partners and SCCA Pro Racing to reset the current paradigm of open-wheel racing in North America," says Steve Oseth, Vice President/General Manager of SCCA Pro Racing. "Its introduction, combined with the steps above and below the F3 series, will work to greatly lower the running costs of open-wheel racecars and attract new, young racing talent." 📍

### NEW FORMULA

Formula 3 comes to the U.S. in 2018 in a new SCCA Pro Racing series.





## WHAT DO YOU THINK?

The Club Racing Board is seeking member input regarding the potential use of fuel injection in GT-1. Should it be allowed? Should the CRB specify a fuel injection system and ECU? Please send your feedback through the CRB letter system at [www.crbssca.com](http://www.crbssca.com).



Barbara Protes

## THE WINNERS ARE...

Michael Pettiford  
clinched the  
Touring 1 Super  
Tour points title.

Jay Bonvillian



## Hoosier Racing Tire Super Tour Point Champions

The chase for Hoosier Super Tour point championships across 28 classes has come to an end. After 22 Hoosier Racing Tire SCCA Super Tour races at 11 tracks this year, plus the 54th SCCA National Championship Runoffs at Indianapolis Motor Speedway, top series performers have now been identified.

A couple class point champions were decided prior to the Runoffs. After the record-breaking Runoffs, several classes were decided by just a handful of points. The margin of victory in Formula Atlantic was only four points, three points decided Spec Miata, two points was the winning margin in Super Touring Lite, Formula Mazda came down to a single point, and H Production ended in a tie that was decided by the Runoffs finish.

The top-six regular-season finishes counted toward a driver's 2017 points total, as well as Runoffs finishing position. Hoosier Super Tour point's champions in applicable classes were awarded a set of tires courtesy of Hoosier Racing Tire. 🏆

### HOOSIER RACING TIRE SUPER TOUR POINT CHAMPIONS

<b>AS</b>	Daniel Richardson	Chevrolet Camaro
<b>BS</b>	John Phillips III	Honda Fit
<b>EP</b>	Matt Reynolds	Mazda Miata
<b>FP</b>	Ken Kannard	Mazda Miata
<b>HP</b>	Jason Isley	Toyota Yaris
<b>F5</b>	Jack Walbran	Scorpion S1 Rotax 593
<b>FB</b>	Gary Hickman	Phoenix F1K.12 Suzuki
<b>FA</b>	Spencer Brockman	Swift 014 Mazda
<b>FC</b>	Robert Allaer	Van Diemen RF02
<b>FE</b>	Elliot Finlayson	Mazda Formula Enterprises
<b>FF</b>	David Livingston Jr.	Spectrum 14H Honda
<b>FM</b>	Brad Yake	Star Formula Mazda
<b>FV</b>	Charles Hearn	Vortech
<b>GT-1</b>	Michael Lewis	Jaguar XKR
<b>GT-2</b>	Tom Patton	Sunbeam Tiger
<b>GT-3</b>	Collin Jackson	Nissan 240SX
<b>GT-L</b>	Michael Kamalian	Mazda Miata
<b>P1</b>	Jim Devenport	Norma Auto Concept M20 Honda
<b>P2</b>	Tim Day Jr.	Stohr WF1 Suzuki
<b>SM</b>	Jim Drago	Mazda Miata
<b>SRF</b>	Richard Baldwin	SCCA Enterprises SRF
<b>SRF3</b>	John Black	SCCA Enterprises SRF3
<b>STL</b>	Eric Kutil	Honda Civic Si
<b>STU</b>	Luis Rivera	Mazda Miata
<b>T1</b>	Michael Pettiford	Chevrolet Corvette
<b>T2</b>	Bill Collins	Chevrolet Corvette
<b>T3</b>	Ali Salih	BMW 3-Series
<b>T4</b>	Don Knowles	Mazda RX-8

## MEMBERSHIP DRIVE CONTEST

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

### MEMBERSHIP DRIVE REFERRAL LEADERS FOR SEPTEMBER 2017

NAME	REF	REGION
Brian Ghidinelli	39	San Francisco
Gayle Jardine	29	Cal Club
Gal Mesika	16	Wash. 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

1,000 additional members have at least one referral.

### REGION LEADERS

(Category based on 2016 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Central Carolinas	11.6%
Northwest	7.9%
Washington DC	7.8%
<b>LARGE REGIONS (401-799):</b>	
Kansas City	19.0%
Indianapolis	14.5%
Philadelphia	7.7%
<b>MEDIUM REGIONS (200-400):</b>	
Susquehanna	20.1%
Northwestern Ohio	16.6%
Nebraska	14.4%
<b>SMALL REGIONS (&lt;200):</b>	
Tennessee Valley	64.8%
Chattanooga	35.8%
Allegheny Highlands	23.0%

## Runoffs races, now on demand

Races from the largest SCCA National Championship Runoffs ever, with a broadcast presented by Mazda, are now available online for everyone's online viewing pleasure.

All 28 class Championships have been posted in roughly one-hour segments, allowing you to watch all the drama unfold once again from Indianapolis Motor Speedway. Relive the exciting

starts, the crucial moments, daring passes, and dominant performances at the 2017 SCCA Runoffs OnDemand webpage via [www.scca.com/runoffs](http://www.scca.com/runoffs).

Along with this year's Runoffs, past National Championship race videos dating back to 2009 are also archived at the webpage - great for rainy or snowy days, and the perfect escape while pretending to do work. 🏆





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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

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In the November edition of *Fastrack*, the Solo Events Board recommends a significant change to the Street Modified category rules, allowing engine swaps across manufacturers, with engine swaps outside of the manufacturers family being assessed a 150lb weight penalty in addition to all weight calculations in Appendix A. Offer your feedback at [www.sebscca.com](http://www.sebscca.com)

## SWAP IT



Jeff Loewe

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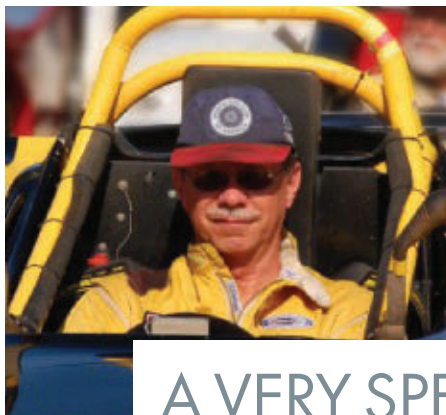
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## LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

# A VERY SPECIAL RUNOFFS

**B**ack in Florida after spending 10 days in Indianapolis for the 2017 National Championship Runoffs – and what a Runoffs it was! It was our first time at Indianapolis Motor Speedway and, at nearly 1,000 entries, it was the largest Runoffs ever by more than 250 cars. It was also, according to the many participants I have heard from, the best Runoffs yet. It was certainly my favorite.

I have to give a huge shout-out to the SCCA National Staff and to our Runoffs workers for a job very well done. I know there were a few hiccups here and there, but the event ran very smoothly for all 11 on-track days – especially considering the very large field of competitors. Indianapolis Motor Speedway was an outstanding venue and a wonderful host! The IMS Yellow Shirts were everywhere and kept traffic flowing smoothly while the IMS Emergency Services folks were awesome in keeping on-track activity moving with a minimum of downtime.

There has been excitement building about the Runoffs at Indy since its announcement, and early driver surveys made it clear that this was going to be “the big one.” It was also immediately clear that paddock space was going to be at a premium since, as large as the Speedway is, the configuration of the road course makes usable paddock space inside the track somewhat limited. It was also clear

from those surveys that track oversubscription was a real possibility for SM and SRF3, so contingency plans were made to handle this eventuality.

Public discussion began about the paddock and potential oversubscription back in January – and the commitment was made that we’d get everyone in the paddock somehow. Potential oversubscription

solutions were discussed – at least in general terms (Last Chance Races) – so that those competitors who might be affected by it could make their plans accordingly.

So just how big was the Runoffs? According to the results, 969 entries crossed the yard of bricks. There were two classes that did, indeed, oversubscribe the course limit of 72 cars – SRF3 with 101 and SM with 86. Each of those classes filled grid positions 61 through 72 in a 15-minute Last Chance Race (41 SRF3 and 26 SM fighting for 12 spots each). There were a total of 15 classes with 30 or more competitors. There were 188 cars in SCCA Enterprises classes (including a very strong FE class showing with 35) – a very clear demonstration of the value that Enterprises brings to the Club.

So what did it take to organize and execute an event of this size? The SCCA National Staff (in particular the Club Racing crew) spent many hours in planning – working with Indy staff and our event volunteer leadership – to lay out paddock spaces that could accommodate as many as 1,000 cars, set up a schedule flexible enough to get all those cars on track, and organize the care, feeding, and management of some 500 workers. I’ll add a shout-out to our 900-plus competitors who ran some great races and put on an outstanding show.

And, finally, congratulations to our 2017 National Champions, and my thanks to all of you who made this event our best Runoffs ever! So, what do we do for an encore? ☺

“It was also, according to the many participants I have heard from, the best Runoffs yet”





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## FIND YOUR FUN

Just because the championship events are in the books doesn't mean fun with cars is over for the year. Visit the "Find Your Fun" tab at [www.scca.com](http://www.scca.com), plug in your zip code, and the site will direct you to all types of events in your area.



Perry Bennett



## MIKE COBB

PRESIDENT & CEO, SCCA INC.

# A SEPTEMBER TO REMEMBER

*"Do you remember the 21st night of September? Love was changing the minds of pretenders while chasing the clouds away." - Maurice White, Earth, Wind and Fire*

SCCA Nation, given this issue is dedicated to coverage of the 54th running of the SCCA National Championship Runoffs, this legendary Earth, Wind & Fire tune seemed like an appropriate and upbeat way to start this month's column. This said, I hope Maurice and EW&F will forgive me for suggesting one small tweak to the lyrics which, through an SCCA lens, might go something like this: *Do you remember the glorious month of September...*

As we recap the Runoffs, and as we look to carry our momentum into 2018, we might be well served to take a broader view of September 2017 and what we as an organization achieved across just 30 days.

*"It was three days of fun with cars bookended by fantastic social events with spectacular views"*

- We started the month with record participation and support for the Tire Rack Solo National Championships, the Tire Rack ProSolo Finale, and the CAM Challenge Invitational. With seven days of Nebraska sunshine, well over 1,300 drivers (making up more than 1,700 entries) took on great courses supported by awesome event leadership and volunteers. Did I mention great after-hour events, competitions, and paddock parties that, when combined with the above, made this one of the best Solo experiences ever?
- With the Solo National Championships box checked, we move on to the National Championship Runoffs, right? Well, not if you're the SCCA Mobil 1 Camaro or one of nearly 60 competitors who took on this year's spectacular U.S. RoadRally Challenge. Those folks started their SCCA adventure by checking in to the Alaska Aviation Heritage Museum in Anchorage before heading south to the Kenai Peninsula to visit Seward and Homer while taking in 626 miles of stunning scenery. It was three days of fun with cars bookended by fantastic social events with spectacular views.

- To close the month, the 54th running of the SCCA National Championship Runoffs at the Racing Capital of the World, Indianapolis Motor Speedway! A full week of glorious Indiana sunshine shone brightly on almost 1,000 talented drivers and roughly 500 skilled workers, volunteers, and staff who journeyed to the fabled Speedway to take on and support over 50,000 total miles of racing across 28 classes. But this year's event was more than a National Championship race - it was a motorsports experience that most only dream about being a part of - myself included. Everything from the opening track walk to the Main Street party, the Worker of the Year Awards presented by Mazda, the 5K and Checkered Flag Dash, all the great dinners, parties, and socializing opportunities, plus celebrating 84 victory podium visitors made this event one for the record book.

Beyond the above, maybe this tweet from Doug Boles, President of Indianapolis Motor Speedway, sums up the 2017 Runoffs experience best: "Crowning SCCA amateur national champions @IMS & hosting nearly 1,000 drivers the past 11 days was one of the coolest things we've done! And, I think our entire team holds that sentiment."

Since coming on board back in June, many have shared the concern that they feel the Club is in decline. While it is true that we face many challenges going forward, I truly believe that when we work together as an aligned enterprise across the Board of Directors, Regional leadership, Topeka staff, and our tireless group of volunteers and drivers, we can realize more months like September 2017. It truly was an experience where the sum was greater than its parts. This is our organizational *fuel for growth* going forward. It's exciting to see and it's attractive to others who may want to have #funwithcars with us in 2018 and beyond.

Let's continue to fuel our future together by remembering and building on the glorious month of September! 🍷



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## RANDY POBST

2-TIME RUNOFFS NATIONAL CHAMPION

2-TIME SOLO NATIONAL CHAMPION

4-TIME PROSOLO CHAMPION

4-TIME WORLD CHALLENGE CHAMPION

2-TIME ROLEX 24 GT WINNER

## HILLSIDE USED CARS

Come with me, SCCA buddies, to a hillside car lot with a dark secret, crazy, informal old-Volvo woods-rally races, and organic grape juice: another racing adventure!

I towed all 900 miles to Watkins Glen to race my funky Volvo 740 Turbo, invited my great friend and T.C. Kline multi-championship teammate Peter

it. Jason and I bled the calipers and master cylinder until we were blue in the face (and other places; did I mention it was *brrrrr?*).

From the moment I started it on the trailer, it popped and spit and generally ran horribly. What the heck? She ran like a Swedish watch last time out, just two weeks ago, and all we did was change the clutch as a precaution after some extreme abuse last race.

Never give up, that's our motto, and we set off to be reminded of why we see lots of Miatas, Mustangs, and Bimmers racing, but precious few Volvos: parts. There aren't any. My car is nearly 30-something, and the big chains don't stock it. But the helpful counter man sensed our desperation and offered the number of a guy nearby who he claimed might have a few old 740s out back.

We called and a friendly voice said, "Yeah, maybe," and gave directions up the other side of the lake. They led us to the simple home and good-sized pole barn of Bob, our Great Volvo Hope. He took us up a steep two-track, past lines of grapevines, into the high pasture, and there stood at least four

lines of mostly Volvo 740s - a miracle! Most looked like they could've or did run recently, but carried telling battle scars of gonzo door-to-door combat. What strange, awful, wonderful things might be going on here?

As Bob generously helped us find useful rescue pieces, he told of his semi-annual rally races, and then rode us around the "circuit." Through the deep woods, then breaking into the field again in a long, fast, downhill sweeper that made my heart pound to think of the spectacle. I wanted to try it, but like a WWII dogfight, feared it might be great fun until I went down in flames.

Seems Bob has cornered the market on aging 740s and invites his best buddies over for some door-banging mayhem, in something I think I need to film and post - and it would go viral, I'm sure. I gazed upon the dented doors and frayed three-point belts in awe. I wondered, would I do this, if I could wrangle an invitation? But do I want to? Oh, hay-yull yeah.

With optimistic desperation, we picked and removed a few better-than-nothing rusty pieces: brake booster,

"They led us to the simple home and good-sized pole barn of Bob, our Great Volvo Hope"

Schwartzott, flew my car-builder/driver buddy Jason Owens in, had everything ready, and The Happy Moose wouldn't run. Which was probably a gift, because it wouldn't stop either.

The big girl had that kind of long travel, marshy pedal feel, like stepping into thick mud. Blech - I hate that, don't you? Ran for hours that way at Road Atlanta a couple weeks before, and I'd had my fill of that uneasy-queasy in the pit of my stomach, always worried the soft pedal might become *no* pedal every time I needed



master cylinder, and engine breather box. Then, Bob led us back down to the pole barn, filled to the roof with an incredible further inventory of aging car parts, both used and dusty NOS (new-old-stock). He disappeared into the murk, and returned with some brake hydraulic rebuild kits and an alloy wheel or two – for a Volvo 740. Wow. Really. Bob knew the what and where of every single scrap. We began to realize we had a very unusual character here.

“Ya gotta see the lot,” he said, “Just a block up. By the way, here’s a couple bottles of my organic grape juice – I sell it in town.” Vintage Volvo Demo Racer Vineyard. Just when you think you’ve seen it all.

We hadn’t. Not even close. A hundred yards up the road stood a neat row of old used cars. My kinda oldies. Cool but not very valuable units. My pulse quickened. I’ve always been drawn to offbeat smaller cars.

The Corvairs caught my eye first. Then, as I raised my gaze, there were Saabs. And Peugeots. Austin Americas. Fiats. Even Lancias. This was a car lot after my own heart. But

wait, there’s more. We see another row, and another. Stepping from the car, spying through the hedge, there are more. Lots more – a hundred or more. What hath Bob wrought?

My jaw gapes. I’m in awe. Look at these rows and rows, wheels start turning about maybe buying one; or some. Yeah, fix and drive home. Next, I notice as they go up the terraced hillside, they get more recent, decade upon decade. Up front, ‘60s, then ‘70s, ‘80s, ‘90s even.

But as I approach the front-row Corvairs, grass neatly trimmed and edged, I notice something terribly wrong. The tires are flat. All of them – no, no, wait a sec – it’s on the rims. No, wait – the wheels have sunk into Mother Earth. The cars are resting on their rockers! Directly on the damp soil. Sinking, slowly, like geological-time mini-Titanics. Then the horrible realization hits me hard: these quirks of automobilia haven’t moved in a *lonnnnnng* time. Years. No, *decades*.

We hike the rows. MGBs and BMW 2002s lead to Renault LeCars and Vega GTs, leading to a Nissan Pulsar

and first-gen MR2. Nearly every car is from the oddball sporty side of the automotive spectrum, and every one *driven* to its apparent final resting place. Early inductees are sunk to the hubs in mud; newer ones are on their way down. Convertibles tattered, raining right in, sun-baked seats, rusted floors and rockers. The used-car lot that never sells a car. Amazing.

My heart aches. I spot a Toyota Corolla FX-16 GTS, just like the one we raced in the Firehawk series in 1987. Looked like a decent daily driver when parked, long ago. Not any more – I have mechanical empathy, you know. Seems like such a waste. Just sitting for years in a dirt field. Yet, nicely mowed – strange.

I wonder at the mindset that would lead to this situation. I relate to the urge to buy – just look at my garage and driveway, jammed with cars and motorcycles. I guess the lot prices were a little high, and nonnegotiable? Clearly, the hoarding instinct at work here – fascinating.

By the way, Bob, just when is that next pre-vintage Volvo buddies extreme woods-rally? 📍

#### BOXY BUT GOOD

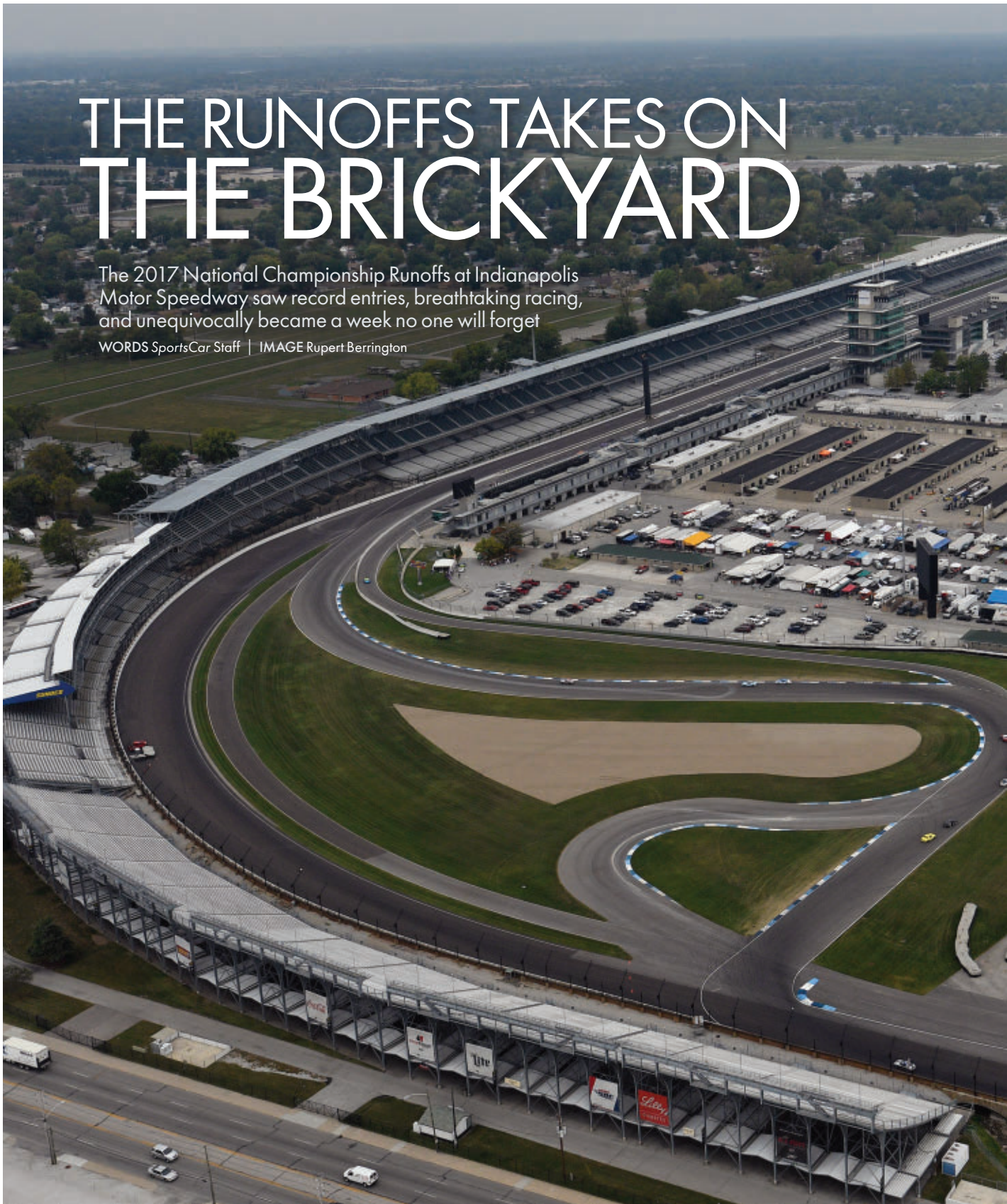
Volvo has always been a little different – especially with its 740 – creating unique marketing campaigns in the 1980s (ABOVE). So it should surprise no one to find out Randy Pobst races one.



# THE RUNOFFS TAKES ON THE BRICKYARD

The 2017 National Championship Runoffs at Indianapolis Motor Speedway saw record entries, breathtaking racing, and unequivocally became a week no one will forget

WORDS SportsCar Staff | IMAGE Rupert Berrington







## RACING CAPITAL OF THE WORLD

In September, Indianapolis Motor Speedway added to its extensive resume when it played host to the 2017 National Championship Runoffs – the largest Runoffs in the event’s 54-year history with 969 entries.

Since the concept of moving the SCCA National Championship Runoffs was put into action in 2014 with a trip west to Mazda Raceway Laguna Seca, this premier, winner-take-all championship has traveled closer to many members who might not have otherwise attended. Since that time, the venues have returned to locations steeped in Runoffs history, like Daytona International Speedway and Mid-Ohio Sports Car Course – but, in 2017, the Runoffs took a bold step onto new ground with a visit to a racetrack that had the entire Club abuzz: The Runoffs went to Indianapolis Motor Speedway.

No matter who you are or where you’re from, you know of this legendary track. Heroes of IndyCar made it famous and, in subsequent years, the facility has played host to Formula 1, MotoGP, professional sports car racing, and even the Red Bull Air Race pays visits to the Brickyard. Now, from Sept. 25-Oct. 1, 2017, it was our turn – the pinnacle of amateur road racing would crown 28 champions at The Racing Capital of the World.

Whether you were one of the record 969 entries who turned a wheel on this hallowed ground of motorsports (besting the previous Runoffs entry record by more than 250), or you were part of the roughly 500 workers who kept this massive event running smoothly – not to mention crews and spectators – you were part of SCCA history. And the scale and magnitude of this year’s Runoffs was not lost on anyone; from the moment you entered the facility, you could see it was like no Runoffs before. Even those faced with adversity couldn’t help but be upbeat – after all, they were racing at Indianapolis Motor Speedway!

With Runoffs veterans and rookies alike all facing a track configuration unique to this year’s Runoffs, there was no home field advantage. With classes over the mandated 72-car championship race limit (like Spec Miata with 86 entries and Spec Racer Ford Gen3 overflowing at a 101), it was an accomplishment just to make the main event, let alone step upon the podium.

But how was the racing? Turn the page and find out...

## RUNOFFS SCHEDULE

### FRIDAY, SEPT. 29

	RACE TIME	PG.
<b>T1</b>	8:30 a.m.	20
<b>FA</b>	9:35 p.m.	22
<b>P2</b>	9:35 a.m.	24
<b>SRF</b>	10:40 a.m.	26
<b>SM</b>	11:45 a.m.	28
<b>FF</b>	1:30 p.m.	32
<b>FP</b>	2:35 p.m.	34
<b>GT-2</b>	3:40 p.m.	36
<b>T3</b>	4:45 p.m.	38
<b>BS</b>	4:45 p.m.	40

### SATURDAY, SEPT. 30

	RACE TIME	PG.
<b>GT-3</b>	8:30 a.m.	42
<b>FC</b>	9:35 a.m.	44
<b>FM</b>	9:35 a.m.	46
<b>EP</b>	10:40 a.m.	48
<b>SRF3</b>	11:45 a.m.	50
<b>STL</b>	1:30 p.m.	54
<b>AS</b>	2:35 p.m.	56
<b>T2</b>	3:40 p.m.	58
<b>P1</b>	4:45 p.m.	60
<b>FB</b>	4:45 p.m.	62

### SUNDAY, OCT. 1

	RACE TIME	PG.
<b>FE</b>	8:30 a.m.	64
<b>GT-1</b>	9:35 a.m.	66
<b>FV</b>	10:40 a.m.	68
<b>GT-L</b>	11:45 a.m.	70
<b>T4</b>	1:30 p.m.	72
<b>F5</b>	2:25 p.m.	74
<b>STU</b>	3:40 p.m.	76
<b>HP</b>	4:45 p.m.	78



**RACE 1** | Friday | Sept. 29, 2017 | 8:25 a.m.

# TOURING 1

With Andrew Aquilante wheeling his Phoenix/Hoosier/Hawk/Penske Ford Mustang to a qualifying time nearly a second-and-a-half clear of second qualifier Ross Murray, the rest of the Touring 1 field had little hope that this year wouldn't be a repeat of the 2013-'15 Runoffs races, with Aquilante running away. As was expected, Aquilante sailed off, posting a margin of victory of more than 17sec.

Murray, who took last year's T1 title at Mid-Ohio, put forth a brief challenge at the start in his Complete Performance

Motorsports/Hoosier Dodge Viper ACR-X. But while he got a run, he couldn't make it stick.

"Somehow I did get a little bit of an advantage into Turn 1," says Murray. "I had the outside, but then I had to give [Aquilante] room, so then I was slow for the next corner. I could have made it ugly, I guess, but Andrew reclaimed the path."

Things did get a tad ugly at the start, when fourth qualifier John Buttermore spun in Turn 1, possibly with some help. The resulting brake-and-dodge behind created a big gap behind the top three of Aquilante, Murray, and third-place starter and finisher Mark Boden in his Fall-Line Motorsports BMW M3. It did help create some excitement in the race as Buttermore clawed his way from last to sixth.

"I saw cars going different ways and didn't know exactly what happened," Boden explains. "Once I got through Turns 2 and 3, I looked back and there was nobody there, so I figured it had to be a pretty big event."

The best racing was in the middle of the field, from about fifth to ninth, that featured, at various times, Mike Henderson, Ronald Hugate, Joseph Gaudette, Michael Pettiford, and Adrian Wlostowski. Chris Durbin made the best of the tough battle, working his way up from 10th to fourth in his Mustang and earning the Sunoco Hard Charger award.

Out front, though, it was all Aquilante as he became the first SCCA National Champion at Indianapolis Motor Speedway. "I think it will take a little bit to sink in," he says. "It's kind of cool reading stuff, seeing various interviews with some of the IndyCar guys talking about the Runoffs. Indy isn't known so much for sports cars, but it's still the world center of racing. It's got such a cool heritage. Being the first one to win a National Championship is kind of neat. In a way, I was the first one to win a National Championship at Laguna Seca in the new era of going to the bucket-list tracks, so it's really kind of cool."

**Richard S. James**



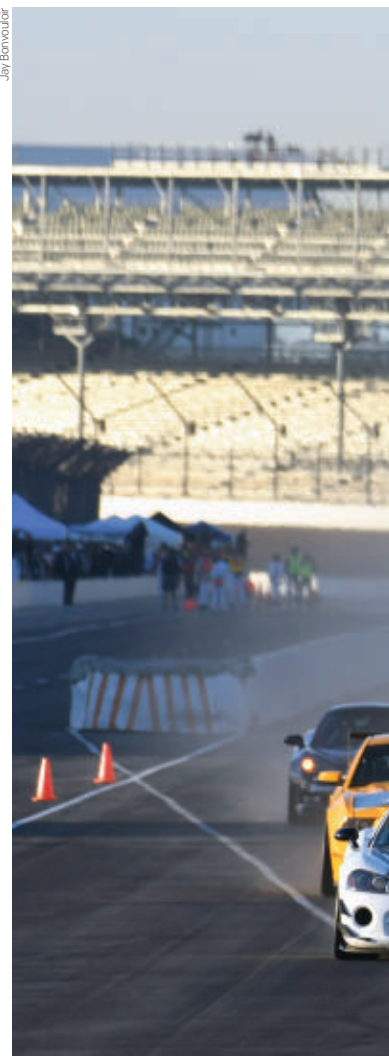
Jeff Loeve

## LONG GONE

(MAIN) At the start, Andrew Aquilante (33) gave up the lead to Ross Murray (ABOVE), but soon retook the top spot and never looked back. (BELOW) Mark Boden drove to a drama free third-place finish.



Jay Bonvillian



Jay Bonvillian

## T1 CHAMPION

### ANDREW AQUILANTE

Philadelphia Region  
Phoenix/Hoosier/Hawk/Penske  
Ford Mustang



Rick Carvane



#### T1 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Andrew Aquilante/PHL (2014 Ford Mustang) 1.43.702 / 1.42.266 / 1.42.912 / **1.41.793**; 2. Ross Murray/CSCC (2010 Dodge Viper ACR-X) 1.45.216 / No time / 1.43.319 / **1.43.188**; 3. Mark Boden/CHI (2009 BMW M3) 1.48.454 / 1.46.004 / 1.45.879 / **1.44.423**; 4. John M Buttermore/DET (2005 Chevrolet Corvette) 1.45.863 / 1.45.265 / 1.45.104 / **1.44.506**; 5. Mike Henderson/CSCC (2010 Dodge Viper ACR-X) No time / 1.47.771 / 1.46.142 / **1.44.719**; 6. Tim Myers/Atl (2010 Dodge Viper ACR-X) 1.46.652 / 1.45.158 / 1.46.704 / **1.45.009**; 7. Ronald Hugate/Colo (2014 Ford Mustang) 1.46.113 / 1.46.179 / 1.47.050 / **1.45.109**; 8. Joseph Gaudette/WDC (2002 Chevrolet Corvette)

1.46.607 / 1.45.941 / 1.46.978 / **1.45.135**; 9. Adrian Wlostowski/NYR (2010 Chevrolet Corvette) 1.47.605 / 1.46.529 / 1.46.686 / **1.45.434**; 10. Chris Durbin/SWV (2013 Ford Mustang) 1.46.724 / 1.46.724 / **1.45.820** / 1.46.350; 11. Michael Pettiford/Colo (2006 Chevrolet Corvette) 1.50.199 / 1.48.770 / 1.49.206 / **1.45.935**; 12. Pratt Cole/Reno (2006 Honda S2000) 1.50.960 / 1.47.200 / **1.46.434** / No time; 13. Hugh Stewart/NER (2003 BMW E46 M3) No time / 1.48.733 / 1.48.596 / **1.46.509**; 14. Joe Aquilante/PHL (2007 Chevrolet Corvette) 1.49.652 / 1.47.356 / 1.47.706 / **1.46.949**; 15. Andrew Entwistle/Tex (2013 Ford Mustang) No time / 1.48.425 / 2.36.948 / **1.47.269**; 16. Craig Capaldi/DET (2014 Ford Mustang) 1.49.710 / **1.47.514** / 1.48.894 / 1.47.690; 17. Chris Edens/ARK (1990 Mazda MX-5) 1.49.981 / **1.47.587** / 1.48.616 / 2.09.229; 18.

Cheyne Daggett/WDC (2011 Ford Mustang) 1.56.424 / 1.55.794 / 1.55.010 / **1.52.690**; 19. Eric Thompson/SJR (1988 Toyota Supra) No time / No time / 1.55.205 / **1.54.098**; 20. Walter Bobko/DET (2012 Ford Mustang) 2.01.197 / 2.00.028 / 2.00.434 / **1.55.899**; 21. Morey C. Doyle/CFR (2005 Ford Mustang) 2.02.931 / 2.00.887 / 2.00.441 / **1.55.971**; 22. CJ Moses/NCR (2006 Mitsubishi Evo/DSM) No time / No time / **1.57.699**;

*Moses - Loss of qualifying 1, 2 times - car change*

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

*Murray - Loss of qualifying 2 times per Chief Steward - GCR 9.3.49, 9.1.9.1*

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

#### T1 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Andrew Aquilante (19); 2. Ross Murray (19); 3. Mark Boden (19); 4. Chris Durbin (19); 5. Tim Myers (19); 6. John M Buttermore (19); 7. Ronald Hugate (19); 8. Michael Pettiford (19); 9. Adrian Wlostowski (19); 10. Mike Henderson (19); 11. Joe Aquilante (18); 12. Andrew Entwistle (18); 13. Craig Capaldi (18); 14. Chris Edens (18); 15. Eric Thompson (18); 16. Walter Bobko (17); 17. Morey C. Doyle (17); 18. Hugh Stewart (16); 19. Cheyne Daggett (13); 20. Pratt Cole (10); 21. Joseph Gaudette (6); DNS. CJ Moses ( );  
**Overall Time of Race:** 33:10.281; **Average Race Speed:** 89.079mph; **Margin of Victory:** 17.585sec; **Fastest Race Lap:** Aquilante 1:42.871 (90.708 mph); **Lap Leaders:** Aquilante laps 1-19; **Sunoco Hard Charger:** Durbin



**RACE 2** | Friday | Sept. 29, 2017 | 9:35 a.m.

# FORMULA ATLANTIC

Keith Grant has been competing in Formula Atlantic at the Runoffs for a decade now, trying everything he can to take home the gold in the class. While he's been close many times - logging three seconds, two thirds, and two fourths - that top stop of the podium has always proven allusive. That is, until now.

"This was a long time coming," says a relieved Grant. "I thought this would come a lot sooner. Some got away; sometimes a good competitor beat me."

It was not easy for Grant, however, as the 2013 Champion Sedat Yelkin in the Everclear Swift 016.a gave him all that he could handle. Yelkin qualified on the Tire Rack pole and led the first six of 19 laps. "The cars were very equal," recalls Yelkin. "Breaking the draft was very difficult."

But as is the case in racing, things got complicated quickly. "Just when I was able to get a bit of a gap, I got caught in traffic, got clipped, and lost a front wing flap," says Yelkin. "The car became difficult to steer and my braking points increased by 100 feet. After that, I just concentrated on bringing it home."

Spencer Brockman, in the Mazda of Millford/Mazda/Hoosier Swift 014a, ran third from the start, but was quickly distanced by Grant's Mazda/Hoosier/Polestar Swift 016a and Yelkin. Behind Brockman, Dudley Fleck and Matt Miller battled for fourth. They tussled over the place for many laps, while up front Grant increased his lead and Brockman slowly reeled in Yelkin. Miller gained an advantage over Fleck and began to consolidate his hold on fourth place, but was a distance behind Brockman.

**"We got into traffic, he got caught out by a lapped car, and it went my way"**  
**KEITH GRANT**

Grant continued in the lead while Brockman closed the gap to Yelkin. As the race wound down, Brockman caught Yelkin's wounded car, and as they came out of the final turn he darted left and right trying to make the pass. Yelkin drove defensively, leaving the margin at the flag a mere 0.088sec back to Brockman.

"I was catching Sedat," Brockman says, "We were racing hard, but lapped cars were a problem. I almost had him."

"I had to try to win it in the first turn," Grant reveals of his strategy of besting Yelkin. "I knew that the lapped cars would make a difference. I did not get him there, but we were nose-to-tail for the first several laps."

"I tried to stay right in behind him, and it worked out," he

continues. "We got into traffic, he got caught out by a lapped car, and it went my way. I tried to gap him and then was able to get a lapped car between us - that made a big difference."

The margin of victory was 3.2sec as Grant finally achieved that elusive win.

After Yelkin and Brockman came Miller, who had pulled out 10 seconds over Fleck. Filling out the top six was the Sunoco Hard Charger award winner Lee Alexander.

While this was Grant's first National Championship in Formula Atlantic, it's his second Runoffs gold medal, his first coming in 2003 in GT3. Despite that, years of frustration chasing the FA title made that win a distant memory. But the frustration is over now. Further, and perhaps most importantly, he has now matched his brother, David, who won FA in 2008 at the Runoffs at Heartland Park Topeka. Ultimately, maybe this was what really drove Grant's desire to win.

**Tom Schultz**

## LONG TIME COMING

(MAIN) Keith Grant finally got the Formula Atlantic championship that had many times eluded him. (FAR RIGHT) Sedat Yelkin had the lead from the pole, but a tangle with lapped traffic would relegate him to second place. (BELOW) Spencer Brockman was on the attack but came up just short of the silver medal, landing in third.



Richard S. James

John W. Wilmoth



## FA CHAMPION

### KEITH GRANT

Atlanta Region  
Mazda/Hoosier/Polestar Swift 016a Mazda



Rick Corvino



Richard S. James

#### FA QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Sedat Yelkin/MVR (Swift 016a Mazda) 1.30.783 / 1.31.221 / 1.31.359 / **1.29.957**; 2. Keith Grant/Atl (Swift 016a Mazda) No time / No time / 1.31.522 / **1.30.668**; 3. Matt Miller/CHI (Swift 016a Mazda) **1.31.562** / 1.31.656 / 1.32.841 / 1.36.069; 4. Spencer Brockman/NER (Swift 014a Mazda) 1.34.594 / 1.33.452 / 1.35.369 / **1.31.956**; 5. Dudley Fleck/Iowa (Swift 016a Mazda) No time / 1.32.402 / 1.32.893 / **1.32.304**; 6. Dwight Rider/Colo (Ralt RT41 Toyota) 1.33.609 / **1.33.059** / 1.33.855 / 1.33.717; 7. Lewis Cooper Jr/CFR (Swift 016a Mazda) 1.34.877 / **1.33.655** / 1.35.484 / 1.33.870; 8. Lee Alexander/CSCC (Swift 016a Mazda) 1.34.171 / 1.34.118 / 1.35.529 / **1.33.693**; 9. Kirk Kindsfater/Colo (Swift 014a Toyota) No time / **1.34.264** / 1.34.280 / 1.34.645; 10. Charles C. Duncan/BVR (Swift 016a Mazda) **1.35.482** / 1.36.224 / 1.37.498

/ No time; 11. Matthew Gendron/NER (Elan Pro Formula Mazda) 1.45.610 / 1.40.344 / 1.38.449 / **1.37.804**; 12. Larry Howard/KCR (Elan Pro Formula Mazda) 1.39.851 / 1.40.470 / 1.40.577 / **1.38.307**;

#### FA RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Keith Grant (19); 2. Sedat Yelkin (19); 3. Spencer Brockman (19); 4. Matt Miller (19); 5. Dudley Fleck (19); 6. Lee Alexander (19); 7. Dwight Rider (19); 8. Kirk Kindsfater (19); 9. Charles C. Duncan (18); 10. Larry Howard (18); 11. Lewis Cooper Jr (14); 12. Matthew Gendron (5);

**Overall Time of Race:** 29:21.534;  
**Average Race Speed:** 100.647mph;  
**Margin of Victory:** 03.217sec; **Fastest Race Lap:** Grant 1:31.365 (102.131 mph); **Lap Leaders:** Yelkin laps 1-6; Grant laps 7-19; **Sunoco Hard Charger:** Alexander



**RACE 3** | FRIDAY | SEPT. 29, 2017 | 9:35 A.M.

# PROTOTYPE 2

Defending Champion Jeff Shafer let it be known from the start that he was not going to be denied at Indianapolis. He took the Tire Rack pole in his One Motorsports Stohr by an astounding 3.8sec over second fastest Tim Day Jr. in his Mere Mortal/Hoosier Stohr. Greg Gyann, Sherman Chao, Jake Thielmann, and Lucien Pancea completed the top six of the 24-car field.

As the green fluttered in the race group that Prototype 2 shared with Formula Atlantic, Shafer leapt into the lead and began to pull away. Any idea that there would be a battle for the lead was quickly eliminated as Shafer disappeared into the distance. Indeed, by lap four he had pulled out an 11-second lead. By lap eight, that had increased to nearly half a minute.

The action in the race was, obviously, behind Shafer, as Day and Gyann disputed second - the two were never far apart, with Day constantly being harassed by Gyann's Argus Magnetics/Gycor International Stohr. On lap eight,

Gyann got a good run down the front straight and took second going into Turn 1. On lap 15, Day returned the favor as the two cut and thrust back and forth. Finally, Day got the better of the closely matched cars and came home in second, with Gyann a few seconds behind in third.

Shafer? He was a full lap ahead.

Sherman Chao came home fourth, just a tick of the watch ahead of Jake Thielmann.

Things went so well for Shafer that he had surprisingly little to say afterward. "I came [to Indianapolis Motor Speedway] 22 years ago and dreamed of racing here," he says. "This course is not the oval, but it is pretty darn close."

For their part, Day and Gyann enjoyed their race. "Although we were second fiddle to Jeff, Greg and I were neck and neck," says Day. "Early in the race, Greg got a good run on me and got me going into Turn 1. I realized that I had to be 100-percent focused - game on! It worked out that I regained second, lost it, then I had to regain it all over again."

## BUSY DAY

Tim Day Jr. (8) had his hands full with Greg Gyann. In the end, Day would get the upper hand and the silver.



Dennis Wood

"It was great - always fun," Gyann echoes. "Really, the way we ran together was a lot more fun than being way ahead, or way behind."

"As for my race," Shafer concludes, "I just made sure that I got a clean start. Things could not have gone any better."

