

# SPORTSCAR

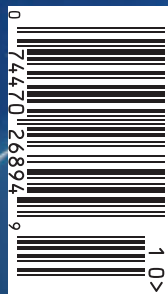


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15



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17 18





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## SPORTSCAR

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## DEANNA FLANAGAN

SCCA DIRECTOR OF ROAD RACING

## TAKE A SWING AT THE RUNOFFS

The soothing chirp of a smart phone's bird alarm begins to sound. It's 4:30 a.m., on a Saturday, and another weekend of baseball starts with an 8 a.m. game an hour's drive away.

When I'm not at an SCCA event, this is the story of my summer. The car is loaded with baseball bags, chairs, drinks, snacks, blankets, umbrellas, extra clothes, and a few other "just in case" items. Between my two boys, there were 78 baseball games and countless practices this season. I can't begin to add up the miles driven, hours spent in the car and sitting at a baseball field, number of meals eaten on the road, and pounds of dirt removed from my car. But I love it. I love the competition. I love their passion for the sport. I love the camaraderie. And, most of all, I love experiencing it with my family and friends.

Replace the baseball references with racecars, tires, and tracks and this sounds a lot like the life of a racer or race worker. I'm lucky enough to have both in my life. While baseball and racing may seem very different, they are actually more alike than you might think, especially when it comes to racing at the National Championship Runoffs. Stay with me here...

There are many lessons learned from both baseball and racing. It takes hard work to be the best you can be. You must learn to overcome adversity, and how you respond to that adversity helps define your path forward. These sports also teach us to have humility. Win with class and lose with dignity. There is always something to be learned. Keep your eye on the ball. Bo Jackson said, "Set your goals high and don't stop until you get there."

The Runoffs is the culmination of all of these; hard work, adversity, humility, and goals. It also requires heart, passion, and commitment. Racers from all over the country and a few from abroad converge together for one week of ultimate competition. Like my summer, these drivers and their crews have had a season full of early mornings and late nights. They've spent countless hours driving to events, wrenching on cars, and watching video in an effort to prepare for the Oct. 16-21, 2018, event at Sonoma Raceway. Many of these racers have not yet competed against one another this season. It's the one chance to see how they stack up against the best of the best. Will the hard work and preparation pay off?

At this 55th running of the SCCA Runoffs, and every Runoffs that has been and will be, the work doesn't stop when you pull into the paddock. It starts over again with qualifying, or tournament pool play for those following the baseball analogy. Racers get three days to solidify their starting position in the final round - the National Championship race. The Runoffs race is our Club's World Series Game 7, one of the greatest treats in sports. It's a single-elimination face-off; a one-game playoff; a winner-take-all showdown. All of the season's wins and losses, track records, races that ended early - everything that happened previously is behind you.

There have been many Saturdays where I watched my son's team get run-ruled in the third inning and they walked away defeated. But they showed up Sunday, with a clean slate, a fresh attitude, and fought back through bracket play to end up in the championship game. It's no different at the Runoffs. Put yourself in the right position, and anything could happen. Anything.

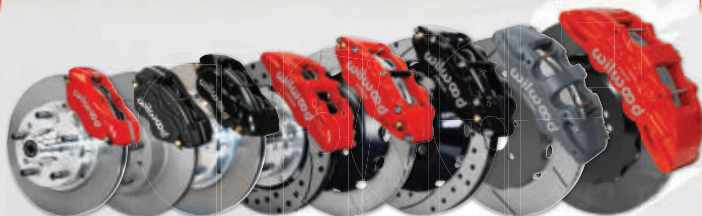
This is what sets the Runoffs apart and makes it special. It's our legacy. The energy at this event is palpable. It brings with it all of the drama, excitement, and emotion that you'd expect from any championship event. It's the moment our racers prepared for. A season - and in many cases a lifetime of dedication - led them to this race, at this track, for this moment. It's where memories are made and dreams are realized. At the end of the week, 28 racers will have hit their walk-off grand slam, an SCCA National Championship.

So, everyone should plan to be at Sonoma Raceway this October to take part in this great show. If you can't be there in person, support your Club by following along online. This is the annual event and competition we love. This week showcases the passion we all share for this sport. We love the camaraderie, having fun with cars and, most of all, sharing this experience with our family and friends. ☺



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## SIGN UP NOW FOR RUNOFFS 5K

The SCCA Runoffs 5K and Checkered Flag Dash will take place on Saturday evening, Oct. 20, during the 2018 Runoffs at Sonoma Raceway. The course will begin at the main gate entrance, immediately direct runners onto the racetrack, and then lead them to complete one full lap of Sonoma Raceway. The green flag waves for the 5K at 6:30 p.m., with the one-mile Checkered Flag Dash beginning at 6 p.m. Head to [www.runsignup.com](http://www.runsignup.com) and search for "SCCA Runoffs 5K."



# SPEC MIATA'S SHOCKING SUSPENSION UPGRADE

**TAKING CONTROL**  
(ABOVE) A new shock package for Spec Miata will yield a more consistent car, which should benefit drivers of all skill levels while making compliance checks easier for tech officials.

Since its inception nearly two decades ago, Spec Miata has become one of the most popular and competitive road racing classes in North America. The low-cost, high-excitement platform has drawn thousands of racers, and that will continue thanks to a partnership between Mazda Motorsports and Penske Racing Shocks, which have teamed up to produce a new, spec shock package to enhance the Spec Miata racing experience in the coming seasons.

An extensive test took place at Carolina Motorsports Park, with pro drivers Joel Miller, John Dean, and Randy Pobst testing multiple shock offerings head-to-head over four days. Test drivers didn't shy away from curbing, running the cars to simulate qualifying, and long runs.

In all, 72 different combinations of driver, damper, and tires were tested.

Results show the new Penske shocks to be similar in qualifying lap times compared with shocks currently used by the Spec Miata field. But on overall pace, particularly starting on the fifth lap, the Penske product showed brilliance. On 30-minute to hour-long runs, where the current spec's lap times slowed by three-plus seconds on the high-wear track surface, the Penskes never fell off by even two seconds compared to qualifying lap times. An in-depth look at the test findings is available at the [MazdaMotorsports.com](http://MazdaMotorsports.com).

"The Penske Racing Shocks package is a major step forward for Spec Miata, upgrading the cars from an under-damped street shock to an uncompromised race piece intended

solely for the track," Pobst said after testing. "The shocks allowed the tires to maintain more grip because the suspension worked properly, rather than constantly crashing down on the bump rubbers. With every car, driver, tire, and track condition, the Penske provided superior control."

"The Spec Miata community will receive tremendous value from the new Penske shock in terms of drivability, consistency, improved areas of compliance, longevity, and great long-term value for the cost," said David Cook, Business Development Manager for Mazda Motorsports. "This new shock doesn't raise the performance of any single Spec Miata generation car over another. What it does accomplish is to enhance the Spec Miata platform as a whole, and bring





Dave Green

## RUNOFFS CONTINGENCIES

With registration for the 2018 Runoffs running strong, competitors are reminded to register for the multitude of Runoffs-specific contingency opportunities before the event's visit to Sonoma Raceway. A complete rundown of contingency offerings can be found at the [scca.com/runoffs/contingency](http://scca.com/runoffs/contingency) page.



Barbara Photos

## FRANCIS JR. SCORES ANOTHER TRANS AM WIN

Ernie Francis Jr. captured his fourth win of the season at the FirstEnergy Trans Am 100 at Mid-Ohio Sports Car Course, emerging atop an eventful TA, TA3, and TA4 multi-class competition. Also securing class victories were Mark Boden in TA3 and Warren Dexter in TA4.

Francis started the race in seventh position but surged into second position on the first lap under green, taking advantage of jostling between cars at the front of the field. Francis settled in behind polesitter Paul Fix, as a full-course caution came out on the second lap to retrieve Chris Dyson stopped off course following contact.

However, prior to the restart, Fix was clipped by a lapped car undergoing wave-by procedures puncturing a tire, forcing Fix to pit as the rest of the field resumed green flag racing.

Francis led the remainder of the race, maintaining a



Chris Clark

gap to Lawrence Loshak and bringing home his second consecutive TA class victory at Mid-Ohio. Boris Said battled back up from sixth to finish third, his first podium following his 2018 Trans Am return.

The TA2 race featured a flag-to-flag victory by Rafa Matos, marking his fourth win of the 2018 season. "This was a validation of our team's work," said Matos. "This track is extremely difficult, and the conditions were not easy.

### BACK AT IT

Ernie Francis Jr. (center) takes center stage again on the podium as he racks up yet another win.