**Tom Schultz**



Rick Corvino

## P2 CHAMPION

**JEFF SHAFER**

Cal Club Region

One Motorsports Stohr WF1 Suzuki

## P2 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Jeff Shafer/CSCC (Stohr WF1 Suzuki) 1.32.179 / No time / No time / **1.31.826**; 2. Tim Day Jr/CSCC (Stohr WF1 Suzuki) 1.36.358 / 1.36.687 / No time / **1.35.034**; 3. Greg Gyann/CHI (Stohr WF1 Suzuki) 1.35.926 / 1.37.512 / 1.37.183 / **1.35.590**; 4. Sherman Chao/CFR (Stohr WF1 Suzuki) 1.37.320 / 1.37.877 / 1.36.681 / **1.35.610**; 5. Jake Thielmann/Milw (Stohr WF1 Suzuki) 1.39.678 / 1.37.956 / **1.36.836** / 1.36.889; 6. Mike Davies/Colo (Van Diemen P2 Mazda) 1.37.693 / 1.37.309 / 1.37.084 / **1.36.854**; 8. Scott Rettich/OVR (Mazda ESR Mazda) 1.39.619 / No time / 1.38.286 / **1.37.102**; 9. Michael Crowe/CFR (Stohr WF1 Suzuki) 1.40.424 / 1.39.374 / 1.39.817 / **1.38.409**; 10. Bryan Yates/NCR (West WR1000 Kawasaki) 1.41.972 / 1.41.648 / 1.40.967 / **1.39.264**; 11. Charlie DiPasquale/WOR (Stohr WF1 Suzuki) 1.41.634 / 1.43.984 / 1.40.906 / **1.40.425**; 12. Dave Tweedie/CSCC (Radical SR3 Suzuki) 1.41.310 / 1.42.089 / **1.40.923** / 1.42.751; 13. William B Niemeyer Jr/CIN (Sorcerer Suzuki) 1.49.746 / 1.44.047 / 1.43.842 / **1.40.969**; 14. Ross Wolf/Nwst (Stohr WF1 Suzuki) 1.47.069 / 2.40.282 / 1.49.051 / **1.40.975**; 15. Pat Witherspoon/NEB (Beasley - Ralt Sports Racer Mazda) 1.47.647 / 1.43.414 / 1.42.854 / **1.41.539**; 16. Robert Iversen/GuCo (Radical SR3 Suzuki) **1.41.718** / 1.44.406 / 1.43.595 / 1.42.568; 17. Thomas Kaufman/NCR (Stwest WFX-101 Kawasaki) 1.44.124 / 1.44.277 / No time / **1.42.132**; 18. Doug Piner/NCR (West WR1000 Suzuki) No time / 1.46.512 / 1.43.103 / **1.42.538**; 19. Jim Hallman/Atl (Stohr WF1 Suzuki) No time / 2.33.167 / **1.43.749** / No time; 20. Vaughan Scott/DET (Hidari Firefly Suzuki) No time / 1.45.436 / **1.44.051** / No time; 21. Richard Colburn/CIN (Nostendo 1 Reupert) No time / No time / 1.48.202 / **1.44.714**; 22. Bruce Gurney/Colo (Carbir CS2 Ford) 1.48.721 / No time / No time / **1.47.789**; 23. David William O'Leary/STC (Mygale SJ04 Suzuki) No time / No time / 1.51.572 / **1.47.809**; 24. Mark L. Schnell/Milw (Carbir CR6 Sports Racer Mazda) 1.54.168 / 1.49.358 / 1.48.999 / **1.48.004**; 25. Mike Reupert/Milw (Nostendo 1 Reupert) No time / **1.55.969** / No time / No time;

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

Day Jr - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Hallman - Loss of qualifying 4 times per Chief Steward - GCR 9.3.49, 9.1.B.D.L.h

Scott - Loss of qualifying 4 times per Chief Steward - Supp. 9.12

## P2 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps):** 1. Jeff Shafer (19); 2. Tim Day Jr (18); 3. Greg Gyann (18); 4. Sherman Chao (18); 5. Jake Thielmann (18); 6. Scott Rettich (18); 7. Lucian Pancea (18); 8. Mike Davies (18); 9. Thomas Kaufman (18); 10. Ross Wolf (17); 11. William B Niemeyer Jr (17); 12. Jim Hallman (17); 13. Vaughan Scott (17); 14. Dave Tweedie (17); 15. Robert Iversen (17); 16. Mark L. Schnell (16); 17. Charlie DiPasquale (16); 18. David William O'Leary (16); 19. Michael Crowe (13); 20. Richard Colburn (11); 21. Bruce Gurney (11); 22. Bryan Yates (8); 23. Doug Piner (8); 24. Pat Witherspoon (5); DNS. Mike Reupert ( );

**Overall Time of Race:** 30:20.726; **Average Race Speed:** 97.375mph; **Margin of Victory:** 1 laps; **Fastest Race Lap:** Shafer 1:32.481 (100.899 mph); **Lap Leaders:** Shafer laps 1-19; **Sunoco Hard Charger:** Schnell

## BACK TO BACK

Jeff Shafer backed up his 2016 Runoffs win in dominating fashion, lapping the entire field.



John W. Winchell



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**RACE 4** | Friday | Sept. 29, 2017 | 10:40 a.m.

# SPEC RACER FORD

In the final National Championship race for the second-generation Spec Racer Ford, with all the cars being equal, there was no doubt that the draft was going to be critical. Getting a tow - or a push - down the long front straight at Indy was undoubtedly going to make or break a driver's race.

Scott Rettich showed that right at the start. Starting fourth in his Alliance Autosport/Red Line SRF, he pushed outside front-row starter Mike Miserendino to a nice lead before popping out and taking the lead into Turn 1, clearly demonstrating the move that would determine the winner.

"I got a great start," says Rettich. "I pushed Mike all the way to Turn 1, and certainly if I continued to push him, I'd have to brake early, so it made sense for me to go up the inside with the run I had. We were already fairly clear and I knew Todd [Harris] was probably smart enough not to dive up the inside, so I was in perfect position for Turn 1."

Farther back in the 50-car field, though, four cars got together in Turn 1 causing a full-course caution that lasted two laps. On the restart, Miserendino got a good tow off of Rettich and took the lead in his MBI Racing SRF, with Tire Rack polesitter Todd Harris in the Pro Drive Racing/Flatout SRF in third.

The top seven quickly put a bit of a gap on the rest of the field, with the tiniest gap forming behind the top three. Denny Stripling, who started third but slipped back to fifth at the start, made it by Charles Turner for fourth and tried to close that gap, but the top three had a solid

pace going and continued to pull away while Stripling had no help pushing from behind.

"Scott did such a good job staying in line, the three of us got away," says Miserendino. "We knew it was going to be a three-horse race. He just kept pushing me and pushing me and pushing me. I figured I was a sitting duck."

The lead trio stayed in order for 13 laps, up until the point they started to hit traffic. As the laps wound down, the real race began with the trio fanning out on the front straight and Rettich and Harris demoting Miserendino to third. On the next lap, Harris pulled out and passed Rettich heading to Turn 1, pulling Miserendino with him.

Anyone watching knew that Miserendino was going to try a similar move as lap 19 began, but how it played out made it not so cut-and-dried.

The leaders were approaching a group of four soon-to-be-lapped cars, and the ensuing decisions made one of the top drivers a champion and the others relishing the fight, but longing for victory.

"Racing for 27 years, I have never been given the exact scenario where you have a drafting situation - I've got the guy in second right behind me and there's four of them up there and I know I've got to utilize them for the draft," explains Harris. "But you also know on the last lap you take the inside, and I should have made Mike go the long way around. I tried to go outside and get some of the draft, and he had already made the pop, so he's on the inside."

"At the end, it was close," Harris recalls. "I ended up in the

sandwich between the draft guy and Mike coming over. But he came over just enough to make me hold my breath, and we raced all the way down into Turn 1."

Miserendino held the lead for the final lap, taking his fifth championship, his first since 2009, followed by Harris and Rettich.

"I am not sure it's set in yet," Miserendino says. "You actually feel the bricks as you drive over them every single time. I can't tell you on the last lap, it could have been a cobblestone street and I wouldn't have known - I just saw the checkered flag. To be able to take home victory, it's an amazing feeling."

**Richard S. James**



Jeff Loewe

## SRF CHAMPION

### MIKE MISERENDINO

Cal Club Region  
MBI Racing SRF



Rick Covine

## END OF AN ERA

Mike Miserendino (11) closed the books on the Gen2 SRF with the Runoffs title, while polesitter Todd Harris (42), and Scott Rettich (17) finished second and third, respectively.

## SRF QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Todd Harris/Ore 1.54.382 / 1.54.704 / 1.54.062 / **1.53.837**; 2. Mike Miserendino/CSCC 1.54.873 / 1.54.625 / 1.54.207 / **1.53.902**; 3. Denny Stripling/Tex 1.54.629 / 1.54.670 / 1.54.800 / **1.54.036**; 4. Scott Rettich/OVR 1.54.826 / 1.54.911 / 1.54.451 / **1.54.354**; 5. Todd Vanacore/CFR 1.54.807 / 1.54.930 / 1.54.981 / **1.54.577**; 6. Charles Turner/WDC 1.54.966 / 1.54.923 / 1.54.813 / **1.54.653**; 7. B.Doug Mead/CFR 1.56.786 / 1.55.533 / 1.54.947 / **1.54.762**; 8. Matthew Harper/CCR 1.55.594 / 1.55.355 / 1.55.422 / **1.54.828**; 9. Richard Baldwin/Delt 1.55.219 / 1.55.852 / 1.56.331 / **1.54.917**; 10. Dave Ogburn III/WTex 1.56.671 / 1.56.661 / 1.56.905 / **1.55.380**; 11. Connor Solis/SFR 1.56.781 / 1.56.266 / 1.56.239 / **1.55.391**; 12. Max Koff/DET 1.55.506 / 1.55.611 / **1.55.409** / 1.55.819; 13. Tom Burt/Nwst 1.56.805 / 1.56.827 / 1.57.412 /



**1.55.614**; 14. Todd Fox/MIDS No time / 1.58.510 / 1.57.382 / **1.56.374**; 15. Mark Goodman/TEN 1.58.618 / 1.59.455 / 1.58.145 / **1.56.615**; 16. Bill Cullen/CFR 1.57.089 / 1.57.578 / 1.57.765 / **1.56.983**; 17. Thomas A Panaggio/CFR 1.57.444 / 1.57.963 / 1.57.199 / **1.57.015**; 18. Craig Blackwell/IND 1.58.671 / 1.58.886 / 1.58.089 / **1.57.017**; 19. Kurt Breitingner/Bucc 1.59.295 / 1.58.961 / 1.57.976 / **1.57.017**; 20. Thomas Kirchman/NER 1.59.073 / 1.58.906 / 1.58.653 / **1.57.170**; 21. Dave Cammack/LOL 1.58.749 / 1.58.633 / 1.58.052 / **1.57.187**; 22. Hal Briand/DET 1.58.963 / 1.58.582 / 1.58.104 / **1.57.271**; 23. Bruce Richardson/SFR 1.58.016 / 1.58.054 / 1.58.358 / **1.57.441**; 24. Benjamin Brinn/IND 1.57.932 / 1.58.683 / 1.58.265 / **1.57.572**; 25. Geno Barbera/Reno 1.58.456 / 1.58.250 / 1.58.219 / **1.57.592**; 26. Vince Balch/CSCC 1.58.404 / 1.58.133 / 1.58.335 / **1.57.742**; 27. Scott Schweitzer/DET 2.01.167 / 2.00.162 / 1.58.421 / **1.57.746**; 28. Jay Messenger/

Colo **1.57.786** / 1.58.518 / 1.58.699 / 1.58.130; 29. Bernard Grogan/Milw 1.58.253 / **1.57.937** / 1.58.471 / 1.59.017; 30. Reid Johnson/LOL 1.59.224 / 1.58.947 / 1.58.692 / **1.57.982**; 31. John Annis/CFR 1.58.814 / 1.59.664 / **1.58.047** / 1.58.358; 32. Jim Tibor/MVR 2.00.280 / 1.59.215 / 1.59.056 / **1.58.207**; 33. Roy Hillenburg/Hous **1.58.300** / 2.02.371 / 1.58.450 / No time; 34. Mark Fickenscher/MVR 1.59.438 / 1.58.814 / **1.58.334** / 1.59.003; 35. Scott Sanda/CHI 2.01.097 / 1.59.622 / **1.58.451** / 1.59.628; 36. Jim Tibor Jr/Colo 1.59.647 / 2.00.079 / **1.58.564** / 2.00.059; 37. Efren Ormaza/CHA 1.58.835 / 2.00.230 / 1.59.369 / **1.58.655**; 38. Mark Peyser/NER 1.59.468 / **1.58.873** / 2.03.882 / 2.08.990; 39. Bill Ladoniczki/CFR No time / No time / 1.59.632 / **1.59.166**; 40. Bruce Kromminga/WDC 2.02.272 / 2.02.328 / **1.59.277** / 1.59.537; 41. Doug Stewart/CSCC 1.59.695 / **1.59.300** / 1.59.639 / 2.00.230; 42. Steven Thomas/SJR 2.02.049 / 2.01.075 / **1.59.333** / 2.00.420; 43. Jim Nash/LOL

2.01.979 / 2.01.787 / **1.59.357** / 1.59.863; 44. David Knoche/NCR 2.02.048 / 2.00.997 / 1.59.576 / **1.59.410**; 45. Raymond R. Moser/NNJ 1.59.965 / **1.59.541** / No time / 1.59.543; 46. Michael Pesch/CHI 2.02.325 / 2.01.256 / 2.00.918 / **1.59.570**; 47. Craig Wheatley/LOL 2.11.322 / 2.02.769 / **1.59.964** / 2.01.215; 48. David Glodowski/LOL 2.02.547 / 2.02.645 / No time / **2.01.007**; 49. Steve Ladoniczki/CFR No time / No time / 2.01.295 / **2.01.190**; 50. David De Bolt/IND No time / 2.04.477 / 2.02.820 / **2.01.495**;

#### SRF RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Mike Miserendino (19); 2. Todd Harris (19); 3. Scott Rettich (19); 4. Denny Stripling (19); 5. Matthew Harper (19); 6. Charles Turner (19); 7. Connor Solis (19); 8. Dave Ogburn III (19); 9. Todd Fox (19); 10. Craig Blackwell (19); 11. Mark Goodman (19); 12. Thomas A Panaggio (19); 13. Bill Cullen (19); 14. Benjamin Brinn (19); 15. Bernard Grogan (19); 16. Bill Ladoniczki (19); 17. Reid Johnson (19);

18. Mark Peyser (19); 19. John Annis (19); 20. Thomas Kirchman (19); 21. Roy Hillenburg (19); 22. Scott Schweitzer (19); 23. Kurt Breitingner (19); 24. Geno Barbera (19); 25. Mark Fickenscher (19); 26. David Knoche (19); 27. Dave Cammack (19); 28. Vince Balch (19); 29. Bruce Kromminga (19); 30. Steven Thomas (19); 31. Raymond R. Moser (18); 32. Jim Nash (18); 33. Scott Sanda (18); 34. Jim Tibor Jr (18); 35. David Glodowski (18); 36. Craig Wheatley (18); 37. Michael Pesch (18); 38. David De Bolt (18); 39. Steve Ladoniczki (17); 40. Tom Burt (17); 41. Bruce Richardson (10); 42. Jim Tibor (9); 43. Hal Briand (5); 44. Jay Messenger (2); 45. Efren Ormaza (2); 46. Todd Vanacore (0); 47. B.Doug Mead (0); 48. Richard Baldwin (0); 49. Max Koff (0); 50. Doug Stewart (0);

**Overall Time of Race:** 39:14.221; **Average Race Speed:** 75.308mph; **Margin of Victory:** 00.194sec; **Fastest Race Lap:** Harris 1:53.769 (82.019 mph); **Lap Leaders:** Rettich laps 1-2, 17; Miserendino laps 3-16, 19; Harris lap 18; **Sunoco Hard Charger:** Ladoniczki





### SM QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Chris Haldeman/Tex (1999 Mazda Miata) 1.59.608 / 1.59.941 / 1.59.248 / **1.58.306**; 2. Preston Pardus/CFR (1999 Mazda Miata) 1.59.702 / 2.00.052 / 1.59.249 / **1.58.309**; 3. Danny Steyn/FLA (2002 Mazda Miata) 2.00.226 / 1.59.829 / 1.59.756 / **1.58.686**; 4. Matt Reynolds/Almo (2004 Mazda Miata) 1.59.739 / 2.00.315 / 1.59.450 / **1.58.756**; 5. Tyler Kicera/SUS (2002 Mazda Miata) No time / 2.00.748 / 2.00.048 / **1.58.797**; 6. Jonathan Davis/NEO (2000 Mazda Miata) 2.00.607 / 2.00.590 / 1.59.683 / **1.58.897**; 7. Daniel Bender/CHI (1999 Mazda Miata) 1.59.798 / 2.00.148 / 1.59.551 / **1.59.044**; 8. Michael Gagliardo/CHI (2002 Mazda Miata) 2.00.199 / 2.00.442 / 1.59.526 / **1.59.045**; 9. Michael Carter/Bucc (1999 Mazda Miata) No time / 2.00.245 / 1.59.635 / **1.59.047**; 10. Selin M. Rollan/FLA (1999 Mazda Miata) 2.00.091 / 2.00.195 / No time / **1.58.157**; 11. Nick Leverone/NER (1999 Mazda

Miata) 2.00.192 / 2.00.449 / 1.59.397 / **1.59.162**; 12. Andrew Charbonneau/FLA (2003 Mazda Miata) 2.00.278 / 2.00.348 / **1.59.260** / 1.59.479; 13. Paul Holton/Dix (2001 Mazda Miata) 2.02.271 / 2.00.806 / 2.00.364 / **1.59.268**; 14. Spencer Rutherford/CKY (2003 Mazda Miata) 2.01.315 / 2.00.796 / 2.00.477 / **1.59.393**; 15. Joseph Federi/LnSt (1999 Mazda Miata) 2.00.920 / 2.00.846 / 1.59.899 / **1.59.423**; 16. Jason Knuteson/CFR (1999 Mazda Miata) 2.00.923 / 2.01.024 / 1.59.881 / **1.59.490**; 17. Erik Stearns/NWO (2000 Mazda Miata) 2.01.432 / 2.01.071 / 2.01.089 / **1.59.513**; 18. Alex Bolanos/FLA (2003 Mazda Miata) 1.59.901 / 2.00.618 / 1.59.673 / **1.59.518**; 19. Marc Cefalo/NEP (1997 Mazda Miata) 2.01.147 / 2.00.881 / 1.59.942 / **1.59.600**; 20. Justin Hille/DET (1999 Mazda Miata) 2.12.930 / 2.01.007 / 2.00.000 / **1.59.601**; 21. Trace Hance/CFR (1999 Mazda Miata) 2.01.227 / 2.01.374 / 2.00.515 / **1.59.609**; 22. B.Clark Cambern/WMR (2003 Mazda Miata) 1.59.995 / 2.00.310 / 1.59.814 / **1.59.652**; 23. John

Davison/CFR (1999 Mazda Miata) 2.01.108 / 2.01.333 / 2.00.501 / **1.59.711**; 24. Jason Kohler/DET (1991 Mazda Miata) 2.01.294 / 2.01.528 / 2.00.657 / **1.59.717**; 25. Julian Garfield/WDC (Mazda Miata) 2.00.901 / 2.00.857 / 2.00.400 / **1.59.769**; 26. Jim Drago/MIDS (2003 Mazda Miata) 1.59.983 / 2.00.870 / 2.00.164 / **1.59.831**; 27. Taylor Ferranti/Hous (1999 Mazda Miata) 2.00.818 / 2.00.972 / **1.59.845** / 2.00.165; 28. Chris Clufo/FLR (1999 Mazda Miata) 2.01.113 / 2.00.993 / **1.59.863** / 2.00.177; 29. Voytek Burdzy/BVR (2003 Mazda Miata) 2.00.387 / No time / 2.02.487 / **1.59.925**; 30. Jason Connole/NCR (2003 Mazda Miata) 2.00.680 / 2.00.639 / 2.00.388 / **2.00.079**; 31. Michael Collins/WDC (1999 Mazda Miata) 2.01.449 / 2.01.043 / 2.01.291 / **2.00.165**; 32. Max Nufer/STL (1999 Mazda Miata) 2.00.772 / 2.00.876 / 2.00.558 / **2.00.254**; 33. John Costello/NEP (1999 Mazda Miata) 2.01.708 / 2.01.892 / 2.01.511 / **2.00.298**; 34. Jeff Luckritz/SBR (1999 Mazda Miata) 2.02.874 / 2.02.794 / 2.01.227 / **2.00.306**; 35. Joe Boyd/Hous (1999 Mazda Miata) 2.01.491 / 2.01.462 / 2.01.886 / **2.00.386**; 36. Juan R

Marchand/WMR (1996 Mazda Miata) 2.01.870 / 2.01.906 / 2.01.502 / **2.00.415**; 37. Kyle Greenhill/CHI (2004 Mazda Miata) 2.01.342 / 2.01.166 / 2.01.092 / **2.00.437**; 38. Lee Thomas/LnSt (2003 Mazda Miata) 2.00.704 / 2.00.708 / 2.00.641 / **2.00.448**; 39. Senter Smith/CCR (2003 Mazda Miata) 2.01.524 / 2.02.403 / 2.01.642 / **2.00.498**; 40. Toby Linder/Tex (1999 Mazda Miata) 2.01.163 / 2.01.279 / 2.00.942 / **2.00.507**; 41. Daniel Setili/DET (1999 Mazda Miata) 2.02.935 / 2.01.957 / 2.00.846 / **2.00.521**; 42. Ricardo Juncos/IND (Mazda Miata) No time / 2.02.302 / **2.00.616** / 2.04.342; 43. Alex Piku/DET (1999 Mazda Miata) 2.01.606 / 2.01.413 / 2.01.146 / **2.00.696**; 44. Steven Powers/AZ (1999 Mazda Miata) 2.01.538 / 2.02.032 / **2.00.774** / 2.01.101; 45. Andrew Devoto/SwMt (1990 Mazda Miata) 2.01.876 / 2.01.536 / 2.01.392 / **2.00.543**; 46. Dave Hechler/CIN (1990 Mazda Miata) 2.01.866 / 2.02.765 / 2.02.122 / **2.00.856**; 47. James Randall/LOL (1999 Mazda Miata) 2.02.262 /



Jay Bonvillian

**RACE 5** | FRIDAY | SEPT. 29, 2017 | 11:45 A.M.

# SPEC MIATA

The only thing you can know for sure about Spec Miata at the Runoffs is that you don't know what will happen. Predictions of who's going to be fast and who's not quickly evaporate once the event starts (just look back at our *Who Will Win* article in the October 2017 issue). This year's race was no different, with yet another new champion adding his name to the Spec Miata record book.

The top 13 qualifiers this year were within a second of the Tire Rack pole time of 1:58.306, set on Thursday by Chris Haldeman in the X-Factor Racing 1999 Miata. Six

drivers all made it into the 1:58s on that day, and you had to go down to 35th place to find a driver who wasn't within two seconds of that time. Preston Pardus claimed the outside pole in the Danus Utilities/5X Racing/ESR/PR 1999 Miata with a time just 0.003sec off Haldeman's; Danny Steyn held the inside second row a little over 0.37sec slower. Meanwhile, two-time E Production Champion Matt Reynolds sat in the fourth spot.

2017 was going to be an exciting year for Spec Miata, especially considering 86 cars showed up for qualifying. Per Runoffs rules, Indy can only support 72 cars for a race, so the slowest 26 cars after Wednesday's qualifier were sent to a special qualifying race on Thursday (dubbed the Last Chance Race), with the top 12 finishers in that race setting the last 12 grid positions in Friday's championship showdown. So when the top 72 drivers rolled out Friday morning, everyone who could get eyes on the track was watching.

Despite the mass of cars and

plentiful jockeying, the start was clean, with Haldeman, Pardus, Steyn, Reynolds, and Tyler Kicera falling in line according to their grid positions. Some cars did tangle in Turn 1, however, but just one car ended up in the gravel on that opening lap.

Haldeman held the lead for almost two laps before Pardus and Steyn made a pass that put him back to third. Reynolds faded quickly back to seventh, while Selin Rollan came up from 10th to look for a podium spot. Steyn then moved ahead, followed by Haldeman and Rollan, with Pardus racing alongside for third.

The contenders went three-wide in the fourth lap, and Rollan emerged in the lead in his BSI Racing/Rossini/Apex Alignment 1999 Miata, with Pardus looking for a way around. In the fifth lap, Pardus and Haldeman went for a pass on the front straight, while Michael Gagliardo came up to race for second.

For the next few laps, it was Pardus, Gagliardo, and Rollan



Rick Corvino

## SM CHAMPION

### PRESTON PARDUS

Central Florida Region  
Danus Utilities/5X Racing/ESR/PR  
1999 Mazda Miata

## 19-LAP SCRAMBLE

(MAIN and ABOVE) Everyone stood a chance at glory. In the end, it was Preston Pardus (42) with the close win over Selin Rollan (87) and Chris Haldeman (28).

2.02.257 / 2.01.785 / **2.00.867**; 48. Nicholas Soriano/CFR (2001 Mazda Miata) 2.02.932 / 2.02.773 / 2.01.368 / **2.00.906**; 49. Richard Astacio/NER (2003 Mazda Miata) 2.01.307 / 2.01.080 / 2.01.108 / **2.00.929**; 50. Marc Briley/LnSt (1999 Mazda Miata) 2.02.389 / 2.01.583 / 2.01.527 / **2.01.052**; 51. Brian Naumann/DET (2000 Mazda Miata) 2.02.339 / 2.03.813 / 2.01.892 / **2.01.086**; 52. Justin Elder/LOL (1999 Mazda Miata) 2.02.053 / 2.02.157 / 2.01.819 / **2.01.099**; 53. Stephen Jeu/Hous (2003 Mazda Miata) 2.01.463 / 2.01.883 / **2.01.167** / 2.01.726; 54. Amy Mills/NYR (1999 Mazda Miata) 2.01.907 / 2.02.177 / **2.01.229** / 2.01.367; 55. Domenico Leuci/GLN (2000 Mazda Miata) 2.01.946 / 2.02.407 / 2.01.707 / **2.01.260**; 56. Dean Busk/AZ (2000 Mazda Miata) 2.02.111 / 2.01.904 / 2.01.889 / **2.01.298**; 57. David Ciufo/FLR (1999 Mazda Miata) 2.02.112 / 2.01.733 / 2.02.513 / **2.01.319**; 58. Natalino Scappaticci/DET (1999 Mazda Miata) 2.02.118 / 2.02.137 / 2.01.653 / **2.01.373**; 59. Cooper Lilly/SIR (2000 Mazda Miata)

2.02.003 / 2.01.843 / **2.01.409** / 2.01.470; 60. Whitfield Gregg/NYR (1999 Mazda Miata) 2.03.211 / 2.03.128 / **2.01.624** / 2.02.183; 61. Jesse Singer/FLA (1999 Mazda Miata) LCR pos 1; 62. Charlie Campbell/MHR (1999 Mazda Miata) LCR pos 2; 63. Brian Wright/NCR (2003 Mazda Miata) LCR pos 3; 64. Joe Schubert/NER (1999 Mazda Miata) LCR pos 4; 65. William Keeling/Hous (1999 Mazda Miata) LCR pos 5; 66. Robert Spence/Atl (1999 Mazda Miata) LCR pos 6; 67. Steve Sturm/WDC (2001 Mazda Miata) LCR pos 7; 68. James Definnis/NEP (1999 Mazda Miata) LCR pos 8; 69. John Harms/Colo (1999 Mazda Miata) LCR pos 9; 70. Michael LaMaina/SJR (1999 Mazda Miata) LCR pos 10; 71. Matthew Van Vurst/CFR (1999 Mazda Miata) LCR pos 11; 72. Dave Metz/OVR (1999 Mazda Miata) LCR pos 12; 73. Derek Luney/NCR (1999 Mazda Miata) LCR pos 13; 74. Brian Vondran/MVR (1999 Mazda Miata) LCR pos 14; 75. Justin Lautz/STL (1990 Mazda Miata) LCR pos 15; 76. Rickey Thompson/NCR (1999 Mazda Miata) LCR pos 16; 77. Robert MacDonald/

NEO (1999 Mazda Miata) LCR pos 17; 78. Brian Cheaney/CFR (1999 Mazda Miata) LCR pos 18; 79. Dan Harding/NEO (1999 Mazda Miata) LCR pos 19; 80. Darrin DeVault/IND (1999 Mazda Miata) LCR pos 20; 81. Andrew Wickline/CNY (Mazda Miata) LCR pos 21; 82. John Iwata/Milw (1999 Mazda Miata) LCR pos 22; 83. Jerry Cabe/Guam (1991 Mazda Miata) LCR pos 23; 84. Dave Tweedlie/CSCC (1999 Mazda Miata) LCR pos 24; 85. Patrick McGovern/CKY (1993 Mazda Miata) LCR pos 25; 86. Justin Walker/KCR (1992 Mazda Miata) (DNS in LCR);

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

Rollan - Loss of qualifying 3 times per Chief Steward - GCR 9.1.7.C.3.b

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

Devoto - Loss of 3 positions on final race grid, per Chief Steward - GCR 6.11.1, 2.1.4

Juncos - Loss of qualifying 1 times per Chief Steward - GCR 9.3.49



Rick Corvino





Jay Berney/Unltd

**BEST OF THE BEST**

Spec Miata sported the second largest entry count at the Runoffs, with 86 cars. The fastest 72 drivers made Friday's big race and delivered a spectacular show.

and maybe finish fourth, fifth, or sixth, or go for the outside and just let it all hang out."

Rollan did what he could, but he had his own rear-view mirrors full of competition. "I just tried to get all the way to the wall," he says. "I was trying to get one of them to get a good block on the track, but I ended up just having to defend behind me. I was just trying to get as much as I could."

"It was a great race," Haldeman agrees. "In the middle of the race it was me and Selin [Rollan] driving nose-to-tail for a while."

Pardus is now eligible to attend the Mazda Shootout for a chance pro racing. "That would be an awesome opportunity," Pardus admits. "To think I actually even got to race here at Indy is incredible, and to win the Runoffs is even more incredible. So, just to do what we did out there was - it just makes you speechless."

**Jeff Zurschmeide**

"To do what we did out there - it just makes you speechless"  
**PRESTON PARDUS**

in the lead, until Gagliardo and Pardus had contact in Turn 1 that sent Pardus into the grass. Rollan used that to gain an advantage and the lead, with Haldeman, Gagliardo, and Pardus following.

After the midpoint, the leaders began to break away, but never putting an appreciable gap on the next group. As the race worked its way into the final laps, the lead was a six-car train with every driver looking for any

advantage. In the 17th lap, the storm broke, with Rollan, Pardus, Steyn, and Haldeman all racing hard through to the white flag.

The last lap saw intense dicing, with Steyn and Pardus trading the top spot, while Haldeman waited for an opportunity. Daniel Bender was also in the mix along with Michael Carter. At the checker, it was Pardus, Rollan, and Steyn across the line, followed by Haldeman, Carter, and Bender. Steyn, however, was disqualified in post-race tech, placing Haldeman on the final step of the podium.

"I knew we had to be running second into the white flag," Pardus says. "I didn't know if I wanted to jump out for the win,

**SM RACE**

**Race 19 laps, 49 Miles: Pos. Driver (Laps);**

1. Preston Pardus (19); 2. Selin M. Rollan (19); 3. Chris Haldeman (19); 4. Michael Carter (19); 5. Daniel Bender (19); 6. Michael Gagliardo (19); 7. Jonathan Davis (19); 8. Joseph Federl (19); 9. Nick Leverone (19); 10. Andrew Charbonneau (19); 11. Paul Holton (19); 12. Jim Drago (19); 13. Jason Knuteson (19); 14. Taylor Ferranti (19); 15. Voytek Burdzy (19); 16. John Davison (19); 17. Erik Stearns (19); 18. Max Nufer (19); 19. B. Clark Cambern (19); 20. Julian Garfield (19); 21. Matt Reynolds (19); 22. Justin Hille (19); 23. Jason Connole (19); 24. Marc Cefalo (19); 25. Jason Kohler (19); 26. Kyle Greenhill (19); 27. Lee Thomas (19); 28. Justin Elder (19); 29. Senter Smith (19); 30. James Randall (19); 31. Alex Piku (19); 32. Dean Busk (19); 33. Dave Hechler (19); 34. Richard Astacio (19); 35. Domenico Leuci (19); 36. Ricardo Juncos (19); 37. Nicholas Soriano (19); 38. Toby Linder (19); 39. Joe Boyd (19); 40. Jesse Singer (19); 41. Amy Mills (19); 42. Charlie Campbell (19); 43. Natalino

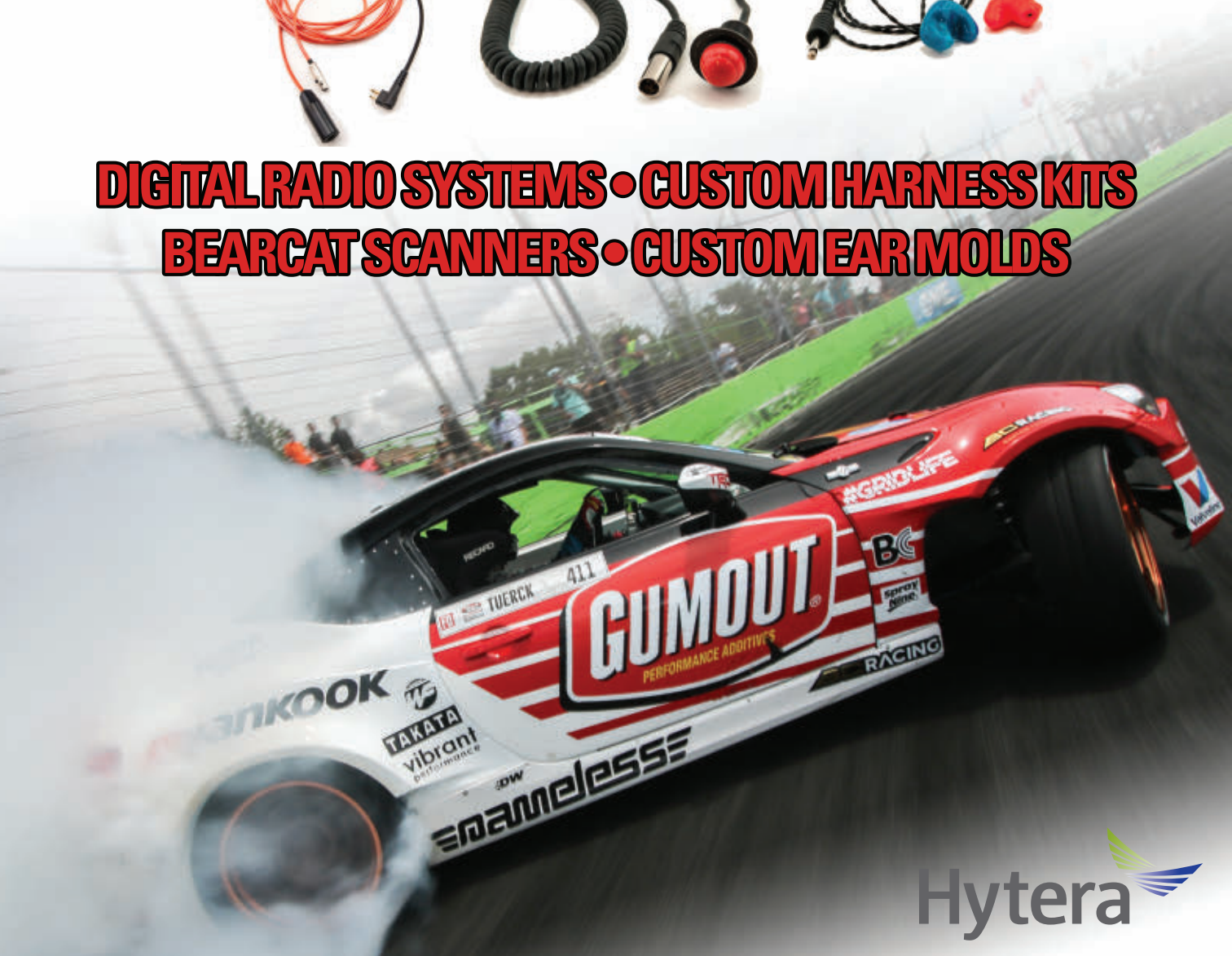
Scappaticci (19); 44. Chris Ciufo (19); 45. Brian Wright (19); 46. Joe Schubert (19); 47. James DeFinnis (19); 48. Michael Collins (19); 49. Michael LaMaina (19); 50. Marc Briley (19); 51. Stephen Jeu (19); 52. Steve Sturm (19); 53. Whitfield Gregg (19); 54. Matthew Van Vurst (19); 55. William Keeling (19); 56. Dave Metz (19); 57. Andrew Devoto (18); 58. Cooper Lilly (16); 59. Robert Spence (16); 60. Alex Bolanos (15); 61. Steven Powers (14); 62. Spencer Rutherford (14); 63. Tyler Kicera (14); 64. John Harms (14); 65. Brian Naumann (13); 66. David Ciufo (12); 67. Trace Hance (9); 68. Daniel Setili (6); 69. Jeff Luckritz (5); 70. Juan R Marchand (1); 71. John Costello (0); DQ. Danny Steyn (19);

*Steyn - Disqualified per Chief Steward - GCR 9.1.7.C, 7.2.H*

**Overall Time of Race:** 38:15.326; **Average Race Speed:** 77.241mph; **Margin of Victory:** 00.462sec; **Fastest Race Lap:** Gagliardo 1:59.100 (78.348 mph); **Lap Leaders:** Haldeman lap 1; Pardus laps 2-3, 7-10, 19; Steyn lap 4; Rollan laps 5-6, 11-18; **Sunoco Hard Charger:** Elder



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**RACE 6** | Friday | Sept. 29, 2017 | 1:30 p.m.

# FORMULA F

Matthew Cowley led an all-rookie podium to win the Formula F National Championship at this year's Runoffs. Zach Holden and Jonathon Kotyk finished second and third, respectively. Cowley, the 19-year-old Central Florida Region driver, qualified third in his Team Pelfrey/Gap Guard Mygale Honda, but didn't waste any time taking the lead at the start as the cars fanned out three wide. And, no one driver was able to break away, leaving a mad dash for the checker as the race progressed.

The battle for the lead was primarily between Cowley, Holden, Kotyk, Yuven Sundaramoorthy, and Bob Perona. "It's just pack racing and anything can happen at any time," Cowley says. "The mentality for me was to get to the front and stay out for as long as possible, but I struggled to keep up with the front runners, so I was third for quite a lot of it."

A couple of full-course cautions allowed the field to pack up a few times, and no one was ever able to pull away. Kotyk made the most of the cautions, moving his Team Pelfrey/Gap Guard Mygale Honda into podium contention from the eighth starting spot. In fact, the top three exchanged positions nearly every lap, sometimes multiple times per lap.

"When the yellow came out, that let me catch Matthew and Zach, and I was able to push back up to the front," Kotyk says. "The racing was tough, and we had to get the draft just right. It was a battle from there to the end of the race, and a lot of fun."

With all the shuffling, Sundaramoorthy and Perona were able to catch the top three. Cowley knew where he needed to be, and made his

move to ensure his victory.

"I got in the lead down the front straight so I just went to the inside to protect my line," Cowley recalls. "I wanted to make sure I was first going into Turn 1 as well, and then the same down the back straight. There was a lot more battling going on, and I tried to defend and keep my position and, fortunately, came out on top."

Polesitter Holden, *SportsCar's* pick to win the Runoffs, thought he was going to have to settle for third in his K-Hill Motorsports Mygale Honda, but he didn't give up. "That last lap, I didn't defend the best," Holden recalls. "Jonathon and Matthew got me, and I thought it was over after Turn 1 because they pulled a gap on me. Coming back

into Turn 7, they were battling really hard and I just went around the outside. I went a little bit deeper to pick them both off, but didn't quite get it."

All the while, the battle between Sundaramoorthy and Perona came to a halt as the Runoffs rookie spun in Turn 13 allowing Christopher Horan to take fourth as Perona slowed to miss, ultimately finishing fifth.

Cowley hopes to use his National Championship and success during this year's F1600 series to take the next step and make racing a career. "It's an unbelievable feeling to be crowned a champion," Cowley says. "It just feels amazing, and I can't wait to continue racing."

**Sydney Davis Yagel**

## FAST FRESHMAN

A hard-fought battle in FF found the podium swept by a trio of Runoffs rookies, with Matthew Cowley (80) leading the way, Zach Holden (02) claiming the silver, and Jonathan Kotyk (81) taking the bronze.

Rick Corvino



## FF CHAMPION

### MATTHEW COWLEY

Central Florida Region  
Team Pelfrey/Gap Guard Mygale Honda



John W. Winath



## FF QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Zach Holden/IND (Mygale FF Honda) 1.45.405 / 2.04.473 / 1.45.559 / **1.44.601**; 2. Christopher Horan/STC (Van Diemen RF00 Honda) 1.47.226 / 1.47.620 / 1.46.563 / **1.45.544**; 3. Matthew Cowley/CFR (Mygale FF Honda) **1.45.703** / 1.46.724 / 1.46.272 / 1.45.861; 4. John Benson/CFR (Swift DB3 Ford) 1.46.676 / 1.47.370 / 1.47.890 / **1.45.740**; 5. Bob Perona/IND (Piper DF3D Honda) 1.46.282 / 1.46.407 / 1.46.280 / **1.45.846**; 6. Derek Ketchie/CCR (Swift DB1 Ford) 1.46.489 / 1.47.123 / 1.46.865 / **1.45.985**; 7. Yuven Sundaramoorthy/MHR (Mygale FF Honda) 1.46.305 / 2.05.415 / **1.45.987** / 1.46.248; 8. Jonathon Kotyk/Bucc (Mygale FF Honda) **1.46.078** / No time / 1.46.445 / 1.46.159; 9. Rick Payne/Nwst (Van Diemen RF99 Honda) 1.47.524 / 1.47.239 / 1.47.217 / **1.46.190**; 10. Tim Kautz/CHI (Piper DF3D Honda) 1.46.736 / 1.49.241 / **1.46.267** / 1.46.741; 11. Andy Brumbaugh/SCR (Van Diemen RF98 Ford) 1.47.786 / 1.47.363 / 1.46.899 / **1.46.307**; 12. Steve Oseth/WDC (Mygale SJ15 Honda) **1.46.588** /

1.48.276 / 1.46.917 / 1.46.736; 13. Joel Haas/FLA (Piper DF05 Honda) 1.48.450 / 1.48.929 / 1.47.969 / **1.46.713**; 14. David H. Livingston Jr./TEN (Spectrum 14H Honda) 1.47.766 / 1.48.567 / 1.47.993 / **1.46.845**; 15. Ray Rivard/OVR (Van Diemen RF99 Honda) 1.47.345 / 1.48.226 / 1.48.889 / **1.46.873**; 16. Skip Streets/SFR (Piper DF05 Honda) 1.47.592 / 1.47.475 / 1.48.331 / **1.46.893**; 17. Ryan Bjerke/NER (Spectrum 014H Honda) No time / 1.49.219 / 1.47.609 / **1.47.409**; 18. Brandon Lavender/OVR (Van Diemen RF85 Ford) 1.49.341 / 1.56.709 / 1.49.692 / **1.48.487**; 19. Mike Sauce/Tex (Sauce SVM1 Honda) 1.50.327 / 1.53.399 / **1.48.608** / 1.48.895; 20. Brad Hayes/SFR (Piper DL7 Honda) **1.48.974** / 1.51.668 / 1.49.930 / 1.49.703; 21. Sam Lockwood/Atl (Spectrum 014H Honda) No time / 1.55.953 / 1.49.324 / **1.49.082**; 22. Steve Meyer/Colo (Piper DF05 Honda) 1.50.612 / 1.54.065 / **1.49.263** / 1.49.943; 23. James Dietz/NEO (Van Diemen RF02 Honda) **1.49.464** / 1.51.382 / 1.50.156 / 1.50.808; 24. Bill Kephart/Colo (Vestial 09F Honda) 1.50.368 / 1.51.032 / **1.49.601** / 1.51.034; 25. Donald Baggett/Atl (Swift

DB6 Ford) **1.50.139** / 1.51.107 / 2.30.931 / 1.50.863; 26. Michael Bernstein/SFR (Swift DB16 Honda) 1.51.722 / 1.53.480 / **1.50.477** / 1.51.049; 27. Robert Gross/DET (Piper DL7 Honda) 1.51.038 / 1.51.155 / 1.52.813 / **1.50.748**; 28. Randy Acock/STxB (Van Diemen RF98 Honda) **1.50.784** / 1.52.031 / 1.51.748 / 1.51.106; 29. Mark Keller/Nwst (Piper DF05 Honda) 1.51.475 / 1.52.312 / 1.51.129 / **1.50.790**; 30. Jon Krolewicz/SCR (Swift DB3 Honda) No time / 1.56.810 / 1.53.437 / **1.50.927**; 31. David Jalen/SFR (Swift DB1 Ford) 1.51.734 / 1.57.317 / 1.52.571 / **1.51.128**; 32. Megan Sauce Hutton/Tex (Swift DB6 Honda) 2.34.349 / 1.53.468 / **1.51.348** / 1.51.491; 33. Kevin Brumbaugh/OVR (Van Diemen RF00 Honda) 1.53.119 / 1.55.232 / 1.57.555 / **1.51.381**; 34. R.Lawence Bangert/Nwst (Swift DB1 Ford) No time / 1.55.934 / **1.51.992** / 1.52.391; 35. Jon Swanson/CFR (Van Diemen RF86 Ford) 1.54.102 / 1.54.055 / 1.53.528 / **1.52.826**; 36. Alan Murray/LOL (Swift DB1 Ford) 2.08.400 / 2.05.832 / **2.02.219** / 2.06.998;

## FF RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Matthew Cowley (19); 2. Zach Holden (19); 3. Jonathon Kotyk (19); 4. Christopher Horan (19); 5. Bob Perona (19); 6. Steve Oseth (19); 7. Ryan Bjerke (19); 8. Yuven Sundaramoorthy (19); 9. Ray Rivard (19); 10. Brandon Lavender (19); 11. David H. Livingston Jr. (19); 12. Mike Sauce (19); 13. Sam Lockwood (19); 14. Bill Kephart (19); 15. Steve Meyer (19); 16. Brad Hayes (19); 17. Megan Sauce Hutton (19); 18. Randy Acock (19); 19. Robert Gross (19); 20. Donald Baggett (19); 21. James Dietz (19); 22. Kevin Brumbaugh (19); 23. R.Lawence Bangert (19); 24. Jon Krolewicz (19); 25. Mark Keller (19); 26. Michael Bernstein (19); 27. Jon Swanson (18); 28. Skip Streets (16); 29. Alan Murray (16); 30. David Jalen (12); 31. Tim Kautz (9); 32. Joel Haas (6); 33. Rick Payne (5); 34. Derek Ketchie (4); 35. Andy Brumbaugh (4); 36. John Benson (1);

**Overall Time of Race:** 36:58.787; **Average Race Speed:** 79.905mph; **Margin of Victory:** 00.659sec; **Fastest Race Lap:** Kotyk 1:44.524 (89.273 mph); **Lap Leaders:** Cowley laps 1-4, 8, 13, 18-19; Holden laps 5-6, 9-11, 14-17; Kotyk laps 7, 12; **Sunoco Hard Charger:** Hutton



**RACE 7** | FRIDAY | SEPT. 29, 2017 | 2:35 P.M.

# F PRODUCTION

So many stories, so few words. There were the drives through the field of Dave Patten from 35th to 25th earning him the Sunoco Hard Charger award, and Peter Morton from 20th to a fine seventh. There was Mark Weber adding to his record of Runoffs starts. There was the effort of the students in the Motorsports Engineering program at Indiana University-Purdue University Indianapolis to build a truly competitive car - one that took the silver. But the ultimate story is that of Eric Prill and his run to victory - a run that proved

popular even among those he beat.

Prior to this year, Prill had been to the Runoffs 15 times; logging nine competitive F Production finishes along the way, six of those ending on the podium. His 16th Runoffs attempt *finally* put him on the top step. In his words: "To come to Indianapolis and stand on the podium where the greatest racecar drivers in the world have stood, and now to be a part of that history, feels really special."

But the win wasn't easy. Full-course cautions meant Tire Rack polesitter Prill had to re-win

his front position three times, although the hairiest time came at the start. When the 41-car field took the green, they immediately spanned five wide on the long Indy straight - and that rarely works going into Turn 1.

Charlie Campbell got a rocket of a start from sixth on the grid to lead through Turn 1, with Prill close behind. In fact, Prill was close enough that he got around Campbell quickly, as did Brian Linn. Bob Perona, piloting the aforementioned IUPUI-prepped Brown's Oil Service/Lucas Oil Mazda Miata car, fell from fifth on the grid to 13th, where he

began a climb back to a second-place finish.

Anyone familiar with FP knows that eventually Joe Huffaker will make his way forward to challenge for the lead. He was there on the third lap, having passed both Campbell and Linn. Sam Henry (Springfield Dyno/Mazda/Hoosier/Hawk Mazda Miata) initially fell back from his start on the outside of the front row, but was resurgent, following Huffaker as Campbell faded (Campbell's car failed him on the fifth lap).

As Prill pulled away with the lead, the race for second turned fierce among Huffaker, Henry,



## FP QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Eric Prill/KAN (1990 Mazda Miata) 1.53.370 / 1.53.123 / 1.52.778 / **1.52.091**; 2. Sam Henry/OZMT (1993 Mazda Miata) 1.55.220 / 1.54.067 / 1.52.583 / **1.52.405**; 3. Joe Huffaker/SFR (MG Midget) 1.54.532 / 1.53.704 / **1.52.563** / 1.52.945; 4. Brian Linn/CSCC (1972 MG Midget) 1.56.463 / 1.53.886 / **1.53.054** / 1.53.309; 5. Bob Perona/IND (1991 Mazda Miata) 1.54.462 / 1.54.245 / **1.53.334** /

1.53.630; 6. Charlie Campbell/MHR (1993 Mazda Miata) 1.55.415 / 1.54.761 / 1.54.435 / **1.53.614**; 7. Kevin Ruck/OVR (1990 Acura Integra) 1.57.100 / 1.54.647 / **1.53.704** / 1.53.982; 8. Chuck Mathis/SILR (1978 Volkswagen Rabbit) 1.56.579 / 1.54.830 / **1.54.195** / 1.54.301; 9. Bill Hingston/Colo (1990 Mazda Miata) 4.26.688 / 1.55.412 / **1.54.361** / 1.54.463; 10. Ken Kannard/Atl (1990 Mazda Miata) 1.55.525 / 1.54.730 / **1.54.435** / 1.56.415; 11. Doug Weaver/DET (1990 Mazda Miata) 1.55.019 / 1.55.386 / **1.54.502** / 1.55.025; 12. David Bednarz/DET (1993 Mazda Miata) 1.55.875 / 1.55.393 / 1.55.974 /

**1.54.625**; 13. Rick Haynes/OVR (MG Midget) 1.59.280 / 1.56.322 / **1.54.794** / 1.55.929; 14. Mason Workman/OVR (1992 Mazda Miata) 1.55.430 / **1.55.034** / No time / No time; 15. Daniel Thiel/FLR (1992 Mazda Miata) 1.58.212 / 1.55.869 / 1.56.996 / **1.55.049**; 16. John Walker/OVR (1965 Lotus Super Seven) **1.55.950** / 1.56.146 / No time / No time; 17. Paul F. Jensen/CDR (1991 Mazda Miata) 1.57.940 / 1.56.810 / 1.56.558 / **1.56.099**; 18. Larry Gallagher/OVR (Acura Integra) 2.03.197 / 1.59.108 / **1.56.181** / 1.56.279; 19. Mark McAllister/FLR (1992 Mazda Miata) 1.59.025 / **1.56.664** / 1.56.690 / 1.56.894; 20.

Peter Morton/OVR (1962 Lotus Super Seven) 2.22.923 / 2.13.238 / **1.56.993** / No time; 21. Neal Frank/RioG (1990 Mazda Miata) 2.00.234 / 1.58.322 / 1.57.880 / **1.57.312**; 22. Paul Kullman/CFR (1992 Mazda Miata) 2.00.134 / 1.59.969 / 1.58.852 / **1.57.599**; 23. Gerald Lamb/Milw (1963 MG B) 1.59.693 / 1.58.162 / 1.58.722 / **1.57.665**; 24. Tom Tuttle/SFR (1975 MG Midget) 2.00.635 / 1.59.001 / 1.58.606 / **1.57.727**; 25. Mark Weber/STL (1993 Mazda Miata) 2.02.940 / 1.59.895 / 1.58.789 / **1.57.774**; 26. Kyle Baker/Hous (1991 Mazda Miata) 1.59.866 / **1.58.682** / 1.59.389 / 1.59.174; 27. Bill Okell/Ore (1992 Austin-Healey Sprite) 2.03.804 / 2.03.322 / 2.02.058 / **1.58.708**; 28. Michael Sturm/Milw (Mazda Miata) No time / 1.59.726 / **1.58.918** / 1.59.448; 29. Tony Machi/Milw (1988 Honda CRX Si) 2.05.671 / 2.02.466 / 2.01.040 / **1.59.594**; 30. Michael Hart/CHI (1963 Turner 1500) 2.03.855 / 2.01.760 / 2.00.536 / **1.59.738**; 31. Ray Meister/SFR (1972 MG Midget) 2.03.024 / 2.01.834 / **2.00.660** / 2.00.927; 32. Andrew Wright/TEN (1962 Lotus Super Seven) 2.15.174 / 2.13.794 / **2.01.801** / No time; 33. Robert Keller/CHI (1968 Volvo P-1800) 2.04.137 / **2.02.818** / 2.02.953 / 2.02.996; 34. William R Hubiak/Milw (1992 Saturn SL2) 2.09.813 / 2.04.436 / **2.02.935** / 2.03.989; 35. Steven Layfield/BRR (1993 Mazda Miata) **2.06.399** / 2.09.446 / 2.06.855 / 2.07.772; 36. Dave Patten/NER (1972 Datsun PL510) 2.20.505 / No time / **2.07.436** / 2.07.984; 37. Chuck Davis/KCR (Acura Integra) 2.04.327 / 2.03.117 / 2.01.271 / **2.00.401**; 38. Brian Frank/CIN (1980 Ford Fiesta) 2.09.773 / 2.27.310 / 2.08.384 / **2.07.437**; 39. Harold Tubbs/STL (Mazda Miata) No time / No time / **2.13.644** / No time; 40. Mark Amenda/BVR (1988 Honda CRX Si) 2.24.455 / 2.14.915 / 2.16.093 / **2.14.256**; 41. Dave Reiter/NEB (Mazda 626) 2.25.847 / 2.25.028 / **2.20.021** / 2.20.363; 42. Albert Correia/SFR (1973 Porsche 914-4) **2.27.713** / 3.16.782 / No time / No time;

Walker - Loss of qualifying 4 times per Chief Steward - GCR 9.3.26.1

Morton - Loss of qualifying 4 times per Chief Steward - GCR 9.3.26.1

Davis - Loss of 6 positions on final race grid. per SOM - GCR 6.1.1.B paragraph 3

## FP RACE

**Race 18 laps, 47 Miles: Pos. Driver (Laps);** 1. Eric Prill (18); 2. Bob Perona (18); 3. Sam Henry (18); 4. Chuck Mathis (18); 5. Kevin Ruck (18); 6. Bill Hingston (18); 7. Peter Morton (18); 8. Brian Linn (18); 9. David Bednarz (18); 10. Ken Kannard (18); 11. Larry Gallagher (18); 12. John Walker (18); 13. Neal Frank (18); 14. Rick Haynes (18); 15. Daniel Thiel (18); 16. Mark Weber (18); 17. Gerald Lamb (18); 18. Paul F. Jensen (18); 19. Michael Sturm (18); 20. Kyle Baker (18); 21. Tom Tuttle (18); 22. Bill Okell (18); 23. Robert Keller (18); 24. Ray Meister (18); 25. Dave Patten (18); 26. Doug Weaver (18); 27. Steven Layfield (18); 28. Harold Tubbs (18); 29. Michael Hart (18); 30. Mark Amenda (17); 31. Joe Huffaker (16); 32. Paul Kullman (18); 33. William R Hubiak (16); 34. Tony Machi (11); 35. Dave Reiter (8); 36. Mason Workman (7); 37. Andrew Wright (6); 38. Charlie Campbell (5); 39. Chuck Davis (4); 40. Mark McAllister (1); 41. Brian Frank (0); DNS. Albert Correia ( );

**Overall Time of Race:** 41:25.740; **Average Race Speed:** 67.570mph; **Margin of Victory:** 02.332sec; **Fastest Race Lap:** Prill 1:53.007 (82.572 mph); **Lap Leaders:** Prill laps 1-18; **Sunoco Hard Charger:** Patten



Rick Corwin



John W. Winarth

## FP CHAMPION

### ERIC PRILL

Kansas Region

MaxtonsFight.org/JPM/Hoosier Mazda Miata

## VICTORY AT LAST

(MAIN) After years of trying and many flirts with the top step of the podium, Eric Prill closed the deal at Indianapolis. (ABOVE) Bob Perona drove the IUPUI student-prepped entry to second place. (BELOW) Sam Henry finished off the all-Miata podium.

Linn, Chuck Mathis, and Bill Hingston. Perona, though, was gaining places and closing on the leaders.

The first full-course yellow came out on lap seven, bunching the field - with Prill in the lead, having lost his five-second advantage over Huffaker and the rest. The green flew on lap nine, and Prill and Huffaker were quickly side by side all the way through Turn 2. Huffaker, however, locked his brakes and Prill got a bit of a lead. That lasted until lap 12 with another full-course yellow. Again, Huffaker was right behind Prill, with Henry, Perona, Mathis, Ruck, Linn, and Hingston following.

With only four-and-a-half minutes remaining, it became a timed race, so everyone pushed hard. But on the penultimate lap, Huffaker pulled off after a transmission output shaft broke. That led to a bit of chaos behind him, with significant changes in position among those now racing for second. First, Mathis charged to second past Henry and Perona, who had gained third and second,



Richard S. James

respectively, when Huffaker's MG failed, then Perona and Henry regained their positions from Mathis, who finished fourth ahead of Kevin Ruck, Hingston, and Peter Morton.

Twice, Prill keyed his mic as the yellows came out, saying, "You've got to be kidding!" But he managed to maintain control over the race after all three starts.

On the cool down lap, numerous competitors pulled up behind Prill and gave his car what announcers called "victory kisses," indeed showing not only the camaraderie within the F Production field, but also their recognition of Prill's massive accomplishment - finally!

**J. Michael Hemsley**



John W. Winarth





### GT-2 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Andrew Aquilante/PHL (Chevrolet Corvette) 1.41.612 / 1.42.196 / 1.42.823 / **1.39.919**; 2. Taz Harvey/SFR (Mazda RX-8) 1.47.522 / 1.45.054 / 1.43.542 / **1.42.433**; 3. Preston Calvert/WDC (Chevrolet Corvette) 3.30.584 / 1.43.094 / 1.42.917 / **1.42.435**; 4. Jonathan Start/Milw (Dodge Viper ACR-X) 1.47.825 / 1.45.019 / 1.44.498 / **1.42.553**; 5. Tom Patton/CIN (Sunbeam Tiger) 1.48.050 / 1.44.262 / No time / **1.42.840**; 6. Scotty B White/Nwst (Dodge Viper Comp Coupe) 1.45.155 / 1.46.471 / 1.44.555 / **1.42.963**; 7. Michael McAleenan/Nwst (BMW M3) 1.49.265 / 1.45.694 / 1.43.971 / **1.43.059**; 8. Mark Boden/CHI (BMW M3) No time / 1.44.353 / 1.45.274 / **1.43.492**; 9. Bob Kahn/CSCC (Chevrolet Corvette) No time / No time / 1.50.126 / **1.43.789**; 10. Adam Andretti/CCR (Chevrolet Camaro) 2.37.592 / 1.45.233 / 1.45.306 / **1.44.199**; 11. Aaron Quine/NEO (Chevrolet Camaro) No time / 1.46.216 / No time / **1.44.628**; 12. James Goughary/NER (Nissan 350Z) 1.48.070 / 1.47.279 / 1.48.422 / **1.44.688**; 13. Chad Gilsinger/OVR (Acura NSX) 1.51.600 / 1.48.451 / 1.46.373 / **1.44.935**; 14. Oli

Thordarson/CSCC (Chevrolet Corvette) 1.49.907 / 1.48.356 / 1.47.802 / **1.45.138**; 15. Max Nufer/STL (Chevrolet Camaro) 1.48.459 / 1.46.651 / 1.45.510 / **1.45.156**; 16. Bobby Kennedy/CFR (Ford Mustang) 1.50.796 / 1.46.808 / 1.46.867 / **1.45.169**; 17. Alan Kossof/CHI (Porsche 997 GT3 Cup) 1.55.235 / 1.46.623 / 1.47.948 / **1.45.544**; 18. Mike McGinley/KCR (Chevrolet Corvette) 1.51.239 / 1.47.439 / 1.48.348 / **1.45.578**; 19. Terry Gilles/NEO (Nissan 350Z) 1.51.266 / 1.47.738 / No time / **1.45.752**; 20. Jerry Onks/TEN (Chevrolet Corvette) 1.51.086 / 1.47.897 / **1.46.022** / 1.46.509; 21. Steven Pounds/Hous (Maserati GT4) 1.49.997 / **1.46.174** / 1.48.792 / 1.46.470; 22. Pete Peterson/CCR (Toyota Celica) 1.50.768 / **1.46.389** / 1.47.525 / 1.46.526; 23. Bobby Reuse/Ala (Chevrolet Camaro) 1.55.880 / 1.49.847 / No time / **1.46.530**; 24. Bryan Collyer/CFR (Chevrolet Monte Carlo) No time / 1.49.559 / No time / **1.46.943**; 25. Roger Reuse/Ala (Chevrolet Camaro) 1.56.879 / **1.47.068** / 1.48.243 / 1.47.166; 26. Tyler Thielmann/Milw (Ford Mustang) 2.47.001 / No time / 1.49.485 / **1.47.445**; 27. Brad Gross/Tex (Chevrolet Monte Carlo) 1.51.825 / 1.48.563 / 1.49.904 / **1.48.010**; 28. Jorge Nazario/GPR (Chevrolet Corvette) No time / No time / 1.53.372 / **1.48.215**; 29. Darren

Dilley/Ore (Mazda RX-7) 1.52.322 / **1.48.392** / 1.49.555 / 1.50.651; 30. Tim Gray/LOL (Ford Mustang) 1.53.899 / 1.52.926 / 1.48.573 / **1.48.490**; 31. Tom Stanford/BVR (Chevrolet Camaro) 2.12.047 / 1.54.518 / 1.52.418 / **1.51.339**; 32. Scott Howard/SFR (Chevrolet Camaro) 2.25.126 / 1.53.697 / **1.51.443** / 1.51.697; 33. Richard Ruckh/CHI (Chevrolet Camaro) 2.01.723 / 1.54.491 / 1.52.423 / **1.51.500**; 34. Dan Harding/NEO (Porsche 996) 2.04.542 / 1.58.711 / 1.55.623 / **1.53.774**; 35. Danny Malfatti/SFR (Chevrolet Monte Carlo) 2.10.383 / 1.58.633 / 1.55.243 / **1.55.027**; 36. Leroy Lacy/CSCC (Sunbeam Tiger) 2.13.178 / 1.57.282 / 2.15.420 / **1.56.178**;

Patton - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

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

Quine - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

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

Reuse - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Collyer - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Gilles - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

### GT-2 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Andrew Aquilante (19); 2. Preston Calvert (19); 3. Adam Andretti (19); 4. Tom Patton (19); 5. Jonathan Start (19); 6. Michael McAleenan (19); 7. Aaron Quine (19); 8. Mark Boden (19); 9. Bob Kahn (19); 10. Bobby Kennedy (19); 11. Max Nufer (19); 12. Taz Harvey (19); 13. Alan Kossof (19); 14. Steven Pounds (19); 15. Chad Gilsinger (19); 16. Oli Thordarson (18); 17. Bryan Collyer (18); 18. Jerry Onks (18); 19. Mike McGinley (18); 20. Bobby Reuse (18); 21. Roger Reuse (18); 22. Tyler Thielmann (18); 23. Jorge Nazario (18); 24. Tom Stanford (18); 25. Richard Ruckh (18); 26. Tim Gray (18); 27. Dan Harding (17); 28. Danny Malfatti (17); 29. Brad Gross (17); 30. Scott Howard (15); 31. Leroy Lacy (10); 32. Darren Dilley (10); 33. Terry Gilles (8); 34. Pete Peterson (4); 35. Scotty B White (1); 36. James Goughary (0);

**Overall Time of Race:** 32:32.183; **Average Race Speed:** 90.818 mph; **Margin of Victory:** 33.606sec; **Fastest Race Lap:** Aquilante 1:40.976 (92.410 mph); **Lap Leaders:** Aquilante laps 1-19; **Sunoco Hard Charger:** Ruckh



Jeff Loewe

**RACE 8** | FRIDAY | SEPT. 29, 2017 | 3:40 P.M.

## GT-2

Seven-time National Champion Andrew Aquilante captured his eighth win, and second of the day, when he took the checkered flag across the yard of bricks in the GT2 race. Sitting on the Tire Rack pole all week and picked to win by *SportsCar*, it was Aquilante's race to lose, but despite the pressure, he didn't let anyone near him all race, winning by a margin of 33.6sec over Preston Calvert and Adam Andretti.

"It's pretty cool to win two races in one day at Indianapolis," Aquilante says. "While this track layout, on paper, looks easy...it's not. It's pretty challenging. It's a lot of work, but it's really satisfying to do what we do - and I'm really happy to do what we did."

Coming to the green flag, Aquilante led Taz Harvey and Calvert. The second- and third-place cars kept up the

battle, and by the end of the second lap, Calvert in his Phoenix/Hoosier/Hawk Chevrolet Corvette had made it around Harvey. Aquilante, on the other hand, had already put his Phoenix/Hoosier/Hawk/Varsity Chevrolet Corvette six seconds ahead of the field.

Despite this, Calvert set his sights on Aquilante, but knew his

work was cut out for him.

"Unless Andrew is in an inferior car, I will never beat him," a humble and gracious Calvert notes. "There are very few people in this business right now who can both build a car and drive the car at the level that Andrew and Kurt Rezzetano can. I am blessed to have both of those guys in the team I drive with - and they are very generous with their knowledge."

During the race, Harvey found his hands full with Jonathan Start and Tom Patton. But while battles continued for third, fourth, and fifth positions, Andretti was clicking off laps and passing cars in his Engineered Components Company Chevrolet Camaro. On lap five he found himself in a fight for fourth after starting 10th.

As the laps clicked off, Andretti could finally see Calvert's red Corvette. Calvert had started to conserve his brakes and manage the car - traffic complicated matters - allowing Andretti to close the gap. "Once I looked in the rearview mirror and didn't have any threat there, I put my head down and really started to attack to try and catch Preston - fill his mirrors up," says Andretti. "Traffic really helped out to close that gap. My opportunity came to go three-wide around Turn 4 on the outside, and [I] traded a little paint with Preston. But I drove off the track and mowed a little grass for the Speedway."

That misstep put him about one second behind Calvert at the checkered flag. Patton finished in the fourth position some eight seconds after Andretti, followed by Smart.

**Sydney Davis Yagel**

*"While this track layout, on paper, looks easy... it's not. It's pretty challenging"*  
**ANDREW AQUILANTE**



Shaun Lumley

### DRIVING AWAY

(MAIN) Andrew Aquilante made it look easy - again - as he cruised to the GT-2 victory with 30 seconds to spare. (BELOW) Preston Calvert fended off a hard-charging Adam Andretti (ABOVE) to take the silver medal, leaving Andretti with the bronze.

### GT-2 CHAMPION

**ANDREW AQUILANTE**  
Philadelphia Region  
Phoenix/Hoosier/Hawk/  
Varsity Chevrolet Corvette



Richard S. James

Rick Corvino





**RACE 9** | Friday | Sept. 29, 2017 | 4:45 p.m.

# TOURING 3



Derek Kulach made the trip from his hometown of Albuquerque, N.M., to defend his 2016 Touring 3 championship, and defend it he did. But before he took his second victory in a row driving his Fiesta Auto/G-Loc/Nissan 2006 Nissan 350Z, he had to battle through some of the toughest racing at this year's Runoffs.

Kulach was quickest in the first qualifying session, and that time held until Wednesday, when veteran competitor Rob Hines grabbed the pole in his Nissan/Hoosier/G-Loc 2007 Nissan 350Z. Hines bettered his own time on Thursday, while pro driver Todd Lamb snuck into second place on grid, pushing Kulach to the second row next to Charles Hurley.

The top of the field represented some serious credentials, with Lamb bringing his experience as 2009 MX-5 Cup champion as well as experience in the Rolex, Continental Challenge, and Pirelli World Challenge series. Hines was the 1998 Kimberly Cup winner, 1999 Touring 2

champion, and he held the pole position for Touring 3 in 2008. Winning at Indy was at the top of everyone's list.

The Touring 3 race was paired with B-Spec, with T3 taking the first half of the split start. At the green, the field fanned out four wide on the front straight, racing into the tight right-hand Turn 1. Hines and Lamb came together hard and both ended up off track. Cars went everywhere avoiding the wreck, and for a moment it was anyone's race to lead.

Hurley grabbed the initiative with Kulach close behind, but by the second lap Kulach had made his pass and led the field. Andrew Newell in his Strictly BMW/Grip Racing 2002 BMW E46 and Marshall Mast in his Phoenix Performance 2014 Ford Mustang were also in the mix, racing hard against Hurley and aiming for the lead.

By the sixth lap, the T3 leaders were navigating through B-Spec lap traffic, with Newell, Hurley, and Mast running hard for the second and third podium spots while

## TWO FOR TWO

(MAIN) Derek Kulach drove to the win, with Marshall Mast (31) claiming third. (BELOW) Andrew Newell finished second.



Mark Weber

Jeff Loewie

## T3 CHAMPION

### DEREK KULACH

Colorado Region

Fiesta Auto/G-Loc/Nissan Nissan 350Z



Rick Corwine

Kulach worked on his lead. In the second half of the race, Hines made a spectacular comeback, but could only rise as far as fourth by the end of the race.

At the checker, it was Kulach taking his hard-earned win, followed by Newell 3.315sec behind. Mast claimed third place.

"Honestly, I'm elated," Kulach says. "A lot of things had to go right in order for it to happen, and fortunately the car turned out that way. I've got to give credit to [my competitors]. They kept me on for the whole time, and made me run the tires off that thing."

**Jeff Zurschmeide**

## T3 QUALIFYING

### Qualifying Pos. Driver/Region (Car) Time

#### Session 1/Time Session 2/Time Session 3/

#### Time Session 4;

1. Rob Hines/WDC (2007 Nissan 350Z) 1.54.208 / 1.53.643 / 1.53.020 / **1.52.214**; 2. Todd Lamb/Atl (1999 Porsche Boxster) 1.54.122 / No time / No time / **1.52.582**; 3. Derek Kulach/Colo (2006 Nissan 350Z) 1.53.589 / 1.54.252 / 1.53.762 / **1.52.916**; 4. Charles Hurley/Nwst (2002 BMW 330i/ci) 1.56.263 / 1.55.629 / 1.54.010 / **1.52.994**; 5. Ali Salih/NEO (2001 BMW SpecE46) 1.54.889 / 1.54.513 / 1.55.037 / **1.52.994**; 6. Marshall Mast/SUS (2014 Ford Mustang V6) 1.54.457 / 1.53.666 / 1.53.394 / **1.53.004**; 7. Scotty B White/Nwst (2012 Ford Mustang V6) 1.54.989 / 1.54.609 / 1.54.322 / **1.53.713**; 8. Andrew Newell/Nwst (2002 BMW SpecE46) 1.54.446 / **1.54.013** / 2.05.994 / 2.03.233; 9. Andrei Kisel/Nwst (2001 BMW 330i/ci) 1.56.271 / 1.54.110 / **1.54.079** / No time; 10. C. Jason Vein/Nwst (2001 BMW SpecE46) 1.56.425 / 1.55.906 / 2.53.064 / **1.54.825**; 11. Lansing Stout Jr/Ore (2003 Nissan 350Z) 2.20.876 / 1.55.557 / 1.58.434 / **1.54.875**; 12. Vincent Piemonte/Reno (2012 Ford Mustang V6) 1.57.337 / 1.56.678 / 1.56.717 / **1.55.591**; 13. Robert Schader/Colo (2013 Nissan 370Z) No time / **1.56.231** / 2.50.054 / No time; 14. Stephen Blethen/NER (2004 Mazda RX-8) 1.57.774 / 1.58.204 / 1.57.846 / **1.56.388**; 15. Mark Kennedy/CFR (2007 Ford Mustang GT) No time / **1.57.709** / 2.00.025 / 1.59.087; 16. John McDermott/Nwst (2002 BMW 330i/ci) 1.58.597 / **1.58.075** / 1.58.212 / 2.00.299; 17. Tim Mullen/NER (2004 Mazda RX-8) 2.02.703 / 2.01.154 / 1.58.707 / **1.58.428**; 18. Paul Kwiecinski/CHI (2016 Mazda MX-5 Global Cup) 2.02.276 / 1.59.774 / 2.04.768 / **1.59.505**; 19. Timothy Wise/SFR (Mazda MX-5) 2.01.870 / 2.01.574 / 2.02.266 / **1.59.779**; 20. Raymond Blethen/NER (2009 Mazda RX-8) 2.01.675 / 2.00.832 / 2.01.080 / **1.59.922**; 21. Paul McNamara/CFR (2004 Nissan 350Z) 2.05.509 / 2.04.560 / 2.01.724 / **2.00.573**; 22. David Byassee/Colo (1999 Porsche Boxster) 2.04.248 / 2.04.085 / 2.02.909 / **2.01.894**; 23. Dana DeShong/CFR (BMW SpecE46) No time / 2.09.275 / 2.04.815 / **2.02.718**; 24. Cecil Morris/Colo (1997 Porsche Boxster) No time / 2.09.901 / 2.06.992 / **2.05.184**;

Kisel - Loss of qualifying 4 times per Chief Steward - GCR 9.3.49, 9.1.9.2

## T3 RAC

### Race 19 laps, 49 Miles: Pos. Driver (Laps);

1. Derek Kulach (19); 2. Andrew Newell (19); 3. Marshall Mast (19); 4. Rob Hines (19); 5. Ali Salih (19); 6. Lansing Stout Jr (19); 7. Scotty B White (19); 8. Vincent Piemonte (19); 9. C. Jason Vein (19); 10. Stephen Blethen (19); 11. Tim Mullen (19); 12. Mark Kennedy (19); 13. Raymond Blethen (18); 14. Timothy Wise (18); 15. Paul McNamara (18); 16. Paul Kwiecinski (18); 17. David Byassee (18); 18. John McDermott (18); 19. Cecil Morris (18); 20. Dana DeShong (16); 21. Andrei Kisel (14); 22. Todd Lamb (0); DNS. Robert Schader ( ); DQ. Charles Hurley (19);

McDermott - Loss of 2 positions in class per Chief Steward - GCR 6.11.3

Hurley - Disqualified per SOM - GCR 6.11.1.A,B,C,D

**Overall Time of Race:** 36:17.188;  
**Average Race Speed:** 81.432mph;  
**Margin of Victory:** 03.315 seconds;  
**Fastest Race Lap:** Hurley 1:53.286 (82.369 mph); **Lap Leaders:** Hurley lap 1; Kulach laps 2-19; **Sunoco Hard Charger:** Newell



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Back-to-Back T3 Champion  
**Derek Kulach - Albuquerque, NM**  
Nissan 350Z

Super Sweep GT-3 Winner  
**Collin Jackson - Langley, BC**  
Nissan 240SX

And, thanks to the following drivers who chose to race at the 2017 Runoffs in a Nissan.

**Rob Hines - Arlington, VA**  
Nissan 350Z

**Don Bunt - Rockford, IL**  
Datsun 240Z

**Lansing Stout Jr. - Corvallis, OR**  
Nissan 350Z

**Larry Cooper - Sparks, NV**  
Datsun 240Z

**Paul McNamara - Windmere, FL**  
Nissan 350Z

**Heikki Silegren - Gormley, ON**  
Datsun 240Z

**Terry Gilles - Avon Lake, OH**  
Nissan 350Z

**Bill Ball - West Chester, PA**  
Nissan 200SX

**James Goughary - Houston, TX**  
Nissan 350Z

**Robert E. Lentz - Chantilly, VA**  
Nissan Sentra SER

**Robert Schader - Lafayette, CO**  
Nissan 370Z

**Charles Leonard - Palmetto, FL**  
Nissan 200SX

**Jeff Lepper - Bradenton, FL**  
Nissan 370Z

**Brad Lewis - St. Louis, MO**  
Nissan 1200

**Richard Kulach - Franklin, TN**  
Nissan 370Z

**Paul Mevoli - Treasure Island, FL**  
Nissan Sentra

**Ken Nelson - Novi, MI**  
Nissan 200SX

**Peter Zekert - Maryland Heights, MO**  
Nissan 240SX

**Steve Linn - Indianapolis, IN**  
Nissan Sentra SER

**Dave Patten - Dunbarton, NH**  
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**RACE 10** | Friday | Sept. 29, 2017 | 4:45 p.m.

# B-SPEC

**BS CHAMPION****DAVID DAUGHTERY**

Indianapolis Region

Carbotech/Hoosier Mini Cooper

Rick Corwin

Shaun Lumley

David Daughtery made a short drive from his home in Fortville, Ind., to Indianapolis Motor Speedway to take his 10th SCCA National Championship and his second victory in a row in B-Spec. Daughtery also showed that he could take the championship in a variety of cars, last year winning in a Honda Fit while this year claiming the checker in a Mini Cooper.

Daughtery had what he needed from the beginning. His Carbotech/Hoosier Mini Cooper was fastest in the first three qualifying sessions, laying down his pole position time of 2:03.166 in the third round. John Phillips made a brave try, piloting his PhillipsRacePrep/HPD/Hoosier Honda Fit to a 2:03.935 lap in the final

qualifying round, but that was only good enough for second.

But then Daughtery made an unusual choice, opting for the outside line at the start. As the Tire Rack polesitter, that was his prerogative. "I thought I would change things up at the start," Daughtery says. "I picked the outside, which is kind of weird, but I wanted to keep somebody in my mirror so I knew where they were."

One of those people Daughtery wanted to keep an eye on was 2015 B-Spec Champion John Heinrich, who had qualified in third position driving his Hoosier/Mobil/Hawk/Matick Chevrolet Sonic.

"I knew John Phillips had more down the front straightaway than I did, but my Carbotech brakes worked so

good down there [in Turn 1] that I was able to go around the outside," Daughtery says. "It actually worked better than I thought it would! Then I just started clicking off low 2:04s - boom, boom, boom!"

Daughtery led the B-Spec field into the first turn, with Phillips and Heinrich hot on his tail, but as so often happens, the race to challenge Daughtery allowed him to put distance on the field. As Daughtery ran qualifying laps, Heinrich and Phillips settled into a close race for the balance of the podium.

"It was a tough battle all the way through the race, until I could put a little distance on [Phillips]," Heinrich says. "We had a lot of close racing, and it was really good fun."

**BS QUALIFYING**

**Qualifying Pos. Driver/Region (Car)**  
**Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. David Daughtery/IND (2013 Mini Cooper) 2.05.078 / 2.04.708 / **2.03.166** / 2.04.222; 2. John Phillips/Hous (2015 Honda Fit) 2.06.654 / 2.05.294 / 2.04.435 / **2.03.935**; 3. John Heinrich/DET (2012 Chevrolet Sonic) 2.16.353 / 2.05.178 / 2.05.774 / **2.04.507**; 4. Rob Piekarczyk/NEO (2011 Honda Fit) 2.07.485 / 2.07.537 / 2.07.144 / **2.05.653**; 5. Kent Carter/Hous (2015 Honda Fit) 2.08.344 / 2.07.144 / 2.07.058 / **2.05.681**; 6. Brad Davis/SCR (2012 Mini Cooper) 2.09.415 / 2.07.428 / 2.06.566 / **2.05.699**; 7. George Badger/IND (2011 Mini Cooper) 2.10.362 / 2.08.398 / 2.07.522 / **2.06.443**; 8. Tom Coury/NEO (2013 Mazda 2) 2.08.093 / No time / No time / **2.06.551**; 9. G Brian Metcalf/GLN (2008 Mini Cooper) 2.11.674 / 2.09.990 / 2.10.339 / **2.07.132**; 10. Ted Sahley/NEO (2012 Mazda 2) 2.07.959 / No time / No time / **2.07.359**; 11. Chris Morgan/CSCC (2009 Honda Fit) 2.35.966 / 2.10.453 / 2.11.628 / **2.07.911**; 12. Jasper Drengler/Milw (Honda Fit) 2.10.233 /

#### THE BIG 10

(MAIN) David Daughtery (1) chose an unconventional position for the pole, taking the outside lane, but it paid off as he was able to leave John Heinrich (35) and John Phillips (43) to fight for second and third. Meanwhile, Daughtery collected his 10th Runoffs title.

"[Heinrich] never gave up," Phillips admits. "He kept pushing, and when he got by me we kept pushing, and we never gave up. There was a lot of side by side...it was a good clean race; I really enjoyed it."

At the checker, it was Daughtery by 12.889sec, then Heinrich with about a 5sec gap to Phillips in third.

In the combined BS/T3 race group, the T3 leaders came through the B-Spec field, and the B-Spec leaders encountered backmarkers from the T3 contest, but generally speaking, the two classes stayed out of each other's races.

Daughtery had plenty of people to thank for his 10th Runoffs win. "Of course, I need to thank my wife and family for being here," he says. "This is my home town! And John Phillips, who is like my brother, and of course Hoosier and Carbotech and Mini. I'm happy to get this 10th win, and I'm happy to see the B-Spec class expand. We've got a lot of new people coming to it."

**Jeff Zurschmeide**

2.09.856 / 2.09.780 / **2.08.038**; 13. Fritz Wilke/DET (2011 Ford Fiesta) 2.11.529 / 2.10.384 / 2.12.033 / **2.08.060**; 14. Andrew Wickline/CNY (Mini Cooper) 2.09.736 / 2.08.777 / **2.08.456** / No time; 15. Joseph Gersch/Hous (2009 Toyota Yaris) **2.08.485** / 2.08.885 / 2.08.667 / No time; 16. Brian Kelm/SCR (2011 Ford Fiesta) 2.09.749 / 2.10.160 / 2.09.574 / **2.09.359**; 17. Cherie Storms/Nwst (2011 Mazda 2) 2.11.568 / 2.10.024 / 2.10.269 / **2.09.959**; 18. Michelle Yaiser/NER (2007 Mini Cooper) 2.15.967 / 2.19.036 / 2.17.338 / **2.15.407**;

#### BS RACE

**Race 18 laps, 47 Miles: Pos. Driver (Laps);** 1. David Daughtery (18); 2. John Heinrich (18); 3. John Phillips (17); 4. Kent Carter (17); 5. Rob Piekarczyk (17); 6. Jasper Dregler (17); 7. Brad Davis (17); 8. Ted Sahley (17); 9. George Badger (17); 10. Tom Coury (17); 11. Fritz Wilke (17); 12. Chris Morgan (17); 13. G Brian Metcalf (17); 14. Andrew Wickline (17); 15. Brian Kelm (17); 16. Michelle Yaiser (16); 17. Cherie Storms (9); 18. Joseph Gersch (6);

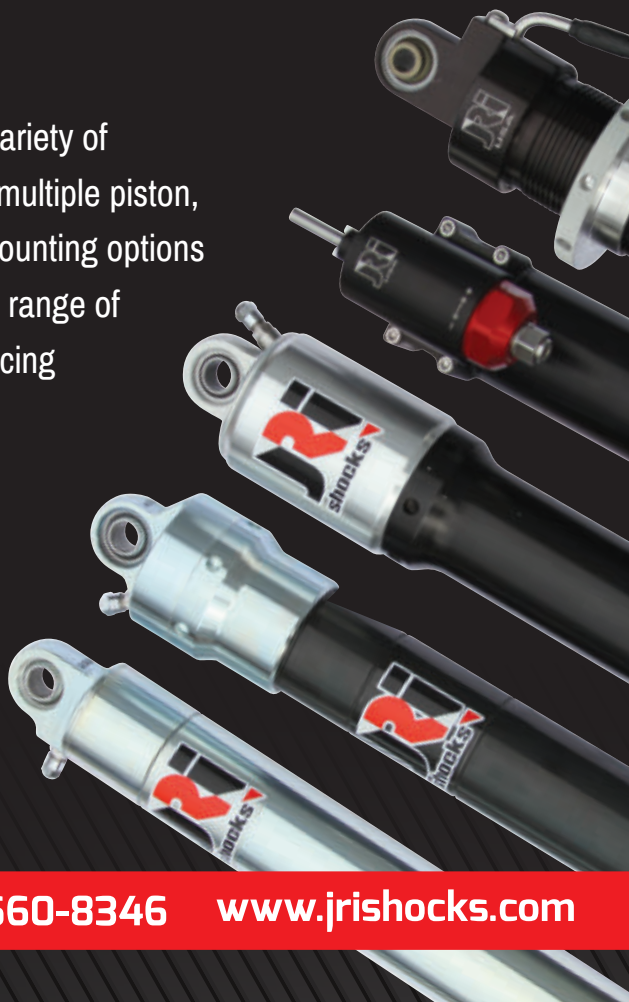
**Overall Time of Race:** 38:09.448; **Average Race Speed:** 73.363mph; **Margin of Victory:** 12.889sec; **Fastest Race Lap:** Daughtery 2:04.050 (75.221 mph); **Lap Leaders:** Daughtery laps 1-18; **Sunoco Hard Charger:** Dregler

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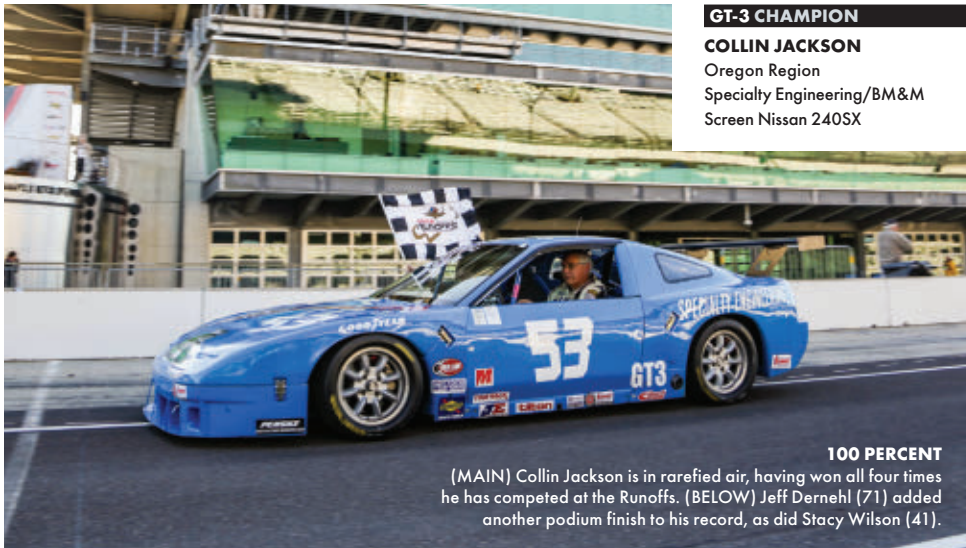
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**RACE 11** | Saturday | Sept. 30, 2017 | 8:30 a.m.

# GT-3



## 100 PERCENT

(MAIN) Collin Jackson is in rarefied air, having won all four times he has competed at the Runoffs. (BELOW) Jeff Dernehl (71) added another podium finish to his record, as did Stacy Wilson (41).



## GT-3 CHAMPION

### COLLIN JACKSON

Oregon Region  
 Specialty Engineering/BM&M  
 Screen Nissan 240SX



Every time Collin Jackson has come to the Runoffs, he has won. That may not seem like such a big deal at first. After all, 69 drivers have entered once and won their races over the years - but only five drivers have entered twice and won twice, and just two, Skip Barber and David Vegher, have entered three times and won every time. As of this year, Collin Jackson is the only driver ever to have done it four times, all of them racing in the tough GT-3 class.

"I've never been about stats," Jackson demurs. "There are so many guys who have like 15 championships. I think that's way more impressive than just four. It's always been about the moment for me, and the engineering challenge."

Jackson's first qualifying time in his Specialty Engineering/BM&M Screen Nissan 240SX was well over three seconds faster than his

closest competitor. He maintained that gap all week, bettering his time on Wednesday and again on Thursday. The second-best time, set by Joe Kristensen on Thursday was still not fast enough to beat Jackson's first attempt.

At the start of the race, Jackson leapt into the lead and never looked back. The usual assortment of mid-pack cars ended up in the grass and gravel on the first lap, allowing the leaders to get away cleanly.

By the midpoint, Jackson had opened a gap of more than 20 seconds. Kristensen retired in the sixth lap, leaving Jeff Dernehl, Stacy Wilson, and Wolfgang Maike to fight for the remaining podium positions, while John Mills and Bill McGavic had their own hot race going. Maike made it into third at one point, but couldn't hold it to the end as Wilson came back around in Turn 6 on the 16th lap.

At the checker, you could

measure the margin of victory with a sundial, as Jackson finished with a 51.654sec gap over Dernehl's Roswell Outback/RRE/Hoosier/Roux Mazda RX-7. Wilson, meanwhile, finished third in his Mazda/Hoosier/Mobil 1 Mazda RX-7, just one second behind Dernehl.

"We've been running the car for 22 years actually so there's a massive amount of data," Jackson says, "and so we rolled off the trailer and it was just perfect. I was tickled."