This just proves again that our Coleman Motorsports team makes a difference; our chemistry, our atmosphere - it's all working extremely well. We're synchronized."

Tony Buffomante and Scott Lagasse Jr. finished second and third in TA2 to complete the podium. 🏆

### PENSKE SHOCK PRICING

The new Spec Miata Penske shock prices will be set at \$198.74 apiece, with the complete upper mount/bump stop kit retailing at \$249.90. Parts will be available exclusively through Mazda Motorsports with a total cost for conversion, including four shocks, top mount, bump stops, and lower spherical mounts, of less than \$1,050. Unlike the current Spec Miata shock, the Penske will be tamper-proof and re-buildable through Penske at \$100 per shock.

in a shock partner interested in servicing customers with trackside support and contingency awards."

With the new shock comes a new upper mount that uses a spherical bearing and a new bump stop designed specifically for the application. Issues caused by riding on bump stops will be eliminated, and stress to other parts minimized, so a racecar's longevity can be maximized.

The new Penske shock is approved for SM competition beginning Jan. 1, 2019. It is anticipated the new shocks will be available starting November 2018 through Mazda Motorsports. The new shocks will not be immediately required for competition, and a sunset timeline for the current shock package is yet to be finalized. 🏆

## RALLYCROSS NATIONAL CHAMPIONSHIP CAPS OUT

The 2018 DirtFish SCCA RallyCross National Championship reached its 125-entrant cap after only eight days. Howard Duncan, SCCA's Rally/Solo Senior Director, noted this is the second consecutive year the RallyCross championship event has reached its entry limit.

"There appears to be no shortage of people who want to come have fun with their cars at SCCA's RallyCross Championship and the Solo Nationals," Duncan said,

noting that the SCCA staff will be evaluating whether the RallyCross National Championship entry cap can be raised. "Of course, our goal is to allow as many people as possible the opportunity to come have fun with this Club. But, just like with Solo Nationals, we want to make sure we're not compromising the event's quality for participants."

The 2018 RallyCross Championship takes place Oct. 12-14, returning to the National Balloon Classic



Rupert Berrington

### FULL HOUSE

The 2018 RallyCross National Championship hits its entry cap in record time.

Memorial Balloon Field in Indianola, Iowa. The event will again feature three unique course layouts over the weekend. Class winners are based on the total time of all runs Saturday and Sunday. 🏆



## CHECKERED FLAG: JIM VICTOR

Jim Victor, a member of Great River Region, was at Road America testing a Formula Continental in preparation for an SCCA U.S. Majors Tour race weekend when his vehicle was involved in a single-car incident; Victor later passed away. "Our hearts go out to Jim's family and friends at this sad time," said Mike Cobb, SCCA President and CEO. "Jim was a great man in his community, and a valued member of the SCCA family. He will be greatly missed."



Gavin Baker

## CAR HIGHLIGHTS F4 PITT RACE TRIPLEHEADER

The first day of the Aug. 3-4 Keystone Speedfest for the Formula 4 United States Championship Powered by Honda tripleheader proved to be difficult for the top championship contenders, opening the door for Jose Blanco, who took the checker in Round 10 for his second victory of the season.

"Entering the test we had a really fast car," Blanco said. "The track crosses our platform really well. This win was a team effort and I am extremely happy to be up here."

Round 11 was packed with



Gavin Baker

### CAR CONTROL

Joshua Car (TOP) picked up a pair of F4 wins at Pitt Race (ABOVE).

action and heated battles. Once again, the Crosslink/Kiwi squad owned the front row with Blanco on pole and Kaszuba starting on the outside. Joshua Car was quick off the start,

overtaking Teddy Wilson for third, then Blanco for second. As Kaszuba lost pace, Car took first. With minutes left on the 30-minute clock, double yellow flags emerged, allowing Car to take the checker under caution.

As the lights went out to signal the start of Round 12, all 30 F4 cars completed a successful F1-style standing start. However, before the first lap was complete, the track went under red conditions with the safety car escorting the field back to the pits.

In an unaided incident, Jack Miller spun entering Turn 4. The incident caused a domino effect throughout the field, collecting a number of competitors, although no drivers were injured.

Following a single-file restart, Car, starting from the pole, pulled away from the field and drove to his second victory of the weekend. "We've been working really hard all season, and the effort we've put in finally paid off," said Car. "I just want to congratulate the team for such a great result.

It's so good for morale. We're confident in ourselves now going into the next event. Thank you again to all my supporters, my team and to Wright Drilling & Exploration, Inc."

## NOMINATE A WORKER OF THE YEAR

Nominations are being sought for the 2018 Worker of the Year awards, presented by Mazda. Winners will be revealed during the Runoffs All Participant Party taking place Thursday, Oct. 18.

This year's grand prize is a trip for two to join Mazda Motorsports at a professional race early in the 2019 racing season, which includes travel expenses and hospitality.

SCCA members can nominate workers via an online form located at [scca.com](http://scca.com).

The nomination deadline is Friday, Sept. 7, and you should only nominate one worker per specialty. Winners will be selected by the SCCA National Staff with input from Division leadership, based on nominations received from members.

**SCCA**  
**Worker of the Year**  
Presented By: **mazda**

## BILL ELLIOTT TACKLES TRANS AM TA2



Chris Clark

In early August, NASCAR Hall of Famer Bill Elliott joined the Trans Am Series presented by Pirelli's TA2 class for the First Energy Muscle Car Challenge at Mid-Ohio Sports Car Course.

Elliott joined veteran TA2 team ECC Motorsports, with Mid-Ohio marking the motorsport veteran's second-ever appearance in the Trans Am Series, his first a one-off appearance in 1989.

"I'm pleased to return to professional racing with ECC and the rest of the Trans Am Series," said Elliott. "TA2 is a growing class with a competitive field that produces good racing...."

Unfortunately, Elliott's foray during the Mid-Ohio weekend ended on lap 29 of the 45-lap race at Mid-Ohio, with mechanical issues seeing the legend sidelined.



Chris Clark





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## NOMINATING MECHANIC OF THE YEAR

Nominations are being sought for the 2018 Mechanic of the Year. The award winner is selected annually by the technical staff at SCCA based on submissions received through an online survey at [scca.com](http://scca.com). Nominations should include the nominee's name and a description of that person's accomplishments during the 2018 road racing season. The nomination deadline is Oct. 31, 2018.



Richard S. James

### LEADING THE WAY

Kyle Kirkwood has adapted quickly to the new F3 package, dominating the opening weekend in the series.



Cavin Baker

## KIRKWOOD SWEEPS F3 AMERICAS DEBUT

Kyle Kirkwood dominated the world debut of the F3 Americas Championship Powered by Honda at Pittsburgh International Race Complex on Aug. 3-5, sweeping the three-race inaugural weekend.

"It's quite an overwhelming feeling to come in and win all three races," said Kirkwood. "The F3 Americas car has been fantastic. The Abel Motorsports crew did an incredible job and I couldn't be happier with the performance we produced over the weekend."

The sweep was not easy for Kirkwood, who found himself off track in Round 1, having to fight his way back to the top of the podium. Polesitter Baltazar Leguizamon could not match Kirkwood's race pace, and would finish second, while John Paul Southern Jr. would claim third.

In Round 2, Kirkwood sat on pole for the first time,

pace a fast lap time of 1:34.445 from the previous session. As the lights went out, Peter Portante, who had troubles with the F1-style standing start in Round 1, perfectly split the competition, placing himself in between Leguizamon and Southern going into Turn 1. Leguizamon won the battle, edging himself into second place. But as the laps clicked off, Leguizamon's tires started to wear and Kirkwood pulled away, creating a sizable lead.

For Round 3, race conditions varied considerably from the early morning session, with temperatures in the high 80s. Kirkwood started on pole once more with Leguizamon on the outside. Kirkwood instantly paced the field, gaining a substantial lead over second-place Leguizamon early in the race. Kirkwood pushed, pulling away from the field, on his way to a third consecutive checker of the weekend. 📍

## MEMBERSHIP DRIVE CONTEST

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 JULY 2018:

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	56	San Francisco
Warren Leach	45	San Diego
Carol Deborde	12	Reno
Bob Arnold	10	Central Kentucky
Karen McCoy	10	Oregon
Paul Breitweiser	8	E Tennessee
Jose de Miguel	8	Puerto Rico
Susan Puld	8	Wichita
Sheri Wolford	8	Saginaw Valley

1,620 additional members have at least one referral.

### REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Oregon	15.1%
Central Carolinas	8.8%
New England	7.9%

### LARGE REGIONS (401-799):

Philadelphia	45.4%
Susquehanna	44.9%
New York	9.7%

### MEDIUM REGIONS (200-400):

Des Moines Valley	23.6%
Tennessee	21.3%
South Bend	20.9%

### SMALL REGIONS (<200):

Yellowstone	53.3%
Big Island of Hawaii	50.0%
Arctic Alaska	44.4%

## PRO RACING ATTRACTS NEW SPONSOR

The Amethyst Beverage Company has entered a multi-year series title sponsorship with SCCA Pro Racing for the naming rights to the new F3 Americas Championship Powered by Honda regional single-seater, single-chassis championship, and as the associate sponsor to the Formula 4 United States Championship Powered by Honda series.

Founded by Jeff Flasco, Ron Broussard, and Gregg Marte less than a year ago, Amethyst Beverage is the newest specialty health beverage, taking water to the next level. Amethyst, with its trade-secret formula, was designed to rehydrate the body up to 37 percent faster with the addition of 70 ionic minerals, fulvic acid, and a 9.5+ alkaline.

Hijacking the traditional water market,

Amethyst water is certified USDA organic bottled water distributed through a channel of private and public entities.

The Reno-based beverage company also introduced an innovative tech company, Amethyst Mobile. Partnering with Tilted Globe Technology, the pair will create an innovative motorsports app for an enhanced F4 U.S. and F3 Americas fan experience starting in 2019.

"We want to give the fans a more real-time experience," Flasco said. "Tilted Globe Technology will take SCCA Pro Racing to the next level with its online and mobile fan interaction. The app will give fans more access to drivers, results, streaming, VR, and video. We look forward to sharing this groundbreaking technology with SCCA Pro Racing and its fans." 📍



Courtesy SCCA Pro Racing

### DRINK IT IN

SCCA Pro Racing Vice President Steve Oseth (left) welcomes Jeff Flasco of Amethyst Beverage Company.

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# SHOCKING SPEC MIATA

**M**iata. The Internet's one word answer to any question about racing that involves learning or limited funds. It's the perfect car for anyone who wants to start racing, and anyone else who wants high-intensity competition that will leave them sweating bullets, without blowing the family fortune. I know, I raced one, years before the creation of Spec Miata, and can brag that I'm the first to win an SCCA national championship in

didn't seem to slow it down. Easy on tires and brakes, it punches way above its class on the racetrack (check out the Spec Miata lap records - wow!), and is incredibly reliable considering the way we whip it good. What a fantastic and explosively successful idea to create a spec class from this wonderful roadster, and thousands have responded with that answer: Miata.

But there has always been a sore thumb sticking out in Spec Miata-land. I have driven them many times, often sharing friends' cars in enduros, and having a terrific and satisfying time working to squeeze the last bit of speed from the little screamers, but feeling like something is not quite right. Draft hunting and strategizing on the straights, sailing through corners as smooth and wide as possible, carrying precious speed - you know the deal. Any slide and three cars go ripping by.

Yeah, the driving and competition is fantastic, and it demands perfection and bravery. Wailing through a fast sweeper on the ragged edge of grip in a Spec Miata is way harder than apexing and thundering out in a powerful car. Power offers so much

more in control options at speed. In a low-power car, it's all about the balance and line you set up when you turn it in.

In Spec Miata, I always found that a little tough. Each time I get in one, I must immediately remember to slow my hands and steer with finesse because the shocks are so soft. Yes, that's been the rub since day one for me. Insufficient damping. Feels like a street shock - and I'm pretty sure that's just what it is. I understand, the object was low cost, but with so little shock, the car rolls over quickly and bangs down on the bump stops, breaking the tires loose if you're not careful. From a distance, I heard how Spec Miata teams always choose whether or not to run low on the bump stops; less travel to soak up bumps, but quicker weight transfer and less flopping over.

That is why I was so thrilled when I recently got a call from David Cook at Mazda Motorsports asking me to be part of the team testing potential new shocks for the Spec Miata class. I joined drivers John Dean II and Joel Miller, and race teams Long Road Racing and Panic Motorsports, at Carolina Motorsports Park with

"[I] can brag that I'm the first to win an SCCA national championship in the now-ubiquitous sports-car-that-can"

the now-ubiquitous sports-car-that-can. At the 1992 Runoffs, at Road Atlanta, we took the Showroom Stock C class, not realizing that someday it might be heralded as some historic milestone.

When brand new, it was not obvious that the Miata would be such a successful race machine. Its power was not any better than its contemporaries, but its chassis balance was so sweet that we quickly learned that cornering



three-plus cars for four days of testing on three tires. It was epic. My monkey-butt is still healing (TMI).

Each driver drove each setup on all three versions of Spec Miatas: NA 1.6L, NB 1.8L, and NB VVTi (the 1.6L handled best, the VVTi had the torque, and the 1.8L split 'em right down the middle). The amazing crew swapped shocks relentlessly. You have never seen so much corner weighting! #respect.

The planning, the execution, the mega-lapping; no, I never got tired of it. I'm insatiable, and I think I speak for my co-testers when I say they loved it too. Except my bottom really hurt by the wrap of day four. But it was a constantly fascinating experience to try so many shock setups back-to-back on fresh tires - and old tires, too. We did it all. It was incredibly thorough. Bravo, Mazda!

Fact is, every shock was far superior to the current marshmallow setup. Though I must admit, the current spec we tried felt much better than most of the SMs I've had the pleasure to drive in the wild. Most felt a lot less controlled, like maybe they were worn out. Or perhaps it was the bump-stop effect.

Led very effectively and with great care by David Cook, we eliminated one by one, an *America's Got Shocks* damp-off. Preferences were surprisingly consistent among us wheelmen.

Imagine a Spec Miata with proper control of those springs! It was a revelation. Suddenly, the springs don't feel squishy and dumb anymore. There is support, "platform." Yeah, I'm excited. On these new options, the Spec Miata felt, finally, like a real racecar. No compromise. Yeah, we all accepted it as part of the affordable price, but the original setup always left me frustrated.

There were several choices that were really effective, like picking among Miss Americas or Thunder From Down Under, but factors like cost, supply, support, and value led to an obvious winner: the Penske. This shock was constantly at the top, under all conditions and on all tires, and even in the rain, which threatened constantly but only doused us a couple of times (the forecast was always dismal).

Yes, it costs more than your former setup, but it's worth four times more! Being a real-deal race shock, it will last twice as long or more, and the whole

"Imagine a Spec Miata with proper control of those springs! It was a revelation"

time you will be driving with far more control on tires that hold their grip longer. The proper competition damping allows for the cars to be run up off the bump stops, where that excellent Miata suspension will be allowed to work as designed, also reducing wear and damage to components formerly slammed by the bump stops.

Hitting bottom causes a sudden great increase in the spring rate, and a sudden loss of traction as a result. The Penskes reduce or eliminate this effect, making the car much easier to drive quickly, and less sensitive to setup. The average mid-pack and back drivers (you know, like, 40th to 80th, right, Spec Miata?) will benefit the most from the greater control, while all will appreciate the savings from the longevity of all the suspension, and the way the tires stay fast longer.

We're shocking Spec Miata, and it's about time! You are going to love it. 🟡

**ONE LESS BUMP**  
(ABOVE) Spec Miata competitors will enjoy newfound stability and durability as the class moves to a race shock package in 2019.



**PROOF OF CONCEPT**

(RIGHT) When Collin Jackson strapped himself into his GT3 racecar at the Sonoma Raceway U.S. Majors Tour in June, he was in the midst of executing a preplanned strategy that he hopes will pay off at the 2018 Runoffs.

In the 55-year history of the National Championship Runoffs, only eight drivers have entered the championship event more than once and gone undefeated. Scott Lagasse, Lews Kerr, Earl T. Jones, Paul Jett, and John Greenwood are all two-for-two; Dave Vegher and Skip Barber set their records at three-for-three. Collin Jackson, meanwhile, is the sole person in this Club's history to go four-for-four. Want to know his secret? I did, so I asked. And, you know, I think he told me.

"Do everything within your power to understand the variables, and optimize," Collin explains to me. "If you don't do your homework and your maintenance, you're really there as a spectator for the guys who do."

That said, Collin also lets loose another little secret, one that has been hiding in plain sight for anyone willing to do the research. "People are making a rather big deal of [my Runoffs record], but I didn't go to the Runoffs as a rookie," he reveals. In fact, by the time Collin entered his first Runoffs in 2003, he was actually a nine-time racing champion. But his racing story starts long before that.

"I've been into racing my whole life," Collin tells me of his early days. "My aunt and step uncle raced cars when I was a kid and I was absolutely mesmerized by it. At 8- or 9-years old, there was nothing better than racing cars. My uncle had a sports racing car that I loved. I learned enough by being obsessive about it and going to as many races as I could."