Dernehl has been chasing a championship since 2002, and while he's no stranger to the podium, the top step has

## GT-3 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Collin Jackson/Ore (Nissan 240SX) 1.46.158 / 1.45.481 / No time / **1.44.579**; 2. Joe Kristensen/DET (Acura RSX) 1.49.723 / 1.48.460 / 1.48.382 / **1.47.331**; 3. Jeff Dernehl/Atl (Mazda RX-7) 1.50.061 / **1.48.706** / 1.49.026 / 1.49.044; 4. Rob Warkocki/CHI (Mazda RX-7) 1.50.624 / 1.49.675 / 1.50.904 / **1.48.707**; 5. Stacy Wilson/Atl (Mazda RX-7) 1.54.332 / **1.49.482** / 1.50.018 / 1.49.865; 6. Wolfgang Maike/CSCC (Toyota Paseo) 1.51.528 / 1.49.845 / **1.49.621** / 1.50.118; 7. Chad Bacon/NCR (Toyota Celica) 1.50.401 / 1.50.196 / **1.49.804** / 1.51.563; 8. Paul Young/DET (Ford Probe) 2.15.326 / 1.52.309 / 1.51.558 / **1.50.213**; 9. James Ashe/NER (Mazda RX-7) 1.51.379 / **1.50.399** / 1.50.556 / 1.50.795; 10. Bill McGavic/CFR (Mazda RX-7) 1.54.305 / **1.51.830** / No time / No time; 11. Jeffrey Barrow/CSCC (Acura RSX) 1.57.629 / 1.53.256 / 2.06.394 / **1.53.270**; 12. John Mills/OVR (Mazda Miata) 1.58.429 / 1.54.863 / 1.54.770 / **1.53.852**; 13. Ken Nelson/DET (Nissan 200-SX) 1.55.710 / 1.54.907 / 1.54.858 / **1.53.934**; 14. Rick Ricker/NER (Toyota Celica) **1.54.608** / No time / 2.18.356 / No time; 15. Ray Stephenson/FLA (Mazda RX-7) No time / 2.00.651 / **1.59.755** / No time; 16. Sam Moore/CCR (Volvo 1800 S) No time / 2.16.418 / No time / **2.02.308**; 17. George Walker/NEOk (Mazda Miata) 2.18.658 / 2.08.625 / 2.07.646 / **2.03.581**;

## GT-3 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Collin Jackson (19); 2. Jeff Dernehl (19); 3. Stacy Wilson (19); 4. Wolfgang Maike (19); 5. Rob Warkocki (19); 6. John Mills (19); 7. Jeffrey Barrow (18); 8. Ken Nelson (18); 9. James Ashe (18); 10. Ray Stephenson (18); 11. Sam Moore (17); 12. Bill McGavic (16); 13. George Walker (16); 14. Joe Kristensen (5); 15. Chad Bacon (1); 16. Paul Young (0); DNS: Rick Ricker ( );

**Overall Time of Race:** 34:07.533;  
**Average Race Speed:** 86.588mph;  
**Margin of Victory:** 51.654sec; **Fastest Race Lap:** Jackson 1:46.330 (87.757 mph); **Laps Leaders:** Jackson laps 1-19; **Sunoco Hard Charger:** Mills

remained elusive. His main focus during the race was in his mirrors. "Stacy and I have raced a couple times and he is tough," Dernehl admits. "I knew he wasn't going to give up or give an inch so I was really paying attention."

From his position in the lead, Jackson had a chance to appreciate the moment, which is a rare thing at the Runoffs. "It was really neat going by and you just see a glimpse of your number at the top of the pole... and it's like, 'Man, never, ever, ever, is that going to happen for me,' and it did. That was pretty special."

**Jeff Zurschmeide**

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**KEEP IT CLEAN**

(BELOW) Robert Allaer did his best to avoid the numerous oil down episodes during the race, making the move to second on the penultimate lap as Tim Minor (BOTTOM, 81) had issues. Along the way, Allaer posted the fast lap of the race.

**RACE 12** | Saturday | Sept. 30, 2017 | 9:35 a.m.

# FORMULA CONTINENTAL

The Formula Continental race had a good deal of action - unfortunately, some of that was caused by copious amounts of oil that was deposited around the course. It caused a mess at the start of the race, and was to be found on various corners throughout the 19-lap contest. Regardless, young Austin McCusker made the most of the conditions and brought his Tire Rack pole-winning Dot Works/Primus Van Diemen RF02 home for the win, leading all but the first lap.

The grid behind McCusker was overflowing with talent, with numerous championships represented. Tim Minor, in his Automotive Specialist/Hoosier/

Ski Citation, was next to him on the front row, followed by defending Champion John LaRue in another Citation. The next car in the lineup was 2014 Champion Rob Allaer in his Martini/Chandon/LTD Motorsports Van Diemen RF02, then two-time Champion Brian Tomasi as well as Chas Shaffer, both piloting Van Diemens.

Tim Minor got the jump at the start, which came on lap two after a wave-off. But then everything went awry in the first turn. The engine in Mark Hutchinson's Van Diemen let go and chaos ensued as several cars slipped on the oil. LaRue was the most unfortunate victim as he spun on the oil, flew into the

gravel trap at Turn 3, and consequently exited the race.

A lengthy full-course yellow ensued as cleanup took place. The race restarted on lap six and McCusker saw his opportunity and seized it. "I saw an opening and went for it. I got through and then tried to get through traffic as good as I could while trying to get a gap."

Minor, Tomasi, and Allaer followed McCusker, all jockeying for an advantage. Allaer got going and challenged Tomasi for third, finally getting past. Minor began to slowly close on McCusker, while Allaer began to pull away from Tomasi. This was cemented when Tomasi had a spin, dropping a few places.

Minor closed the gap to

McCusker to 2.3sec with just a few to go but got caught out by the oil on the penultimate lap, allowing Allaer to come zooming past for second. Minor restarted and retained third, while Tomasi had moved back up and again was in fourth place.

"I wasn't too worried about Tim on the straight going into Turn 1, but there was oil-dry everywhere," says Allaer. "I ended up catching him on the back straight, he had some trouble, and I was able to pull away."

But McCusker was in a fast car, made the right decisions, handled the traffic well, and negotiated the oil-dry best of all. The results: a gold medal to cap off a fantastic year.

**Tom Schultz**



John W. Wilmouth

**FC QUALIFYING**

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Austin McCusker/NYR (Van Diemen RF02) 1.37.789 / 1.38.138 / 1.38.050 / **1.36.336**; 2. Tim Minor/BRR (Citation US2000) 1.38.553 / 1.38.265 / 1.38.251 / **1.36.741**; 3. John LaRue/IND (Citation Snipe FZ) 1.37.264 / 1.39.077 / 1.38.000 / **1.37.227**; 4. Robert Allaer/CFR (Van Diemen RF02) 1.37.429 / 1.38.120 / **1.37.398** / 2.25.177; 5. Brian Tomasi/CHI (Van Diemen RF06) 1.39.747 / 1.40.156 / 1.39.806 / **1.38.612**; 6. Chas Shaffer/WDC (Van Diemen RF00) 1.44.261 / 1.40.980 / 1.40.946 / **1.39.469**; 7. Douglas Rocco/NER (Van Diemen DP08) 1.45.718 / 1.42.414 / 1.42.180 / **1.40.463**; 8. Brent Gilkes/ODR (Van Diemen RF03) 1.43.133 / 1.42.286 / 1.44.349 / **1.41.004**; 9. Alex Tollefsen/NER (Van Diemen RF99) 1.43.101 / 1.42.119 / 1.41.994 / **1.41.071**; 10. Mark Hutchinson/Milw (Van Diemen RF99) **1.41.622** / 1.41.631 / 1.44.678 / No time; 11. Tyler Woods/WMR (Van Diemen RF93) 1.46.662 / 1.44.709 / 1.47.275 / **1.44.462**; 12. William Hoops/NEP (Van Diemen RF99) No time / No time / 1.51.834 / **1.45.186**; 13. Cade Wilson/WMR (Van Diemen RF94) 1.49.280 / **1.46.615** / No time / No time; 14. Michael Occhipinti/FLR (Van Diemen RF97) 1.49.357 / **1.48.137** / No time / 2.04.503;

Hutchison - Loss of qualifying 4 times per Chief Steward - Supp. 9.12

Occhipinti - Loss of qualifying 3 times per Chief Steward - GCR 7.2.F, Supp. 9.12

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

**FC RACE**

**Race 19 laps, 49 Miles: Pos. Driver (Laps):** 1. Austin McCusker (19); 2. Robert Allaer (19); 3. Tim Minor (19); 4. Brian Tomasi (19); 5. Chas Shaffer (19); 6. Alex Tollefsen (19); 7. Tyler Woods (19); 8. Douglas Rocco (19); 9. Cade Wilson (17); 10. William Hoops (13); 11. Michael Occhipinti

(12); 12. Brent Gilkes (9); 13. Mark Hutchinson (2); 14. John LaRue (1);

**Overall Time of Race:** 38:19.146; **Average**

**Race Speed:** 77.112mph; **Margin of Victory:** 01.131sec; **Fastest Race Lap:** Allaer 1:36.394 (96.803 mph); **Lap Leaders:** Minor lap 1; McCusker laps 2-19; **Sunoco Hard Charger:** Woods

**OUT FRONT**

Austin McCusker (06) came away from Indy with the pole and the win.



Jay Bonvillian



Rick Conville

**FC CHAMPION**

**AUSTIN MCCUSKER**  
 New York Region  
 Dot Works/Primus Racing  
 Van Diemen RF02





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**RACE 13** | Saturday | Sept. 30, 2017 | 9:35 a.m.

# FORMULA MAZDA

The Formula Mazda race was one of those events where spectators run the danger of whiplash from trying to watch all the action. The race featured different leaders, numerous spins, oil, traffic, cars dropping back, moving up, dropping back again, and more. Mix the 16 Formula Mazda starters in with 14 formula Continental cars and the race certainly didn't lack for action.

When all was said and done, however, 69-year-young Mel Kemper emerged in first, with young Jarret Voorheis, 50 years his junior, second after a very seesaw day. Mike Anderson was third, after an equally adventurous ride.

Voorheis qualified his Mitchell Petroleum car on the pole and was scored the lap one leader, which was run under yellow after a wave-off. Once the green flew on lap two, however, chaos ensued.

Into Turn 1, a Formula Continental car thoroughly oiled the track and cars spun in every direction, causing a lengthy full-course yellow. The running order at this time was Anderson in the lead in his HASA Pool Products FM with Kemper second, Liam Snyder third, Jason Vinkenmulder fourth, and Brad Yake fifth. Voorheis? He was dead last.

As the race restarted on lap seven, Kemper got a great jump and accelerated his Mazda/Goodyear FM past Anderson going into Turn 1 with Anderson and Snyder following. Voorheis, meanwhile, was absolutely flying through the field, quickly catching the first five. Anderson was harrying Kemper, at one time got alongside of him, but Kemper was able to retain the point. Voorheis moved up to fourth, worked on Snyder, and took him for third.

But could he catch Kemper and Anderson? No – he spun again. This time Voorheis dropped to sixth, and once again set his sights on climbing through the field.

There was only one lap left when Anderson made another move on Kemper, only to spin. Voorheis, having gained three spots in two laps, zipped past for an improbable second place

**"But it worked out. We raced hard and treated each other with respect"**  
**MEL KEMPER**



Rick Corvino

## SLIPPING AWAY

(MAIN) Mel Kemper (4) drove a clean race, moving from his third-place starting position to take the win. (BELOW) Jarret Voorheis came back from a pair of spins to finish second. (ABOVE) Mike Anderson held on for third.



Rupert Berrington

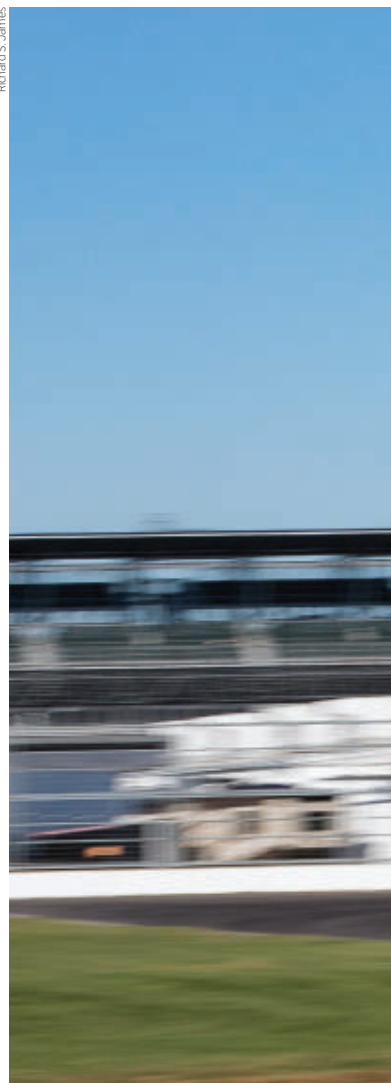
behind Kemper; Anderson recovered for a third-place finish.

"I saw the yellow and yelled, 'No!' says Kemper. "But it worked out. We raced hard and treated each other with respect."

"After the first wave off I tried to maintain a proper gap to the FCs," Voorheis says. "Then cars were everywhere. I spun, got the car re-fired, but I was all the way in the back. Later there was another double yellow and I got excited because I thought time would run out before I could move up. Then it was green and I caught the leading group – but there was oil everywhere and I spun again. People were spinning out, I got off a little bit once again, but I really lucked out. After my first spin, I was hoping to still be able to get back up to a podium spot. After the second spin, I thought a podium was out for this year."

"My strategy at that point? To win," Anderson says of his thoughts entering the final laps.

Richard S. James



## FM CHAMPION

**MELVIN DAVID KEMPER JR.**

Northwest Region  
Mazda/Goodyear Star Formula Mazda



Rick Corvino



"I was trying to figure out where I could do something. When the white flag flew, it was time to do it. But I got caught out on a slick track and went off. I got going, but looped it again and Jarret was right there and he passed me."

A frantic race, close action, spins, come backs - this year's race had everything. Voorheis and Anderson were pleased with the day even though they did not win, but the happiest of all was Mel Kemper - a National Champion at last.

**Tom Schultz**

#### FM QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Jarret Voorhies/CFR (Star Formula Mazda) 1.42.120 / 1.41.987 / 1.41.947 / **1.41.231**; 2. Mike Anderson/SanD (Star Formula Mazda) 2.12.623 / 1.42.162 / 1.42.287 / **1.41.577**; 3. Melvin David Kemper Jr/Nwst (Star Formula Mazda) 1.44.590 / 1.43.906 / 1.43.753 / **1.41.866**; 4. Liam Snyder/Tex (Star Formula Mazda) 1.43.581 / No time / No time / **1.42.455**; 5. Larry Mason/CSCC (Star Formula Mazda) 1.46.099 / 1.44.354 / 1.45.588 / **1.42.920**; 6. Jason W Vinkemulder/Milw (Star Formula Mazda) 1.46.238 / 1.44.305 / 1.44.397 / **1.43.681**; 7. Brad Yake/Tex (Star Formula Mazda) 1.47.029 / 1.47.447 / 1.46.745 / **1.44.736**; 8. Karl Markey/Hous (Star

Formula Mazda) 1.51.444 / 1.48.102 / 1.45.839 / **1.44.800**; 9. Shane Doles/MGA (Star Formula Mazda) 1.48.441 / 1.46.172 / 1.45.463 / **1.44.874**; 10. Nicholas Malone/Tex (Star Formula Mazda) 1.49.999 / 1.47.127 / 1.47.909 / **1.44.957**; 11. Matt Stephenson/OKLA (Star Formula Mazda) 1.51.532 / 1.47.735 / 1.48.210 / **1.46.252**; 12. Victor Mauk/Tex (Star Formula Mazda) 1.50.360 / 1.48.202 / 1.47.176 / **1.47.142**; 13. Terrance Carraher/CSCC (Star Formula Mazda) 1.54.862 / 1.50.549 / 1.51.073 / **1.48.142**; 14. William Snyder/Tex (Star Formula Mazda) 1.51.286 / 1.49.223 / 1.48.644 / **1.48.491**; 15. Court Dowis/Atl (Star Formula Mazda) 2.01.303 / **1.50.459** / 1.53.905 / 1.52.523; 16. Rodger Fussell/LnSt (Star Formula Mazda) 2.00.322 / **1.51.896** / 1.57.474 / 1.52.212;

#### FM RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Melvin David Kemper Jr (19); 2. Jarret Voorhies (19); 3. Mike Anderson (19); 4. Larry Mason (19); 5. Liam Snyder (19); 6. Brad Yake (19); 7. Matt Stephenson (18); 8. Nicholas Malone (18); 9. Karl Markey (18); 10. Victor Mauk (18); 11. Terrance Carraher (18); 12. William Snyder (18); 13. Court Dowis (18); 14. Rodger Fussell (18); 15. Shane Doles (15); 16. Jason W Vinkemulder (7);

**Overall Time of Race:** 39:38.234;  
**Average Race Speed:** 74.548mph;  
**Margin of Victory:** 09.074sec; **Fastest Race Lap:** Voorhies 1:41.146 (92.255 mph); **Lap Leaders:** Voorhies lap 1; Anderson laps 2-6; Kemper Jr laps 7-19;  
**Sunoco Hard Charger:** Stephenson





### REDEMPTION

After coming up a lap short of the win at Daytona, Kip Van Steenburg survived lapped traffic to claim the win at Indianapolis Motor Speedway.

### EP QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Matt Reynolds/Almo (1999 Mazda Miata) 1.50.501 / 1.50.075 / **1.49.597** / 1.50.312; 2. Rick Kavitski/NEP (1994 Mazda Miata) 1.53.445 / 1.52.752 / 1.51.924 / **1.50.046**; 3. Kip Van Steenburg/CFR (1991 Porsche 944S2) 1.50.899 / **1.50.219** / 1.50.687 / 1.50.538; 4. Joe Moser/DET (1993 Honda Prelude Si VTEC) 1.50.900 / **1.50.614** / 1.50.646 / 1.50.999; 5. Jon Brakke/LOL (1999 Mazda Miata) 1.51.658 / 1.51.420 / **1.50.798** / 1.51.801; 6. Chris Dryden/SJR (1999 BMW Z3) 1.53.142 / 1.51.055 / 1.50.984 / **1.50.870**; 7. Jesse Prather/KAN (1985 Mazda RX-7) 1.53.616 / 1.52.249 / 1.52.509 / **1.50.980**; 8. Kevin Leigh/WDC (1999 BMW Z3) 1.54.416 / 1.52.513 / 1.52.297 / **1.51.243**; 9. Eric Powell/FLA (1988 Porsche 924S) 1.51.791 / **1.51.667** / 1.53.638 / No time; 10. Aaron Downey/SFR (1976 Mazda RX-3) 1.55.263 / **1.52.097** / 1.52.239 / 1.52.126; 11. Rick Kosdrosky/Tex (2000 Caterham 7 America) 2.00.484 / 2.08.402 / 1.56.713 / **1.52.307**; 12. Rick Harris/Colo (1999 Mazda Miata) 1.53.087

/ 1.53.087 / **1.52.527** / 1.52.787; 13. Breton Williams/GTRv (2010 Mazda MX-5) 1.55.582 / 1.54.313 / 1.53.263 / **1.52.740**; 14. Jason Albright/WOR (1984 Mazda RX-7) 1.54.072 / 1.54.065 / 1.53.910 / **1.52.866**; 15. Rob Hummel/CHI (1985 Mazda RX-7) 2.02.379 / 1.58.795 / 1.57.619 / **1.53.144**; 16. Jeffrey Cripe/CFR (1997 BMW 328i/is) 1.55.727 / 1.57.661 / 1.53.891 / **1.53.177**; 17. James Rogerson/Hous (1999 BMW Z3) 1.55.631 / 1.53.603 / 1.55.372 / **1.53.344**; 18. Lance Loughman/WMR (1973 Datsun 240Z) 1.55.646 / 1.55.415 / **1.53.350** / 1.53.911; 19. Bowie Gray/Atl (2004 Mazda RX-8) 1.57.194 / 1.56.000 / 1.54.729 / **1.53.679**; 20. John Mueller/CSCC (1985 Mazda RX-7) 1.55.829 / 1.53.981 / **1.53.750** / 1.54.691; 21. Sam Halkias/OVR (1975 Triumph TR6) 1.56.276 / 1.54.839 / 1.55.237 / **1.53.845**; 22. Larry Cooper/SFR (1971 Datsun 240Z) **1.55.124** / 1.55.916 / 1.56.751 / 1.57.693; 23. Heikki Silegren/CHA (1973 Datsun 240Z) 1.56.181 / **1.55.214** / 1.55.948 / 1.57.411; 24. Paul Pineider/Tex (1985 Mazda RX-7) 1.58.460 / 1.58.381 / 1.57.456 / **1.55.531**; 25. Don Tucker/MIDS (1995

Mazda Miata) 2.01.065 / **1.56.425** / 1.58.344 / 2.01.641; 26. Aaron Johnson/IND (Honda S2000) 2.06.406 / 1.57.301 / 1.59.722 / **1.56.629**; 27. Tim Anastopoulos/CHI (1989 BMW 325i/is) 1.59.868 / 1.59.599 / 2.00.460 / **1.56.641**; 28. Bill D. Miller/KCR (1979 Mazda RX-7) 1.57.392 / No time / **1.57.080** / 1.57.772; 29. Steve Smyczek/Milw (1988 Mazda RX-7) 1.59.454 / **1.57.334** / 1.58.038 / No time; 30. Mike Munson/KYR (1970 Triumph TR6) 2.01.307 / 1.59.358 / **1.57.620** / 2.00.077; 31. Greg Kasprzyk/NEP (1990 BMW 325i/is) **1.57.741** / 1.59.087 / 1.57.864 / 1.58.090; 32. Joseph Boruch/NNJ (2003 Honda S2000) No time / 1.58.516 / 1.59.501 / **1.57.984**; 33. Don Bunt/CHI (1973 Datsun 240Z) 2.06.188 / 2.00.587 / 1.59.749 / **1.58.521**; 34. Scott Jeffers/IND (1982 Mazda RX-7) 2.02.048 / 2.02.844 / 1.59.628 / **1.58.920**; 35. Steven Jeffers/IND (1982 Mazda RX-7) 2.00.731 / 2.01.065 / **1.59.412** / 2.04.358; 36. Rich Olsen/CHI (1985 Mazda RX-7) 2.07.239 / 2.04.448 / 2.04.263 / **1.59.632**; 37. Mark Weber/STL (1993 Mazda Miata) 2.02.257 / 2.02.937 / **2.00.175** / No time; 38. Michael

LeVeque/IND (1966 Chevrolet Corvair Coupe) 2.02.522 / **2.00.941** / 2.00.955 / 2.03.628; 39. Rick Sisk/STL (1985 Porsche 944) 2.03.057 / 2.05.712 / 2.04.188 / **2.01.652**; 40. Donald Walsh/SUS (Mazda RX-7) 2.07.217 / **2.03.778** / 2.04.595 / 2.03.876; 41. Fred Albright/WOR (1979 Mazda RX-7) 2.04.606 / No time / No time / **2.03.884**; 42. JB Swan/NER (1980 Mazda RX-7) 2.11.104 / 2.09.045 / 2.09.235 / **2.08.124**; 43. Morey D. Doyle/IND (1980 Triumph TR8) 2.11.880 / 2.11.075 / **2.09.418** / No time; 44. Amy Dilks/NYR (1985 Mazda RX-7) No time / 2.15.720 / 2.46.080 / **2.12.862**; 45. Peter Eells/CFR (1989 Mazda RX-7) No time / No time / No time / No time;

### EP RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Kip Van Steenburg (19); 2. Chris Dryden (19); 3. Jesse Prather (19); 4. Eric Powell (19); 5. Jon Brakke (19); 6. John Mueller (19); 7. Jason Albright (19); 8. Rob Hummel (19); 9. Kevin Leigh (19); 10. Rick Harris (19); 11. Rick Kosdrosky (19); 12. Jeffrey Cripe (19); 13. Lance Loughman (19); 14. Greg Kasprzyk (19); 15. Bowie Gray (19); 16. Heikki Silegren (19); 17. Tim

**RACE 14** | Saturday | Sept. 30, 2017 | 10:40 a.m.

# E PRODUCTION

After the E Production race, second-place finisher Chris Dryden exclaimed, "The start was actually crazy! Seven, eight, nine of us right there for the first four or five laps - you look in your mirror and there's somebody else back there." That "crazy" led to good racing, although there were times when the "crazy" wasn't so great.

"Crazy" for Joe Moser, *SportsCar's* pick to win, was qualifying fourth in EP and sixth in STU in the same car, then having your clutch fail after three laps in the EP race. "Crazy" for Matt Reynolds was qualifying his Reynolds Bro Racing/Vintage Conn/JPM Mazda Miata on the Tire Rack pole and then taking damage while lapping a car early in the race. But "Crazy" for eventual 2017 race winner Kip Van Steenburg came two years earlier when his German Excellence Porsche 944S2

racecar failed him with one lap to go - "crazy" for him this year was dominating the race.

The race began with a waved-off start; the green flying on the second lap. With that green, Van Steenburg was first through Turn 1, followed by Moser, Prather, and Reynolds. Van Steenburg, Moser, and Reynolds diced each other with the JPM/Hoosier/Mazda/G-Loc Mazda RX-7 piloted by Jesse Prather trailing. Eric Powell joined the battle and got past Prather about the time Moser's clutch gave out. Reynolds caught Van Steenburg in lapped traffic and got past on the fifth lap - but that proved to be his undoing.

"I was contemplating how to get around a driver, and Matt caught me, so I thought, I'll let him get around him - I'll see how Matt does, and sure enough, he got collected," says Van Steenburg.

As Reynolds went under the

back marker onto the Hulman Straight, the two came together, blowing Reynolds' rear tire. This incident offered breathing room for Van Steenburg, now having space back to Powell, Dryden, and Prather, followed by Rick Kavitski and Jon Brakke.

Dryden and Prather put on a good show until, lapping slower cars, Dryden was able to pass Powell - a lap later, Prather passed Powell in Turn 1. As the gap from Van Steenburg to Dryden's Hoosier/Carbotech/Team JBS BMW Z3 grew, so did the gap to Prather, who was now racing hard with Kavitski until Kavitski spun into the gravel, bringing out a full-course yellow.

Some continued at a slower but still quick speed, while some slowed, seemingly expecting a safety car - Dryden called it the "invisible safety car." While Van Steenburg continued, Dryden and many others were caught out. Van Steenburg's now

considerable lead was compounded by others being slowed trying to get past cars being lapped. Eventually, the finish saw the leaders spread out, with Dryden over two seconds behind Van Steenburg and Prather nearly another second back - although Prather gave it everything he had in the final lap to make the move into second.

Van Steenburg was pleased to have redeemed himself after having a major brake failure while leading at Daytona in 2015. Dryden had to be pleased with his performance, too, moving up from sixth on the grid while battling hard. Prather, meanwhile, had hoped for a top 10 in a car he built to honor past EP Champion Tom Thrash. Prather calls his car the "next generation, first generation RX-7". It was a satisfying race for them and many others - but it was crazy for nearly all of them.

**J. Michael Hemsley**

Anastopoulos (19); 18. Larry Cooper (19); 19. Sam Halkias (19); 20. Paul Pineider (19); 21. Don Bunt (19); 22. James Rogerson (18); 23. Joseph Boruch (18); 24. Aaron Johnson (18); 25. Rick Sisk (18); 26. Peter Eells (18); 27. Steven Jeffers (18); 28. Mark Weber (18); 29. Donald Walsh (18); 30. JB Swan (17); 31. Mike Munson (16); 32. Don Tucker (16); 33. Bill D. Miller (14); 34. Amy Dilks (12); 35. Rick Kavitski (11); 36. Steve Smyczek (9); 37. Rich Olsen (6); 38. Breton Williams (6); 39. Matt Reynolds (5); 40. Scott Jeffers (5); 41. Morey D. Doyle (5); 42. Michael LeVeque (4); 43. Joe Moser (3); 44. Fred Albright (3); 45. Aaron Downey (1);

*Bunt - Loss of 3 positions in class per Chief Steward - GCR 6.1.1.B*

*Harris - Loss of 3 positions in class per Chief Steward - GCR 6.1.1.B*

**Overall Time of Race:** 36:47.462;  
**Average Race Speed:** 80.315mph;  
**Margin of Victory:** 02.441sec; **Fastest Race Lap:** Reynolds 1:50.396 (84.525 mph); **Lap Leaders:** Reynolds lap 1; Van Steenburg laps 2-19; **Sunoco Hard Charger:** Eells

## EP CHAMPION

**KIP VAN STEENBURG**  
Central Florida Region  
German Excellence Porsche 944S2



Rick Conville

John W. Wilmoth



Richard S. James



## SURVIVAL OF THE FITTEST

Attrition and lapped traffic always play a part in Production-class races - Chris Dryden (ABOVE) and Jesse Prather (LEFT) expertly navigated the hazards and were rewarded with podium finishes.



**RACE 15** | Saturday | Sept. 30, 2017 | 11:45 a.m.

# SPEC RACER FORD GEN3

There is no class in SCCA Club Racing with as deep a bench as Spec Racer Ford Gen3. The number of past National Champions and top contenders is more than the entire field in some classes at the Runoffs. This year the SRF3 drivers smashed all records, bringing 101 cars to Indianapolis to race for the championship.

According to the Runoffs rules, the top 60 qualifiers as of Wednesday made the main race - that left 41 drivers to run a special last-chance qualifying race on Thursday evening to battle for the final 12 places on the grid. To illustrate the sheer size of the field that did make the race, consider SRF3 racer Paul Marino who claimed the Sunoco Hard Charger award for his run from 52nd to 25th - he passed more cars than were in entire classes at this year's Runoffs.

At the pointy end of the field, it was John Black who held the Tire Rack pole position in his CSR Performance SRF3 with a fast time of 1:49.824. Tray Ayres was second in his Ayres Racing car, just 0.275sec behind. Five-time SRF Champion Mike Miserendino started the second row in his MBI Racing SRF3, having earned his fifth championship just 24 hours prior in the SRF race. And, on the outside of the second row sat pro racer Todd Lamb.

The next several rows were staffed with past champions including Todd Harris, Scott Rettich, Cliff White, and Brian Schofield. In all, the top 15 qualifiers raced within a second of Black's time.

At the green flag, the leaders made it through Turn 1 cleanly. However, with a field of 72 cars diving into the

same first corner, something was bound to happen - and it did. A full-course caution came out to start lap two, and the field fell in line.

At the restart, Ayres made a tire-smoking pass into Turn 1 and claimed the lead. Black held onto second, with Miserendino, Lamb, and Robeson Russell running fifth.

Black reclaimed the lead on the next lap, but Ayres took it back before the circuit was done, and then Black took the top spot again in Turn 1. On the next lap, it was Ayres and Miserendino shuffling Black to third. At the midpoint, it was Ayres,

*"I went into this race like some friends have told me...lean in and see what comes along"*  
**TRAY AYRES**

## THE BIG SHOW

(MAIN) Tray Ayres (7) bested 100 other SRF Gen3 drivers to claim the championship title, while John Black (17) finished third. (BELOW) Mike Miserendino battled hard and came home with the silver medal.

John W. Wilmoth



## SRF3 CHAMPION

### TRAY AYRES

Atlanta Region  
Ayres Racing SRF3



Jeff Laewie



Rick Corvino



#### SRF3 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time**  
**Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. John Black/SFR 1.51.340 / 1.51.273 / 1.50.811 / **1.49.824**; 2. Tray Ayres/Atl 1.50.533 / 1.51.472 / 1.50.481 / **1.50.099**; 3. Mike Miserendino/CSCC 1.51.359 / 1.51.059 / **1.50.237** / 1.50.604; 4. Todd Lamb/Atl 1.51.453 / 1.50.521 / 1.50.826 / **1.50.244**; 5. Denny Stripling/Tex 1.51.564 / 1.51.126 / 1.50.735 / **1.50.325**; 6. Bobby Sak/DET 1.51.028 / 1.51.392 / 1.50.672 / **1.50.484**; 7. Colin Kaminsky/CHI 1.51.767 / 1.51.518 / No time / **1.50.494**; 8. Robeson Clay Russell/CCR 1.51.764 / 1.51.646 / 1.50.886 / **1.50.526**; 9. Charles Turner/WDC 1.52.020 / 1.51.588 / 1.50.778 / **1.50.544**; 10. Grayson Strathman/KAN 1.51.827 / 1.51.802 / 1.51.175 / **1.50.644**; 11. Todd Harris/Ore 1.51.290 / 1.51.088 / 1.50.754 / **1.50.665**; 12. Scott Rettich/OVR 1.51.796 / 1.51.393 / 1.51.034 / **1.50.668**; 13. Cliff White/TVR 1.51.372 / 1.50.931 / 1.50.962 / **1.50.689**; 14. Brian Schofield/CFR 1.52.040 / 1.51.773 / 1.51.021 / **1.50.731**; 15. Richard Wiese/STL 1.52.222 / 1.52.221 / 1.51.539 / **1.50.757**; 16. Umberto Milletti/SFR

1.52.541 / 1.52.326 / 1.51.364 / **1.50.908**; 17. Todd Vanacore/CFR 1.51.605 / 1.51.588 / **1.50.910** / 1.51.112; 18. TJ Acker/CSCC 1.51.782 / 1.51.666 / 1.51.573 / **1.50.951**; 19. Max King/SJR 1.52.464 / 1.52.422 / 1.51.873 / **1.50.958**; 20. Steve Fogg/Ore 1.51.803 / 1.51.641 / 1.51.465 / **1.50.974**; 21. John Tipton/Ore 1.51.977 / 1.51.908 / 1.51.829 / **1.50.984**; 22. Jack Willes/CSCC 1.52.106 / 1.51.832 / 1.51.472 / **1.50.990**; 23. Max Grau/GtRv 1.52.782 / 1.52.267 / **1.50.995** / 1.51.050; 24. Joe Sammut/NYR 1.51.874 / 1.51.641 / 1.51.424 / **1.51.129**; 25. Steven Sammut/NYR 1.53.040 / 1.53.116 / 1.52.586 / **1.51.211**; 26. Jacob Loomis/Tex 1.51.867 / No time / **1.51.266** / 1.51.381; 27. Wayne Hudec/NEOK 1.52.164 / 1.52.432 / 1.52.644 / **1.51.273**; 28. David Dickerson/SJR 1.52.475 / 1.52.109 / 1.51.855 / **1.51.340**; 29. John Greene/Atl 1.52.777 / 1.52.469 / **1.51.516** / 1.51.642; 30. Derek Schofield/CFR 1.52.713 / 1.52.375 / **1.51.529** / 1.52.351; 31. Liam Snyder/Tex 1.52.647 / No time / No time / **1.51.540**; 32. Herb Sweeney IV/NER 1.52.909 / 1.52.626 / 1.52.097 / **1.51.551**; 33. Adam Gottlieb/CHI 1.52.561 / 1.51.729 / **1.51.575** / No time; 34. David Anzalone/NYR 1.52.780

/ 1.52.612 / 1.51.784 / **1.51.610**; 35. Thomas W Burt/Nwst 1.52.472 / 1.53.215 / 1.53.319 / **1.51.765**; 36. Dan McBreen/Atl 1.52.977 / 1.52.976 / 1.52.335 / **1.51.789**; 37. Brandon Kennedy/PHL 1.52.747 / 1.53.088 / 1.51.903 / **1.51.793**; 38. Steve Introne/NER 1.52.814 / 1.53.981 / 1.52.416 / **1.51.794**; 39. Jean-Luc Liverato/Atl 1.52.759 / 1.52.630 / **1.51.798** / 1.52.485; 40. Bob Kaminsky/CHI 1.52.806 / 1.52.710 / 1.52.054 / **1.51.879**; 41. Scott Monroe/Hous 1.52.977 / 1.52.201 / **1.51.946** / 1.52.243; 42. Kevin Gauntt/SJR 1.54.432 / 1.53.407 / 1.52.449 / **1.52.007**; 43. Mike Littrell/Hous 1.53.489 / 1.54.623 / 1.52.332 / **1.52.019**; 44. Bill Booth/SFR 1.53.590 / 1.53.649 / 1.52.411 / **1.52.046**; 45. Scott Peterson/Ore 1.52.225 / 1.52.382 / 1.53.198 / **1.52.134**; 46. Colin Clark/Hous 1.52.375 / **1.52.149** / No time / No time; 47. Whitney Strickland/Hous **1.52.161** / 1.52.598 / 1.52.214 / 1.52.214; 48. Mark Snyder/Tex 1.52.854 / 1.52.585 / 1.52.263 / **1.52.181**; 49. Jim Cote Jr./KCR 1.52.977 / 1.53.518 / 1.52.521 / **1.52.261**; 50. Paul Goudy/Ore 1.53.361 / 1.53.989 / 1.52.449 / **1.52.274**; 51. James Marinangel/CHI 1.53.872 / 1.53.913 /

**1.52.280** / 1.52.686; 52. Paul Marino/CSCC 1.53.172 / 1.53.249 / **1.52.378** / 1.52.466; 53. Mick Robinson/CFR 1.53.733 / 1.53.974 / 1.52.702 / **1.52.432**; 54. Lee Hill/CFR 1.53.622 / 1.53.558 / **1.52.494** / 1.53.017; 55. Chuck Newman/Atl 1.53.553 / 1.53.416 / **1.52.614** / 1.52.664; 56. Corey Condit/CSCC 1.54.027 / 1.53.932 / **1.52.617** / 1.53.148; 57. Craig Blackwell/IND 1.53.576 / 1.53.305 / **1.52.624** / No time; 58. Lee Douglas/Ore **1.52.643** / 1.54.279 / 1.52.825 / 1.53.063; 59. David Schacht/IND 1.53.562 / 1.53.384 / **1.52.660** / 1.52.820; 60. Steven Greenhill/CHI 1.53.518 / 1.54.265 / **1.52.734** / 1.53.168; 61. Michael Greene/Atl LCR pos 1; 62. Mark Ballengee/CSCC LCR pos 2; 63. Daniel Brooks/CDR LCR pos 3; 64. Jerry Alass/SFR LCR pos 4; 65. Matt Gray/LOL LCR pos 5; 66. Matias Bonnier/WNY LCR pos 6; 67. Tom Miserendino/CSCC LCR pos 7; 68. Wade White/TVR LCR pos 8; 69. Sabre Cook/Colo LCR pos 9; 70. Thomas Riley/NER LCR pos 10; 71. Mark Hutchins/CHI LCR pos 11; 72. Chris Current/WDC LCR pos 12; 73. Pete LaMaina/SJR LCR pos 13; 74. Mike Thomas/SJR LCR pos 14; 75. Benjamin Brinn/IND LCR pos 15; 76. H. Neil Lund/CFR LCR pos 16; 77. Matt Strathman/KAN LCR pos 17; 78. Charles



**SO CLOSE**

(LEFT) Just to be one of the 72 cars to take the green flag in the championship race was an accomplishment.

(BELOW) With a record-setting field and close racing, it doesn't always go to plan. Regardless, the emergency services crew at Indy made impressively quick work of keeping yellow-flag laps to a minimum.

"I tried an outside pass and was in too deep, but hey, it was the last lap"

**MIKE MISERENDINO**

Miserendino, and Black in order, with Lamb trying to stay connected to the lead train.

That was the way it ended, although Miserendino tried a bold last-lap move in Turn 12 that almost cost him his podium position. At the flag, it was Ayres with a 1.872sec gap to Miserendino and then another second back to Black in third.

"I went into this race like some friends have told me," Ayres says, "lean in and see what comes along. So that's what I was doing. I got a run on John and I went for it and tried to make everybody follow. That was my strategy up until about halfway, when I knew I didn't want to be leading, but Mike's smarter than that!"

Miserendino was philosophical about his finish. "Tray was flawless on both the second-to-last and last lap, and I couldn't

Pigeon/LnSt LCR pos 18; 79. Todd Martin/STL LCR pos 19; 80. Bob Gardner/Bucc LCR pos 20; 81. Steven Kramer/Tex LCR pos 21; 82. David Schaal/LOL LCR pos 22; 83. Steven Rehkemper/CHI LCR pos 23; 84. Joel Parriss/IND LCR pos 24; 85. Ashley B Oaks/Tex LCR pos 25; 86. Bill Watts/NER LCR pos 26; 87. Jim Cote Sr/KCR LCR pos 27; 88. John Waak/Tex LCR pos 28; 89. Tim Gray/LOL LCR pos 29; 90. Daniel Mathias/WDC LCR pos 30; 91. Kevin Elion/WDC LCR pos 31; 92. Carl Hayward/KCR LCR pos 32; 93. Joseph Wolf/NER LCR pos 33; 94. Reid Johnson/LOL LCR pos 34; 95. Paul Miranda/LnSt LCR pos 35; 96. Tisha Strickland/Hous LCR pos 36; 97. Salvatore Webber/LnSt LCR pos 37;

98. Denny Fosdick/CSCC LCR pos 38; 99. Mike Cameron/Colo LCR pos 39; 100. Peter Jankovskis/CHI LCR pos 40; 101. Roy Hillenburt/Hous LCR pos 41;

Gottlieb - Loss of qualifying 4 times per Chief Steward - GCR 9.3.49, 9.1.8.E.2.E

**SRF3 RACE**

**Race 19 laps, 49 Miles: Pos. Driver (Laps);**

1. Tray Ayres (19); 2. Mike Miserendino (19); 3. John Black (19); 4. Robeson Clay Russell (19); 5. Colin Kaminsky (19); 6. Brian Schofield (19); 7. Grayson Strathman (19); 8. Todd Lamb (19); 9. Scott Rettich (19); 10. Cliff White (19); 11. Todd Harris (19); 12. Max King (19); 13. TJ Acker (19); 14. Richard Wiese (19); 15. Steve Fogg (19); 16. Jack Willes (19); 17.

Wayne Hudec (19); 18. Adam Gottlieb (19); 19. John Greene (19); 20. Umberto Milletti (19); 21. Steven Sammut (19); 22. Whitney Strickland (19); 23. Brandon Kennedy (19); 24. Todd Vanacore (19); 25. Paul Marino (19); 26. Colin Clark (19); 27. David Anzalone (19); 28. Dan McBreen (19); 29. Steve Introne (19); 30. Jean-Luc Liverato (19); 31. Derek Schofield (19); 32. Kevin Gauntt (19); 33. Thomas W Burt (19); 34. Bobby Sak (19); 35. Bob Kaminsky (19); 36. Mark Snyder (19); 37. Corey Condit (19); 38. Paul Goudy (19); 39. Jim Cote Jr. (19); 40. Mike Littrell (19); 41. Chuck Newman (19); 42. Scott Monroe (19); 43. Bill Booth (19); 44. Michael Greene (19); 45. Lee Hill (19); 46. Jerry Aplans (19); 47. James Marinangel (19); 48. Mick Robinson (19); 49. David Schacht (19); 50. Lee Douglas (19); 51. Mark Ballengee (19); 52. Sabre Cook (19); 53. Denny Stripling (19); 54. Wade White (19); 55. Craig Blackwell (19); 56. Tom Miserendino (19); 57. Daniel Brooks (19); 58. Mark Hutchins (19); 59. Matias Bonnier (19); 60. Chris Current (19); 61. Steven Greenhill (19); 62. Matt Gray (18); 63. Herb Sweeney IV (17); 64. Thomas Riley (15); 65. Charles Turner (13); 66. Jacob Loomis (12); 67. Max Grau (7); 68. Scott Peterson (1); 69. John Tipton (0); 70. Joe Sammut (0); 71. David Dickerson (0); 72. Liam Snyder (0);

**Overall Time of Race:** 39:08.416; **Average Race Speed:** 75.495mph; **Margin of Victory:** 01.872sec; **Fastest Race Lap:** Ayres 1:49.782 (84.998 mph); **Lap Leaders:** Black laps 1-3, 5, 8; Ayres laps 4, 6-7, 9-19; **Sunoco Hard Charger:** Marino



get it done," he admits. "But we had a great battle on the last lap. I tried an outside pass and was in too deep, but hey, it was the last lap - you're going to go for it."

Black had been fighting issues with his car all week, and offered praise to his fellow competitors. "At the start of the race, I fully believed it was going to be a 12-car chain for the whole race, so I just started going. But I made a couple really awful mistakes and put about five or six car lengths between us. Those guys are great racers, so they kept it clean."

**Jeff Zurschmeide**



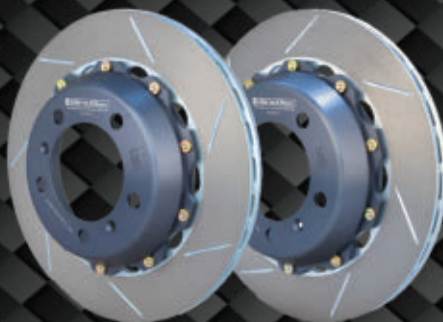
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### STL QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Adam Roberts/OVR (Honda CRX Si) No time / 1.54.562 / 1.53.023 / **1.52.647**; 2. Danny Steyn/FLA (Mazda MX-5) 1.53.425 / 1.54.103 / 1.54.784 / **1.52.958**; 3. Eric Kutil/OVR (Honda Civic Si) 1.53.888 / 1.54.812 / **1.52.993** / 1.53.082; 4. Garret Dunn/DET (Honda CRX Si) 1.57.860 / 1.55.379 / **1.53.438** / 1.53.917; 5. Nick Leverone/NER (Mazda Miata) 1.54.362 / 1.54.557 / **1.53.448** / 1.53.515; 6. Cliff Ira/KCR (Acura Integra GSR) 1.54.609 / 1.58.444 / **1.53.644** / 1.53.996; 7. John Schmitt/OVR (Honda Prelude) 1.57.162 / 1.56.373 / 1.54.857 / **1.53.719**; 8. David Palfenier/CHI (Mazda Miata) 1.56.469 / 1.55.161 / 1.55.923 / **1.54.087**; 9. Tyler Chambers/WOR (Honda Civic) 2.30.594 / 1.57.331 / 1.54.859 / **1.54.174**; 10. Darin Treagle/WDC (Honda Civic Si) 1.56.361 / 1.56.100 / 1.54.735 / **1.54.223**; 11. Tim Auger/SFR (Acura Integra) 1.56.200 / 1.55.866 / 1.55.336 / **1.54.300**; 12. David O'Maley/Atl (Honda CRX Si) 1.57.721 / 1.56.503 / **1.54.521** / 1.55.676; 13. Brian Shanfeld/OVR (Honda Civic Si) 1.56.484 / 1.55.844 / **1.54.669** / 1.55.353; 14. Bob Beede/NER (Honda Civic Si) 1.57.600 / 1.56.270 / 1.55.092 / **1.54.704**; 15. Craig McHaffie/NER (Mazda MX5) 1.56.290 / 1.55.726 /

**1.54.734** / No time; 16. Myles Gilsinger/OVR (Honda Civic Si) No time / 1.57.485 / 1.55.570 / **1.54.747**; 17. Mike Taylor/Atl (Honda Civic) 1.56.917 / 1.55.626 / No time / **1.54.979**; 18. Brian Laughlin/NEOK (Mazda Miata) 1.57.328 / 1.56.761 / **1.55.011** / 1.56.122; 19. John Hainsworth/SJR (Mazda RX-7) 1.56.371 / 1.56.292 / 1.56.191 / **1.55.221**; 20. Ken Kannard/Atl (Mazda Miata) 1.55.450 / 1.55.913 / **1.55.240** / No time; 21. Stephen Wheeler/FLR (Honda Civic Si) 2.00.554 / 1.58.213 / 1.56.695 / **1.55.669**; 22. Luis Rivera/Hous (Mazda Miata) 1.59.547 / 1.59.646 / 1.57.003 / **1.55.789**; 23. Amy Mills/NYR (Mazda Miata) 1.58.833 / 1.58.350 / 1.57.295 / **1.56.047**; 24. Justin Elder/LOL (Mazda Miata) 1.58.178 / 1.58.236 / 1.56.436 / **1.56.188**; 25. Thomas Smith/SJR (Mazda RX-7) 1.58.130 / 1.57.838 / **1.56.380** / 1.56.463; 26. JT Murray/OVR (Honda CRX) 2.01.436 / 1.58.193 / 2.00.617 / **1.56.636**; 27. Rich Walke/CHI (Mazda RX-7) 1.59.806 / 1.59.154 / 1.58.098 / **1.57.613**; 28. Deuce Keane/IL/CFR (Honda Civic Si) 1.59.826 / 1.59.111 / **1.57.631** / 1.58.102; 29. John W. Roberts/Tex (Mazda MX5) 1.58.711 / 1.59.432 / 1.58.462 / **1.57.701**; 30. Mark Utech/LOL (Honda Civic) 2.01.866 / 2.01.208 / 1.58.750 / **1.57.742**; 31. Andrew Wickline/CNY (Mazda Miata) 2.00.895 / 2.00.168 / 1.59.805 / **1.58.205**; 32. Eric Thompson/

SJR (Honda S2000) No time / No time / 2.00.418 / **1.58.556**; 33. Brian Fitzgerald/GLN (Honda Civic Si) 2.02.086 / No time / 1.59.106 / **1.58.797**; 34. James Goughary/NER (Mazda Miata) 2.01.171 / 2.00.509 / 2.00.344 / **1.58.822**; 35. Glenn Murray/OVR (Acura Integra) 2.02.843 / 2.01.479 / 1.59.975 / **1.59.246**; 36. Carl Young/SFR (Honda Prelude) 1.59.929 / **1.59.426** / 2.21.175 / No time; 37. Bernie Naegele/GLN (Acura Integra GSR) 2.04.346 / 2.01.519 / 1.59.854 / **1.59.604**; 38. Thomas Lamb/FWR (Honda CRX Si) 2.06.408 / 2.06.121 / 2.01.287 / **1.59.722**; 39. John Elder/LOL (Mazda Miata) 2.04.686 / 2.50.150 / 2.00.581 / **2.00.094**; 40. Rick Coryeb/NNJ (Scion FRS) 2.02.695 / 2.01.179 / **2.00.277** / 2.00.478; 41. John Paul Keane/CFR (Honda Civic) No time / No time / No time / **2.00.499**; 42. Brian Mangan/FLA (Mazda RX-7) 2.04.392 / 2.03.599 / 2.03.203 / **2.00.989**; 43. Peter Burris-Meyer/CFR (Mazda Miata) 2.04.872 / **2.01.241** / No time / 2.02.389; 44. B.Clark Cambern/WMR (Mazda Miata) 2.02.859 / **2.01.301** / 2.15.640 / No time; 45. Joe Smith/KAN (Mazda Miata) 2.03.237 / 2.01.597 / 2.01.990 / **2.01.388**; 46. Whit Gregg/NYR (Mazda Miata) 2.03.303 / 2.03.434 / **2.01.912** / 2.02.041; 47. William Keeling/Hous (Mazda Miata) 2.02.860 / 2.03.494 / **2.01.967** / 2.03.432; 48. Will Snyder/Tex

(Mazda MX5) **2.02.229** / No time / No time / No time; 49. James DeFinnis/NEP (Mazda Miata) 2.02.849 / 2.03.908 / **2.02.444** / 2.03.090; 50. Michael Olivier/SFR (Honda Civic EX) No time / 2.08.014 / 2.04.295 / **2.02.953**; 51. Brian Cheaney/CFR (Mazda Miata) 2.07.183 / 2.05.491 / 2.03.425 / **2.02.974**; 52. Steve Linn/IND (Nissan Sentra SE-R) 2.07.847 / 2.06.546 / 2.04.976 / **2.03.089**; 53. Joe Schubert/NER (Mazda Miata) 2.04.897 / 2.04.148 / **2.03.255** / 2.04.073; 54. Don Wiseman/OZMT (Mazda Miata) 2.07.598 / 2.06.271 / **2.05.105** / 2.09.079; 55. Allen Skillicorn/CHI (Mazda Miata) 2.10.379 / 3.18.557 / 2.08.930 / **2.07.830**; 56. Nilo Ayuyao/CFR (Mazda Miata) No time / 2.11.178 / **2.08.858** / 2.09.618; 57. Brian Bogert/NEP (Dodge Neon) 2.12.316 / 2.10.459 / 2.09.920 / **2.09.728**;

Fitzgerald - Loss of qualifying 2 times per Chief Steward - GCR 9.1.4.d.4.h, Supp. 7.2.F

Taylor - Loss of qualifying 3 times per Chief Steward - GCR 9.1.4.d.4.h

McHaffie - Loss of qualifying 4 times per Chief Steward - GCR 9.1.4.d.4.f

### STL RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Adam Roberts (19); 2. Eric Kutil (19); 3. Garret Dunn (19); 4. Cliff Ira (19); 5. Brian



Rupert Berrington

**RACE 16** | Saturday | Sept. 30, 2017 | 1:30 p.m.

# SUPER TOURING LITE

In the four days of qualifying, STL had three different polesitters. As the drivers learned the track, the advantage shifted from Danny Steyn to Eric Kutil, and finally to Adam Roberts. Roberts ultimately claimed the Tire Rack pole position with a time of 1:52.647, laid down in Thursday's final qualifying session, with Steyn just three-tenths behind him and Kutil another tenth back.

Fourth place on grid was held by Garrett Dunn and, behind him were STL stalwarts Nick Leverone, Cliff Ira, and 2015 STU champion John Schmitt.

As the field of 46 cars came to the green flag, Roberts had a

great start in his Honest Speed Shop/Myers Motorsports Honda CRX Si and put a gap on the field coming into Turn 1, but Dunn made a remarkable run up from fourth place to take the lead briefly before Roberts reclaimed the spot. Meanwhile, Steyn pulled off with a heartbreaking flat tire before the first lap was complete. Kutil wisely held his Carbotech/Auto Assets/Gridlife Honda Civic Si in third-place position, driving to keep up with the leaders while offering them plenty of room to make a mistake. The three contenders finished the first lap nose to tail in a three-car train.

When the first lap was done, Roberts still held the lead, with Garrett's Dunn's Welding/King Motorsports Honda CRX Si right behind in the draft, and Kutil maintaining third. The two leaders dined their way around the course with a hint of smoke from Roberts' car turning into a haze that left observers wondering if his car could go the distance. Kutil seized the initiative with a bold outside pass to take second place, and he advanced to the lead with an inside pass in Turn 1 in the third lap.

From this point, Kutil worked on opening a gap on the competition. Only Roberts could stay with him, and Dunn faded back with a 10sec gap by the midpoint of the race. With so many cars on course and a comparatively wide range of lap times, lap traffic became the critical factor later in the race. In the 13th lap, Kutil was balked by slower cars and Roberts caught up the distance and then passed for the lead.

Both drivers spent the next several laps working their way

through traffic, with Kutil looking for any opportunity to regain the lead. By lap 15, Kutil was on Roberts' bumper and, in lap 17 Kutil attempted a pass that nearly cost him his podium spot, as his car got sideways. Roberts moved ahead, but Kutil was right back on him as the white flag indicated the last lap.

The final circuit of the course was an all-out race culminating in Roberts being balked yet again and generating contact with Kutil. But at the checker it was Roberts in first with a 0.674sec gap to Kutil, and then more than 22sec back to Dunn in third.

"Lap traffic was crucial in this race," Roberts says. "Up until that point, Eric pretty much had dominance over the race. But I dug deep and I never gave up. I saw that traffic coming. As soon as that traffic was up there, I think I threw down my fastest lap of the race. I put everything into it."

Kutil expressed some frustration, but was circumspect about conditions. "When the lap cars started getting in the way, it really put a damper on our speed," he says. "It was unfortunate, but it's a large class and you can have a lot of traffic. You've got to go around it efficiently. Unfortunately, I couldn't do that this race."

Dunn, meanwhile, thought he had one good shot, and he took it. "I ended up getting a good jump on the start," he says. "Getting that draft gave me a couple miles an hour, and I was able to clear [Roberts]. I knew the only way I had a chance is if I got out front and could keep him behind me. Once these guys get some clean air, it's game over."

**Jeff Zurschmeide**

## STL CHAMPION

### ADAM ROBERTS

Ohio Valley Region  
Honest Speed Shop/Myers  
Motorsports Honda CRX Si

## FAST FORWARD

(MAIN) Adam Roberts (03) headed up the trio of Hondas that ruled the podium, with Eric Kutil (82) second, and Garret Dunn (BELOW) in third.



Rick Conville



Jeff Loewie

Shanfeld (19); 6. Nick Leverone (19); 7. John Schmitt (19); 8. Darin Treake (19); 9. Craig McHaffie (19); 10. Bob Beede (19); 11. Tyler Chambers (19); 12. John Hainsworth (19); 13. Myles Gilsinger (19); 14. Stephen Wheeler (19); 15. Thomas Smith (19); 16. Mike Taylor (19); 17. Brian Laughlin (19); 18. Deuce Keane II (19); 19. Luis Rivera (19); 20. David Palfenier (19); 21. Amy Mills (19); 22. Justin Elder (19); 23. Brian Fitzgerald (19); 24. Rich Walke (18); 25. Eric Thompson (18); 26. Mark Utecht (18); 27. Glenn Murray (18); 28. Rick Goryeb (18); 29. John Paul Keane (18); 30. John Elder (18); 31. Andrew Wickline (18); 32. Thomas Lamb (18); 33. Bernie Naegle (18); 34. Brian Mangan (18); 35. Joe Smith (18); 36. Will Snyder (18); 37. Brian Cheaney (18); 38. James Goughary (18); 39. Whit Gregg

(18); 40. Peter Burris-Meyer (18); 41. William Keeling (18); 42. Steve Linn (18); 43. Don Wiseman (17); 44. Allen Skillcorn (17); 45. Nilo Ayuyao (17); 46. Brian Bogert (17); 47. Tim Auger (15); 48. John W. Roberts (15); 49. Michael Olivier (13); 50. JT Murray (12); 51. Danny Steyn (0); 52. David O'Maley (0); DNS. Ken Kannard ( ); DNS. Carl Young ( ); DNS. B.Clark Cambern ( ); DNS. James DeFinnis ( ); DNS. Joe Schubert ( );

**Overall Time of Race:** 35:59.214; **Average Race Speed:** 82.110mph; **Margin of Victory:** 00.674sec; **Fastest Race Lap:** Kutil 1:52.589 (82.878 mph); **Lap Leaders:** Roberts laps 1-3, 14-19; Kutil laps 4-13; **Sunoco Hard Charger:** Cheaney





### AS QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Bryan Long/CHI (Ford Mustang) 1.55.307 / 1.52.663 / 1.52.238 / **1.50.588**; 2. John Heinrich/DET (Chevrolet Camaro) 1.54.845 / 1.52.841 / 1.52.472 / **1.51.154**; 3. Drew Cattell/DET (Cadillac CTS-V) 1.53.667 / 1.56.295 / **1.51.319** / 1.55.785; 4. Philip Smith/OVR (Chevrolet Camaro) 1.52.637 / 1.52.144 / 1.52.830 / **1.51.968**; 5. Amy Aquilante/PHL (Pontiac Firebird) 2.02.530 / 1.56.842 / 1.54.055 / **1.52.644**; 6. Stephen Ott/PHL (Ford Mustang) No time / 1.58.433 / 1.59.475 / **1.52.992**; 7. Daniel Richardson/WDC (Chevrolet Camaro) 1.55.333 / 1.54.476 / 1.54.763 / **1.53.091**; 8. Matt Jensen/Milw (Chevrolet Camaro) 1.58.624 / 1.57.086 / 1.55.057 / **1.53.216**; 9. Patrick Madden/MVR (Ford Mustang) 1.59.009 / 1.56.790 / 1.57.329 / **1.53.504**; 10. Kevin Fandozzi/GuCo (Chevrolet Camaro SS) No time / 1.55.154 / 1.57.470 / **1.53.833**; 11. Beth Aquilante/PHL (Pontiac Firebird) 2.04.988 / 2.00.373 / 1.57.139 / **1.55.005**; 12. Brian Himes/Delt (Ford Mustang) 1.59.363 / 1.57.666 / 1.58.874 / **1.55.241**; 13. Mark Wheaton/NER (Ford Mustang) 2.01.093 / 1.57.873 / 2.01.067 / **1.55.710**; 14. Craig T Weidner/WMR (Ford Mustang) 2.03.279 / 1.58.705 / 1.58.244 / **1.56.363**; 15. James Jost/PHL (Ford Mustang) 2.02.361 / 1.58.728 / No time /

**1.56.404**; 16. Scott Sanda/CHI (Cadillac CTS-V) 1.58.894 / **1.57.285** / 1.58.270 / No time; 17. Matt Regan/CHI (Ford Mustang) 2.04.128 / 1.59.982 / 1.59.798 / **1.57.419**; 18. John Lechner/NEO (Ford Mustang) 2.24.487 / 1.59.363 / 1.58.491 / **1.57.684**; 19. Michael Thompson/SFR (Chevrolet Camaro) 2.05.824 / 2.03.506 / **1.57.768** / 2.00.803; 20. Boyd Lear/Colo (Chevrolet Camaro) 2.05.293 / 2.00.443 / No time / **1.58.056**; 21. Mark Muddiman/DET (Ford Mustang) 2.13.964 / 2.03.561 / 2.06.683 / **1.58.085**; 22. Jim Wheeler/KCR (Pontiac Firebird) 2.02.655 / 2.28.766 / 1.59.745 / **1.58.223**; 23. Kelly Lubash/NER (Chevrolet Camaro) 2.10.253 / 2.00.038 / 1.59.353 / **1.58.254**; 24. Chris Qualls/CSCC (Ford Mustang Cobra) **1.58.385** / 1.58.438 / No time / 2.05.574; 25. Tim White/NEB (Ford Mustang Cobra) 2.11.602 / 2.01.269 / **1.59.082** / 3.01.153; 26. Mitchell Mohler/CSCC (Ford Mustang GT) No time / No time / No time / **2.00.853**; 27. Matt Naegle/PHL (Chevrolet Camaro) 2.08.543 / 2.08.831 / 2.06.936 / **2.03.940**; 28. Andy Schniedermeyer/STL (Chevrolet Camaro) 2.13.494 / 2.11.532 / 2.07.795 / **2.05.357**; 29. John Barnett/CSCC (Chevrolet Camaro) 2.18.005 / **2.06.007** / No time / No time; 30. Andrew McDermid/Milw (Ford Mustang) No time / No time / No time / No time;

*Mohler - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B*

*Jost - Loss of qualifying 3 times per Chief Steward - GCR 9.1.6.D.1.a.1.c.1.b*

*Jost - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B*

*Barnett - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B*

*Qualls - Loss of qualifying 3 times per Chief Steward - GCR 9.1.6.D.1.a.1.c.1.b*

### AS RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Bryan Long (19); 2. John Heinrich (19); 3. Kevin Fandozzi (19); 4. Daniel Richardson (19); 5. Stephen Ott (19); 6. Craig T Weidner (19); 7. Beth Aquilante (19); 8. Patrick Madden (19); 9. Jim Wheeler (18); 10. Mark Wheaton (18); 11. Tim White (18); 12. Boyd Lear (18); 13. Mark Muddiman (18); 14. Kelly Lubash (18); 15. Matt Regan (18); 16. James Jost (18); 17. Michael Thompson (18); 18. Matt Naegle (18); 19. Philip Smith (17); 20. Andy Schniedermeyer (17); 21. John Barnett (17); 22. Matt Jensen (15); 23. Drew Cattell (13); 24. Amy Aquilante (12); 25. Brian Himes (12); 26. John Lechner (9); 27. Andrew McDermid (7); 28. Mitchell Mohler (2); DNS. Scott Sanda ( ); DNS. Chris Qualls ( );

**Overall Time of Race:** 35:49.968;  
**Average Race Speed:** 82.463mph; **Margin of Victory:** 00.359sec; **Fastest Race Lap:** Long 1:51.507 (83.683 mph); **Lap Leaders:** Long laps 1-19; **Sunoco Hard Charger:** White

### AS CHAMPION

#### BRYAN LONG

Chicago Region

Hoerr Racing Prod/Roux/Pagid/  
Alcon Ford Mustang

Rick Corvino



**RACE 17** | Saturday | Sept. 30, 2017 | 2:35 p.m.

# AMERICAN SEDAN

This year's American Sedan race showed everything that was good in SCCA Club Racing. From the determination of defending Champion Andy McDermid to repair crash damage and making the race, to clean and close racing for the win right down to

the final corner of the final lap. With McDermid out of the action on Monday, it was anyone's game to qualify at the front. Fastest on Monday and Tuesday was Philip Smith; on Wednesday, Drew Cattell took the lead; then on Thursday, Bryan Long found the speed

that had eluded him all week and claimed the Tire Rack pole. Meanwhile, 13-time National Champion John Heinricy had been in the hunt all week, but posted the second-best time on Thursday to take the outside pole. Cattell was relegated to the second row, beside Smith.

At the green flag, Long maintained his lead in his Hoerr Racing Prod/Roux/Pagid/Alcon Ford Mustang, with Cattell wisely following into Turn one, picking up second place in the process. Heinricy was close behind in third as the field wound its way through the infield. At the same time, Amy Aquilante found herself in a pitched battle for fourth place against Daniel Richardson. Meanwhile, at the end of the first lap, Andy McDermid had charged from his 28th-place position at the start to 12th.

After a few exploratory pass attempts by Heinricy and Cattell, the leaders settled down behind Long to extend the gap over the field - but everyone knew the truce would be short lived. By the seventh lap, the top three had opened a substantial lead of about eight seconds on the field, and McDermid had moved up to seventh, although not necessarily showing the speed needed to close in on the front.

Up to this point in the race, the drivers had mostly been concerned with each other, but now the racecourse itself became a player. McDermid's brutal attack of Indy's tough corners finally took its toll when his right-front tire exploded in dramatic fashion. McDermid's fate wasn't to be suffered alone, however, as several other drivers also retired with flats during the race.

At the front, the leaders continued to gap the field, and Long started to pull out a bigger lead on Cattell and Heinricy. During lap 11, Cattell went wide and locked his brakes heading into a corner, allowing Heinricy's Hoosier/Mobil/Hawk Chevrolet Camaro to slip by. Cattell continued to slow after this, giving up positions until he stopped altogether and retired on lap 14. Two-time Champion Kevin Fandozzi took up third place in his Hoosier/Hayworth Brakes/Carbotech Chevrolet Camaro SS, but he was 30sec back of Heinricy and Long.

It was down to a two-car race for the lead as Heinricy used his well-known race craft to make up the distance to Long. At the white flag, the two were nose to tail, visibly working to keep their tires under them on the last lap. Heinricy stuck his nose in a few times, but Long kept his cool and made it to the checker with a 0.359sec margin of victory.

"When you've got a guy who's the best in multiple classes right behind you, you've got no choice but to give it all you've got and run hard," Long says. "It was an exciting 19 laps for sure."

For his part, Heinricy was pleased with the results. "It was so much fun out there, I was giggling a couple times," admits Heinricy. "Everything worked great on the car; it's the best I've ever had. I should have gotten by Drew [Cattell] earlier, but I didn't try hard enough."

"These [American Sedan] drivers put on a hell of a show," agrees Fandozzi, "and I'm happy to be a part of them. It was great racing."

**Jeff Zurschmeid**



Rick Corvino

## A CHAMPION'S DETERMINATION

No one could have predicted the way this year's American Sedan contest would play out. The week began with defending Champion Andy McDermid wrecking his car on the first lap of the first qualifying session. McDermid loaded his car into the trailer and went home to Michigan - but not for long. McDermid's team replaced the entire suspension, engine mounts, rear axle, and all the bodywork on the left side of the car in three days.

"I have an incredibly talented crew," McDermid says. "We rocked on it morning, noon, and night, and we got it done. It's one of those times where you had to buckle down and do the work."

The repaired car arrived back at Indy on Friday evening, just in time to make the race on Saturday afternoon. With no qualifying time, McDermid started from the back of the field. At the start, he took off on a strong charge through the field, running as high as seventh place before a blown tire ended his race.

"You've got no choice but to give it all you've got...it was an exciting 19 laps for sure"

**BRYAN LONG**



Shaun Lumley

## AMERICAN MUSCLE

(MAIN) Bryan Long had the lead from the green, and fended off a hard-charging John Heinricy (TOP) to claim the win. (ABOVE) Kevin Fandozzi wrapped the race with a third-place finish.



**RACE 18** | Saturday | Sept. 30, 2017 | 3:40 p.m.

# TOURING 2

In most years, 26 cars count as a pretty healthy field for a Runoffs race. But this year, the Touring 2 race seemed almost relaxed – at least, until the green flag waved. At that point, the front of the field fanned out five wide down Indy's front straight in a frenetic dash to be first into Turn 1.

Leading the pack was polesitter and two-time Touring 1 Champion John Buttermore in his Hoosier/Carbotech/Stoptech Chevrolet Corvette, with defending 2015 and 2016 Touring 2 Champion Kurt Rezzetano on the outside front row. Buttermore had been fastest all week, setting the pole position time of 1:48.618 in Thursday's qualifying session. Rezzetano was about 0.5sec behind. The second row was made up of Preston Calvert and veteran T1 competitor David Sanders. With that much winning experience at the front of the grid, it was going to be a race to remember.

Calvert and Rezzetano came out of the first turn battling for the lead, but Buttermore came back with a bold two-car pass for the lead the second time into Turn 1. Having the lead in hand, Buttermore started working on opening a gap. Michael Lavigne came up from fifth at the start to pass Rezzetano for third position in lap three, and began racing closely with Bill Collins, including a solid side-to-side smack five laps in.

In the long middle of the 19-lap contest, Buttermore solidly established his lead, opening up 1.6sec by the sixth lap, with Calvert and Rezzetano following. At this point, Mark Boden put his Fall-Line Motorsports Porsche 997 in

position to challenge Rezzetano for the last step on the podium, but was unable to get around – yet.

After the midpoint, a full course caution for a crashed car bunched up the field, erasing Buttermore's lead. After the restart, Boden made good on his intention to take third place, but it wasn't without a fight. While Boden was looking to get past Calvert and into second, Rezzetano was trying to reclaim third, and Sanders had plans to take fourth, leading to an all-out battle between the four drivers in the second half of the race.

On lap 18, Boden finally made it around Calvert's Phoenix/

Hoosier/Hawk Ford Mustang GT in Turn 3, leaving Rezzetano to fight it out with Calvert for third. Boden, Calvert, and Rezzetano went nose to tail in the last lap, with Rezzetano all over Calvert in Turns 9 and 10. At the checker, it was Buttermore claiming his third career championship, followed by Boden and Calvert, putting Rezzetano one step off the podium.

"As we finished the first lap, Kurt and Preston went side by side coming out of the last turn," Buttermore says of his battle for the lead. "I went behind them full throttle and just had such a big run on them. After that, I was pushing as hard as I possibly



Jeff Loeve

## T2 CHAMPION

**JOHN M. BUTTERMORE**

 Detroit Region  
Hoosier/Carbotech/Stoptech  
Chevrolet Corvette

## HIGH PRESSURE

(MAIN) John Buttermore (97) made his move on lap two, taking the lead and never relinquishing it. (ABOVE) Mark Boden fought his way to second place. (RIGHT) Preston Calvert (77) battled hard to stay on the podium.



Rupert Berrington



Richard S. James



Rick Corvine

could. As the saying goes, if you make one mistake, you lose."

The restart was the moment it could have gone wrong for Buttermore, but he had done his homework. "After the full-course yellow, I came around and they threw a really early green out there," he explains. "I've been watching a lot of other races and saw that's what they did. So, I got a good start that time."



Boden admits he didn't have much for Buttermore on the restart. "The big Achilles heel of the Porsche is it's a momentum car," he says, "and it doesn't like the restarts against all the V8s. The yellow was not a big help to me, but we had a decent start and kept the car clean."

Calvert, meanwhile, gives Boden credit where it's due. "[The race] was fantastic actually," he insists. "I was chasing John and trying my best - pedaling as hard as I could trying to catch up to him. I just could not close the gap because he's a tricky driver and has a good car. And Mark, you know, he just kept getting bigger in my mirrors. It was the darnedest thing!"

**Jeff Zurschmeide**

#### T2 QUALIFYING

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

1. John M Buttermore/DET (2003 Chevrolet Corvette C5) 1.50.778 / 1.50.747 / 1.49.383 / **1.48.618**; 2. Kurt Rezzetano/PHL (2015 Ford Mustang GT) No time / No time / 1.50.255 / **1.49.175**; 3. Preston Calvert/WDC (2012 Ford Mustang GT) 1.52.143 / 1.50.519 / 1.51.014 / **1.49.220**; 4. David Sanders/PHL (2003 Chevrolet Corvette C5 Z06) 1.53.753 / 1.51.714 / 1.51.042 / **1.49.281**; 5. Michael Lavigne/NER (2011 Ford Mustang GT) 1.55.084 / 1.50.650 / 1.51.105 / **1.49.462**; 6. Mark Boden/CHI (2003 Porsche 997) 1.51.891 / 1.51.583 / **1.49.800** / 1.49.913; 7. Bill Collins/LOL (2004 Chevrolet Corvette C5 Z06) 1.56.802 / 1.51.747 / 1.51.479 / **1.49.823**; 8. Jason Ott/Colo (2011 BMW M3) 1.55.142 / 1.51.465 / 1.52.421 / **1.50.135**; 9. James Leithauser/Colo (2011 BMW M3) 1.54.349 / 1.53.034 / 1.51.260 / **1.50.490**; 10. Derek Kulach/Colo (2007 Nissan 370Z) **1.50.724** / 1.51.474 / 1.51.261 / 1.51.248; 11. Peter Kulkla/NYR (Chevrolet Corvette C5 Z06) 1.53.958 / 1.53.427 / 1.52.497 / **1.50.806**; 12. William Moore/NEO (2014 Chevrolet Camaro SS) 1.53.026

/ 1.52.776 / 1.53.076 / **1.51.472**; 13. Jeff Lepper/FLA (2017 Nissan 370Z) 1.55.418 / 1.53.300 / 1.52.006 / **1.51.481**; 14. Gary Mason/DET (2002 Porsche 911/996) 1.55.816 / 1.53.186 / 1.53.255 / **1.51.725**; 15. John R Buttermore/DET (2004 Chevrolet Corvette C6) 1.56.165 / 1.53.538 / 1.53.065 / **1.52.732**; 16. Henry Van Vurst/FLA (2012 Ford Mustang Boss 302) 2.44.884 / 1.53.363 / **1.53.029** / No time; 17. Chris Qualls/CSCC (2001 Chevrolet Corvette C5 Z06) 1.54.662 / 1.55.603 / **1.53.241** / 1.53.453; 18. Joe McCall/FLA (2009 BMW E92 M3) 1.55.765 / 1.54.785 / **1.53.872** / 1.54.201; 21. Nicole Jacques/SFR (2011 Ford Mustang GT) 1.56.099 / 1.56.156 / **1.54.569** / 1.55.925; 22. James R Smith/Hous (2002 Chevrolet Corvette C5 Z06) 1.58.678 / 1.56.493 / **1.55.562** / 1.56.855; 23. Carl Fung/CSCC (2004 Chevrolet Corvette C5 Z06) 2.03.055 / 1.57.749 / **1.56.123** / 1.58.135; 24. Richard Kulach/TEN (2009 Nissan 370Z) 2.03.754 / 2.01.151 / 2.00.288 / **1.57.993**; 25. Lynne Griffiths/SFR (2012 Ford Mustang GT) 2.01.457 / 2.00.879 / **1.59.394** / 1.59.443; 26. CJ Moses/NCR

(2004 Dodge Viper SRT-10) No time / No time / 2.21.663 / No time;

Aquilante - Loss of qualifying 1,2 times - car change

Rezzetano - Loss of qualifying 1,2 times - car change

Van Vurst - Loss of qualifying 4 times per Chief Steward - Supp. 9.13

#### T2 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);**

1. John M Buttermore (19); 2. Mark Boden (19); 3. Preston Calvert (19); 4. Kurt Rezzetano (19); 5. David Sanders (19); 6. Jeff Lepper (19); 7. Jason Ott (19); 8. James Leithauser (19); 9. Joe Aquilante (19); 10. William Moore (19); 11. Chris Qualls (19); 12. Henry Van Vurst (19); 13. Gary Mason (19); 14. Peter Kulkla (19); 15. Buz McCall (19); 16. Derek Kulach (19); 17. Lynne Griffiths (19); 18. James R Smith (19); 19. John R Buttermore (18); 20. Nicole Jacques (18); 21. Carl Fung (15); 22. Richard Kulach (15); 23. Natha Waldbaum (8); 24. Michael Lavigne (4); 25. Bill Collins (4); DNS: CJ Moses ( );

**Overall Time of Race:** 37:27.923; **Average Race Speed:** 78.870mph; **Margin of Victory:** 02.169sec; **Fastest Race Lap:** Buttermore 1:48.769 (85.789 mph); **Lap Leaders:** Calvert lap 1; Buttermore laps 2-19; **Sunoco Hard Charger:** Aquilante



RACE 19 | Saturday | Sept. 30, 2017 | 4:45 p.m.

# PROTOTYPE 1

The action-filled Prototype 1 race came to a premature halt on lap 15 of 19 due to a red flag, and Jonathon Eriksen became the somewhat surprised winner in his Greene Trucking/7E Leasing Stohr. He had qualified third, fell back a few places, and kept his head while others were running off course and spinning. When the dust settled, he was on the top step.

Jim Devenport, driving the same Cranbrook Group/Inc. Norma Auto Concept M20F Honda in which he won last year, captured the pole a whole two seconds faster than second-place qualifier Todd Slusher. Eriksen was third, followed by Tim Day Jr. and Keith Carter. One of the pre-race favorites, Jason Miller was 10th, the worst qualifying spot that he could ever remember. "Push the throttle, power oversteer," was his succinct assessment.

Day made a blinding start, moving his Mere Mortal/Hoosier Stohr WF1 Suzuki up from fourth to the lead. Devenport and Slusher followed. By the end of lap two, Miller had moved his car, oversteer or not, all the way up to fourth. At the same time, Devenport was on

the move, taking the lead. Day and Slusher followed, but Miller's charge came to an abrupt halt. Johnnie Crean apparently misjudged matters and he ran into the rear of Miller. Fiberglass and the wing flew into the air and Miller's gallant effort ended.

Devenport slowly opened the lead over Day and Slusher. However, on lap 12 it all came a cropper as he spun. "I came upon an F1000 and he did not know that I was there," he remarks

*"I had a great start and then was able to pick up the pieces as the race went on"*

**JONATHAN ERIKSEN**

morosely. "He ran wider and wider. I tried to get out of his way and missed my brake point. Once off it is hard to get it started again. I was mad as a hornet."

Devenport restarted in sixth with Day now leading Slusher, and Eriksen up to third. Darryl Schoff, meanwhile, had his RAACE Elan DP-2 Mazda up to fourth. By lap 14, Devenport was fifth, then fourth the next time around. The same lap, Day went wide onto the grass and Eriksen, having just disposed of Slusher, made the pass into the lead. As it turned out, the race was all but over as a big crash in the infield brought out the red flag - Narus Niubol spun just after the turn onto the Hulman Straight and Schoff t-boned him. Debris was everywhere and the track blocked.

Day had no chance to try to retake the lead. "The level of grip was the worst I experienced all week," he says. "With both my cars, I have to take a pause before getting on the throttle, and one time I did not do that. Next thing I knew I was in the grass."

Eriksen was a bit taken aback by his win. "I just drove as hard as I could," he admits. "I can't believe it. I had a great start and then was able to pick up the pieces as the race went on."

While Devenport finished third on the road, SCCA red flag rules call for the race to be scored as of the last complete lap. Hence Schoff, even though his car was trash, was credited with third place.

**Tom Schultz**



Richard S. James

**FINDING GRIP**  
(LEFT) At the start, a number of drivers were battling loose cars. Jonathan Eriksen (BOTTOM) was able to find traction - and his way to the front - to claim the win in the shortened race.

## PT1 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time**  
**Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Jim Devenport/SFR (Norma Auto Concept M20 F Honda) 1.31.651 / **1.30.794** / 1.31.052 / 1.31.301; 2. Todd Slusher/LV (Elan DP02 Mazda) 1.33.897 / 1.33.844 / 1.33.580 / **1.32.794**; 3. Jonathan Eriksen/MHR (Stohr WF1 Suzuki) 1.35.959 / 1.35.308 / 1.35.581 / **1.32.835**; 4. Tim Day Jr/CSCC (Stohr WF1 Suzuki) **1.33.359** / 1.34.212 / 1.34.260 / 1.34.308; 5. Keith Carter/WNY (Stohr WF1 BMW) 2.33.447 /

1.41.570 / 1.38.577 / **1.33.561**; 6. Darryl Schoff/NEP (Elan DP02 Mazda) 1.34.444 / 1.34.783 / **1.33.678** / 1.34.229; 7. Johnnie Crean/CSCC (Dauntless Stohr P1 Kawasaki) 1.35.405 / **1.33.703** / 1.38.599 / 1.33.959; 8. Jim Downing/Atl (Peach Mazda Day-02 Mazda) 1.37.335 / 1.35.175 / 1.36.250 / **1.34.493**; 9. Greg Bell/FLR (Stohr WF1 Suzuki) 1.40.311 / 1.37.736 / 1.37.224 / **1.34.565**; 10. Jason Miller/Milw (WynnFurst Kohler) 1.35.005 / 1.35.753 / 1.34.954 / **1.34.800**; 11. Chip Romer/LV (Elan DP02 Mazda) **1.34.864** / 1.35.035 / 1.35.943 / 1.35.140; 12. Jim Hallman/Atl (Stohr WF1 Suzuki) 1.39.488 / No time / 1.37.209 / **1.35.150**; 13. Alastair McEwan/

NCR (Elan DP02 Mazda) 1.36.209 / 1.36.254 / 1.35.842 / **1.35.481**; 14. Kirk Kindsfater/Colo (Speads RS11 Suzuki) No time / 2.10.819 / 1.36.535 / **1.36.584**; 15. Naris Nilubol/WDC (Stohr WF1 Suzuki) 1.37.236 / 2.01.059 / 1.37.548 / **1.36.808**; 16. Steve Nicklin/CSCC (Elan DP02 Mazda) 1.38.783 / 1.38.824 / 1.39.566 / **1.38.310**; 17. Gary Peck/BVR (Stohr 01D Suzuki) 1.41.234 / 1.43.016 / **1.39.807** / No time; 18. John Gyann/CHI (Stohr WF1 Suzuki) No time / **1.39.847** / 1.39.859 / 2.50.894; 19. Bob Wheeler/NCR (Stohr WF1 WF1 Suzuki) 1.40.891 / 1.42.951 / 1.41.427 / **1.40.527**;

Peck - Loss of qualifying 4 times per Chief Steward - Supp. 9.12

## PT1 CHAMPION

**JONATHAN ERIKSEN**  
 Mohawk Hudson Region  
 Greene Trucking/SevenE Leasing/  
 GDRE Stohr WF1 Suzuki



Rick Convine



Jeff Loewe

## P1 RACE

**Race 15 laps, 39 Miles: Pos. Driver (Laps);**  
 1. Jonathan Eriksen (15); 2. Tim Day Jr (15); 3. Darryl Schoff (15); 4. Jim Devenport (15); 5. Greg Bell (15); 6. Todd Slusher (15); 7. Alastair McEwan (15); 8. Chip Romer (15); 9. Kirk Kindsfater (15); 10. Jim Hallman (15); 11. Steve Nicklin (15); 12. Naris Nilubol (14); 13. Bob Wheeler (14); 14. Gary Peck (14); 15. Jason Miller (5); 16. Johnnie Crean (4); 17. Keith Carter (0); 18. Jim Downing (0); DNS. John Gyann ( );

*Race stopped due to red flag*

**Overall Time of Race:** 23:39.453; **Average Race Speed:** 98.607mph; **Margin of Victory:** 02.169sec; **Fastest Race Lap:** Devenport 1:31.499 (101.981 mph); **Lap Leaders:** Day Jr laps 1-2, 11-14; Devenport laps 3-10; Eriksen lap 15; **Sunoco Hard Charger:** McEwan

# kearney

DRIVER DEVELOPMENT



## TUNING THE HELMET – FOR PEAK PERFORMANCE

Tim Paul – 3rd FRP Pro F2000 Championship  
Most Improved Driver (15th in 2016) –  
10 Top 10's, 6 podiums, 2 Poles

Bob Reid – 6th FRP Pro F2000 Championship  
Masters Division

Tim Minor – Pole FRP Indy Pro F2000 Race

Keith McCrone – FRP Indy Pro F2000  
Race 1 – 6th, Race 2 – 6th

Keith McCrone – Pro F2000  
Megan Gilkes – FV  
Chris Gumprecht – F4  
George Slyman – Spec Miata  
Ed Cangialosi – BMW Spec 30  
Peter Phillips, Jr. – SM  
Charlie Rodgers – FV  
Michael Lattanzio – SM

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

### 2017 SCCA Runoffs – Indianapolis Motor Speedway

Brian Farnham FV – Q. 2nd, Finish  
3rd – Bronze Medal

Tim Minor FC – Q. 2nd, Finish  
3rd – Bronze Medal

Chris Horan FF – Q. 2nd, Finish 4th (first Runoffs)

Rick Shields FV – Q. 12th, DNF (3rd until last turn)

Alex Scaler FE – Q. 8th, Finish 5th (2nd fastest lap)

Eric Presbrey – Pro F2000  
Tom Fatur – Pro F2000  
Tim Minor – Pro F2000  
Gary Blarrik – FV  
Sergio Pasian – Pro F2000  
Rick Shields – FV  
Jeremy Grenier – Pro 1600  
Jonathon Weisheit – FV

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

Steve Oseth FF – Q. 12th, Finish 6th

Brian Linn FP – Q. 4th, Finish 8th

Brian Linn HP – Q. 6th, Finish 5th

Megan Gilkes FV – Q. 24th, Finish 23rd

Guy Bellingham FV – Q. 26th, Finish 28th

Bob Wheless P1 – Q. 19th, Finish 13th

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

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

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**RACE 20** | Saturday | Sept. 30, 2017 | 4:45 p.m.

# FORMULA 1000

Last year at the Runoffs, Alex Mayer was the man to beat in Formula 1000.

Unfortunately, in that race, an early, unforced error put him hard into the wall. In the year since, Mayer has constantly thought about redemption - to bring back the gold that he thought he should have won. This year's Indianapolis Runoffs was that redemption.

That said, victory in 2017 was far from easy as Mayer's JDR Racecars JDR Suzuki was under intense pressure from the Edge Engineering Inc. Phoenix F1K.12 Suzuki of Gary Hickman. Jeremy Hill was also ready to pounce in his Hoosier/Stan Photon VD07 Suzuki, while last year's champion, Kevin Roggenbuck was lurking just behind.

Those four made up the first two rows on the grid, and they went into Turn 1 four abreast. They came out Hickman, Mayer, Hill, and Glenn Cooper. "In the first turn, everyone seemed to keep going," Hickman recalls. "Finally I stepped on the brakes, turned in, and there was a hole. I took it and came out in front."

The scrum continued this way until lap five, when Mayer managed to get past Hickman. "We all went into [Turn 1] and I came out second - then I had to chase Gary down," says Mayer. "I went into Turn 13 too deep, dropped two wheels off, and then had to chase him down again."

Mayer was now out in front, but Hickman was always right on his tail - and on lap 10, that became literal. They were nose to tail and Mayer had a slight bobble - Hickman then ran into the back of Mayer's JDR, but fortunately the tap was a light one. Both cars wobbled mightily

but somehow got straightened out without further drama, and the duel resumed.

By lap 13, the battle had closed to the point where Hickman was able to get alongside Mayer on several occasions. However, he was not able to complete the pass attempt and Mayer retained the point. On this lap, Hickman made another attempt, pulled level, but then skated off onto the grass. The next lap he was back alongside, and did get ahead. First place then changed back and forth a couple of times - each had a car that was



Shaun Lumley

## SHORT BUT SWEET

(BOTTOM) An abbreviated FB race ended with Alex Mayer (77) out front, making up for the disappointment that he encountered in 2016 at Mid-Ohio. Gary Hickman (76), however, did not make it an easy race for Mayer. (LEFT) Jeremy Hill stayed out of trouble but never had a chance to make his move.

superior in one spot on the track and inferior in another.

"I came into [Turn] 13 and had no brakes," Hickman recalls. "I kept it on the track but went way wide. I caught up, got by [Mayer], then he got by me, I got by him, and he got by me again. Once I got into the back of him, we were so close."

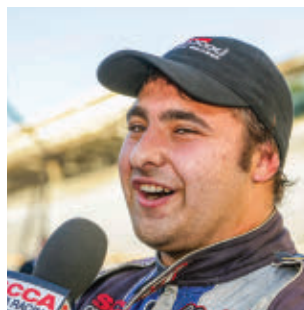
Unfortunately, a major collision in the simultaneous P1 race caused the race to be ended prematurely, the final scoring being on lap 15 of the scheduled 19. Mayer prevailed to take the title that escaped him the previous year, while Hickman was

in what might have been second place. Asked if he could have won had the race run its distance, Hickman paused for a number of seconds before saying, "Very possibly...but my hat is off to Alex, he ran me down, and I just couldn't get it done."

Third-place Hill had a simple plan but did not have the opportunity to play it. "My plan was to hang onto them [and] stay close in case anything happened," he explains. "Stay out of trouble and wait for an opportunity."

Now it is Hickman's turn to plot redemption.