# THE OPTIMIZER

Four-time GT3 Runoffs Champ Collin Jackson is in a class of his own, and he's poised to raise the bar again

WORDS Philip Royle | IMAGES Richard S. James







Rick Conville

### AN ICONIC WIN

(ABOVE) In taking the Runoffs GT3 checker at the 2017 Runoffs at Indianapolis Motor Speedway, Collin set a four-for-four Runoffs win record that only he can break in the foreseeable future.

As Collin turned 14, a family friend by the name of Ron Householder was attempting to campaign a Formula Atlantic car on the West Coast, and Collin quickly signed up for the ride. "It was a 1973 Brabham BT40," Collin says fondly of the car, "and I thought this was even cooler than the sports racer since it had wings."

So, in 1975, Collin started working with this Formula Atlantic team. "Ron went about teaching me what we needed to accomplish during a race weekend in order to be successful. I quickly was able to do those things, and I wanted more. By the time I was 16, I was pretty much telling him what to do. We were very successful together."

His family was fairly poor, Collin explains to me, so Ron assisted in putting him through college where he became a mechanical engineer. When Ron passed

away, he willed the Brabham to Collin. "We were very close," Collin says of the friendship that altered his life in so many ways.

Solidly in the workforce, Collin stepped into the driver's seat, this time racing a Datsun 510. "Regionally I was quite successful," he says. "And then an SCCA semi-pro series came along called NASPORT. I really liked that formula, so I started running NASPORT exclusively from 1987 through 2003 and I won nine NASPORT championships."

But contrary to what you might think, I don't believe Collin was attracted to the series due to his ability to win; conversely, it was how hard it was to do so. "The level of competition in that series was absolutely spectacular," he points out. "Mike Lewis won several GT3 Runoffs titles while he was running NASPORT, and Ken Murillo won the Runoffs when

**"My hobby is building and optimizing racecars – not racing my car"**  
**COLLIN JACKSON**

he was running NASPORT. The people I was racing in NASPORT were top-flight drivers, and that competition makes you better."

When NASPORT began to dwindle, Collin shifted focus to club racing and SCCA's GT3 class where his NASPORT racecar fit, and that's when he made his "rookie" debut at the Runoffs. "I went to the Runoffs in GT3 in 2003 as a nobody," he laughs. "Nobody had heard of me because I guess people weren't paying close attention to NASPORT. We were very successful; in 2003, I won and my teammate Dave Humphrey was second. In 2006,

I went back to the Runoffs in Topeka and I finished first and Dave finished third. In 2014, I went to Laguna Seca and finished first and Dave finished fourth. Then at Indy, in 2017, I went by myself and I won that one, too."

Now add to this impressive feat, the fact that he's accomplished his success with a small, tight-knit crew. "My team is my wife, Glenda, a longstanding friend of mine who is 85-years old now and is really my car chief, retired Air Force mechanic Jack Back, and Andy Pearson, who owns Specialty Engineering in Delta, B.C., Canada." With Andy busy with work, the Jackson paddock space is populated simply by Collin, Glenda, and Jack.

All of this begs the question: Who is Collin Jackson? "I'm a technical guy," he tells me, but would you expect anything less from a mechanical engineer? "My

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### A BUILDER'S CLASS

Collin designed many of the components found under the bodywork of his GT3 Nissan (RIGHT and BELOW). And while Specialty Engineering may bring many of those components to life, Collin takes pride in both maintaining his own racecar and having on-track success with his tight-knit crew of friends and family.



hobby is building and optimizing racecars - not racing my car. My sport is racing my car. Without my sport, I don't have a hobby.

"I have a lot of stress in my job as president of a manufacturing company, so I go home and work on my racecar, or a design for my racecar," he says. "I do something where I can totally forget about work. My hobby is a very internal thing. My passion is proving to myself that I have the ability to optimize something at a very high level."

To that end, Collin is quick to quip that he's not a fabricator. "I'm a fabricator's assistant," he chuckles. "I work with Andy Pearson - he owns Specialty Engineering which built the car. He's a consummate designer. He's just spectacular. Why would I weld on my racecar when I have an artist who can do it?"

Essentially, Collin explains to me, Specialty Engineering is the execution of his projects, but, he says, "I maintain my own cars; I strip them down. Do I rebuild the engines and put them on a dyno? No, Specialty Engineering does that. But 100 percent, I maintain my own cars."

The word "optimize" comes up a lot in conversation with Collin. "I'm an optimizer," he explains to me. "My results are based on Andy's and my ability to build something that does what I want it to do. It's not based on my ability to drive around a chassis that doesn't work."

---

"I work with Andy Pearson...he's a consummate designer. He's just spectacular"  
**COLLIN JACKSON**





#### COME PREPARED

(LEFT) Collin leaves nothing to chance. When he shows up for a race weekend, both he and his car are ready to perform, or execute a predetermined plan.

“When I go to the racetrack, I have a plan and a setup, and we execute those”

**COLLIN JACKSON**

OK, I say, tell me about optimizing for the Runoffs. Tell me how to win. “It isn’t all about me,” he says quickly, “it’s about my team and their ability to execute the plan. When I go to the racetrack I have a plan and a setup, and we execute those at the racetrack. I don’t do things on the fly – I’ll come to the Runoffs with a plan that’s prewritten.”

Collin develops a plan for each individual day at the Runoffs, down to the session. “We’ll go [to the track] and prove what we know is applicable, then we’ll set a bracket of what I need to do if the track is slick, or whatever,” he says. “And then, every day, we try to execute an improvement to the previous day. It’s very much an iterative engineering process of optimizing the setup that we came to the track with, using the data that we’ve learned during each session.”

At this point, my weakness as an interviewer was showing. Posed with general questions, Collin returns general answers. Digging for details, I then struggled to tell whether the answers were specific or vague. But I dug nonetheless for Collin’s list of items to optimize.

“I like to put variables in a spreadsheet and start checking them off,” he says. “Shock absorbers, aero, brakes, suspension tuning, engine tuning, friction loss, tire construction – there’s a massive list. There’s no detail too small to





#### MORE TO COME

(ABOVE) The June Majors served as a great opportunity for Collin to optimize his GT3 racecar for the upcoming Runoffs, which he jokingly calls “report card day.”

optimize, and then re-optimize.”

Then, pay dirt. “It isn’t about lap time, it’s about race time,” he says as I feverishly jot down notes for my personal racing advantage. “I look for what’s the fastest over the race duration. I’m always about winning the race, not the lap. Nobody knows who led the first lap of the Indy 500, but everyone knows who won.”

There’s more. “If you’re tuning, you want to optimize one thing at a time. If the car is under steering, then you don’t want to do two things to get rid of understeer; but if the car’s doing one thing at slow speeds and another at high speeds, you can do two different things that affect them differently.” But done incorrectly, he points out, you can quickly turn one test day into two more.

“Racing isn’t just engineering your car, it’s also learning the difference between your car and

your competitor’s car,” Collin tells me as I silently realize I’ve been doing it wrong for years. “If your competitor is 2mph faster than you down the straight and you take all of the downforce out of your car so now he’s only 1 mph faster down the straight, you’re still going to get beat down the straight and now you’re going to get beat in the corners, too. You do the opposite of that.”

Then came a shocker to me: Collin isn’t a big user of data acquisition (“I find it to be very valuable but very obsessive, and therefore very unproductive,” he says); instead, he sings the praises of race simulators. In fact, he credits simulators with much of his success at the 2017 Indy Runoffs, although it wasn’t easy.

“I spent probably two months developing a car in a simulator that I thought handled like my Nissan so that I could do testing

“[Racing is] also learning the difference between your car and your competitor’s car”  
**COLLIN JACKSON**

at Indy,” he explains. “It took me forever to find a car in the program. I ended up running a German touring car that had been de-rated to 300hp, I put super hard tires on it, and made a whole bunch of suspension changes.” He dialed the virtual car in using tracks like Sonoma and Laguna Seca, and then once the car was sorted, he loaded the Indy road course. “It turned out to be quite applicable,” he says.

So, with the 2018 Runoffs at Sonoma Raceway nearing, Collin will be using the simulator again, right? “I know Sonoma well enough that I’m going to stick to what

I’ve got,” he says. “I’ve got the bracket, so I know where I stand.”

Before our conversation concludes, I pose my last – and very obvious – question: Does Collin think he’ll win this year’s Runoffs, advancing his Runoffs record to five-for-five? “I’m going to try,” he laughs, noting that he’s expecting Mike Lewis to be his primary competition in GT3 – yes, the same Mike Lewis he raced back in the NASPORT days. “The Sonoma Majors in June of this year was the first time we’ve run against each other since probably 1996, when Mike got out of NASPORT,” Collin says, then, “But I’m not going to make the win easy for him, and I doubt he’s going to make it easy for me. It’s 50/50.”