**Tom Schultz**



Rick Corwine

## FB CHAMPION

**ALEX MAYER**

Philadelphia Region  
 JDR Racecars JDR Suzuki

## FB QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Gary Hickman/SanD (Phoenix F1K.12 Suzuki) 1.35.369 / 1.34.732 / 1.34.275 / **1.33.746**; 2. Alex Mayer/PHL (JDR JDR Suzuki) 1.37.991 / 1.34.558 / 1.37.366 / **1.34.063**; 3. Jeremy Hill/OVR (Photon VD07 Suzuki) No time / 1.36.482 / 1.37.377 / **1.35.595**; 4. Kevin Roggenbuck/Nwst (Ralph Firman RFR F1000 Kawasaki) 1.37.450 / **1.36.431** / No time / No time; 5. Glenn Cooper/Atl (Stohr F1000 Kawasaki) 1.38.858 / 1.37.134 / 1.37.374 / **1.37.070**; 6. Mark Nixon/Tex (Stohr F1000 Kawasaki) 1.39.105 / 1.39.869 / 1.40.301 / **1.37.501**; 7. Tim Pierce/NCR (Ralph Firman RFR F1000 Suzuki) 1.42.066 / No time / 1.40.083 / **1.37.808**; 8. Pete Frost/Atl (Phoenix F1K.12 Suzuki) 1.40.379 / 1.40.344 / 1.39.597 /

**1.38.159**; 9. Jose Gerardo/PnAm (JDR JDR-12 Suzuki) 1.38.670 / 1.41.559 / 1.39.484 / **1.38.176**; 10. Joel Haas/FLA (Piper DF05 Kawasaki) 1.39.249 / **1.38.264** / 1.38.980 / 1.39.137; 11. Mike Beauchamp/Milw (Van Diemen RF99 Suzuki) 1.48.067 / **1.38.384** / 1.39.020 / 1.38.561; 12. James Michael/Tex (Stohr F1000 Suzuki) 1.41.092 / 1.40.756 / **1.39.547** / 1.40.182; 13. Todd Peterson/Colo (Ralph Firman RFR F1000 Suzuki) 1.41.040 / **1.40.792** / 1.41.986 / No time; 14. Stephen Hamilton/STL (JDR 012 Suzuki) 1.41.032 / 1.41.590 / **1.40.836** / 1.41.979; 15. Richard Franklin/NCR (Stohr F1000 Suzuki) 1.42.661 / 1.42.834 / **1.41.201** / 1.47.019; 16. Jason Slahor/WDC (Citation F1000 Kawasaki) 1.43.710 / 1.41.919 / 1.41.697 / **1.41.543**; 17. Mike Meyers/FLR (Philly Motorsports DB-F1000 Kawasaki) 1.47.262 / 1.45.814 / **1.44.245** / 1.52.608; 18. David William O'Leary/STC (Mygale SJ04- GSXR Suzuki) 1.48.318 / **1.44.858** / No time / No time;

## FB RACE

**Race 15 laps, 39 Miles: Pos. Driver (Laps):** 1. Alex Mayer (15); 2. Gary Hickman (15); 3. Jeremy Hill (15); 4. Glenn Cooper (15); 5. Kevin Roggenbuck (14); 6. Joel Haas (14); 7. Pete Frost (14); 8. Tim Pierce (14); 9. Mark Nixon (14); 10. James Michael (14); 11. Stephen Hamilton (14); 12. Jason Slahor (14); 13. David William O'Leary (14); 14. Richard Franklin (13); 15. Mike Meyers (13); 16. Jose Gerardo (7); 17. Mike Beauchamp (5); DNS. Todd Peterson ( );

*Race stopped due to red flag*

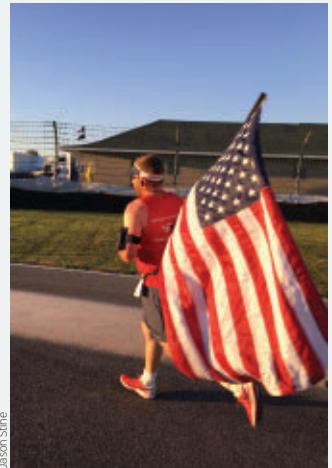
**Overall Time of Race:** 24:27.964; **Average Race Speed:** 95.348mph; **Margin of Victory:** 0.509sec; **Fastest Race Lap:** Mayer 1:33.702 (99.584 mph); **Lap Leaders:** Hickman laps 1-4; Mayer laps 5-15; **Sunoco Hard Charger:** O'Leary



Richard S. James



Jason Stine



Jason Stine

# RUNNING A LAP

For the second year, the SCCA Runoffs 5k and Checkered Flag Dash took to the track on foot, raising money for a good cause

The second annual SCCA Runoffs 5k and Checkered Flag Dash was held during the 2017 SCCA National Championship Runoffs on Saturday, Sept. 30, following the final checkered flag of the day. More than 250 runners, walkers, and volunteers took part in the event, which benefited Maxton's Fight and the Riley Children's Hospital in support of Childhood Cancer Awareness month. "It was great seeing everyone come out and participate in our second year of this event," says 5k race director Jason Stine. "I knew it was going to be a fun night when we opened registration at 5 p.m. and already had over one hundred excited runners waiting in line to get their bibs."

Following a beautiful fall day of racing in central Indiana, runners and walkers took the green flag from 6-year-old "Super Max" Prill and headed down Gasoline Alley and onto pit lane. Runners completed a lap around the IMS road course and raced toward the base of the Pagoda where F Production and Spec Miata racer Charlie Campbell awaited with a waving checkered flag.

"Running the 5k on the actual circuit was really a treat," says Alliance Autosport driver and third

overall female finisher Sabré Cook. "While it gave me a chance to do an extra track walk and take in all the history of Indy, it also made me really appreciate the work I put my vehicle through during the race. At least I only had to run one lap!"

As the runners completed the 5k course and turned down the finishing chute in the shadow of the Pagoda, Bryan Prack and Kristin Bradley found themselves drinking milk in Victory Lane, taking first overall male and female honors. "This was my first trip to IMS, and I felt like a kid again," Prack says. "I remember growing up and watching the 500 with my dad and being in awe of the sheer speed of the cars. It's pretty sweet to see the passion and camaraderie behind this [SCCA] racing, as most are doing it just for fun."

Although there were a few dozen competitive runners at the Runoffs 5k, the event was really aimed at providing a fun night for all in attendance, with many participants taking that to the next level. Runners and walkers showed up wearing team shirts, one carried a giant American flag throughout the run, and there was even a kangaroo stationed at the scoring pylon. A trio of guys decided to complete the



Chris Ewell



**HIT THE BRICKS**  
As the sun set over Indianapolis Motor Speedway (ABOVE), some 250 enthusiastic participants (TOP) helped make the Runoffs 5K and Checkered Flag Dash a success.

entire 5k dressed in a full fire suit and boots. This ended in an all-out sprint down the yard of bricks and toward the checkered flag, much to the delight of the cheering crowd.

Similar to the inaugural year, several motorsports-based companies showed their support for the event. Over \$5,000 worth of merchandise and gift cards were donated and given away as door prizes. The highlight of the prizes had to be a free ride in the two-seater IndyCar courtesy of the Indy Racing Experience, with Tim Delaney being the lucky winner. Other event sponsors included Alliance Autosport, Hoosier Racing Tire, Goodyear Racing, Hawk Performance, Summit Racing Equipment, Sunoco Racing, Speedway Indoor Karting, BASE Performance, Swiftwick, Mobil 1, and the SCCA.

"I really want to thank all of our volunteers, sponsors, and participants for making this year's event bigger and better than last year," says Stine. "It really is great seeing the outpouring of support from both the racing and the local running communities. I'm looking forward to continuing this yearly tradition, so I'll see you all at Sonoma in 2018." 🍷



## DOMINATING FASHION

(BOTTOM) Elliot Finlayson pulled off a flag-to-flag win, and he's looking toward the future.  
(RIGHT) Justin Gordon (6) clinched second place, but Paul Schneider (73) was not far behind.



Rupert Berrington

RACE 21 | Sunday | Oct. 1, 2017 | 8:30 a.m.

## FORMULA ENTERPRISES

Pay attention to Elliot Finlayson, because this young racer is sure to keep generating news. Finlayson arrived at the Runoffs with the Northern Conference title for Formula Enterprises in hand, and he left with the National Championship. In between, he delivered a dominating performance in one of SCCA's closest spec classes.

Driving the Performance AFX Motorsports FE, Finlayson quickly proved he was the one to beat, claiming the Tire Rack pole – Finlayson, outside polesitter Flinn Lazier, and third position's Justin Gordon all found fast times in the 1:39 range.

At the start of the race, Finlayson got a jump on the field, and led the race flag to flag. But while Finlayson was leading, Lazier and Gordon started a side-by-side battle for the remaining podium spots. Fourth-place qualifier Brandon Aleckson was also looking for a podium finish, driving hard to catch the leaders.

Gordon and Lazier battled for second for several laps, trading positions and racing hard until Lazier unexpectedly took the Turn 1 escape road and retired, yielding second place to Gordon's AAA Garden Center FE, and giving third place to Aleckson. Paul Schneider got into the game

in his Compret Motorsports/Syvel Images FE, challenging Aleckson and Gordon for the podium positions. At the midpoint, Gordon, Aleckson, and Schneider were hanging close in a three-car draft.

In the 17th lap, Aleckson fell back a few car lengths, allowing Schneider to move up to third and briefly challenge Gordon for second, but Gordon got back around. At the checker, it was Finlayson by 12.89sec, then Gordon and Schneider, with Aleckson finishing fourth.

"Obviously, it's a big accomplishment, and it's really cool for me to do this...first time at Indianapolis Motor

Speedway," Finlayson says. "I've been getting lot of good results this year, in our Region and in the Super Tour, but there are a lot of guys here who we haven't raced against all year long. So, definitely, it feels a lot bigger to cap it off here."

After his performance at Indy, Finlayson is wasting no time looking to the future.

"You know, we have our options open," he notes. "I want to run U.S. F2000 and the Mazda Road to Indy next year, or maybe F4 or F3. It all depends on what kind of budget we can bring together and what kind of deal we can get."

Jeff Zurschmeide



Rick Corwin

## FE QUALIFYING

Qualifying Pos. Driver/Region (Car) Time  
Session 1/Time Session 2/Time Session  
3/Time Session 4; 1. Elliot Finlayson/  
CHI No time / 1.40.363 / 1.40.930 /  
**1:39.177**; 2. Flinn Lazier/Colo 1.42.459 /  
1.41.548 / 1.41.100 / **1:39.632**; 3. Justin  
Gordon/FLA 1.42.028 / 1.41.662 /  
1.41.569 / **1:39.954**; 4. Brandon  
Aleckson/SFR 1.43.332 / 1.41.175 /  
1.40.880 / **1:40.112**; 5. Paul Schneider/  
CCR 1.42.416 / 1.41.455 / 1.42.207 /  
**1:40.464**; 6. Rhett Barkau/BVR 1.44.891  
/ 1.43.129 / 1.42.755 / **1:40.537**; 7.  
Quinten Nelson/OVR 1.43.392 /

1.42.186 / 1.42.051 / **1:40.557**; 8. Alex  
Scaler/SJR 1.45.655 / 1.41.978 / 1.41.260  
/ **1:40.775**; 9. Sabre Cook/Colo 1.43.148 /  
1.41.976 / 1.42.076 / **1:40.965**; 10. Dean  
Oppermann/CHI 1.43.460 / 1.42.142 /  
1.42.321 / **1:41.204**; 11. Lee Rackley/NCR  
1.45.608 / 1.44.009 / 1.42.706 / **1:41.284**;  
12. David Budres/BVR 1.44.053 / 1.41.676  
/ 1.42.566 / **1:41.408**; 13. Daniel Smith/IND  
1.43.805 / No time / 1.42.059 / **1:41.469**;  
14. Dale Vandebush/Milw 1.44.109 /  
1.43.071 / 1.42.107 / **1:41.832**; 15. Thomas  
W Burt/Nwst 1.46.219 / 1.42.741 /  
1.44.123 / **1:42.160**; 16. Todd Vanacore/  
CFR 1.45.374 / 1.43.286 / 1.42.746 /  
**1:42.168**; 17. Elliott Sohn/Iowa 1.44.921 /  
1.44.306 / 1.42.344 / **1:42.198**; 18.  
Thomas Green/CFR 1.46.144 / 1.44.808 /  
1.45.002 / **1:42.296**; 19. Matthew Cutter/  
BVR 1.45.983 / 1.44.284 / 1.46.650 /  
**1:42.362**; 20. Joe Sammut/NYR 1.43.603  
/ 1.42.917 / **1:42.427** / 1.43.200; 21.  
Clemens Burger/IND 1.45.447 / 1.43.209  
/ **1:42.437** / 1.42.830; 22. Rob Futcher/  
WMR 1.46.376 / 1.43.224 / 1.43.907 /  
**1:42.807**; 23. Theodore Thorp/Atl  
1.46.362 / 1.43.818 / **1:43.053** / No time;  
24. Justin Huffman/WDC 1.49.854 /  
1.44.618 / 1.43.963 / **1:43.087**; 25. Ray  
Mason/OVR 1.50.952 / 1.44.282 /  
1.43.174 / **1:43.130**; 26. Carl Martin/Atl  
1.47.337 / 1.44.316 / 1.43.868 /  
**1:43.233**; 27. John Mcaleer/Atl 1.46.148 /  
**1:43.491** / 1.44.304 / No time; 28. Adam  
Zerlin/NYR 1.45.682 / 1.44.085 /  
1.44.172 / **1:43.512**; 29. Chet Zerlin/FLA  
1.46.393 / 1.43.679 / 1.44.821 /  
**1:43.567**; 30. Craig Haltom/ETR 1.46.120  
/ 1.45.200 / 1.44.139 / **1:43.741**; 31. Jeff  
Read/SFR 1.48.196 / 1.46.529 / 1.44.919  
/ **1:44.242**; 32. Denny Marklein/Milw  
1.47.342 / 1.46.062 / **1:44.470** /

1.45.195; 33. Kelton Jago/WDC **1:44.885**  
/ 1.45.201 / 1.46.301 / 1.45.230; 34. Eric  
Cruz/NCR 1.47.496 / **1:45.117** / 1.47.143 /  
1.45.469; 35. Keith McDonald/WDC  
1.59.475 / 1.47.100 / **1:45.666** /  
1.56.271;

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

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

## FE RACE

Race 19 laps, 49 Miles: Pos. Driver (Laps);  
1. Elliot Finlayson (19); 2. Justin Gordon  
(19); 3. Paul Schneider (19); 4. Brandon  
Aleckson (19); 5. Alex Scaler (19); 6. Dean  
Oppermann (19); 7. Rhett Barkau (19); 8.  
Quinten Nelson (19); 9. Sabre Cook (19);  
10. Dale Vandebush (19); 11. Thomas  
Green (19); 12. Daniel Smith (19); 13.  
Matthew Cutter (19); 14. Thomas W Burt  
(19); 15. Justin Huffman (19); 16. Todd  
Vanacore (19); 17. Lee Rackley (19); 18.  
Adam Zerlin (19); 19. Carl Martin (19); 20.  
Chet Zerlin (18); 21. Eric Cruz (18); 22.  
Kelton Jago (18); 23. Denny Marklein (18);  
24. Keith McDonald (18); 25. Elliott Sohn  
(18); 26. Theodore Thorp (19); 27. Jeff  
Read (18); 28. John Mcaleer (17); 29. Ray  
Mason (16); 30. Clemens Burger (11); 31.  
Rob Futcher (11); 32. Craig Haltom (9); 33.  
Flinn Lazier (6); 34. Joe Sammut (4); 35.  
David Budres (4);

Thorp - Loss of 6 positions in class per  
Chief Steward - Supp. 5.13

Overall Time of Race: 31:50.457; Average  
Race Speed: 92.801mph; Margin of  
Victory: 12.890sec; Fastest Race Lap:  
Finlayson 1:39.726 (93.568 mph); Lap  
Leaders: Finlayson laps 1-19; Sunoco Hard  
Charger: Cruz

## FE CHAMPION

## ELLIOT FINLAYSON

Chicago Region

Performance AFX Motorsports FE



Rick Corwin



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**RACE 22** | Sunday | Oct. 1, 2017 | 9:35 a.m.

# GT-1

From the outside, it appeared that David Pintaric's biggest struggle with his championship run was getting the cork out of the champagne bottle while atop the podium. But the reality was, this year's successful run was a long time in the coming and involved intense levels of prep.

For starters, Pintaric and Cliff Ebben both raced at Indianapolis Motor Speedway in June with the SCCA Pro Racing Trans Am series, giving them a leg up on the competition. Michael Lewis, on the other hand, had never turned a lap at Indy. Despite that, Lewis tried an interesting strategy - unfortunately, the strategy didn't work as planned.

"The way [qualifying] was laid out with 60 cars in a group, I decided it was best to do a test day. I gave everybody Monday and Tuesday to start settling in, and then I'd come in on Wednesday and Thursday," Lewis explains. "But we ended up having problems both days on Wednesday and Thursday." Despite that, Lewis qualified third, albeit 1.4sec off Pintaric's Tire Rack Pole time.

Other problems for Lewis included the hood of his Goodyear Jaguar XKR racecar, as it was ballooning up when the car neared 170mph, hurting his top speed. "We seemed to be able to make ground on the infield, but on the front straightaway [Pintaric] would be able to pull me 12 or 15 car lengths," Lewis notes of the hood issue and his car's lower horsepower level.

At the green, Pintaric (Kryderracing/Ave Racing Cadillac CTS-V) and Lewis dove into Turn 1 while Ebben, starting second, got caught on the outside with a charging Ryan McManus and had to slide into the pack a few



Richard S. James

spots down. "I could see when he went by me that there was no way [McManus] was going to make the corner," says Ebben. "I was outside of him, so when he went by me I just had to wait for him to turn before I could turn. I kind of got out and into the grass, and spent the race making it up."

Pintaric took advantage of the mayhem, put the power down, and started logging impressive laps and forging a bit of a gap, topping 184mph down the front straight.

"I had Michael Lewis behind me the whole time, so I did my best to conserve the tires - it's a long race: 50 miles," Pintaric says. "I was probably running 70 or 80 percent in the turns and then used the power we had to keep [Lewis] behind me."

Ebben spent the best part of the first four laps trailing A.J. Henriksen, looking for a way to put his Stumpf Ford/McMahon Group/Lamers Ford Mustang in third, which he managed while working lap five.

By lap nine, Pintaric had a 2.2sec lead over Lewis. Ebben also started logging impressive laps, grinding away at a four-second deficit to Lewis, but

## GT1 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. David Pintaric/MVR (Cadillac CTS-V) 1.37.961 / 1.37.001 / 1.38.364 / **1.36.008**; 2. Cliff Ebben/Milw (Ford Mustang) 1.45.739 / 2.04.172 / 1.36.607 / **1.36.141**; 3. Michael Lewis/SanD (Jaguar XKR) No time / No time / **1.37.454** / 1.42.598; 4. Ryan McManus/NEO (Chevrolet Corvette) 1.41.335 / **1.38.252** / 1.40.852 / 1.38.663; 5. A.J. Henriksen/CHI (Chevrolet Corvette) 1.43.440 / 1.39.834 / **1.38.990** / 1.39.275; 6. Zachary Monette/Atl (Ford

Mustang) 1.40.656 / **1.39.441** / 1.40.237 / 1.39.632; 7. Jeff Hinkle/Atl (Dodge Challenger SRT) 1.44.699 / 1.39.862 / 1.39.597 / **1.39.451**; 8. Claudio Burtin/Atl (Chevrolet Corvette) 1.40.683 / No time / 1.44.784 / **1.39.731**; 9. David Fershtand/Tex (Oldsmobile Cutlass) 1.44.878 / 1.41.478 / **1.40.242** / 1.41.422; 10. Jack Busch/NER (Ford Mustang) 1.42.829 / **1.40.551** / 1.42.014 / 1.41.807; 11. Tim Adolphson/CSCC (Ford Mustang) 3.40.729 / No time / 1.45.220 / **1.40.787**; 12. Paige Monette Alexander/Atl (Chevrolet Corvette) 1.48.899 / 1.45.552 / **1.42.962** / 1.45.397; 13. Don Noe/Tex (Ford Mustang) 1.48.054 / **1.45.444** / No time / 1.46.830; 14. Douglas Valley/NER (Ford Mustang) 1.46.488 / **1.45.800** / 1.46.600 / 1.46.269; 15. Bob Monette/Atl (Lamborghini Huracan) 1.52.142 / 1.48.654 / **1.47.959** / 1.49.813; 16. James Marshall/Tex (Oldsmobile Cutlass) No time / 1.53.456 / 1.52.694 / **1.50.636**; 17. Mike Kapp/Colo (Chevrolet Camaro) No time / No time / **2.07.100** / 2.28.819;

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

Burtin - Loss of qualifying 2 times per Chief Steward - Supp. 9.13

## GT1 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. David Pintaric (19); 2. Michael Lewis (19); 3. Cliff Ebben (19); 4. Jeff Hinkle (19); 5. A.J. Henriksen (19); 6. Ryan McManus (19); 7. Zachary Monette (19); 8. Tim Adolphson (19); 9. David Fershtand (19); 10. Don Noe (18); 11. Paige Monette Alexander (18); 12. Douglas Valley (18); 13. Bob Monette (17); 14. James Marshall (17); 15. Claudio Burtin (12); 16. Mike Kapp (5); DNS. Jack Busch ( );

**Overall Time of Race:** 31:05.398;  
**Average Race Speed:** 95.043mph; **Margin of Victory:** 01.070sec; **Fastest Race Lap:** Ebben 1:36.187 (97.011 mph); **Lap Leaders:** Pintaric laps 1-19; **Sunoco Hard Charger:** Hinkle

## GT1 CHAMPION

### DAVID PINTARIC

Mahoning Valley Region  
Kryderracing/Ave Racing Cadillac CTS-V



Rick Corvino



Richard S. James

## POWER DOWN

(TOP) The moment the green flag flew, David Pintaric took off in his No. 57 Cadillac, although Mike Lewis (12) kept him honest. (ABOVE) Cliff Ebben crossed the line in third.

Ebben's charge held with about a one-second gap between him and Lewis. "Toward the end I was kind of leveled out," Ebben admits.

"I saw [Lewis] and Ebben coming on behind me in the last four or five laps, but I knew I had enough of a gap that I was in great shape," Pintaric says. "The game plan was to keep them behind me because it's very difficult to pass at this track - that's why the pole is so important. I just tried to conserve the car. Toward the end of the race is when things are

going to happen, and you try not to burn the car down before then."

This win marks Pintaric's second Runoffs victory, but only his first National Championship. His previous win came in 2010 in Super Touring Over. That year, STO did not qualify for National Championship status. This win, he says, erases an asterisk next to his name in the record book. "Being a National Champion at Indy is a high honor," Pintaric smiles. "It's really cool. It gives me goose bumps."

**Philip Royle**



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### FV QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Michael Varacins/CHI (Speed Sport AM-5) 1.56.333 / 1.56.626 / 1.56.077 / **1.55.759**; 2. Brian Farnham/NEO (Silver Bullet SB1) 1.59.582 / 1.57.228 / 1.58.339 / **1.55.988**; 3. Chris Jennerjahn/IND (Vortech FV) 1.57.540 / 1.58.120 / **1.56.232** / 1.57.789; 4. Andrew Whitston/Milw (Protoform P2) 1.57.535 / 1.58.332 / **1.56.431** / 1.56.483; 5. Dennis Andrade/Nwst (Vortech FV) 1.57.593 / 1.58.184 / 1.57.160 / **1.56.768**; 6. Brandon Abbott/DET (Vector AM-1) 1.57.500 / 1.58.625 / 1.57.553 / **1.56.975**; 7. Roger Siebenaler/NINJ (Mysterian M3) 1.57.907 / 1.58.870 / 1.57.658 / **1.57.090**; 8. Donnie Isley/CCR (Agitator 016) 1.57.750 / 1.58.281 / 1.57.859 / **1.57.095**; 9. Mitchell Ferguson/Atl (Vorscha GB4) 1.58.573 / 1.58.102 / 1.58.229 / **1.57.112**; 10. Andrew Thomas Abbott/DET (Vector AM-1) 1.57.808 / 1.57.283 / 1.57.502 / **1.57.160**; 11. Jeff Loughhead/OVR (Vortech FV) 2.00.266 / 1.58.425 / **1.57.192** / 1.57.752; 12. Rick Shields/STC (VDF) 1.58.417 / 1.57.985 / **1.57.247** / 1.57.422; 13. Ron Whitston/Milw (Protoform P2) 1.58.997 / 1.58.084 / **1.57.563** / 1.58.367; 14. Charles Hearn/Hous

(Vortech FV) 1.59.227 / 1.59.544 / 1.58.984 / **1.57.592**; 15. Quinn Posner/Nwst (Protoform P3) 1.58.651 / 1.58.441 / 1.58.180 / **1.57.719**; 16. Adam Jennerjahn/IND (Vortech FV) 1.59.760 / No time / No time / **1.57.907**; 17. Laura Hayes/CCR (Citation Silver Bullet) 1.58.544 / 1.58.389 / **1.58.083** / No time; 18. Mike Landon/IND (Protoform P2) 2.00.940 / 1.59.409 / 1.58.965 / **1.58.589**; 19. Gary Kittell/GLN (Caracal D) **1.58.603** / 1.59.013 / 1.59.066 / No time; 20. John Petillo/NER (SpeedSport V) 1.59.725 / 2.00.189 / 1.59.670 / **1.58.746**; 21. Robert Neumeister/Colo (Mysterian M3) 2.01.462 / 1.59.563 / **1.58.921** / 1.59.669; 22. William Styczynski/CHI (Vortech FV) 2.00.100 / 2.01.009 / 2.00.464 / **1.59.000**; 23. Ron Wake/SFR (Mysterian M3) 2.01.866 / 2.02.397 / 2.00.548 / **1.59.013**; 24. Megan Gilkes/ODR (BRD AFV-01) 2.01.838 / 2.01.090 / 2.00.884 / **1.59.513**; 25. Mark Richardson/CILL (Mysterian M3) 2.00.387 / **2.00.086** / 2.02.565 / 2.00.783; 26. Guy Bellingham/WNY (Mysterian M3) **2.00.592** / 2.01.021 / 2.01.179 / 2.01.414; 27. Marjorie Lundberg/SFR (Caracal C) No time / No time / **2.00.775** / 2.09.367; 28. Mark Edwards/CSCC (Glamdring) **2.00.911** / 2.01.139 / 2.01.091 / 2.01.360; 29. Colin Lawrence/

NER (BRD AFV-01) 2.02.795 / 2.01.238 / **2.01.014** / 2.02.757; 30. Curt Bennett/NEP (Protoform P3) 2.20.667 / 2.05.678 / 2.04.013 / **2.01.730**; 31. Charlie Turner/CSCC (Vortech FV) **2.01.764** / 2.03.112 / 2.04.317 / 2.04.083; 32. Robert Posner/Nwst (Protoform P3) **2.02.047** / 2.02.904 / 2.04.309 / No time; 33. David Satterley/DET (Protoform P3) 2.05.980 / 2.05.467 / 2.03.765 / **2.02.128**; 34. Joseph Bertolucci/CHI (Citation XTC-41) 2.06.036 / 2.03.044 / **2.02.368** / 2.02.847; 35. Donald Manthe/CSCC (Lynx) 2.04.807 / 2.17.553 / 2.04.534 / **2.02.607**; 36. Lisa Noble/KAN (Vortech FV) 2.04.461 / **2.03.262** / 2.06.496 / 2.04.011; 37. Stuart Delaney/DET (Caracal D) No time / 2.06.138 / **2.04.065** / 2.06.767; 38. Mike Schiffer/CFR (Mysterian M3) 2.28.404 / 2.17.686 / 2.15.116 / **2.12.098**; 39. Frank Folbre/Tex (Adams Aero) 2.14.144 / 2.15.308 / **2.12.465** / 2.26.145;

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

Hayes - Loss of qualifying 4 times per Chief Steward - GCR 9.3.49, 9.1.1.C.2

### FV RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Michael Varacins (19); 2. Andrew Whitston (19); 3. Brian Farnham (19); 4.

Andrew Thomas Abbott (19); 5. Jeff Loughhead (19); 6. Charles Hearn (19); 7. Mitchell Ferguson (19); 8. Dennis Andrade (19); 9. Quinn Posner (19); 10. Mike Landon (19); 11. Brandon Abbott (19); 12. Ron Wake (19); 13. Ron Whitston (19); 14. William Styczynski (19); 15. Robert Neumeister (19); 16. Mark Richardson (19); 17. John Petillo (19); 18. Mark Edwards (19); 19. Colin Lawrence (19); 20. Robert Posner (19); 21. David Satterley (19); 22. Rick Shields (18); 23. Megan Gilkes (18); 24. Charlie Turner (18); 25. Joseph Bertolucci (18); 26. Frank Folbre (17); 27. Roger Siebenaler (16); 28. Guy Bellingham (18); 29. Mike Schiffer (16); 30. Curt Bennett (16); 31. Lisa Noble (11); 32. Adam Jennerjahn (10); 33. Stuart Delaney (3); 34. Chris Jennerjahn (0); 35. Donnie Isley (0); 36. Laura Hayes (0); 37. Gary Kittell (0); 38. Marjorie Lundberg (0); 39. Donald Manthe (0);

Bellingham - Loss of 3 positions in class per Chief Steward - GCR 6.1.1.B

**Overall Time of Race:** 37:03.516; **Average Race Speed:** 79.735mph; **Margin of Victory:** 18.563sec; **Fastest Race Lap:** Varacins 1:55.923 (80.495 mph); **Lap Leaders:** Varacins laps 1-2, 4, 6-8, 10-19; Whitston laps 3, 5, 9; **Sunoco Hard Charger:** Posner



Jeff Loewe

**RACE 23** | Sunday | Oct. 1, 2017 | 10:40 a.m.

## FORMULA VEE

**M**ichael Varacins made history by winning his sixth SCCA National Championship in Formula Vee - he's now the first FV driver to have won this many National Championships in the class. His Hoosier/Speed Sport Engineering Speed Sport AM-5 was the class of the field, holding the pole position the entire week, but that was really only icing on the cake. You see, the Indy 500 was one of Varacins' earliest racing memories, so also becoming the first driver to win the Formula Vee National Championship three times in a row, and to have that third straight victory come at IMS, was special, indeed. "Obviously, you can't beat Indianapolis Motor Speedway," Varacins says, "I remember listening to the Indy 500 on the family van radio. Winning here is one of those things I'm not sure words can

describe when you see the history of this place and pull into the same area that so many legends have before."

Second-place finisher Andrew Whitson didn't make it easy for Varacins, however, as the two spent more than half the race swapping positions, heavily relying on the draft. "It was pretty exciting there for the first few laps," Varacins admits. "Andrew kept getting a run on me in the draft. I was trying to figure out where he was going to be on the last lap or where I was going to be on the last lap."

While those two were battling for first, eventual third-place finisher Brian Farnham found himself in a similar fight with Rick Shields. Roger Siebenaler was also able to join the pair after pulling away from Jeff Loughhead and Dennis Andrade.

But just as the excitement was building at the front, Whitson's Subway Protoform P2 developed an issue, causing him to fall back from Varacins. The gap to the third-place battle was large enough that Whitson was able to nurse his car around doing laps

that were sometimes three seconds slower than his fastest lap of the race - not that it felt that way. "I was pushing harder than when I was running with Varacins," Whitson says. "I knew the guys behind me were coming, and I couldn't go as fast as I was before, so I really started pushing pretty hard at that point."

The drama for third increased when Farnham, running fourth, locked up the tires of his Autowerks/Hoosier/Kearney DD Silver Bullet SB1 going in to Turn 1. Siebenaler was able to get around, but pulled off in Turn 5 with a mechanical issue. Shields had been comfortable in third, but traffic allowed Farnham to catch him and get a run. The two touched wheels in Turn 13, which resulted in Shields entering the gravel, ending his day.

"Unfortunately, [Shields] and I came together in the last corner," Farnham says, "We came through the last complex and in the braking, he almost went off the track, and we both banged wheels coming around the next corner."

**Sydney Davis Yagel**



Rick Corwine

### FV CHAMPION

#### MICHAEL VARACINS

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

### UNTOUCHABLE

(MAIN) With his sixth win, Michael Varacins cemented his place in FV history. (BELOW) Andrew Whitson finished second in his ailing car. (BELOW RIGHT) Brian Farnham survived to collect third.



Rick Corwine



Mark Weber



**RACE 24** | Sunday | Oct. 1, 2017 | 11:45 a.m.

# GT-LITE

Chris Bovis knew he had to lead out of Turn 1 on the first lap. He and his team, which included Jim Dentici and Bob Clark, had watched many starts at this year's Runoffs and they knew it could all come to grief in that corner. They had worked for two years to make sure their car was as well prepared as possible for this year's Runoffs, and they really, really wanted to win.

"We did everything we could, almost lost the car, got all sideways on the opening lap, to make sure that we came out of there first," Bovis admits. He did come out first, and he led every lap on his way to his third title - Heartland Park, Road America, and now Indianapolis Motor Speedway.

On Monday, it looked as though reigning National Champion Peter Shadowen would be the car to beat. He set a qualifying time on Monday that stood through Wednesday, even though he didn't post a qualifying time on Wednesday - as he drove from pre-grid to the hot pits, he broke an axle. Normally, that would be a half hour repair, but the part was in California and it didn't arrive until after qualifying on Thursday. So Bovis was on pole and Shadowen would start fourth. Second on the grid was Ryan Kristoff followed by Peter Zekert and Mark Ward. Then came two drivers with a total of 16 National Championships, Steve Sargis and Joe Huffaker. In all, there were 21 National Championships represented by these drivers.

At the start, Kristoff took off in a heavy cloud of smoke with Shadowen right behind. From his view, "I wasn't sure if it was

tire rub or the beginning of an engine failure," Shadowen says. "I didn't want to get close, but I couldn't stay behind him, so I fell in behind Peter Zekert - he's good, he's quick, he's a safe guy to race with." Kristoff would not complete the lap.

Bovis got the jump he wanted and had a small gap from his Goodyear Tires/JDM Motorsports Honda CRX back to Zekert, Shadowen,

Sargis, Michael Kamalian, and Huffaker - and they were pulling away from the next group.

Shadowen hounded Zekert for several laps. "We were fighting a drafting game for a few laps, but his top end wasn't quite there, and I finally had to go around," Shadowen explains. Shadowen made the move going into Turn 1 - Zekert tried to hold him but spun in the attempt. Zekert only lost one place with the spin but eventually fell back to seventh at the end.

For a while, Sargis seemed to be closing on Shadowen's Road N Race Automotive Honda CRX, and then suddenly lost about 10 seconds. It turns out, Sargis was lapping Rusty Bell, but Bell may not have seen Sargis' Hoosier/Carbotech Triumph Spitfire closing on him. "I thought he was going to let me go, but he came down and we both spun," Sargis recalls. "At that point, Peter [Shadowen] had about four seconds on me. I just

"We did everything we could...to make sure that we came out of there first"

**CHRISTOPHER BOVIS**



Jeff Loeve

## GOT TO LEAD

(MAIN) Christopher Bovis executed his plan to perfection, leading out of Turn 1 at the start and never looking back. (BELOW) Peter Shadowen ran a smart race and added a silver medal to his collection. (ABOVE) Steve Sargis recovered from a spin to finish third.



Jay Bonvillian

Rupert Berrington



## GTL CHAMPION

### CHRISTOPHER BOVIS

Chicago Region  
Goodyear Tires/JDM Motorsports Honda CRX



Rex Corvine



didn't have anything for him."

As the race progressed, the gaps between competitors stabilized, with the exception of the race between Kamalian and Ward. On the last lap, Kamalian got past Ward in Turn 4; Ward tried to return the favor in the Horseshoe but failed. Kamalian would finish half a second in front of Ward in fifth.

After the race, Bovis was both ecstatic and relieved. "For 40 minutes today, we put two years' worth of work in. We always try to come with a really good program, as close to pro racing as we can get, but we've never worked this hard for a race."

**J. Michael Hemsley**

#### GTL QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Christopher Bovis/CHI (Honda CRX) 1.53.010 / 1.52.310 / 1.52.533 / **1.50.331**; 2. Ryan Kristoff/DET (Honda CRX) No time / 1.55.316 / 1.53.074 / **1.50.788**; 3. Peter Zekert/STL (Nissan 200SX SE-R) 1.59.298 / 1.54.795 / 1.55.216 / **1.51.185**; 4. Peter Shadowen/FLA (Honda CRX) **1.51.574** / 1.56.111 / No time / No time; 5. Mark Ward/FLA (Toyota Paseo) 1.56.449 / 2.02.601 / 1.57.630 / **1.51.804**; 6. Steve Sargis/BVR (Triumph Spitfire) 1.54.902 / 1.54.099 / 1.53.544 / **1.52.501**; 7. Joe Huffaker/SFR (MG Midget) 1.54.661 / 1.55.026 / 1.53.262 / **1.52.643**; 8. Robert E Lentz/WDC (Nissan Sentra SE-R) 1.55.552 / 1.53.888 / **1.52.958** / 1.52.993; 9. Graham Fuller/WDC (Honda CRX) 1.56.026 / 1.56.913 / 1.54.798 / **1.53.746**; 10. Michael Kamalian/Atl (Mazda Miata) 1.55.277 / 1.54.703 / 1.54.068 / **1.53.899**; 11. Charles Leonard/CFR (Nissan 200SX

SE-R) 1.56.139 / 1.56.653 / 1.55.560 / **1.54.258**; 12. Paul Mevoli/CFR (Nissan Sentra) No time / No time / 1.54.782 / **1.54.528**; 13. Christopher J Kopley/NER (Mini Cooper) 1.58.657 / 2.00.133 / 1.59.008 / **1.56.261**; 14. Ken Blackburn/NCR (Honda Civic) 1.59.855 / 2.04.566 / 3.25.959 / **1.57.257**; 15. James Gregorius/FLR (Mazda RX-7) 1.59.996 / 1.59.272 / 1.58.869 / **1.57.557**; 16. Jonathan Goodale/Colo (Mazda MX-5) 2.00.040 / 1.58.825 / 1.58.343 / **1.57.934**; 17. Bill Okell/Ore (Austin-Healey Sprite) 2.10.534 / 2.03.918 / 1.59.591 / **1.58.426**; 18. Joel Hipp/NEO (Mini Cooper) 1.59.934 / **1.59.717** / No time / No time; 19. Rusty Bell/NOV (Toyota Tercel) 2.04.567 / 2.04.471 / 2.01.659 / **1.59.956**; 20. Roy Lopshire/KCR (Toyota Tercel) **2.00.945** / No time / No time / No time; 21. Bill Ball/SJR (Nissan 200SX SE-R) 2.04.515 / 2.03.546 / 2.01.841 / **2.01.543**; 22. Bill Blust/CDR (MG Midget) 2.06.177 / 2.08.488 / **2.02.521** / 2.03.991; 23. Ted Phenix/GLN (Mini Cooper) 2.08.568 / No time / 2.06.454 / **2.02.907**; 24. Brad Lewis/STL (Nissan 1200) 2.06.390 / **2.03.049** / 2.06.365 / 2.03.615; 25.

Jonathan Spiegel/BiHi (Honda CRX) No time / **2.04.099** / No time / No time; 26. Daniel Stalzer/BVR (Toyota Corolla) No time / No time / **2.21.828** / No time;

#### GTL RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Christopher Bovis (19); 2. Peter Shadowen (19); 3. Steve Sargis (19); 4. Joe Huffaker (19); 5. Michael Kamalian (19); 6. Mark Ward (19); 7. Peter Zekert (19); 8. Graham Fuller (19); 9. Christopher J Kopley (19); 10. Charles Leonard (19); 11. Jonathan Goodale (19); 12. Bill Okell (18); 13. Ken Blackburn (18); 14. Bill Ball (18); 15. Joel Hipp (18); 16. Rusty Bell (12); 17. James Gregorius (11); 18. Paul Mevoli (9); 19. Bill Blust (9); 20. Ted Phenix (3); 21. Ryan Kristoff (0); 22. Jonathan Spiegel (0); 23. Robert E Lentz (0); 24. Brad Lewis (0); DNS. Roy Lopshire ( ); DNS. Daniel Stalzer ( );

**Overall Time of Race:** 35:50.485; **Average Race Speed:** 82.443mph; **Margin of Victory:** 05.783sec; **Fastest Race Lap:** Bovis 1:52.068 (83.264 mph); **Lap Leaders:** Bovis laps 1-19; **Sunoco Hard Charger:** Ball





#### T4 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;** 1. Oscar Jackson/CSCC (2017 Toyota 86) 1.57.789 / No time / 1.56.756 / **1.56.566**; 2. Chi Ho/FLA (2015 Scion FR-S) 1.58.049 / 1.57.969 / 1.57.394 / **1.56.810**; 3. Darren Seltzer/CFR (2016 Scion FR-S) 1.58.879 / 1.58.188 / **1.57.055** / 1.58.406; 4. Don Knowles/NCR (2005 Mazda RX-8) 1.58.245 / 1.58.639 / **1.57.109** / 1.57.427; 5. Kellie Czarny/CFR (2014 Scion FR-S) 2.01.655 / 1.59.476 / 1.57.618 / **1.57.154**; 6. Jared Lendrum/MHR (2013 Subaru BRZ) 1.58.487 / 1.58.445 / **1.57.377** / 1.57.872; 7. Tim Myers/Atl (Mazda MX-5) 1.58.937 / 1.58.873 / 1.58.200 / **1.57.466**; 8. Felix Borodaty/NNJ (2016 Scion FR-S) 1.58.996 / 1.58.921 / **1.57.718** / 1.58.595; 9. Raymond Blethen/NER (2009 Mazda RX-8) 2.01.404 / 1.58.979 / **1.57.839** / 1.58.408; 10. Thomas Bernacki/CHI (2010 Mazda MX-5) No time / 1.59.316 / 1.58.252 / **1.57.899**; 11. Jon Yanca/DET (2010 Mazda MX-5) 1.59.440 / 1.59.676 / 1.58.434 / **1.58.107**; 12. Ryan Kowalewski/COL (2009 Mazda MX-5) 1.58.957 / 1.58.328 / **1.58.180** / 1.58.421; 13. Scotty B White/Nwst (2013 Scion FR-S) No time / No time / 1.59.569 / **1.58.323**; 14. Richard Dickey/Tex (2004

Mazda RX-8) 2.01.025 / 2.01.141 / 1.59.288 / **1.58.454**; 15. Jeff Jensen/CDR (2005 Acura RSX Type-S) 2.00.451 / 1.59.995 / **1.58.830** / 1.59.254; 16. Derrick Ambrose/Ore (2015 Mazda 3) 1.59.256 / 1.59.737 / 1.59.748 / **1.58.844**; 17. James Ebben/Milw (Mazda MX-5) 2.03.476 / 2.01.277 / 1.59.314 / **1.58.964**; 18. Ross Murray/CSCC (2004 Mazda RX-8) 2.03.899 / 2.01.065 / 2.00.051 / **1.58.994**; 19. Kevin Fryer/WDC (2006 Mazda MX-5) 2.00.722 / 2.01.214 / 1.59.831 / **1.59.420**; 20. Ali Naimi/Ore (2006 Mazda MX-5) 2.00.989 / 2.01.448 / 2.01.280 / **1.59.551**; 21. Ron Munnerlyn/CCR (2014 Mazda MX-5) 2.01.768 / 2.02.043 / 2.01.202 / **1.59.567**; 22. Timothy Wise/SFR (Mazda MX-5) 2.00.076 / 2.01.268 / 2.00.489 / **1.59.727**; 23. James Coughlin/OVR (2012 Honda Civic Si) 2.04.111 / 2.01.427 / 2.00.846 / **1.59.908**; 24. Richard James/CSCC (2006 Mazda MX-5) 2.04.433 / 2.03.961 / 2.01.905 / **2.00.243**; 25. Lance Stewart/Reno (2004 Mazda RX-8) No time / No time / 2.02.221 / **2.00.789**; 26. Steve Strickland/BRR (2007 Mazda MX-5) 2.03.752 / 2.02.023 / **2.01.758** / 2.02.555; 27. Ralph Porter/IND (2004 BMW Z4) 2.11.304 / 2.45.116 / No time / **2.02.307**; 28. L. Lowell Huston/Hous (2009 Mazda MX-5) 2.05.213 / 2.04.406 / **2.02.390** / 2.03.415; 29. Brian Huston/

CSCC (2005 Acura RSX Type-S) **2.03.241** / No time / No time / 2.06.805; 30. Matt Downing/OVR (2006 Pontiac Solstice) 2.05.151 / 2.03.922 / **2.03.616** / 2.04.309; 31. Richard Grunenwald/OVR (2006 Ford Mustang V6) 2.05.570 / 2.05.891 / 2.05.032 / **2.04.216**; 32. Christopher Collins/WDC (2006 Mazda MX-5) No time / 2.09.022 / 2.06.417 / **2.04.466**; 33. Matthew Miller/MVR (2005 Ford Mustang V6) **2.04.497** / 2.05.874 / 2.07.303 / 2.04.783; 34. Michael Dalton/CHI (2007 Pontiac Solstice) 2.08.313 / 2.09.022 / 2.04.717 / **2.04.674**; 35. Curt Faigle/STL (2002 Chevrolet Camaro) 2.06.123 / 2.06.487 / 2.05.601 / **2.04.692**; 36. Mike Burke/SCR (2006 Mazda MX-5) 2.06.006 / 2.05.577 / 2.05.267 / **2.04.694**; 37. Steven Christopher/OVR (2006 Mazda MX-5) No time / 2.08.426 / 2.06.536 / **2.06.259**; 38. Whitfield Gregg/NYR (2013 Subaru BRZ) No time / 2.08.469 / **2.06.871** / 2.09.138; 39. Keith Jones/NEO (2002 Mazda MX-5) 2.17.540 / 2.11.560 / 2.10.015 / **2.08.522**; 40. Thomas Aquilante/SJR (2002 Chevrolet Camaro) **2.38.592** / No time / No time / No time;

*Christopher - Loss of qualifying 1 times per Chief Steward - GCR 9.3.49*

#### T4 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Darren Seltzer (19); 2. Kellie Czarny (19); 3. Raymond Blethen (19); 4. Oscar Jackson (19); 5. Jon Yanca (19); 6. Don Knowles (19); 7. Ryan Kowalewski (19); 8. Ross Murray (19); 9. Thomas Bernacki (19); 10. Felix Borodaty (19); 11. Tim Myers (19); 12. Lance Stewart (19); 13. Scotty B White (19); 14. James Ebben (19); 15. Jeff Jensen (19); 16. Timothy Wise (19); 17. Ron Munnerlyn (19); 18. James Coughlin (19); 19. Steve Strickland (19); 20. Ralph Porter (19); 21. L. Lowell Huston (18); 22. Matt Downing (18); 23. Christopher Collins (18); 24. Richard Grunenwald (18); 25. Richard James (18); 26. Curt Faigle (18); 27. Mike Burke (18); 28. Whitfield Gregg (18); 29. Steven Christopher (18); 30. Matthew Miller (18); 31. Michael Dalton (18); 32. Richard Dickey (18); 33. Kevin Fryer (17); 34. Keith Jones (16); 35. Ali Naimi (13); 36. Derrick Ambrose (10); 37. Brian Huston (6); 38. Chi Ho (1); 39. Jared Lendrum (0); DNS. Thomas Aquilante ( );

*Jackson - Loss of 3 positions in class per Chief Steward - GCR 6.11.1*

**Overall Time of Race:** 37:34.341; **Average Race Speed:** 78.645mph; **Margin of Victory:** 01:709sec; **Fastest Race Lap:** Jackson 1:56.923 (79.806 mph); **Lap Leaders:** Jackson laps 1-19; **Sunoco Hard Charger:** Stewart



Rick Convine

**RACE 25** | Sunday | Oct. 1, 2017 | 1:30 p.m.

## TOURING 4

Coming into the 2017 Runoffs, Oscar Jackson Jr. was the odds-on favorite, having won from the pole at Mid-Ohio in 2016. In qualifying, Jackson quickly proved everyone right, shooting to the top of the leader board in his Jackson Racing/BFGoodrich Toyota 86, claiming the Tire Rack pole. But the Dynasty Racing crew of Darren Seltzer, Chi Ho, and Kellie Czarny had a few tricks up their sleeve, swapping to a smaller wheel and tire package for the final qualifying session, opting for 15-inch units in place of the standard 17s. This jumped Ho to the front row, just a few tenths shy of Jackson, with Czarny also improving her time. Seltzer would start third based on the strength of his third session.

The start, like many, was action packed. At the green, Ho

cut hard behind Jackson to line up with his teammate Seltzer and take the inside line into Turn 1. Ho claimed the lead as the field entered Turn 1 forcing Jackson to fall in line or risk getting hung out.

As the leaders exited Turn 6a for the first time, Ho held his car tight catching Jackson by surprise, resulting in side-by-side contact. Chaos erupted behind them - possibly as cars started to check up - and Don Knowles spun to the outside, taking himself out of contention.

Then things really heated up. As Chi led Jackson into the Esses, nose-to-tail contact between Ho and Jackson sent Ho for a spin at the entry to Turn 9 - Ho recovered only to retire one lap later.

This wild first lap laid the groundwork for what looked to be a runaway for Jackson, as he held a comfortable gap for much of the race. It was not until Czarny caught up to Seltzer that the pair began to charge toward Jackson.

A little farther back, Raymond Blethen and Jon Yanca were having a great scrap for what would unknowingly be the final step on the podium - this was a tight battle that would last much of the race. Ultimately, Blethen would claim the spot in his RST Performance Mazda RX-8.

With three laps to go Czarny went around Seltzer into Turn 1, but it was short lived. "Right when we turned into Turn 1 there was lapped traffic that cut over right in front of me," says Czarny. "I almost threw it off the track, had to jam on the brake pedal and Darren went around."

As the leaders took the white flag and began the final lap,

**"We worked hard all year perfecting both our driving and the car's performance"**  
**DARREN SELTZER**

Kevin Fryer lost his left rear wheel entering Turn 1, bringing with it a local yellow, taking away what could have been the best opportunity for either Seltzer or Czarny to make a move.

Seltzer made a valiant effort with what time was remaining; he came up 0.169sec short of Jackson at the line. However, the lap one contact with Ho came back to haunt Jackson, as he was penalized three finishing positions for his part.

What was thought to be a victory just out of reach turned into a first Runoffs National Championship for Seltzer and his BFGoodrich/OrecaGear/G-Loc Scion FR-S. Certainly, Seltzer would have preferred to win on the track, but the actions taken, and resulting finishing order, had nothing to do with him. "For my win, yes, of course, not the preferable way," Seltzer admits. "But I think of it more a win for the entire Dynasty Racing team. We worked hard all year perfecting both our driving and the car's performance. I think our results showed that effort."

For Czarny, in the Fidelity Funding Mortgage Corp Scion FR-S, the silver medal solidly cemented a place in Runoffs history, as the first female rookie to stand on the podium. "It was really tough," says Czarny. "Super exciting race, it could have gone 10 different ways."

**Jason Isley**

### T4 CHAMPION

#### DARREN SELTZER

Central Florida Region  
BFGoodrich/Oreca Gear/G-Loc  
Scion FR-S

### SHAKE AND BAKE

Teamwork paid off with a win for Darren Seltzer (MAIN) and a runner-up finish for Kellie Czarny (BELOW). Raymond Blethen (BOTTOM) dug deep and finished on the podium.



Jay Bonkelaar



Shaun Lumley



Rick Convine



**RACE 26** | Sunday | Oct. 1, 2017 | 2:35 p.m.

# FORMULA 500

The start of the Runoffs championship race for Formula 500 was exciting – so exciting, in fact, that the action began on the pace lap. Pulling from the pits, Wiley Clinton McMahan was sitting on the pole driving his Environmental Protection Agency Scorpion. The next two cars on grid were 2016 champion and current Northern Conference winner Steven Thompson just 0.452sec off McMahan's time, and Barry Luterek barely another 0.23sec off the pole. So, the field came out of the pits slowly, gathered behind the pace car, and then McMahan spun.

"I've never in my life spun on the warm-up lap, warming my tires up," McMahan admits. "Of course, it's going to be here on the biggest stage in America where I make that mistake."

McMahan's spin in the first few turns only threw him off for a moment, and he rejoined the pack four rows back. When the green flag flew, competitors fanned out six-wide along Indy's big front straight and raced to be first into Turn 1.

All eyes were on McMahan as he dove to the inside and made up nearly all the space he lost during his spin, but behind him cars went everywhere and in all directions. Luterek emerged in first place, followed by McMahan, 2014 champion and seventh-place qualifier Calvin Stewart, then ninth-place qualifier Aaron Ellis, and Thompson in fifth place.

Thompson lost no time putting himself ahead of Stewart, while McMahan soon reclaimed the lead from Luterek. Back in fifth position, Sven de Vries had his Satellite Racing Novakar J9 Suzuki in a pitched battle with

Michael Mueller. In the sixth lap, de Vries claimed the fifth spot, and then pushed past Stewart to take up fourth.

At the front, McMahan was now running clean laps, stretching out a lead of about three seconds by the halfway point, with Luterek running a strong second and Thompson's Fabricating/Hoosier T&R Fab TR1 Stinger Rotax in third.

But in the 12th lap, both Thompson and de Vries caught up to Luterek and started looking for a way around. Luterek went wide in Turn 13 on the 14th lap and de Vries went by. Luterek then spun in Turn 1 on the 15th lap, putting Thompson into third place for the final laps of the race.

In the last three laps, the epic battle was between de Vries and Thompson for their podium order. McMahan used the scuffle to leg out a lead of about 11 seconds before the checker, while de Vries and Thompson crossed the line close together.

"The person that I feared the most [during the race is] Steve

## F5 QUALIFYING

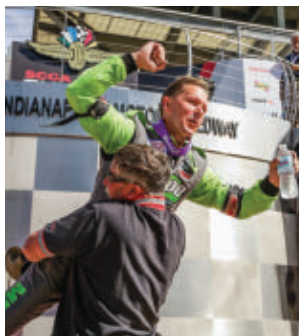
Qualifying Pos. Driver/Region (Car) Time  
Session 1/Time Session 2/Time Session 3/  
Time Session 4; 1. Wiley Clinton McMahan/  
MGA (Scorpion S1 Suzuki) 1.45.498 /  
1.43.594 / 1.44.249 / **1.43.136**; 2. Steven  
Thompson/DET (T&R Fab TR1 Stinger  
Rotax) 1.45.887 / 1.46.233 / 1.44.316 /  
**1.43.588**; 3. Barry Luterek/Milw (Novakar  
Blade Suzuki) 1.44.223 / 1.54.403 /  
1.46.305 / **1.43.820**; 4. Jeff Jorgenson/  
SFR (Novakar J9 Rotax) 1.47.957 /  
1.46.778 / 1.48.039 / **1.44.144**; 5. Michael  
Mueller/Milw (Red Devil Rotax) 1.47.844 /  
1.46.188 / 1.48.955 / **1.44.501**; 6. Thomas



Jay Bonvillian

## BACK TO THE FRONT

Wiley Clinton McMahan (BOTTOM) had the pole but lost the spot due to an unfortunate spin on the out lap – it mattered little, however, since he still won. (ABOVE) Battling for second were Sven de Vries (17) and Steven Thompson (37).



Rick Corwin

Thompson," McMahan says. "He's an exceptional driver, and makes me inch-perfect everywhere I go."

Sven de Vries was elated to finish in second position at the conclusion of a Cinderella story. "Three weeks ago I was not going to the Runoffs," he reveals. "I didn't have a car until my best friend from Satellite Racing, the guy who gave me the opportunity to move up from sim racing to real life racing just two years ago, told me that he'd been gathering funds behind my back to pay the entry fee. We made some calls to a local team in Waterford Michigan who loaned me a car. I didn't have a lot of time to prepare."

After the race, McMahan was penalized for his actions on the pace lap – the GCR states that a car that falls out of position on the pace lap for any reason relinquishes the position and falls to the back of the pack. The stewards assessed a 10sec penalty for the infraction, which narrowed the finishing gap but was not enough to change the race results.

**Jeff Zurschmeide**

## F5 CHAMPION

**WILEY CLINTON MCMAHAN**  
Middle Georgia Region  
Environmental Protection  
Agency Scorpion S1 Suzuki



Rick Corwin

Diehm/DET (Novabla F500 Rotax) 1.49.057 / 1.46.409 / 1.48.350 / **1.44.687**; 7. Calvin Stewart/DET (Novakar Blade F600 Suzuki) 1.46.422 / 1.46.821 / 1.50.343 / **1.44.795**; 8. Brian Brothers/DET (T&R Fab TR1 Stinger Rotax) 1.47.118 / 1.47.360 / 1.48.497 / **1.44.812**; 9. Aaron Ellis/LOL (Ellis Motorsports AE13 Suzuki) 1.45.052 / 1.47.987 / 1.47.359 / **1.44.831**; 10. James Weida/IND (Scorpion S1 Rotax) 1.46.743 / 1.46.420 / 1.46.422 / **1.45.017**; 11. Sven de Vries/SVR (Novakar J9 Suzuki) **1.45.017** / 1.47.748 / 1.45.296 / 1.46.037; 12. Steven Jondal/LOL (Red Devil Rotax) 1.47.405 / 1.50.765 / 1.47.725 / **1.46.267**; 13. David Lapham/NYR (Quadrini Racing Invader QC1 Rotax) 1.48.825 / 1.49.579 / **1.47.218** / 2.26.112; 14. H.Cory McLeod/CCR (Red Devil Rotax) 1.50.110 / No time / 1.49.682 / **1.47.257**; 15. Hunter Brayton/WMR (Wildcat DB-4 Suzuki) 1.50.001 / 1.49.500 / 1.50.460 / **1.48.096**; 16. Eric McRee/DET (M3 Motorsports F600 Honda) **1.48.226** / 1.50.663 / 1.49.897 / 1.49.547; 17. F.Russell Strate Jr./WNY (Scorpion S1 Rotax) 1.49.940 / **1.48.487** / 1.49.344 / 1.49.118; 18. Jeremy Swank/OVR (Novakar J10 Rotax) No time / No time / No time / **1.49.220**; 19. John Annunziata/NYR (Quadrini Racing Invader QC1 Rotax) 1.50.639 / 1.54.803 / 1.50.301 / **1.49.943**; 20. Brian Heun/SJR (Quadrini Racing Invader QC1 Rotax) 1.51.954 / **1.50.304** / No time / 1.52.241; 21. Lance Spiering/Ore (KBS MK VII Rotax) **1.50.538** / No time / 1.51.038 / 1.52.448; 22. Jason Annunziata/NYR (KBS MK-8 Rotax) **1.50.647** / 1.51.476 / No time / 2.13.544; 23. Timothy Friest/KCR (KBS MKV Rotax 593) 1.54.565 / 1.53.356 / 1.51.778 / **1.50.737**; 24. Darrel Greening/Milw (Red Devil Rotax) 1.54.884 / 1.53.320 / **1.50.982** / 1.51.206; 25. Don Napier/IND (Scorpion S1 Rotax) 1.57.068 / 1.58.810 / 1.51.828 / **1.51.527**; 26. Joseph Palmer/Tex (Novakar J9 Suzuki) 2.01.865 / 2.04.855 / **1.52.019** / 1.59.423; 27. David Vincent/KCR (KBS MKV Rotax) 1.53.833 / 3.43.025 / 1.53.833 / **1.52.337**; 28. Robert Gray/NYR (Quadrini Racing Invader QC1 Rotax) 1.55.277 / 1.54.622 / **1.52.875** / 1.53.031; 29. John Pickle/Atl (Novakar Novakbs-01 Suzuki) 1.55.996 / 1.56.610 / 1.54.942 / **1.53.067**; 30. Jack Walbran/STL (Scorpion S1 Rotax 593) 1.53.787 / 1.55.478 / 1.55.615 / **1.53.355**; 31. Zachary Morvik/CIN (FDS 004 Suzuki) No time / 2.32.041 / 2.48.389 / **1.55.208**; 32. Carl Maier/Tex (Red Devil Suzuki) No time / **1.55.394** / 2.01.025 / 1.56.433; 33. Richard LoDuca/NYR (Quadrini Racing Invader QC1 Rotax) 1.56.883 / 1.56.680 / **1.55.570** / 1.57.076; 34. Jeff Delong/Atl (McMahan FDS 001 Suzuki) **1.55.859** / No time / No time / 1.59.230; 35. Glen Smeal/LnSt (Novakar J7/9 Rotax 494) 2.09.061 / 2.02.293 / **1.56.062** / 1.57.021; 36. Chris Hodde/Tex (Invader QC1) No time / 2.03.686 / No time / **1.56.204**; 37. Chuck McAbee/Bucc (Quadrini Racing Invader QC1 Rotax) 2.02.300 / 2.04.023 / 2.01.611 / **1.57.878**; 38. Jeremy Morales/IND (Scorpion S1 Suzuki) No time / No time / No time / **2.51.016**;

Morales - Loss of qualifying 1 times - car change

#### F5 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Wiley Clinton McMahan (19); 2. Sven de Vries (19); 3. Steven Thompson (19); 4. Michael Mueller (19); 5. Thomas Diehm (19); 6. Steven Jondal (19); 7. Aaron Ellis (19); 8. Jeff Jorgenson (19); 9. Brian Brothers (19); 10. Hunter Brayton (19); 11. John Annunziata (19); 12. Jason Annunziata (19); 13. H.Cory McLeod (19); 14. F.Russell Strate Jr. (18); 15. Jeremy Swank (18); 16. Darrel Greening (18); 17. Timothy Friest (18); 18. Lance Spiering (18); 19. Jeremy Morales (18); 20. Don Napier (18); 21. Robert Gray (18); 22. Brian Heun (18); 23. Joseph Palmer (18); 24. Jack Walbran (18); 25. Richard LoDuca (17); 26. Jeff Delong (17); 27. Glen Smeal (17); 28. Barry Luterek (14); 29. David Lapham (13); 30. Calvin Stewart (11); 31. John Pickle (8); 32. Chris Hodde (8); 33. Zachary Morvik (8); 34. Carl Maier (5); 35. Eric McRee (4); 36. David Vincent (4); 37. Chuck McAbee (4); 38. James Weida (0);

McMahan - 10 second time penalty per SOM - GCR 6.5.2.C.2

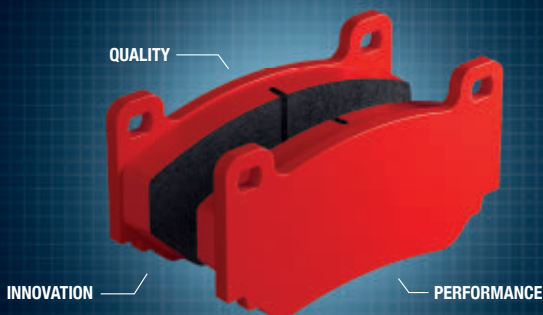
**Overall Time of Race:** 33:08.729; **Average Race Speed:** 89.149mph; **Margin of Victory:** 01.196sec; **Fastest Race Lap:** McMahan 1:42.860 (90.717 mph); **Lap Leaders:** Luterek lap 1; McMahan laps 2-19; **Sunoco Hard Charger:** Morales

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**RACE 27** | Sunday | Oct. 1, 2017 | 3:40 p.m.

# SUPER TOURING UNDER

Last year, Max Gee was starting on the outside pole for the National Championship Runoffs at his home track, Mid-Ohio Sports Car Course, when his car broke on lap one. While he found himself on the wrong end of luck more times than he'd like this year, the time and effort he and his father put into his Gee Motorsports/Hoosier Honda Prelude paid off when he won the STU National Championship.

Rounding out the podium was Raymond Huffmaster in the No. 36 BlueForceStaffing.com/Hoosier Pontiac Solstice and Mark Liller in the No. 79 Angry Sheep Motorsport/Hoosier/Carbotech Dodge Neon SRT-4.

"It would have been great to win last year," Gee says, "but this year at this track is unbelievable. It still hasn't sunk in yet and I don't believe it will for a while."

The first couple of laps were intense as drivers were jockeying for positions, sometimes involving a bit of agricultural excursions.

"After watching all the races and waiting until Sunday afternoon to race, we had a lot of time to study and look at everybody coming into Turn 1 and [we] must have thought about how many different scenarios - and, of course, it didn't go anything like we thought," says Ray Huffman. "I was just glad to get through and make it into [Turn] 3."

Gee shared similar sentiments. "At the start, I just wanted to survive Turn 1," Gee admits, "and I got lucky when [Joe] Moser locked up and pushed John [Schmitt] wide. I was able to maintain my third starting position. Rob [Huffmaster] and Kevin [Boehm] were able to pull away a little bit, but I was just

trying to keep them in check in case something happened. I had the pace, but I don't think I could have passed them."

After starting on the Tire Rack pole, Rob Huffmaster pulled an early lead in his BlueForceStaffing.com/Hoosier Honda S2000 over Boehm. Gee had managed to get around Boehm, but when Rob Huffmaster's car fell victim to a mechanical issue, Gee found himself in first place.

"When I saw Rob pull off, I just put my head down," Gee says. "I knew Kevin was behind me, too, so I just tried to put a gap on them. I'd gain a little, and then he'd gain a little, but it stayed pretty consistent."



Richard S. James

## STILL STANDING

(MAIN) Max Gee came back from a heartbreaking run at Mid-Ohio in 2016 to claim the gold medal at Indy. (BELOW) Ray Huffmaster kept it together for a runner-up finish. (ABOVE) Mark Liller avoided trouble and fended off a late-race charge from John Weisberg to stand on the final step of the podium.



Richard S. James

Keeping his emotions in check, Gee put his nose down and hit his marks trying to conserve the car at the same time. "I knew traffic was coming, and my crew kept giving me gaps," he recalls. "I was trying to drive and do math at the same time, but I'm not that good at it, so it really wasn't working. I just kept driving and checking my mirrors on the straights to be sure the gap looked the same."

Ray Huffmaster was unable to close the gap to Gee beyond five seconds. Liller, meanwhile, quietly and smartly made his way through the field, capitalizing on hard work, missteps, and mechanicals, to take a podium finish at his first Runoffs. "Toward the end of the race, [John] Weisberg was coming up on me," Liller says. "He really closed on me and it was everything I had to keep him back."

**Sydney Davis Yagel**

Rupert Berrington



## STU CHAMPION

### MAX GEE

Neohio Region

Gee Motorsports/Hoosier Honda Prelude



Rick Corvino



#### STU QUALIFYING

**Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Rob Huffmaster/DET (Honda S2000) **1.48.921** / No time / 1.49.067 / 1.49.193; 2. Kevin Boehm/OVR (Honda Civic) 1.53.142 / 1.52.343 / 1.50.840 / **1.50.250**; 3. Max Gee/NEO (Honda Prelude) 1.57.445 / 1.53.378 / 1.52.368 / **1.50.538**; 4. John Schmitt/OVR (Honda Civic) 1.54.525 / 1.53.218 / 1.55.329 / **1.50.866**; 5. Raymond E Huffmaster/DET (Pontiac Solstice GXP) 3.06.773 / 1.53.944 / 1.52.248 / **1.50.907**; 6. Joe Moser/DET (Honda Prelude) 1.52.808 / 1.52.347 / 1.51.275 / **1.51.139**; 7. Steve Eich/OVR (Honda Civic Si) 1.59.896 / 1.52.658 / 1.52.542 / **1.51.337**; 8. Mark Liller/WDC (Dodge Neon SRT-4) 1.56.728 / 1.53.670 / 1.53.839 / **1.51.819**; 9. Luis Rivera/Hous (Mazda Miata) 1.58.367 / 1.54.733 / 1.53.056 / **1.51.830**; 10. John Weisberg/FLR (Mazda MX-5) No time / 1.52.368 / 1.53.941 / **1.52.026**; 11. Charles Tobel/DET (Pontiac Solstice) 3.18.889 / 1.56.318 / 1.52.809 / **1.52.122**; 12. Anthony Simmers/Colo

(Volkswagen GTI) 1.56.601 / 1.54.758 / 1.54.213 / **1.52.645**; 13. Brad McCall/FLA (Scion FR-S) 1.58.747 / 1.56.457 / 1.53.319 / **1.53.042**; 14. Raymond Philibert/FLA (Mazda Miata) 1.59.338 / 1.56.703 / 1.55.340 / **1.53.210**; 15. Ian Barberi/SFR (BMW M3) 1.57.713 / 1.54.793 / **1.53.548** / 1.53.587; 16. Ian Girvan/COL (Acura Integra GSR) 2.00.340 / No time / No time / **1.53.672**; 17. Paul Azan/FLA (BMW 328) 1.58.775 / 1.55.482 / 1.55.913 / **1.54.210**; 18. Eric Thompson/SJR (Toyota Celica ST165) No time / No time / 1.56.154 / **1.54.394**; 19. Mark Wajda/DET (Honda Civic Si) 2.10.333 / 2.00.588 / 1.57.122 / **1.55.058**; 20. Robert S Verenna Jr/STC (BMW 325i) 1.58.833 / 1.59.047 / 1.57.113 / **1.56.187**; 21. Matt Wolfe/DET (Mazda Protege) 2.14.363 / 2.02.020 / 2.02.354 / **1.57.284**; 22. Dinah Weisberg/FLR (Mazda Miata) **1.58.036** / 1.59.247 / No time / No time; 23. Frank Capobianco/NYR (BMW 325i) No time / No time / **1.58.266** / 1.58.357; 24. Greg Goss/MHR (Honda S2000) 2.05.092 / 2.00.230 / **1.58.389** / No time; 25. Andrew Doyle/IND (Dodge SRT4) 2.04.020 / 2.03.961 / 2.02.874 /

**1.58.553**; 26. Tom Lyttle/Atl (Mazda Miata) 2.09.647 / 2.01.203 / **1.58.727** / 1.59.368; 27. Steve Rose/NCR (Mazda RX-7) 2.04.931 / 2.01.459 / 2.03.200 / **1.58.983**; 28. Christopher DeShong/CFR (Honda Prelude) No time / 2.04.985 / No time / **1.59.319**; 29. Patrick Lipsinic/NEOK (Subaru Impreza 2.5RS) 2.02.347 / 2.00.357 / **1.59.330** / No time; 30. Willie Phee/Atl (Acura TSX) 2.02.783 / **1.59.356** / No time / No time; 31. Rachel Kullman/CFR (Mazda Miata) No time / 2.01.865 / 2.00.944 / **1.59.477**; 32. Roger Troxell/WDC (Mazda 6) 2.21.136 / 2.03.265 / 2.01.828 / **1.59.915**; 33. Matthew Benazic/NYR (Honda Prelude Si) 2.05.723 / 2.04.213 / **2.00.955** / No time; 34. Scott Peterson/KCR (Mazda RX7) 2.13.261 / No time / No time / **2.03.694**;

Weisberg - Loss of qualifying 1 times per Chief Steward - GCR 9.3.49

Girvan - Loss of qualifying 2 times per Chief Steward - GCR 6.11.1

Girvan - Loss of qualifying 3 times per Chief Steward - GCR 9.1.4.D.4.f

#### STU RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps):** 1. Max Gee (19); 2. Raymond E Huffmaster (19); 3. Mark Liller (19); 4. John Weisberg (19); 5. Joe Moser (19); 6. Anthony Simmers (19); 7. Brad McCall (19); 8. Ian Barberi (19); 9. Ian Girvan (19); 10. Raymond Philibert (19); 11. Mark Wajda (19); 12. Robert S Verenna Jr (18); 13. Greg Goss (18); 14. Frank Capobianco (18); 15. Christopher DeShong (18); 16. Willie Phee (18); 17. Steve Rose (18); 18. Matt Wolfe (18); 19. Rachel Kullman (18); 20. Roger Troxell (18); 21. Andrew Doyle (17); 22. Matthew Benazic (16); 23. Kevin Boehm (10); 24. Tom Lyttle (8); 25. Charles Tobel (8); 26. Rob Huffmaster (7); 27. Paul Azan (4); 28. Eric Thompson (3); 29. John Schmitt (2); 30. Luis Rivera (2); 31. Dinah Weisberg (1); 32. Steve Eich (0); 33. Patrick Lipsinic (0); DNS. Scott Peterson ( );

**Overall Time of Race:** 35:42.562; **Average Race Speed:** 82.748mph; **Margin of Victory:** 05.093sec; **Fastest Race Lap:** Rob Huffmaster 1:49.387 (85.304 mph); Rob Huffmaster laps 1-7; Gee laps 8-19; **Sunoco Hard Charger:** Phee



**RACE 28** | Sunday | Oct. 1, 2017 | 4:45 p.m.

# H PRODUCTION

Jason Isley has been standing on the podium in H Production since races at Road America, but he had not stood on the top step - until Indy. "I'm really happy to get the monkey off my back," Isley admits. "I have to thank Jesse Prather Motorsports for helping turn this around. We had hit a plateau where we couldn't go any faster, and he found the last couple horsepower to get the car out front."

While Isley seemingly had the race wrapped up from the moment the green flag flew,

second place was a little less certain. The provisional results showed Chris Schaafsma in second place some eight seconds behind Isley, final results showed Schaafsma in fourth (penalized due to an incident during the race), then the revised final results had Schaafsma back in second. Ron Bartell was third, then second, then third again - and his story of even getting to the finish is pretty amazing.

When the flag flew, the cars spread across the main straight heading to a very narrow Turn 1.

Isley had decided to make as slow a start as possible in hopes of getting the field spread out before Turn 1. Vesa Silegren was next to Isley on the grid, but apparently had to shift more than the Toyota driver, causing him to fall back a little with each shift, which left Isley clear into Turn 1 with Bartell up from the second row right behind him.

Sadly for Silegren, Dan Meller tried to come up the inside into Turn 1 - that was the dirty side of the track, and he locked up his brakes trying to slow and



Rick Corwin

## HP CHAMPION

### JASON ISLEY

Cal Club Region

RACER.com/Hoosier/TRD Toyota Yaris





Richards/Jamies

#### IT'S BEEN FUN

The 54th Runoffs came to a close with the HP race won by Jason Isley (MAIN), with Christopher Schaafsma (ABOVE) second, and Ron Bartell (BELOW) in third.



Jay Bonvillian

"Isley seemingly had the race wrapped up from the moment the green flag flew, second place was a little less certain"

hit and spun Silegren. Silegren finished the first lap in eighth.

The first five cars quickly broke away from the second pack and, for several laps, it was a train with Isley's RACER.com/Hoosier/TRD Toyota Yaris leading Bartell, Meller, Schaafsma, and Jack Banha, then a break to Silegren, who was closing fast on Banha.

Working lap seven, Schaafsma had caught Meller and tried the inside line through Turn 6. Schaafsma had tried that line occasionally during the week

to see if it worked, and it had worked until a slower car dropped a considerable amount of oil through Turns 6 and 6a. Because of the oil, Schaafsma's VW didn't turn, and he hit Meller in the door, spinning him. Schaafsma was able to continue without losing a position while Meller dropped two places.

On that same lap, Silegren encountered Banha. Silegren got past, and then Banha hit Silegren in the rear in Turn 13 and spun him back to 11th. While things stabilized somewhat at the front, that spin set up a charge to a fourth-place finish for Silegren.

But by the time the checkers flew, Isley had gotten the monkey off his back, and Schaafsma had taken the silver in his Hoosier/AMT Racing Engines/Anze VW Golf after a frantic effort to get the car ready for Indy, including having to replace the entire front end after an incident at the June Sprints.

Bartell, meanwhile, was content with his third place. He had raced his Hoosier MG Midget well, but only he and his crew knew that he had done it with only one rear brake. "On the second day of qualifying I ruined a rear hub, which turned out to be an 'unobtainium' part," he reveals. "I had a choice of going home, going to upstate New York and stealing one off my crew chief's car - the only other one in the country - or trying what we did. So, I ended up running three brakes. That doesn't work too good, but because I have a welded rear, I can get away with it." And that he did, to a fantastic bronze-medal finish.

This fantastic race capped what was an absolutely incredible Runoffs.

**J. Michael Hemsley**

#### HP QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Time Session 1/Time Session 2/Time Session 3/Time Session 4:** 1. Jason Isley/CSCC (2015 Toyota Yaris) 1.58.642 / 1.58.135 / 1.57.818 / **1.57.421**; 2. Vesa Silegren/CHA (1987 Honda CRX) 1.59.563 / 1.59.465 / 1.58.796 / **1.57.489**; 3. Christopher Schaafsma/CHI (1986 Volkswagen Golf) 2.00.987 / 2.01.621 / 1.59.573 / **1.57.552**; 4. Ron Bartell/NER (1962 MG Midget) 1.58.307 / No time / **1.57.933** / 1.58.783; 5. Daniel Meller/Milw (1979 Datsun 210) 2.00.167 / 2.00.076 / No time / **1.58.240**; 6. Brian Linn/CSCC (1972 MG Midget) 1.59.002 / No time / **1.58.341** / No time; 7. Jack Banha/PHL (1987 Volkswagen Rabbit) 2.01.094 / **1.59.168** / No time / 1.59.293; 8. Ralf Lindow/NEB (1986 Volkswagen Golf) 2.01.816 / 2.00.237 / 2.02.964 / **1.59.350**; 9. Eric Vickerman/DET (1960 Austin-Healey Sprite) 2.03.318 / 2.02.829 / 2.00.158 / **1.59.352**; 10. Greg Gauper/Milw (1984 Honda Civic Si) 2.01.425 / 2.01.066 / 2.00.539 / **1.59.353**; 11. Stephanie Funk/NER (1987 Honda CRX Si) 2.02.512 / 2.01.815 / 2.00.325 / **1.59.996**; 12. Fred White/NER (1986 Honda CRX Si) 2.04.589 / 2.02.672 / 2.02.631 / **2.00.011**; 13. Enrik Benazic/NYR (1986 Honda Civic Si) 2.01.928 / 2.52.513 / **2.00.212** / No time; 14. Tom Broring/WDC (1977 Triumph Spitfire) 2.03.563 / 2.01.549 / **2.00.429** / 2.00.661; 15. Mark Brakke/LOL (Mazda 2) 2.01.774 / 2.03.150 / 2.02.265 / **2.00.542**; 16. Andrew Wright/TEN (1962 Triumph Spitfire) No time / 2.07.094 / No time / **2.01.311**; 17. Michael Cummings/SFR (1964 Austin-Healey Sprite) 2.05.846 / 2.05.914 / 2.04.232 / **2.01.549**; 18. John Salisbury/BVR (1962 Austin-Healey Sprite) 2.06.887 / 2.03.387 / 2.02.864 / **2.01.803**; 19. Chris Albin/SILR (1985 Volkswagen Golf) 2.02.140 / 2.02.017 / **2.01.836** / No time; 20. Gordon Jones/Ore (1968 BMW 1600) 2.05.172 / 2.03.522 / 2.03.342 / **2.01.873**; 21. William Trainer/CHI (1987 Volkswagen Scirocco) 2.05.337 / 2.03.337 / 2.02.723 / **2.02.144**; 22. Jeremiah Reed/OVR (1983 Volkswagen Rabbit) 2.04.662 / No time / 2.04.572 / **2.02.831**; 23. Jack Schulz/OZMT (1970 MG B) 2.09.047 / 2.06.580 / 2.05.088 / **2.02.933**; 24. Ron Copeland/OVR (Honda CRX Si) 2.11.583 / 2.08.796 / 2.04.470 / **2.03.097**; 25. Neil Verity/Almo (1966 MG B) 2.05.425 / 2.04.661 / **2.03.159** / 2.03.168; 26. Joe Camilleri/WNY (1976 Volkswagen Scirocco) 2.08.655 / 2.04.720 / 2.03.934 / **2.03.646**; 27. Vincent LaManna/FLR (1982 Volkswagen Rabbit) 2.06.936 / 2.05.054 / **2.04.277** / No time; 28. Frank Schwartz/DET (1987 Honda CRX) 2.06.740 / 2.05.412 / No time / **2.04.470**; 29. Jerry Oleson/Colo (1962 Austin-Healey Sprite) 2.06.668 / 2.07.370 / **2.04.962** / 2.06.903; 30. Robin Bank/STC (1985 Volkswagen Golf) 2.10.412 / 2.06.955 / **2.05.095** / No time; 31. Cory Markos/CSCC (1987 Honda CRX Si) 2.07.985 / 2.05.230 / 2.05.978 / **2.05.221**; 32. Rob Horrell/MIDS (1989 Honda CRX) 2.08.922 / 2.06.481 / 2.07.382 / **2.05.225**; 33. Dayle Frame/WMR (1974 MG Midget) 2.12.220 / 2.07.487 / 2.06.779 / **2.05.300**; 34. Michael Macqueen/WDC (MG Midget) 2.08.141 / 2.07.954 / 2.05.947 / **2.05.413**; 35.

Leanna Wright/TEN (2004 Mini Cooper) 2.12.773 / 2.07.647 / 2.06.600 / **2.05.621**; 36. Daryl Hileman/OVR (1985 Volkswagen Scirocco) 2.11.819 / 2.08.630 / **2.05.631** / 2.06.382; 37. Bob Eichelberger/STL (1963 Austin-Healey Sprite) No time / No time / 2.12.702 / **2.06.337**; 38. James Hardesty/WOR (1986 Honda Civic) 2.10.661 / 2.09.526 / **2.06.899** / No time; 39. John Fine/Atl (1984 Honda Civic Si) 2.13.434 / 2.12.585 / 2.12.143 / **2.08.480**; 40. Darryl Saylor/TEN (1984 Honda CRX) 2.14.364 / 2.12.055 / 2.11.126 / **2.09.357**; 41. Scott Irwin/WOR (1985 Honda Civic) 2.14.543 / 2.13.121 / 2.13.151 / **2.09.591**; 42. Angus Crome/STL (1985 Volkswagen Golf) No time / No time / 2.10.110 / **2.09.779**; 43. Scott Hileman/OVR (1984 Volkswagen Rabbit) 3.09.845 / 2.19.582 / 2.16.199 / **2.10.757**; 44. Larry Svaton/Hous (1984 Honda Civic) 2.16.139 / **2.11.733** / No time / No time; 45. David Thurston/CSCC (1975 Fiat X-1/9) 2.16.214 / 2.16.625 / 2.15.224 / **2.12.019**; 46. Richard May/CCR (1959 Austin-Healey Sprite) No time / No time / 2.30.663 / **2.23.499**;

Wright - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Schwartz - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Schwartz - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

Banha - Loss of qualifying 3 times per Chief Steward - GCR 9.12

Wright - Loss of qualifying 3 times per Chief Steward - GCR 6.1.1.B

#### HP RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Jason Isley (19); 2. Christopher Schaafsma (19); 3. Ron Bartell (19); 4. Vesa Silegren (19); 5. Brian Linn (19); 6. Eric Vickerman (19); 7. Greg Gauper (19); 8. Enrik Benazic (19); 9. Daniel Meller (19); 10. Fred White (19); 11. Gordon Jones (19); 12. Stephanie Funk (19); 13. Mark Brakke (19); 14. Ron Copeland (19); 15. Tom Broring (18); 16. William Trainer (18); 17. Leanna Wright (18); 18. Daryl Hileman (18); 19. Jack Banha (18); 20. Rob Horrell (18); 21. Jack Schulz (18); 22. James Hardesty (18); 23. Bob Eichelberger (18); 24. Larry Svaton (18); 25. Robin Bank (18); 26. John Fine (18); 27. David Thurston (17); 28. Angus Crome (17); 29. Scott Hileman (17); 30. Darryl Saylor (17); 31. Scott Irwin (17); 32. Richard May (16); 33. Neil Verity (15); 34. John Salisbury (13); 35. Dayle Frame (13); 36. Cory Markos (12); 37. Andrew Wright (12); 38. Frank Schwartz (5); 39. Jerry Oleson (4); 40. Ralf Lindow (1); 41. Michael Cummings (0); 42. Jeremiah Reed (0); 43. Joe Camilleri (0); 44. Michael Macqueen (0); DNS. Chris Albin ( ); DNS. Vincent LaManna ( );

Banha - Loss of 2 positions in class per Chief Steward - GCR 6.1.1.1

Banha - Loss of 2 positions in class per Chief Steward - GCR 6.1.1.1

**Overall Time of Race:** 37:56.535;  
**Average Race Speed:** 77.878mph;  
**Margin of Victory:** 08.339sec; **Fastest Race Lap:** Silegren 1:57.569 (79.368 mph); **Lap Leaders:** Isley laps 1-19; **Sunoco Hard Charger:** Svaton





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# OFFS

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Andrew Aquilante

John Buttermore

Derek Kulach

Darren Sauer





# A DICHOTOMY

What do the Mobil 1/SCCA 2017 Camaro and Ron Ver Mulm's E Mod Camaro have in common? Solo National Champ John Hunter finds out | WORDS John Hunter | IMAGES Perry Bennett

The folks at Merriam-Webster define dichotomy as: A division into two especially mutually exclusive or contradictory groups or entities. This definition wouldn't seem to be completely out of place should you compare the Mobil 1/SCCA Chevy Camaro 2.0T, and Ron Ver Mulm's 1970 Camaro-bodied E Modified car, despite the fact that they share the Camaro name plate.

The differences between the two really stack up. One is a tubeframe Camaro-skinned racecar that is as sparse inside as can be, while the other is a unibody, assembly-line produced street car that has all the luxuries one could ever want, including air-conditioned seats. One has a raucous V8 that produces a mountain of horsepower and torque - drop the clutch at 3,000rpm and I swear the rotation of the Earth slows - while the other's turbo four-cylinder makes less than half the power, and does so politely.

There is, however, one very important trait they do share. They can both dance - specifically, around cones. In fact, both drive much smaller and lighter than they actually are.

While it's no secret that Ron's car is not a full-size replica, what you might not know is that it weighs about the same as an NC Miata; the Mobil 1/SCCA Chevy Camaro, meanwhile, is about 300lbs lighter than the V8-equipped version, tipping the scales at around 3,400lbs. Now, while that doesn't make the new Camaro a complete lightweight, most of that

weight comes off the nose of the car, which really aids turn-in and overall balance. Combine that with an extremely capable chassis and you have a recipe for a very competent modern-day performer.

This year I was fortunate in that I was able to slide behind the wheel of both of these cars. In the case of the Mobil1/SCCA Camaro, it was to experience both the Targa Southland and the CAM Challenge. What I learned about the car from those events is how good this car is at punching above its weight.



At Targa Southland (coverage of which appeared in the last issue of *SportsCar*), the Camaro was purposely placed a class higher than it would normally run. What were its primary competitors? They were a 2017 Shelby GT350, a BMW E92 M3, and a gaggle of Corvettes. My Co-driver and I ended up third in class. At the CAM Challenge, the car did great as well, making the Challenge and losing to the eventual overall





winner. The car performed beyond my expectations at both events. I can't tell you how many people were as astounded by the car's overall performance as I was, and shocked by the fact that it wasn't powered by a V8.

People are not shocked, meanwhile, to find out Ron Ver Mulm's Camaro has a V8 - it's obvious the moment it fires to life. When people inquire what it's like

*"Ron's car drives very similarly to its 2017 counterpart - it drives very well, it's just more"*

to drive Ron's E Mod car, I usually respond by saying, "It's a lot." The car is, in my eyes, the vehicular embodiment of the movie *Spinal Tap* - everything is turned up to 11.

Despite that, Ron's car drives very similarly to its 2017 counterpart - it drives very well, it's just *more*.

So, while from the surface the dichotomy definition seems to ring true, I think deep within there is a common connection between these two cars. A shared willingness to not only perform, but perform well, when driven hard. And really, it's only fitting. They are both Camaros after all.

Well, kind of. 🍷

#### **BIRDS OF A FEATHER**

John Hunter (FAR LEFT) has had the opportunity to autocross not only the Mobil 1/SCCA Camaro (ABOVE), but also the custom E Modified 1970 Camaro owned by Ron Ver Mulm (LEFT). Are there any differences?





**LINED UP**  
(LEFT) Dozens of enthusiasts prepare for their laps at Road Atlanta during an April Track Night event. (BELOW) TNiA driver's meetings are informal and relaxed – here, pro racer and TNiA instructor Shea Holbrook breaks the ice.

# FUN WITH CARS

As Track Night in America continues to grow, we look back at where it came from – and where it's going | WORDS Jason Isley | IMAGES Clark McInnis

“Early on, the phrase ‘converting enthusiasts to participants’ was adopted as the mission statement for Track Night in America,” Heyward Wagner explains of the program that has gone from concept to reality under his watch as SCCA’s Director of Marketing and Experiential Programs. “This, to me, has meant creating a program with the lowest possible barriers to entry, that is aggressively marketed to automotive enthusiasts who are not yet participants. Think of it as a harvesting machine for motorsports’ low-hanging fruit. That has remained the primary focus – it helps the Club, it helps Regions, members, partners, and tracks to have as many people as possible participating in motorsports.”

Stepping back for a moment, Track Night in America (TNiA) launched in 2015 with the backing of an FIA grant as an experimental program aimed at getting enthusiasts on the racetrack in their street cars with minimal investment – all you needed was a car, \$150, and a helmet. The program

blended SCCA’s safety standards with easily accessible track time at numerous racetracks around America, and the result was instant success, drawing attention from enthusiasts, blogs, and companies – case in point, Tire Rack quickly became a presenting sponsor. But like any new program, there was a learning curve.

“Scope and concepts shift over time, and we have added intentions along the way – one of those is to grow SCCA membership,” Wagner explains. “In keeping with our mission, I do not believe requiring SCCA membership is appropriate for TNiA participation – it is an unnecessary barrier to entry. However, we believe that by using the program as a lead generator for Regions and programs we can move participants further into our culture and community and convert them into members.”

One area TNiA has focused on is fun – reminding people that track time is not all about competition. “I have believed from the beginning that TNiA was an opportunity to create a movement, centered on the idea

of motorsports as recreation,” says Wagner. “To me, personally, Track Night is also about proving that we can build a program around the concept of ‘fun with cars,’ and that by focusing on the experience we can change the motorsports landscape and the direction of our Club.