Collin may play it close to the chest on many things, but my vote for who will win is no secret: it’s Collin for the win. 🏆

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# CHALLENGE ACCEPTED

With GT3 participation waning, manufacturers and racers work together to develop the GT3 Challenge

WORDS Philip Royle  
MAIN IMAGE Dennis Wood

It's hard not to look at a GT racecar in SCCA Road Racing competition and not be a little gobsmacked. From tubeframes to technologically developed engines to unique suspension and driveline solutions, these are racecars through and through. Unfortunately, not all of SCCA's most exciting racing classes are

highly subscribed to right now, and GT3 is no exception. But there's hope, and with help from some friends - namely GT3 racers and enthusiastic manufacturers and suppliers - GT3 may soon return to its glory.

GT3 competitor Rob Warkocki tells a tale of the Runoffs from the early 1990s. One year,

participation was down, as was the level of competition. "It was an embarrassment and everybody felt that E Production was gone," Warkocki recalls. "But what happened was they classed all of the ITA cars, which was a huge class Regionally, and suddenly there were a bunch of RX-7s in there and then the





#### RACING BREEDS RACING

(LEFT) From racers to fans, everyone benefits from good racing, especially when the likes of Stacy Wilson (47) and Rob Warkocki (78) battle in GT3. Both drivers are enthusiasts of the class and are working with Mazda to help rejuvenate competition. (BOTTOM LEFT and RIGHT) GT3 is a diverse builder's class, allowing racers to keep their cars competitive for years to come.

Miata came in, and that was it, the class took off again. Now E Production looks like a bunch of heroes because participation is incredible, but that class was on death's doorstep. It's amazing what can happen with inspiration and when the right set of minds come together."

Warkocki has been around and he knows that racing, both personally and as a class, has its highs and lows. Warkocki has attended the Runoffs more than 20 times, claiming a pair of National Championships along the way, all in GT3. He's helped others, been helped, and done it all while racing a Mazda RX-7.

"I've been running GT3 since 1986, so I have a full history of the class, the previous drivers, the current drivers, where the cars are, plus the whole history of where the class has been and where it is now," Warkocki explains.

Consequently, when Mazda Motorsports was looking to develop an idea that was born at this year's Hoosier Super Tour at VIRginia International Raceway, Warkocki received one of the first calls.

#### GET READY: GT3 CHALLENGE TO DEBUT SOON

The GT3 Challenge, sponsored by Max Papis Innovations (MPI) and supported by Hoosier Racing Tire, will debut Nov. 2-4, 2018, at Road Atlanta during Atlanta Region's American Road Race of Champions (ARRC). While this story was written during the early days of planning the GT3 Challenge (and well ahead of SCCA releasing its 2019 U.S. Majors Tour schedule), Mazda and its team of GT3 racers had already targeted key events and tracks for the GT3 Challenge.

As stated, Road Atlanta and the 2018 ARRC will kick off the GT3 Challenge, where GT3 racers will begin to experience the benefits of close racing brought about through generous contingency offerings and subsidies for all GT3 racers. From there, the GT3 Challenge will head to VIRginia International Raceway for SCCA's U.S. Majors Tour in early 2019, followed by the 2019 June Sprints at Road America and a summer event at Portland International Raceway. The final showdown for the GT3 Challenge will take place during the Oct. 8-13, 2019, National Championship Runoffs at VIR.

Keep an eye on [MazdaMotorsports.com](http://MazdaMotorsports.com) for more details about the GT3 Challenge.

#### GT3 CHALLENGE TENTATIVE SCHEDULE

##### November 2018

Road Atlanta, Ga.  
American Road Race of Champions

##### April or May 2019

VIRginia Int'l Raceway, Va.  
U.S. Majors Tour

##### June 2019

Road America, Wis.  
Chicago Region June Sprints

##### Summer 2019

Portland Int'l Raceway, Ore.  
U.S. Majors Tour

##### October 2019

VIRginia Int'l Raceway, Va.  
National Championship Runoffs



Jeff Loeve



Richard S. James





Richard S. James

## AN IDEA IS BORN

"I was contacted by [Business Development Manager for Mazda Motorsports] David Cook in the early spring about GT3 participation," Warkocki says. "We ended up putting together a team to come up with ideas about the GT3 class, the cars, the drivers, the engine manufacturers, and chassis builders to try to get an idea of where the class is heading and why, and if there was anything we could do to make an effective change."

The immediate goal was to boost GT3 class participation, but not necessarily for the reasons you might think. "It's not about the class or the cars specifically, it's about the racers," Cook explains about Mazda's involvement. "The racers in GT3 have made a significant investment over the years - sometimes over 20 years - and we see the class size shrinking, reducing the experience and the value for those long-term Mazda racers. We realized the only way we could stay true



Mark Weber

"I think the biggest obstacle for anyone going to a race is finances"

**STACY WILSON**

## REAL RACECARS

Inside (TOP) and out (ABOVE), SCCA's GT3 class is filled with quintessential racecars. And sporting a tubular frame, repairs are easy and tuning options plentiful.

to ensuring our racers have the experience they deserve with Mazda was to substantially invest in them and the class."

The initial concept of the GT3 Challenge was born during the 2018 VIR race weekend, and 2016 Runoffs GT3 National Champion Stacy Wilson was there when it happened. Wilson was competing in GT3 that weekend and got pulled into a brainstorming meeting with Cook, Steve Strickland, and several GT3 racers. The idea they came up with was simple: Encourage GT3 racers to participate in four key SCCA events before the 2019 Runoffs, splitting them up regionally, and crowning an overall GT3 Challenge winner at that Runoffs. Also, the special events should be appealing for all GT3 racers, not just those piloting Mazdas.

"I love the class," says Wilson of GT3, a class he's raced in since 1990. "Speed-wise, it's probably as fast as anybody would want to go. The speed is tremendous, the cars handle

great, and they're one of a kind. It's a very intriguing class. For me, one of the selling factors of GT3 is the engineering aspect - I try to be as good as I can be."

But one major hurdle for GT3 class participation, Wilson pointed out at the meeting, is budgetary. "I think the biggest obstacle for anyone going to a race is finances," he says. "Sometimes there are things you can do about your budget and sometimes there aren't. I know that if I don't have the money, I just can't go racing."

"Years ago, I would go through the scrap pile at the tire trailer and pick out the best used tires I could find in order to race," Wilson says. "For me, I have to think about every tank of fuel I put in my tow vehicle." Consequently, for Wilson, financial support for the GT3 Challenge was a necessity.

Tackling that, Mazda decided it would offer GT3 Challenge racers competing in Mazdas contingency payouts through 10th, increasing not only the number of racers normally offered contingency

#### SUPPORTING THE RACERS

(RIGHT) Hoosier has long been a supporter of amateur racing, often being the first in victory lane during the Runoffs to congratulate their drivers. And for the GT3 Challenge, Hoosier will be increasing its contingency support. (BOTTOM LEFT) Pro racer Max Papis will be supporting the GT3 Challenge through his personal involvement, title sponsorship, and offering custom MPI steering wheels (BOTTOM RIGHT) to GT3 Challenge competitors.



Rick Compton

#### GT3 CHALLENGE RECEIVES BIG BACKING

payouts but also the amount paid to each position. But while that was a good start, the group acknowledged more was needed.

"There will be significantly enhanced prizing across the board at GT3 Challenge events, not just for Mazda racers," Cook explains. "In addition to the contingency awards for Mazda racers being bolstered, the GT3 Challenge is going to have a social event each weekend for all in the GT3 Challenge. We'll have T-shirts and trophies, plus subsidies for GT3 Challenge entries will be applied to everyone, not just Mazda drivers. Also, Hoosier is increasing its contingency payout, and MPI [Max Papis Innovations] is going to be the title sponsor for the GT3 Challenge events."

"I think Mazda has hit on a number of things, like putting contingency offerings further down the field," says Wilson. "There are some people who might consider coming [to a GT3 Challenge race weekend] but they know they really don't have a chance of winning, so if contingency is only offered for the winners, they might not come. Things like this can help make sure we have good fields, and that's a win for everybody."

#### PARTS KEEP RACERS RACING

Supporting racers in the GT classes is nothing new for Mazda. Over the years, Mazda Motorsports has supplied access to racing parts and is currently working with engine suppliers for hard-to-find rotary pieces. Also, Mazda recently partnered with EMCO Gears to develop replacement parts for the PBS dog-ring transmission that's popular with Mazda racers in

The GT3 Challenge was not created on a whim. The series came about through months of brainstorming by various racers, both Mazda drivers and not, and then those racers contacted others to judge viability. Once everyone realized the GT3 Challenge could succeed, Mazda not only extended its own contingency offerings, but it also contacted several Mazda partners, with two very notable companies quickly jumping on board.