“To give an example, historically, ‘motorsports’ has been ‘racing.’ Snow sports, on the other hand, has competition that is held up as the pinnacle of the sport, but there are thousands and thousands of recreationists for every serious competitor.”

If you attend a Track Night you will likely see some familiar faces, as the events have proven popular with members of the Solo community, but they are also attracting new people who may not have a motorsports background.

“We look largely at the number of people who do Track Night as a first motorsport experience,” Wagner notes. “At the end of year two, this number was still above 40 percent, which is particularly impressive given that most of our participants are doing two or more events a year”

A good number of Track Night participants who didn’t have prior SCCA involvement have ended up joining the Club, although the precise number is hard to track. “What we do know is roughly 400 people have joined SCCA via TNiA.com in the first two years,” Wagner says. “The members’ month promotion in April added another 300 new members to the organization. Beyond those, we know of 1,200 people who created accounts on TNiA.com before they became new SCCA members. There is certainly some chicken-and-egg debate to be had here, but it suggests that something is driving TNiA participants to SCCA membership.”

In just a few short years, the Track Night program has shown it can support itself financially, and is helping to drive new members to the Regions. “Have we had successes? Absolutely,” says Wagner. “Are we going in the right direction? Yes. Have we reached a finish line? Not even close. I am nowhere near a mindset that this program has arrived or met measurements, we’ve only just begun.”



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David Stone



Nic Bonus

# MOTOR ON

Detroit Region's Clare Color Tour RoadRally might meet in the middle, but everyone comes expecting a challenge | **WORDS** Rick Beattie

Most SCCA Regions begin all of their RoadRallies in the same nearby locations. Detroit Region, however, is happy to spread theirs over a few hundred miles. Detroit's six rallies start anywhere from the April Twilight Tour in Ann Arbor, Mich., to two Press On Regardless September rallies in Gaylord, Mich., 222 miles away. Meanwhile, the annual Clare Color Tour rally nearly splits the difference with its start in St. Clare Michigan. However, for rallymaster David Stone it wasn't for symmetry.

"I live in the Traverse City, Mich., area and most of the competitors come from the Detroit Metro area; Clare is in the middle and about a two hour trip for all of us," Stone tells us.

Stone was friends with Tom Bell, who had been rallying for years. Together they put on the Dawnbuster Winter Rally in 2009 and an idea formed for the Clare Color Tour. Not only was Clare midway for Stone and most of the competitors, but he could also use many of the same roads as Dawnbuster.

This was the annual rally's fifth year, taking place on Oct. 7. It ran on country roads in three sections. The first section used Clare, Osceola, and Mecosta Counties, all west of Clare. Stone used "the twisty forest roads that are part of the Manistee National Forest in Lake County" for the second section. The course in the third section, running primarily in the dark, led back

through the original three counties.

"[The] weather seems to play a part late in the rally every year," Stone notes. Unlike the dense fog in the first year the event ran, this year and last, contestants encountered heavy rain in the final section, which made good scores more challenging.

The roads were in "exceptional" condition, but "The fall colors were good in spots, just not yet at their peak," he says.

The 8.5-hour touring event started at noon and ended about 8:30 p.m., including the two rest stops. The length was over 200 miles. Scores were low for the 15 controls. First in Equipped Class and first overall went to David Harkcom with his son, Daniel, navigating. They finished with a score of nine points, narrowly beating out the second-place team of Scott Harvey and Rob Moran with 11. There were a lot of ties with three cars tied for fourth place in Class E and two others tied for seventh.

Adam Spieszny and Piotr Roszczenko took Stock Class honors with 41 points while Abdul Huuda and Alvin Deming were the best of the four novice teams with 784 points.

Stone pointed out that the second-place Novice Class team of Steve Riddell and his son Sean, "ran their first ever rally in a Triumph TR6 that appeared to never have been off the pavement before, and enjoyed themselves immensely."

Daniel Harkcom's win over Rob Moran kept him just one point ahead of Moran in the Great Lakes Division Rally Championship. In addition to the six events in Detroit Region, the Championship includes Northeast Ohio Region's Johnny Appleseed rally and Misery Bay Region's Covered Bridge rally. All events are typically SCCA National Tour Rallies complying with the SCCA RoadRally Rules.

David Harkcom points out that the championship heats up in the fall as the two non-Detroit Region events join Detroit's Pavement Ends in the final seven weeks.

The mid-October standings, with those three events left to run, showed 27 rallyists competing for Equipped Class honors. Limited Class had 10 competitors. Gary Kowalski was leading with 29 points just ahead of Brian and Kevin Line. The 81 competitors in Stock Class were led by Adam Spieszny and Piotr Roszczenko with 77 points. In second place was Tristan Koivisto with 57 points followed by Jennifer Glass in third.

The Great Lakes Division Championship concludes on Nov. 18 with Detroit Region's Pavement Ends Rally. 📍

## LOCAL COLOR

Detroit Region's Clare Color Rally showcases the changing season (TOP LEFT) while still offering great RoadRally challenges (TOP RIGHT).

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Courtesy Dennis Dean

# DOING IT RIGHT

Steward Dennis Dean has done it all and won it all – and he has no intention of stopping | **WORDS** James Kearney

Dennis Dean is straight out of Central Casting. Tall, assured, and with a Cary Grant smile, he looks like he can do just about anything. He was a Captain in the Navy and commanded two ships, for heaven's sakes. Ah, shucks, he'll say – but just look at his history. He has won virtually every award available to an SCCA Steward, including the 2012 David Morrell Award, the 2014 John McGill Award and, in 2017, to top it all, he was inducted into the SCCA Hall of Fame – our conversation came as a result of him being awarded the Steward Worker of the Year award at the 2016 National Championship Runoffs. I was reminded of the U.S. journalist who, having traveled to New Zealand to interview Sir Edmund Hillary,

realized while paying the cab driver that Hillary's likeness was on that country's five-dollar bill. Oh, my God, he thought to himself, I'm going to interview their Abraham Lincoln.

Dennis grew up in the San Francisco Bay area. He devoured *Hot Rod* magazine as well as *Road & Track*. At a little strip north of Chico, he drag raced a 1956 Chevy 210 hardtop that originally had a 265 with a two barrel but later had a 327 and a 4 speed stuffed into it. "I worked at a gas station and had dirt under my nails," he says. Then it was time to grow up and forsake performance cars. Fortunately, this was just a phase he was going through.

He went into the Navy, obtaining a degree in aeronautical engineering. He

admits to driving a Volvo 142 as well as a VW Beetle during this forlorn period. While in graduate school still with the Navy in the late 1970s, he went through a divorce and had, he says, an early mid-life crisis, marked by the purchase of a new sports car, a 1979 Mazda RX-7. Oddly, he stumbled upon a tiny ad in *Road & Track*. Upon contacting SCCA's San Francisco Region, he received a mailer asking him to check a box as to what area he was interested in. He checked scrutineering, and in about a week he got a call from the Chief of Tech.

In February 1979, he attended Driver's School at what is now Sonoma Raceway and worked tech with an all-star crew including the legendary Frank

Schultheis. "The scrutineering crew included some eight to nine future pro administrators. The ground school was presented in a college classroom and I still recall their demonstrations. They had a bare FF chassis, which they inverted with a driver on board to demonstrate that even the best belts had some stretch to them. They rapped a coconut against a bare steel tube and it broke while a properly padded tube resisted breakage."

Being footloose and fancy free, Dean worked every race and Solo event between 1979 and 1981, for an average of 26 weekends a year. As the Navy made sure that he saw the world, Dennis got to work with different SCCA Regions in eight divisions from San Diego to Washington D.C. to Buccaneer

**YEAR ONE**

(LEFT) Dennis Dean was the Runoffs Chief Steward for the first time at the 2014 National Championship Runoffs at Mazda Raceway Laguna Seca. The event had to overcome numerous hurdles, but ended in success. (BELOW) In 2017, Dean was inducted into the SCCA Hall of Fame.

to Atlanta, to name a few, and he was the Chief Scrutineer for events in five different Divisions. "I loved both the work and the people. I made friends at Sears Point that I maintain to this day."

Through the 1980s and early '90s, Dennis was a Runoffs fixture in tech at Road Atlanta, moving up to be Line Chief to Co-Chief of Scrutineering to National Administrator. In 1996, he retired from the Navy after his last ship command and became the SCCA Vice President of Club Racing and Rally/Solo. Dennis worked in this role for five years until plans were unveiled to move to Topeka. He returned to the D.C. area as a government contractor until mid-2016, at which point he retired.

He was approached by Gerry Wannarka in 2003, to join the Stewards program. "It has turned out to be a perfect fit for me," Dennis notes. He is particularly fond of being the Operating Steward as it reminds him of running a ship. "You simultaneously receive multiple inputs from numerous sources. You sort it out quickly and come to a decision and execute it. You don't want to become saturated with the input."

Dennis says that when making calls as a steward, like everything else, it helps to be in the groove. Drivers aren't the only ones who work better when they are in the zone. "Things slow down and you can weigh the options in your mind and pick from an extensive menu of choices without feeling overly pressed. But if you haven't worked recently, it can take some time to get into that rhythm. When you are rusty, things seem to be happening so much more quickly. That's when you rely on your training."



Philip Royle

Just as on the bridge of his ship, things go better if he remains calm. "You can't get loud and spun up or others will as well. Good decisions require calm thought. You don't always have a lot of time and you want to make the most of it."

In a sport of passion, just about every decision is important to someone, and keeping everyone happy is a "sometime" thing. Dennis learned a good lesson the very first time he was Chief Steward. "There had been contact in a race and a protest had been filed by a fellow I knew pretty well. We did a thorough review, held a hearing, looked at the video, and listened to witnesses. This was before penalty guidelines, but I felt good about our process and the driver deemed at fault was docked three positions."

Not long after the hearing, the aggrieved driver angrily took Dennis to task, noting that even with the penalty, the driver at fault still finished ahead of him. "Upon reflection, I realized that we could have done a better job. I said that

we weren't going to reopen the process, but I agreed with his assessment and I apologized to him. He was absolutely fine with that. Everybody makes mistakes - the key is not to hide behind them. Take responsibility and own the outcome. The ability to acknowledge an error can well be the difference between being a good steward and a bad steward. This sounds so straightforward but believe me, it is not obvious to everyone."

Dennis has contributed so much to the Club it can be mind numbing to catch it all. As a result of seeing tech from so many different angles, he developed comprehensive check lists to follow in both driving and mechanical protests. "I found the timelines in the GCR difficult to follow so I came up with a checklist and flow chart to make it easier for the stewards to follow. A detailed sequence is laid out and I have received many compliments over the years by those who have used them."

He is characteristically low key about his accomplishments. "I'm just a good student. I am so fortunate to have learned lessons from many amazing people such as Sue Roethel, John Bornholdt, and Rob Walker, just to name a few. I'm so proud to work with the wonderful people who make up the Club."

Dennis has also served on the SCCA Foundation Board and has been heavily involved in the SCCA Hall of Fame for many years. And, recently, he was an FIA steward at the Australian Grand Prix in Melbourne. "So, I'm back to being a student, but my SCCA experience has made me feel very comfortable in an F1 setting." 🍷

## LAGUNA SECA AND THE CASE OF THE PACKED PADDOCK CONUNDRUM

In 2014, at Mazda Raceway Laguna Seca, Dennis Dean was the Chief Steward at the National Championship Runoffs for the very first time. With a small facility and more than 500 entries, paddock space was going to be at a premium. While just certain classes were supposed to have been paddocked outside the track in the auxiliary paddock, all manner of racecars ended up there. Without a special pilot car to escort them into the regular paddock, they could not use the public road that provided the only access to the grid. Working alone in his motel room from 8 p.m. until midnight, Dennis came up with "Plan B."

The plan Dennis came up with involved the cars in the auxiliary paddock pre-gridding at Turn 5 well before their slated grid time. They would roll off behind a safety car and be blended with the cars from the paddock grid into the final "grid" on the fly in pit lane.

Dennis blasted an e-mail to all drivers announcing the new plan and announced it to the grid chiefs the next day. "On Monday morning, for the first session, it was a little rocky," Dennis admits. "The second session was better, and by the third session it worked seamlessly. It did require extra workers and an extra pace car as well as a way to get those held at impound back to their paddock spots later. But by everyone playing their part, the system worked. Understanding the big picture helped sort out all the little details needed to make it happen."



# FIRST GEAR, THE RUNOFFS, AND INDY

The 2017 Runoffs offered an opportunity for a *First Gear* reunion | **WORDS** James Heine

By all accounts, this year's National Championship Runoffs at Indianapolis Motor Speedway set a new standard for success. Among the event's nearly 1,000 drivers were, by our count, more than two-dozen who fit *First Gear*'s 16-24 age category.

Elsewhere in this issue, you'll read about the successes of several, including 21-year-old Elliot Finlayson, who won Formula Enterprises; Justin Gordon, 18, who finished second behind Finlayson in FE; Austin McCusker, 19, Formula Continental's winner; Matt Crowley, 19, who won Formula F; and Zach Holden, 17, who, like Gordon in FE, claimed the second podium spot in FF.

The 54th edition of the Runoffs also gave us a great opportunity to catch up with recent *First Gear* candidates, most of whom were experiencing IMS for the first time. They included Michael Carter (*SportsCar*, May 2017), SM; Megan Gilkes (*SportsCar*, September 2017), FV; Laura Hayes (*SportsCar*, September 2014), FV; Brandon Kennedy (*SportsCar*, July 2014), SRF3; Jacob Loomis (*SportsCar*, July 2016), SRF3; Quinten Nelson (*SportsCar*, October 2016), FE; Max Nufer (*SportsCar*, June 2016), SM and GT-2; Alex Scaler (*SportsCar*, October 2014), FE; Grayson Strathman (*SportsCar*, September 2016), SRF3; and Jarret Voorhies (*SportsCar*, April 2017), FM. For the most part, we talked with them midweek during qualifying.

"It's absolutely incredible to be here," Nufer said during a lull between his qualifying sessions. "It's definitely an honor to be on the other side of the fence. Normally, I'm sitting in the stands. So, to be racing on the track is unbelievable."

Nufer, an SM regular, piloted a GT2 Camaro also at the Runoffs, the result of a serendipitous meeting earlier this year between himself and car owner Brad Gross, president of *Manufacturing News*, at the Circuit of the Americas Hoosier Super Tour.

"I guess he saw something in me, and he offered me the opportunity to fly back after the Super Tour to test one of his cars," Nufer explained, "and here we are at Indianapolis for the Runoffs."

Like Nufer, Gilkes was awed to be racing at

"Early on, in the test days,  
we lost a lower ball joint stud  
and destroyed a wheel"

**QUINTEN NELSON**

Indy, not only because it was her first Runoffs, but also, well, because it was Indianapolis.

"It's amazing to be here," she said, "to be at a track like Indianapolis, one with so much history, and to be racing at a place where people I've looked up to have raced - I love it," she said during Wednesday's lunch hour.

For Scaler, who has switched from FV to FE in the hope of pursuing a Mazda Road to Indy dream, the week began a bit on the rough side. "We snapped an input shaft at the beginning of the week," he explained at lunch on Thursday, "and it caused us to stay up all night. So, we're a little sleep deprived. But with limited track time and limited time in the car, we can't ask for much better, especially competing against guys who have way more experience and better equipment."

Like Scaler, Quinten Nelson, said he had experienced some "ups and downs" early in the week. "Right now, we're on a big upswing," he noted. "Early on, in the test days, we lost a lower ball joint stud and destroyed a wheel. Then we had a pinion-bearing failure. We've got all that fixed, and now the car's fantastic."

In FM, Jarret Voorhies noted that he was having a fantastic week. "I've secured the pole for the race, so I'm really excited about that," he said. "It's awesome to say that I'm on the pole for the Runoffs."

Like Gilkes, Voorhies dubbed the IMS facility as "awesome," noting that, "the racetrack is just so smooth. It just looks so good, and it's a lot of fun to drive."

Over in SM, Michael Carter, when we spoke with him Thursday mid-morning, was hoping to improve his ninth-place qualifying effort. On Tuesday, his car had been good on scuffs, he said, but "not so good yesterday [Wednesday]" on stickers. Part of the reason, he admitted, was that he might have been overdriving the car.

Now, with a fresh set of stickers, he added, "I'm looking forward to today. I hope we get a

good tear down the front straight with the headwind we have and move up from ninth on the grid."

Of all the classes at the 2017 Runoffs, SRF3 had the largest contingent of drivers we've profiled recently in *First Gear*, including Brandon Kennedy, Jacob Loomis, and Grayson Strathman.

"We're racing boats still, for H8 Cancer Racing, and still at the top of the class in that," reported Kennedy when we caught up with him. "In SCCA, we decided to switch last year and go with the Spec Racer Gen3 just because I don't have that much time in a racecar to be able to have a lot more competition."

At the Runoffs, Kennedy added, "we didn't expect to have 101 cars [in SRF3], but we're in there, we're in the hunt, and it's a lot of fun."

The track, he added, "is very good. It's hard to get over the fact that you're at Indy, to put your head on and focus."

Unlike boat racing, he noted, where you are "flat-out," or Sebring, "where you can charge every corner," here, he added, "you've got to have patience, and that's something I have to work on."

Working is also something Grayson Strathman was doing when we caught up with him, not only on his own car but also on another half-dozen SRF3s that Hallett Motor Racing Circuit's race shop brought to the Runoffs for its customers. "Taking care of my customers - that's why I get to race now, because we've got a shop," said Strathman, who is the shop's engineer/team manager. "We take care of 30 cars, and we have six guys who wanted to come and have their Indy experience. I'm trying to make it everything I can for them."

For himself, he had his eye on a podium finish, Strathman said. "This is our first real attempt to make a push at the Runoffs, but there's a lot of stuff to consider other than my own race. Also, the fastest guys in the class are here this weekend, so it's not an easy field."

But, he added, "it's going well. There are a lot of good people here."

Things also were going well when we talked with Loomis, who this year has been



1



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5

## KEEPING BUSY

(1) FV competitor Megan Gilkes discusses gearbox repairs on her father's FC with Vallis Motor Sport owner Bill Vallis. (2) Spec Miata competitor Michael Carter started ninth on the grid and finished an impressive fourth. (3) Jacob Loomis was at the Runoffs in SRF3, but much of his year has been dedicated to running the SCCA Pro Racing F4 U.S. Championship. (4) Jarret Voorhies put his Formula Mazda on the Runoffs pole. (5) Laura Hayes found herself juggling work and racing, having to fly to Atlanta for a video shoot between qualifying and the FV race.

*"Just a few weeks ago, we returned from Germany. We hosted a group at the Nürburgring"*  
**LAURA HAYES**

Atlanta to do a video shoot for the new BMW M5. I'm doing that on Saturday and then I'll fly back Saturday night to race on Sunday."

Busy indeed. But there are compensations. "Just a couple of weeks ago, we returned from Germany," Hayes said. "We hosted a group at the Nürburgring. That's something we do every year. So, that was pretty cool, to be driving the Nordschleife just a couple of weeks ago and now we're here at Indianapolis. It's been a fun month."

For the 2017 Runoffs, we'll leave the last words to Nufer, who summarized nicely the sentiments shared by several First Gear drivers.

"I want to thank all the SCCA workers and volunteers for putting this one on," he said. "There's talk about how there's a thousand drivers here, but it's unmentioned that there's over 500 SCCA workers staffing this event. I really cannot thank them enough for all they do for all of us to put on an event of this magnitude each year." 📍

*"We take care of 30 cars, and we have six guys who wanted to...have their Indy experience"*  
**GRAYSON STRATHMAN**

dividing his time between SRF3 and the SCCA Pro Racing U.S. F4 Championship Powered by Honda. "We're running quite well," he said of his F4 efforts. "We've had a few podiums this year, and we're also out here doing the Spec Racer Fords, which we've been doing all year also."

"It's been going really well so far," Loomis told us about his SRF3 efforts on Thursday morning. "We fought a bit of an issue with the car in qualifying, but we think we've

overcome that. We're currently in the top 20 out of 100 cars; so, we're doing quite well."

Among our First Gear subjects, Loomis is one of the few with previous Indy experience, having raced here in the U.S. F4 Championship June 10-11, 2017, recording a second-place finish in the last race of that weekend.

Finally, for Laura Hayes, who, like Strathman, was juggling multiple priorities, the Runoffs marked the culmination of a busy month. On Thursday morning, Hayes, a driving instructor for BMW North America, told us she was splitting her Runoffs time between Indianapolis and Atlanta. "The rest of my week is actually going to be a little bit crazy," she explained. "Hopefully, today I'll pick up a few spots, because qualifying is going to be super important. Tomorrow, I'm flying to

## HOW FIRST GEAR MEMBERS FARED

NAME	CLASS	FIN POS	QUAL POS
Michael Carter	SM	4	(9)
Julian Garfield	SM	20	(25)
Megan Gilkes	FV	23	(24)
Laura Hayes	FV	36	(17)
Brandon Kennedy	SRF3	23	(37)
Jacob Loomis	SRF3	66	(26)
Quinten Nelson	FE	8	(7)
Max Nufer	SM	18	(32);
	GT-2	11	(15)
Alex Scaler	FE	5	(8)
Grayson Strathman	SRF3	7	(10)
Jarret Voorhies	FM	2	(1)





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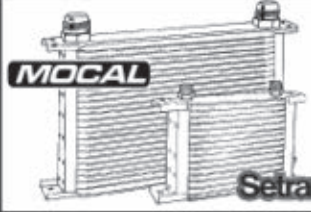

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### **TRANS AM** [gotransam.com](http://gotransam.com)

**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  
*Francis Jr. (TA); Buffomante (TA2); Boden (TA3); Kleeman (TA4)*  
**Aug 26** Road America, Wis.  
*Francis Jr. (TA); Creed (TA2); Dascalos (TA3); Kleeman (TA4)*  
**Sep 10** Watkins Glen International, N.Y.  
*Lally (TA); Buffomante (TA2); Kezman (TA3); Kleeman (TA4)*  
**Sep 24** Virginia International Raceway, Va.  
*Francis Jr. (TA); Robinson (TA2); Lux (TA3); Davison (TA4)*  
**Oct 8** New Jersey Motorsports Park, N.J.

*Francis Jr. (TA); Robinson (TA2); Walker (TA3); Kleeman (TA4)*  
**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 Raceway, 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



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**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  
*Leitch; Robinson; Kirkwood*  
**Aug 25-27** Virginia Int'l Raceway, Va.  
*Leguizamon; Sherratt; Kirkwood*  
**Sep 15-16** Circuit of the Americas, Texas  
*Pedersen; Pedersen; Eves*  
**Oct 20-22** Circuit of the Americas, Texas  
*Pedersen; Kirkwood*  
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**Date** Track/Region  
**Phone numbers** are for region registrars

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**2018 schedule to be announced**



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**WHAT** Formula 3  
**WHEN** 2018 season  
**WHERE** North America  
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### **SCCA NATIONAL CHAMPIONSHIP RUNOFFS**

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### **DIVISIONAL/REGIONAL**

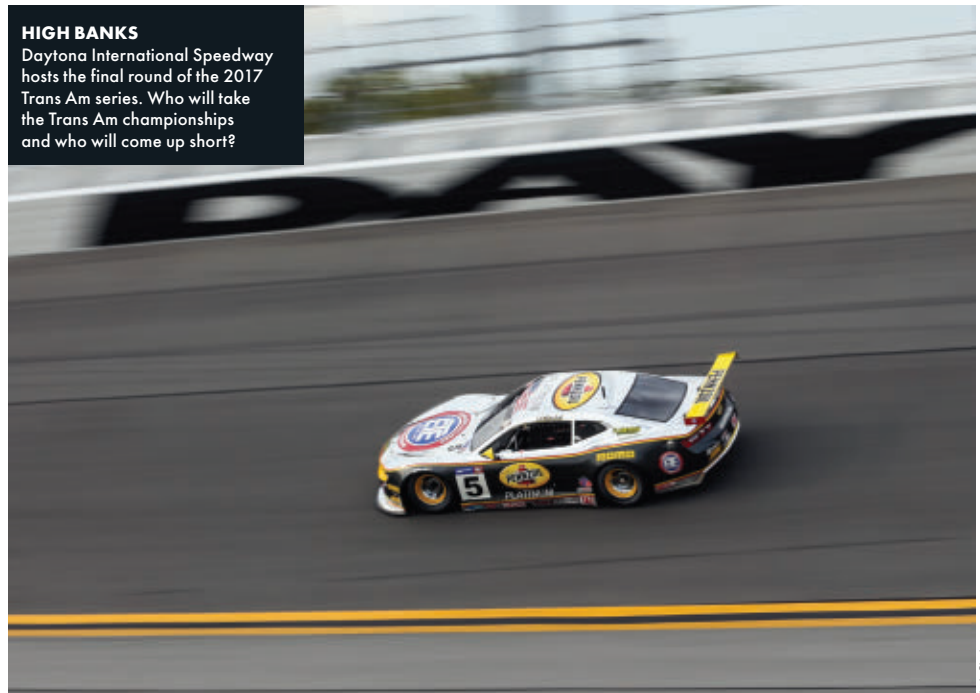
**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)  
**Nov 3-5** # Road Atlanta/Atlanta  
**Nov 25-26** Sebring/Central Florida  
**Dec 9-10** # PBIR/Florida  
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### **SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**Nov 18-19** Ro\* Texas World Speedway/Texas  
**Texas** TBD

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Peter Sachs 12/1/1957 New England

## 55-YEAR MEMBERS

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Charlie Kemp 12/1/1962 Mississippi

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Dee Schweikle 12/1/1967 Central Kentucky

## 45-YEAR MEMBERS

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Locke McCormick 12/1/1972 Buccaneer  
Terry M. McKenna 12/1/1972 St Louis  
Don Wiseman 12/1/1972 Ozark Mountain

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Susanne French 12/1/1977 New England  
Mark Grissom 12/1/1977 Oklahoma  
Michael C. Harrison 12/1/1977 South Carolina  
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Kris Heil 12/1/1977 San Francisco  
Donnie Isley 12/1/1977 Central Carolinas  
Ginette Jordan 12/1/1977 New England  
Bruce Ken Kawaguchi 12/1/1977 Cal Club  
Doug Lojinger 12/1/1977 Cincinnati  
Jeffrey A. Norris 12/1/1977 Washington DC  
Susanna Lee Rogers 12/1/1977 Mohawk Hudson  
Dennis W. Scott 12/1/1977 Florida  
Harry Woodard 12/1/1977 South Carolina

## 35-YEAR MEMBERS

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Donald A. Bruno 12/30/1982 Chicago  
George Kenneth Dwinell 12/30/1982 San Francisco  
Kathy L. Grunenwald 12/30/1982 Northwestern Ohio  
Paul Klespis-Wick 12/21/1982 Milwaukee  
Bob Alan Qualkinbush 12/30/1982 Kansas City  
Paul Eric Ramsey 12/21/1982 West Texas

Donald Sak 12/30/1982 Detroit  
Martha Sak 12/30/1982 Detroit  
Nick Triantos 12/13/1982 San Francisco  
Steven L. Zink 12/9/1982 Las Vegas

## 30-YEAR MEMBERS

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Ray Benoit 12/18/1987 New England  
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## 25-YEAR MEMBERS

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(719) 931-8281; [acoleman@scca.com](mailto:acoleman@scca.com)  
Area 10: **EARL HURLBUT**  
(585) 993-3119; [ehurlbut@scca.com](mailto:ehurlbut@scca.com)  
Area 11: **K.J. CHRISTOPHER**  
(213) 842-2363; [kchristopher@scca.com](mailto:kchristopher@scca.com)  
Area 12: **TERE PULLIAM**  
(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)  
Area 13: **JIM WEIDENBAUM**  
(503) 327-8990; [jweidenbaum@scca.com](mailto:jweidenbaum@scca.com)

## STREET SURVIVAL SCHOOLS

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

Nov 4 Heartland Park Topeka/Kansas  
[KansasIduncan65@hotmail.com](mailto:KansasIduncan65@hotmail.com)

## SCCA ACCREDITED SCHOOLS

## FULL COMPETITION LEVEL

## AMG Driving Academy

(888) 604-1766 [amgacademy.com](http://amgacademy.com)

## Bertil Roos Racing School

(800) 511-7606 [racenow.com](http://racenow.com)

## BIR Performance Driving School

(866) 511-7606 [birperformance.com](http://birperformance.com)

## Bob Bondurant School

(800) 842-7223 [bondurant.com](http://bondurant.com)

## Bridgestone Racing Academy

(905) 983-1114 [race2000.com](http://race2000.com)

## MSR Houston

(281) 369-0677 [msrhouston.com](http://msrhouston.com)

## Pettiford's Go 4 It Racing Schools

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

## Porsche Sport Driving School

(888) 204-7474 [porschedriving.com](http://porschedriving.com)

## Simraceway Performance Driving Center

(800) 733-0345

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

## Spring Mountain Advanced Driving School

(800) 391-6891

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

## NOVICE PERMIT / SCHOOL AND EVENT CREDIT

## Bertil Roos Racing School

(800) 722-3669 [racenow.com](http://racenow.com)

## Bob Bondurant School

(800) 842-7223 [bondurant.com](http://bondurant.com)

## Bridgestone Racing Academy

(905) 983-1114 [race2000.com](http://race2000.com)

## Lucas Oil School of Racing

(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

## Pettiford's Go 4 It Racing Schools

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

## Pro Drive Racing School

(503) 285-4449 [prodrive.net](http://prodrive.net)

## ProFormance Racing School

(253) 630-5130

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

## Simraceway Performance Driving Center

(800) 733-0345

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

## NOVICE PERMIT / SCHOOL CREDIT

## Allen Berg Racing School

(888) 722-3220

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

## Bobby Cee's Racer's Edge High

Performance Driving School

(562) 714-1799

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

## Danny McKeever's Fast Lane Racing School

(888) 948-4888 [raceschool.com](http://raceschool.com)



Dave Green

## CLUB RACING

## WHAT Regional Club Racing

WHEN Nov. 25-26, 2017

## WHERE Sebring, Fla.

Central Florida Region wraps

its packed 2017 season with

a Regional race at Sebring

International Raceway.

## Demonte Motorsports

(631) 482-8875

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

## EXR - Exotics Racing Series

(702) 802-5662 [exrseries.com](http://exrseries.com)

## LevelUp Racing School

(920) 838-6612

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

## Pro Drive Racing School

(503) 285-4449 [prodrive.net](http://prodrive.net)

## Sports Car Driving Experience

(800) 453-5506

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



## SCCA HAPPENINGS

**Spring Mountain Advanced Driving School**  
(800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**Thompson Speedway Motorsports Park**  
(877) 226-7223 [theracingschool.com](http://theracingschool.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

### TIME TRIALS

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

**Nov 3-5 PDX** Road Atlanta/Atlanta

**Nov 18-19 PDX/TT** Roebing 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** [sowdivrracing.org](http://sowdivrracing.org)

**Nov 18-19 CT** Texas World Speedway/  
Texas

**Oct 13 PDX** MSR Houston/Houston  
Houston TBD

### SOLO

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

2018 schedule to be announced

**TIRE RACK® SCCA SOLO**  
**NATIONAL CHAMPIONSHIPS**

2018 event to be announced

**TIRE RACK® SCCA PROSOLO**

**Mar 10-12** Lehigh Acres, Fla.

Casey (Super); Towns (Ladies)

**Mar 31-Apr 2** Fontana, Calif.



### HELPING HANDS

The 2018 Solo season is nearly upon us, so lend a hand to a friend so they don't miss any of the action.

*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.

Houseal (Super); Harbour (Ladies)

**Sep 1-3** Lincoln, Neb. (Finale)

Scroggs (Super); Towns (Ladies)

**Champions:** Scroggs (Super); Towns (Ladies)

**TIRE RACK® MATCH TOUR.**

2018 schedule to be announced

**CAM CHALLENGE**

2018 schedule to be announced

*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](http://www.scca.com)

### FOR CHANGES

**Club Racing** (785) 232-7229

**Solo, Road Rally** (785) 232-7656

**RallyCross** (785) 357-7259

### REGIONAL

**NORTHEAST** [nedivrracing.org](http://nedivrracing.org)

**Nov 12** Bader Field/South Jersey

South Jersey [sue1arunit@verizon.net](mailto:sue1arunit@verizon.net)

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

**Nov 4** Cherry Point MCAS/North Carolina

North Carolina (910) 622-5513

**MIDWEST** [midivrracing.org](http://midivrracing.org)

**Dec 3** War Memorial Stadium/Arkansas

Arkansas [n-santos@sbcglobal.net](mailto:n-santos@sbcglobal.net)

**/// ULTIMATE**

**VICTRA RC-1**  
DOT R-COMPOUND UTQG 100 A A  
6/32 TREAD DEPTH (in.)

Sydney Davis Yeager



#### CLUB RACING

**WHAT** 2018 Runoffs qualifier  
**WHEN** Nov. 18-19, 2017  
**WHERE** College Station, Texas  
 Texas Region kicks off its 2018 Road Racing season with a Runoffs qualifier in November at Texas World Speedway.

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

**Nov 4-5** Waldron Field/South Texas Border  
**Nov 12** Texas Motor Speedway Bus Lot/Texas  
**Dec 2-3** Waldron Field/South Texas Border  
**South Texas Border** (361) 739-6829  
**Texas** [jennifer.maxcy@att.net](mailto:jennifer.maxcy@att.net)

#### NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

**Nov 11-12** Fresno Fairgrounds/San Francisco, Fresno  
**Fresno** (559) 905-0061  
**San Francisco** (530) 934-4455

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

**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  
**Hawaii - Aloha** (808) 349-8813  
**Hawaii - Kauai** (808) 647-0189  
**Hawaii - Maui** (808) 281-3654

### ROADRALLY

#### NATIONAL

2018 schedule to be announced  
**Oct 5-7, 2018** USRRC, Columbia, Ill.

#### REGIONAL

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

**Dec 3** Teddy Bear Charity Social, GTA/  
 Northern New Jersey  
**Northern New Jersey** [njrallye@aol.com](mailto:njrallye@aol.com)

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

**Nov 4** Clear Blue Sky GTA/Texas  
**Texas** [alan1@juno.com](mailto:alan1@juno.com)

### RALLYCROSS

#### DIRTFISH NATIONAL CHALLENGE

2018 schedule to be announced

#### NATIONAL CHAMPIONSHIP

**Oct 12-14, 2018** National Balloon Classic,  
 Indianola, Iowa.

#### REGIONAL

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

**Nov 12** Catlett, Va./Washington DC  
**Washington DC**  
[adamkimmett@gmail.com](mailto:adamkimmett@gmail.com)

Rupert Bermingham



#### IT'S BACK!

The RallyCross National Championship returns to the National Balloon Classic in 2018.

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

**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 Fla.  
**Dec 3** Union Point, Ga./Atlanta  
**Dec 10** Holleytree, Ala./Tennessee Valley  
**Atlanta** [quattros@gmail.com](mailto:quattros@gmail.com)  
**Central Florida** (321) 508-4299  
**Middle Georgia** [topher170@yahoo.com](mailto:topher170@yahoo.com)  
**South Carolina** [pevans93@gmail.com](mailto:pevans93@gmail.com)  
**Tennessee Valley** [leon@dynatorch.com](mailto:leon@dynatorch.com)

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

**Nov 18** Clinton, Ark./Arkansas  
**Arkansas** [zshaddox@gmail.com](mailto:zshaddox@gmail.com)

[MAXXIS.COM](http://MAXXIS.COM) / 800-4-MAXXIS

# CONTROL //



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TIRES

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**VR-1**  
 UTQG 200 AA A  
 9/32 TREAD DEPTH (in.)





## NEW PRODUCTS



### WILWOOD FORMULA CAR CALIPERS

Wilwood's new WLD-20 racing calipers provide the ultimate in strength, weight savings, and high-efficiency brake clamping for formula-category vehicles. The calipers feature a high-strength, lightweight, 2.3lb forged aluminum body fitted with stainless steel pistons in the standard WLD-20 model, or heat-blocking Thermlock pistons in the WLD-20/ST models. [Wildwood.com](http://Wildwood.com)



### KATECH 416 SHORT BLOCK

Starting with the proven LS3 aluminum block, which is honed to 4.070-inches and clearanced for a stroker crankshaft, a high-performance Callies forged-steel crank with a 4.00-inch-stroke crankshaft is installed in place of the factory-spec 3.62-inch crankshaft, expanding displacement 40ci to 416. Mahle pistons, rings, and wrist pins, and 6.125-inch Callies H-beam connecting rods fill out the block. [Katechengines.com](http://Katechengines.com)



### RADIUM ENGINEERING MUSTANG PUMP

The Radium Engineering fuel pump hanger for 2011 and newer Mustangs can be configured multiple ways to suit any fuel demand and drops right into the OEM fuel tank. The collector box encapsulates the complete fuel pump hanger and keeps fuel trapped around the pumps. The kit includes all the hardware, fittings, and pieces for a complete installation. [Radiumauto.com](http://Radiumauto.com)

# TOY BOX

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FOR RACERS



### FAST SPARK PLUG WIRES

The Fast Spark Plug Wire Set for the fifth generation LTI-powered Corvette or Camaro is a direct fit easy upgrade over the OE ignition wire set. Featuring 8.5mm diameter, 25 ohms-per-foot, low-resistance wire, helps ensure maximum spark power. The protective heat sleeve offers added protection from high under hood temperatures. [Fastairspark.com](http://Fastairspark.com)

### MAGNAFLOW CIVIC TYPE R EXHAUST

MagnaFlow's new competition cat-back exhaust for the 2017 Honda Civic Type R features a lightweight design, increased flow, and carbon fiber tips to make the Type R stand out even more. The competition cat-back exhaust for the Civic Type R is comprised of 2.5-inch stainless steel piping leading to a three-pipe exit, with 4.5-inch outer tips and a 4-inch tip in the center. [Magnaflow.com](http://Magnaflow.com)



### PRESTONE POWER STEERING FLUID

Prestone Power Steering Fluid is formulated with a premium base oil that provides long fluid life and is fortified with an advanced additive package that prevents corrosion, reduces wear, and extends power steering system life. It is compatible with high and low mileage vehicles. [Prestone.com](http://Prestone.com)

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**TESTING IN PROGRESS**  
(BELOW) The ROUX COOL-X piping connects to the right side of the helmet with radio and drink tube connectors on the left. (LEFT) Even with the connectors, donning the helmet in pre-grid took no additional time. (BOTTOM) The company's RELEASE system consists of two red straps at the helmet's base.



## SPORTSCAR TESTS: ROUX R1-C COMPOSITE HELMET

When the ROUX line of SA2015 helmets came on the market not long ago, I was intrigued. The lineup ranges from the entry-level R-1FBM Fiberglass helmet (\$399) up to the R-1CF Gloss Carbon (\$1,399.95). There are two additional helmets in the lineup priced in the middle, the R-1F Fiberglass (\$549.95) and the R-1C Composite (\$899.95). But what sets ROUX Helmets apart, and what piqued my interest, were the features.

To be honest, the entry-level helmet sans options doesn't do ROUX justice. The R-1FBM is affordable, but unless you order it with options, it only offers one of the items that make ROUX helmets unique: the company's RELEASE system. That said, this patent-pending system is designed to safely remove the helmet should a basilar skull fracture be suspected. With all ROUX helmets, the RELEASE system is built in – but it's this feature in tandem with the others that make ROUX helmets something to seriously consider.

"The first thing we concentrated on was safety, and that's why we developed this RELEASE system – then we focused on all of the features which correlate to safety," explains Toto Lassally, one of ROUX Helmets' founders. "People are actually butchering helmets to add features to them after the fact. Our helmets are built with the features integrated from the ground up – we started with a clean sheet of paper."

Our ROUX test unit was the R-1C, a helmet that showcases all that ROUX offers, from the HANS anchors to the RELEASE system to COOL-X water-cooling to a drink tube and built-in noise cancelling microphone

and speakers. The R-1C also comes with a dark smoked visor, extra hardware, a variety of cheek pads, and holds FIA 8859 certification in addition to Snell approval.

"With our helmet, you pull it out of the box and it's already wired for a radio – the speakers are built in," Lassally explains. "It already has a drink tube mounted with a quick-release dry break – and it's all done prior to testing with Snell and the FIA, so it's all homologated with the helmet. This way, you're not drilling holes and compromising the shell because it's already been tested with the accessories in place."

Within days of receiving the R-1C, I headed to the track for a late 2017 season Double Regional hosted by Cal Club. Our project E Production RX-7 is both loud and hot in the cabin, with the race weekend seeing temperatures in the 90s.

Connecting the driver cooling system was a breeze using a "T" supplied by ROUX, and plugging the radio in couldn't have been easier. The helmet fit was also excellent, although I did swap in the smaller cheek pads.

Snapping the cooling system into place on the helmet's right side was simple, as was clicking in the

joint radio/drink tube connector onto the left side. It did take a moment to adjust to there being accessories coming off the helmet, but by Sunday's race, this was unnoticeable. I also started leaving the helmet accessories connected all the time, slipping the helmet on while seated in the car and adding no additional time to my routine.

I couldn't initially tell whether the COOL-X system was working. I'm used to cooling shirts that feel like someone has tossed cold water down my back – this is not the case with ROUX helmets. The COOL-X water piping runs between the helmet's crushable structure and the RELEASE system, eliminating a harsh cold shock to the brain. But I felt focused and energetic after the race, which is a far cry from my usual distracted and sweaty self. Indeed, the helmet's cooling worked.

Without a doubt, this is the most feature-filled helmet I've ever used – in fact, with the helmet's features matched to your racecar's existing accessories (in my case, radios and driver cooling), this is an integrated system you'll wonder how you survived without.

**Philip Royle**







**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## WORKERS, BY THE NUMBERS

This year's National Championship Runoffs at Indianapolis Motor Speedway was an unequivocal success – a fact that's covered elsewhere in this issue, so I won't belabor the point. That said, the event would never have taken place without SCCA's army of workers – and it seemed everywhere I turned while at Indy, I saw SCCA workers hard at, well, work. The official count of workers at the Runoffs comes in right around 500, but that only tells part of the story – for the other part, let's do theoretical math.

According to MotorsportReg.com's Brian Ghidinelli, the roughly 500 workers came to the Runoffs from not only 41 different states but also three different countries, in total, representing 69 of SCCA's Regions. Collectively, these diehards worked in excess of 3,100 days during the Runoffs.

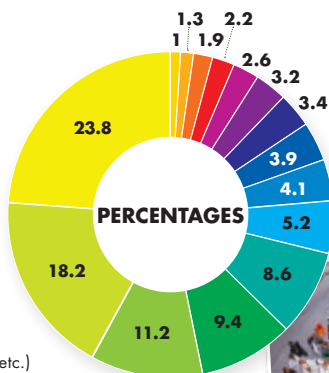
"No one we know worked only an eight-hour day, so we estimate at least 31,340 hours were contributed, without counting travel to and from Indianapolis," says Ghidinelli. "The podium for the most time worked went to Flagging and Communications at 598 days, Tech at 503 days, and Timing and Scoring at 241 days."

Ghidinelli crunched other numbers and discovered there were 2,886 people registered as crew to support the 969 driver entries. He also notes that some of these numbers might be slightly off, especially considering that between the first day of testing and the final race day, 5,281 registration changes were made at MotorsportReg.

"Nobody knows when we will see another Runoffs like Indianapolis, but we have proof the Club can handle it," Ghidinelli concludes. "I know I speak for every competitor, crew, and spectator when I say: Thank you, workers!"

Indeed, thank you for putting on one of the best Runoffs ever. 🍷

%	SPECIALTY
1	Court of Appeals
1.3	Driver Advisors
1.9	Driver Information
2.6	Emergency Services
23.8	F&C
4.1	Grid
3.2	Pit
5.2	Race Administration
3.4	Registration
2.2	Sound
3.9	Starter
11.2	Stewards
8.6	T&S
18.2	Tech
9.4	Other (staff, Boards, etc.)



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facebook.com/sportscarmag

## FROM THE ARCHIVES

### 10 YEARS AGO... DECEMBER 2007



- The 35th Tire Rack Solo National Championships took place at Heartland Park Topeka and set a record with 1,157 competitors.
- Bartek Borowski won the Pace Hot Pursuit Challenge, which netted him a brand new \$14,000 Pace American Trailer.

### 25 YEARS AGO... DECEMBER 1992



- Some 531 competitors descended on Road Atlanta for the 29th National Championship Runoffs – 23 of them went home as champions.
- The Trans Am series wrapped up at Sonoma. Jack Baldwin recorded a third-place finish, securing the overall title.

### 50 YEARS AGO... DECEMBER 1967



- The Los Angeles Times GP called Riverside Raceway home for the 10th time, with Bruce McLaren claiming the win.
- The SCCA National Convention was set to take place in Atlanta, and a slalom event was on the schedule.



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