Max Papis Innovations (MPI) produces data-driven, safety-first racing and performance steering wheels for a number of series and racing types, spanning everything from NASCAR to the Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires series to weekend warriors, and the company was quick to back the GT3 Challenge endeavor.

"I have a longstanding relationship with everyone at Mazda from when I raced for them the first time in 1997," says pro racer and MPI founder Max Papis. "When MPI opened in 2008, we began talking with Mazda about partnering and, about four years ago, we came up with the idea of making a unique steering wheel for the MX-5 to add another differentiation between the Global car and any other track day car. We kept talking about projects and looking for more opportunities to work together, and one of the ideas that came up was the GT3 Challenge."

As the title sponsor of the GT3 Challenge, MPI will have a large involvement in the events, Papis notes. "Some of the opportunities we are discussing involve MPI creating super cool trophies, and the winners will have access to unique MPI products.



Michael Leinitz / LAT Images



But the really special part is that we are looking at how MPI can give back to the sport – perhaps the winner could spend a day at the track where I come out and coach the driver, or I could share some of my experiences with them. We're looking to offer things that no money can buy."

Another company wanting to support the GT3 Challenge is Hoosier Racing Tire. "Mazda and Hoosier have partnered on several activities in the past with success, and the GT3 Challenge is another one of those opportunities to invest in an attempt to elevate participation in the SCCA GT3 class," says Hoosier Tire Motorsports Manager Bruce Foss. Hoosier will increase its contingency offerings for GT3 Challenge competition beyond that of a normal SCCA Majors weekend, although

details had yet to be finalized.

The goal, says Foss, is to "aggressively invest in the growth of SCCA Road Racing through our contingency programs and special presentations such as the Hoosier Super Tour series. Our mission aligns closely with Mazda's mission to support customers in grassroots motorsports."

MPI's goals align similarly. "The reason I want to be involved is that the SCCA is pure," Papis concludes. "It's for people who really love the sport. That's why I started my career – I love the sport. I feel great when I'm out there at the track with the SCCA because everyone is there for the pure love of the sport. That's why my company was born, and that's why we want to support this cause."





Philip Royce

**NOT JUST A PRETTY FACE**  
(LEFT) Under the bodywork of a GT car sits engineering artwork offering ample levels of adjustment. (BELOW and BOTTOM) GT3 is primarily a tubeframe class with cars sporting a variety of bodywork from RX-3s to RX-7s and beyond.



Jeff Loeve

GT and Production classes, as well as the creation of a brand-new transmission, the EGMT.

"The process of developing a new dog-ring transmission probably started a dozen years ago when I would cry on [Director of Mazda Motorsports] John Doonan's shoulder," says Warkocki. "He said that if he ever got to the point where he was in charge of the motorsports program at Mazda, that would be one of the things he would work on. So, when he became the guy in charge, he called me and said let's work on this."

"We called a couple of transmission manufacturers, and ultimately John dropped by my house one afternoon and we put my spare PBS transmission in the back of his Mazda and we drove up to Elk Grove Village, Ill., which is the headquarters of EMCO Gears," Warkocki explains of the trip he took nearly three years ago. "I set the transmission on their boardroom table, we pulled the transmission apart, and we discussed the whole idea of whether EMCO could make replacement parts, with the eventual production of a modern transmission. The market wants it."

The thought is that offering

parts support for grassroots racers can make the difference between someone making a race weekend and sitting that one out. "You'd be surprised how many people just need a hand," says Warkocki. "If they could find that, they'd come out and race again."

#### SUPPORT THROUGH YOU

"We're not investing in the cars, we're investing in the racer," Cook says, noting that in order to invest in racers, Mazda has to invest in the cars. This is why Mazda has helped fund the development of engine parts, a new race transmission intended for use in Miatas and RX-7s, and now a race series aimed at all GT3 competitors.

Yet none of this is done in a vacuum. For example, while the GT3 Challenge has initial dates set for the 2018 ARRC at Road Atlanta as the Southeast GT3 Challenge Region event, then weekends in 2019 including the U.S. Majors Tours at VIR (Mid-Atlantic Regional), the June Sprints at Road America (Midwest Regional), and Portland International Raceway (West Regional), Mazda wants to hear from racers to see which tracks they would like to see the GT3 Challenge head to next.



Rupert Berrington

**"After two months of bi-weekly meetings, we had tons of really good ideas"**  
**ROB WARKOCKI**

It's also notable that the GT3 Challenge was born from racers and developed largely by racers. "Probably after two months of bi-weekly meetings, we had tons of really good ideas and we started networking and talking to other competitors and putting feelers out there to get a better picture of what's going on in the class," says Warkocki. "Once we decided it would be viable for Mazda to step in and create some kind of series that would generate excitement, Mazda then worked with competitors and suppliers like Hoosier and MPI [Max Papis Innovations] to launch the series. I'm really happy

Max Papis is involved the way he is, he's kind of paying it back to his grassroots motorsports roots."

#### BOOSTING PARTICIPATION

"I'm a tinkerer," says Warkocki of what originally drew him to GT3 and why he's still there decades later. "I like the aspect of not being constricted with rules of production-based cars. In the GT class, you can just put on parts that are made for this and go race."

So, does the veteran of the class think the GT3 Challenge will boost class participation in the long run? "It sure has a wonderful shot," Warkocki says. "It can build excitement, get some amazing race fields, and allow other people to witness what a full field of quality GT3 cars are like when they race, and that would expose people to it and make them interested in racing in the class."

"If there are only one or two cars in a race field, who wants to throw their hat into that ring?" Warkocki asks. "But if there's a field of 10 or 15 cars and they're all having wonderful battles on track, people look at that and wonder how they can get involved."

And that is what the GT3 Challenge is all about. 🍎

## MAZDA SUPPORTS RACERS VIA A NEW RACING GEARBOX

A new dog-ring transmission for Mazda racers hit the scene with success, thanks in part to Jesse Prather Motorsports, which consulted Mazda and EMCO Gears with the development of the EGMT gearbox from Mazda Motorsports. "This transmission has all of the advantages of the PBS, but with a modern twist," Prather explains. In addition to being 12lbs. lighter than a comparable PBS, Prather explains that users of the EGMT transmission should expect a superior driving experience. "You're going from an eight dog setup to a six dog setup, and the fewer dogs you have the easier it is to shift," Prather explains. "Not only that, but the dog rings have a slightly different angle on them, which EMCO says makes them engage easier. Having driven a lot of PBSs, and now having driven the EGMT, I can definitely tell you it shifts smoother."

Prather put his RX-7 on the E Production podium at the 2017 Runoffs using the EGMT transmission, and he recently pulled it apart to service it before the 2018 Runoffs. The transmission had seen two test days, the 2017 Runoffs, and six U.S. Majors Tour weekends and, Prather says, the transmission's internals still looked new. "You can probably take this transmission apart about half as often as the PBS," he says. "Normally you'll see some wear on the dog rings and the gears, but [the EGMT transmission was] just like new. It's really amazing to me. That's a combination of the proper Rockwell hardness between the gears and dog rings, and just a superior shifting ratio that helps everything engage quickly and smoothly."

That durability, Prather explains, will save racers money and time. "On a PBS, I would normally run two seasons, freshening it before that second

Runoffs. But as good as the internals in the EGMT transmission look, I'm probably going to clean my transmission up, put it back together, and leave it for four years."

Ease of service is another feature of the EGMT transmission. "Everything in the EGMT is O-ringed," Prather points out. "I did one gear change during the 2017 Runoffs. I yanked the transmission out of the car, stuck it on my bench, removed the housings, replaced the gear, and put everything back together – there was no cleaning, no silicone, nothing."

For most racers, however, gearing solutions with the EGMT will best be had through another feature. "One of the things I always liked about the PBS is it has a drop gear so you can change the rear differential ratio to one that was never possible, and that's another thing the EGMT offers," says Prather, noting that a drop gear change could be done in as little as 30 minutes with the transmission still in the car.



Parts and ordering information about the EGMT dog-engagement transmission can be found via the parts store at [mazdamotorsports.com](http://mazdamotorsports.com).

### INSIDE THE BOX

Jesse Prather (ABOVE, right) showcased what Mazda's EGMT transmission has to offer (BELOW) during the 2017 Runoffs.







# WHO WILL WIN THE RUNOFFS?

## THE VENUE

Sonoma Raceway (RIGHT) plays host to this year's Runoffs. Will everyone make it through the challenging Turn 2 (MAIN) unscathed on the opening lap? We'll find out in October.



On Oct. 16-21, 2018, 28 National Championship races will break out in wine country, and we're about to guess the winners

WORDS SportsCar staff  
IMAGES Richard S. James





A gold rush brought the masses to Northern California in 1848, all looking to strike it rich. Now, in October, SCCA road racers will be heading to Sonoma Raceway to try and lay claim to a gold medal as the track hosts the SCCA National Championship Runoffs for the first time.

Sonoma Raceway is steeped with racing history, all of which started with an SCCA enduro on Dec. 1, 1968. Those who make the trek west this year will be treated to the same 2.52-mile, 12-turn road course configuration that has confounded many a racer through the decades. With 160 feet of daring elevation change complicating several sublimely difficult blind turns, even the most seasoned of racers will be put to the test. Yet, despite facing this challenging course, it took just a week

for roughly 400 SCCA racers to enter what marks the third Runoffs on the West Coast in the last 50 years. And the entry count is continuing to grow.

As is the case every year, our crack team of prognosticators took up the task of trying to predict who might win come this year's Runoffs. So, who will stand on the podium come that Oct. 19-21 race weekend? Honestly, we haven't the faintest idea, but that has never stopped us from guessing. Sometimes we even strike gold with our predictions - 40-percent of the time, it works every time.

If you were to look for a trend in our predictions, you'll find a lot of West Coast names rising to the top, as the mantra of locals rule seemed a popular one. But truth be told, Sonoma Raceway typically only



#### SIGHTS TO SEE

Located in the heart of wine country (LEFT), SCCA members at Sonoma Raceway will find no shortage of things to do while not at the track.

hosts one SCCA event per year, so even the locals aren't deftly familiar with this wine country road course. However, those with even the slightest bit of prior track knowledge could have the edge they need to win.

Did we get our picks right? Not a chance - but hopefully we got a few. So, turn the page and start reading about your favorite classes, if for no other reason than to mock our ridiculous podium predictions.



## SUPER TOURING LITE

Super Touring Lite has played host to a friendly rivalry between the Honda and Mazda drivers for years, and that shows no signs of diminishing this year.

"[Sonoma Raceway] ought to play into a Mazda style of chassis," Danny Steyn believes, "and the Hondas have recently had a restrictor plate size decrease, so their performance might not be exactly what it was."

For those reasons, plus the fact that Steyn was super quick last year but ended his STL race early with a bout of bad luck, he's our pick to win STL this year.

"I'm 60 years old and competing against guys who are 18," Steyn laughs. "But I think my driving style is built for this track. It's just one of those things where you're always working it, trying to finesse a little bit more grip out of the car and not overdo it and not destroy the tires. I'm optimistic about my ability to drive well at this track."

Asked who he thinks will be filling his mirrors, Steyn knows exactly what the landscape looks like. "Nick Leverone is always fast in a Mazda. Then you've got Eric Kutil, and Adam Roberts will be good there, too. This might be the first time that we could really, finally put the story to rest about who the fastest STL driver is," Steyn jokes. "But I want to emphasize that we're all good friends in this game. There's a lot of people who make way too much of the rivalry. It's a friendly rivalry."

## SUPER TOURING UNDER

When Kevin Boehm belts into his car for the first qualifying session of the Runoffs, it will be his first lap at Sonoma Raceway. Yet we have confidence that when the checkered flag falls on Saturday morning, Boehm will be the STU champion.

"I'm looking forward to the race for sure," Boehm says. "I'm going to have to learn the track pretty quick! I've put a ton of time into my car since Indy to try to make it as fast as possible and reliable this year, so I feel really good about that."

As with many classes, Boehm doesn't know who will be making the trip to Sonoma, but he has a general plan. "It's hard to say who's going to be fast, so I'm planning to be ready for everyone," he says. "I'm taking everybody seriously, and that's just what I've been doing the whole season to prepare for the Runoffs."

Among the drivers waiting for Boehm at Sonoma will be San Francisco Region's Andrie Hartanto. "It seems to me the competition is tough," Hartanto says. "Kevin Boehm looks to be a strong contender, and Sonoma is a great track. I love the elevation changes, blind turns, and interconnecting turns. You basically never have your steering [wheel] straight. I think the chips will just fall where they fall."

Other STU drivers we wouldn't count out for a podium finish are Kevin Koelemeyer, Nathan Pope, Rylan Hazelton, Ian Barberi, and Max Gee.

## EXPERIENCE COUNTS

(Clockwise from RIGHT) What Super Touring Under's Kevin Boehm lacks in track knowledge he makes up for in speed, so we suspect his first trip to Sonoma will be a rewarding one. Jake Pipal won't face off with the two perennial front-runners in B-Spec, but that shouldn't mean it's going to be an easy race. If Andy McDermid can avoid trouble he should reclaim his American Sedan throne. Like the wine from the region, Danny Steyn is getting better with age and should win this year's Super Touring Lite battle.



## AMERICAN SEDAN

American Sedan will have a battle at Sonoma, as both 13-time Champion John Heinricy and eight-time Champion Andy McDermid have both declared their intention to race. Heinricy finished second last year at Indy with a gap of just 0.359sec, so he's certainly looking for a 14th notch in his belt this year. McDermid, meanwhile, is looking for a better result than last year,

when he utterly wrecked his car in the first qualifying session and undertook a heroic rebuild through Runoffs week, barely making it back for the race.

What's uncertain is how many other leading American Sedan drivers will make the trip to Sonoma. Defending Champion Brian Long could show up, and Two-time champion and last year's third-place finisher Kevin Fandozzi could also make a

Anthony Bristol



Clark McInnis



Mark Weber



Richard S. James

credible run for the front. We know last year's fourth-place contender Daniel Richardson plans on being there, and we think he could finish on the podium.

"Looking at the possible field, it's more about who's going to drive that far," McDermid surmises. "John Heinricy will be there and I'm hoping Beth and Amy Aquilante come too. I think Jim Wheeler, the Aquilantes, and John Heinricy are the top contenders."

## B-SPEC

The B-Spec race is open for new contenders because the race we're used to seeing up front won't be repeated this year - John Heinricy is focusing his attention on American Sedan and Touring 4 this year, and last year's B-Spec winner David Daugherty has decided not to make the trip to Sonoma. But when asked to pick a class winner, Daugherty

has to scratch his head. "It is really tough to say, but it should be interesting," he says.

With the class wide open for a new winner, our pick is Jake Pipal, a young contender based in San Francisco Region. Pipal won both Majors races at Sonoma Raceway this year, so he's got the speed and clearly knows the track. But close on his bumper was Robert Rodriguez Jr., also a San Francisco Region member, and John Phillips, towing in from Texas. Phillips finished third at last year's Runoffs, and we wouldn't be surprised if this turned out to be his year.

"I brought my secondary car for the Majors and it did not go very well," Phillips admits of the June Sonoma Majors. "But I learned a lot about the track and the local competitors. I don't think there is just one person who's a standout."

The dark horse in this race is 2014 Champ Kyle Keenan, who reportedly is dusting off his winning Kia for another title shot.

—Jeff Zurschmeide

"It's just one of those things where you're always working it"  
**DANNY STEYN**

## PODIUM PREDICTIONS

### AMERICAN SEDAN

1. Andy McDermid
2. John Heinricy
3. Daniel Richardson

### B-SPEC

1. Jake Pipal
2. John Phillips
3. Kent Carter

### SUPER TOURING LITE

1. Danny Steyn
2. Nick Leverone
3. Cliff Ira

### SUPER TOURING UNDER

1. Kevin Boehm
2. Kevin Koelemeyer
3. Andrie Hartanto





D.E. Baer

#### CHANGES

(Clockwise from LEFT) Ross Murray hopes cool October weather will help him find the speed to put his RX-8 out front in Touring 4. Likely the only surprising part of Andrew Aquilante winning Touring 1 again would be with which car he chooses to accomplish the feat. Kurt Rezzetano bet on a losing horse in 2017, so a new steed should give him the speed to win Touring 2 at Sonoma. We think Mark Drennan will break up the Z-car party that has been going on in Touring 3.

"It's been a long time since anyone else has challenged him for the win - and we expect his domination to continue"

#### TOURING 4

We think the reign of the Scion FR-S/Subaru BRZ will come to an end this year at Sonoma. What will take its place? We think it's the RX-8 - specifically, the RX-8 with Ross Murray behind the wheel.

"The braking and handling are all pretty optimized," says Murray. "I'm hoping for it to be cool - some of my issues are hot days. The Scions have beaten me pretty easily when it's hot, but when it's cool then my car seems to lose less power."

We should still see an FR-S on the podium, as Izzy Sanchez has started to figure his out, and he did have the pole at the 2014 Runoffs. Gresham Wagner will likely lead the charge for the piston-powered Mazda contingent, but the newcomer will have to focus on keeping his nose clean if he wants to reach the podium.

Additionally, we can't overlook the legends John Heinrich and Don Knowles, who will be ready if anyone puts a wheel wrong.

#### TOURING 3

Derek Kulach has had a lock on Touring 3 the last few years, but we expect that streak will come to an end in 2018 when he takes home the silver. Why? The BMW boys have gotten the cars dialed in, and arguably no one in the class knows how to get around Sonoma better than Mark



D.E. Baer

Drennan, so he's our pick to win.

"I haven't had a lot of time in T3 - I've just seen what's out west, and the BMW is the class of the field," says Drennan. "Jason Fraser has given me a great run, he's a super competitor, and I know we are going to have a good battle and put on a good show."

We agree that Fraser will end on the podium, but the one wildcard in the mix is Scotty White with the new EcoBoost Mustang, which we likely haven't seen the full potential of yet.

#### TOURING 2

The Touring 2 race should be a nail biter. Kurt Rezzetano showed he was human at Indy, failing to add to his championship collection as he tried a different Mustang variant. Rezzetano has been piloting a Corvette this year, and based on Phoenix teammate Andrew Aquilante's opinion, that could be the right choice. "I'm not sure what I will bring this year," says Rezzetano. "We have a narrow body C6, and a C5, but I need to do more testing before I decide."



Jeff Loewie

On his tail will be Mark Boden in his potent 911, and on Boden's tail will be Preston Calvert in a Mustang. Calvert could prove us wrong on all sides, however, as he's honed his craft quite steadily over the years, so it'll only take a wobble for him to move from third to second - or maybe even to first.

#### TOURING 1

Dare we say Touring 1 has become predictable? Aside from a blown engine removing any possibility of Andrew Aquilante winning in 2016, it's been a long time since anyone else has challenged him for the win - and we expect his domination to continue at Sonoma Raceway. Arguably the biggest roadblock for Aquilante is a car change from his proven Mustang (which is being converted to GT-2 trim) to a Corvette.

That said, "The Corvette in general will be pretty strong at Sonoma," says Aquilante. "That's what we're looking at, and we'll go from there."

Mark Boden has been getting



Dennis Wood

a lot of seat time this year, and we expect he should be able to drive his BMW to a podium finish.

The final step on the podium is a bit more of a guess, but we couldn't help but notice the speed Kristofer Olson showed at the June Majors - it could be enough to put him in the running. Then there's Igor Lyustin and Brad McCall who could end up in the hunt.

- Jason Isley

#### PODIUM PREDICTIONS

##### TOURING 4

1. Ross Murray
2. Izzy Sanchez
3. Gresham Wagner

##### TOURING 3

1. Mark Drennan
2. Derek Kulach
3. Jason Fraser

##### TOURING 2

1. Kurt Rezzetano
2. Mark Boden
3. Preston Calvert

##### TOURING 1

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

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Richard S. James

## NOSE TO TAIL

(LEFT) A race destined to make the highlight reel is E Production, where past Champion Matt Reynolds (71) will be working hard to fend off new challenger Glen McCreedy. (BOTTOM LEFT) It's hard to pick against Joe Huffaker in F Production, so we won't even think about it. (BOTTOM RIGHT) With four podium finishes in as many years, we expect Jason Isley to back up his 2017 H Production title.

"If in doubt when trying to pick a winner for the upcoming Runoffs, check for head-to-head competition results"

## E PRODUCTION

If in doubt when trying to pick a winner for the upcoming Runoffs, check for head-to-head competition results. That will settle it, right?

Unfortunately, that isn't the case for this year's E Production match-up, where two-time Runoffs Champion Matt Reynolds traveled to Sonoma Raceway for the Majors race and split the wins with local hotshoe Glen McCreedy. Joe Moser, the STU champ from Mid-Ohio who had a narrow miss against Reynolds in EP the same year, has indicated he is going to the Runoffs this year, and if he does then he'll certainly be a contender. Three-time Runoffs Champion Jesse Prather, who surprised even himself with a podium in a not-yet-fully developed RX-7 at Indianapolis in 2017 is also towing west. Plus Northern California is Aaron Downey's playing field. So, yeah, this is not an easy race to predict.

The consistent force in the class of late, however, has been Reynolds - and that's the pick for 2018. "We're still working on the car, still trying to improve it," Reynolds says. "We went out in late June just to learn the track. That was my first time on the track. There were nuances that I felt like I was picking up throughout the weekend, and

I feel a little more prepared going into the Runoffs."

A more prepared Reynolds is dangerous, but don't count out anyone we've mentioned so far, as they all could spoil our predictions.

## F PRODUCTION

Nine National Championships, a shop at the track, and a home nearby, plus countless laps around Sonoma Raceway. Yeah, choosing Joe Huffaker as the F Production winner was easy.

"I traveled a lot in the earlier days [of going to the Runoffs], particularly to Mid-Ohio," Huffaker says. "It was fun to go and figure out who the hometown boys are and try to beat them, and I hope they come and repay the favor."

Huffaker concentrated his Midget on winning the class' Conference title this year, and that paid off. He also lowered the track record at almost every stop, which is bad news for his competitors.

Even so, we expect another close race. Huffaker thinks that the Miata will be a typical top contender, and at press time it appears that Charlie Campbell is leading that charge. But Huffaker says to watch out for anyone in a Lotus 7 at Sonoma - Steve Hussey has his car back together after a big crash at Mid-Ohio, and Craig



DE Baer

Chima has history in the class - he and Huffaker will certainly resume their old Mid-Ohio rivalry.

Rumor has it Brian Linn is working on a Lotus ride, too, and that should make things interesting.

## H PRODUCTION

Is it possible to win the Runoffs in a car's first and last race? Jason Isley is certainly hoping so. A 2018 Toyota Yaris is set to replace the 2015 model that he won in at Indianapolis in 2017, though as of this writing he's just beginning the build of the new car - and the donor car, on loan from Toyota, is scheduled to meet the crusher in November. In and of itself, however, the car will be put together almost identically to the older version, which we anticipate being enough to cover the field in the long run.

"I've built enough of these cars now that I can finish it in a weekend," Isley laughs, pointing out that the car he won the H Prod title in in 2017 was actually the third HP Yaris he's



Richard S. James

had a hand in building since the debut of his Yaris in 2010.

So, the on-track battle really is old school versus new school - a brand-new Yaris vs. the Midgets of Brian Linn and Lee Fleming. Now add in the fact that while all three are West Coasters, Linn and Fleming have many more miles around Sonoma Raceway than Isley. But no matter who eventually wins, it'll be these three shuffling for the win, and we can't wait to see it unfold.

- Reece White

## PODIUM PREDICTIONS

### EP

1. Matt Reynolds
2. Glen McCreedy
3. Jesse Prather

### FP

1. Joe Huffaker
2. Charlie Campbell
3. Craig Chima

### HP

1. Jason Isley
2. Brian Linn
3. Lee Fleming

# THREE YEARS STRONG

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Richard S. James

**SOME IDEA**  
(LEFT) Typically, a darboard is as good as anybody's guess when it comes to picking the podium in Spec Miata, but we think 2018 is a little different. With home field advantage, we anticipate Mark Drennan will take the win. (BELOW) Danny Steyn is looking fast and should be a strong podium contender. (BOTTOM) Tristan Littlehale was one of the few who could keep Drennan in his sights at the Sonoma Majors, which should help him in the quest for a Runoffs medal.

## SPEC MIATA

Coming to Sonoma Raceway will seriously shake up the Spec Miata pecking order, as drivers are forced to adapt to an entirely new track. Many top eastern drivers like two-time Champion Jim Drago have decided not to make the multiple trips out west to practice and compete, giving the West Coast drivers a distinct advantage.

"I believe it will be Mark Drennan this year," Drago says. "Chris Haldeman will keep him honest, and has a really good shot as well. My podium prediction would be Drennan, Haldeman, Pardus. Then Brad Rampelberg and Matt Reynolds."

Haldeman is approaching the race methodically. "Qualifying will be critical to being able to win," he says. "From what I've seen, this is a true driver's track and the lead car is quite capable of breaking away from the pack."

Spec Miata regular Danny Steyn could also shake things up. He's making the tow all the way from Florida and intends to compete at the front. "For a lot of people who are making the trip, it's a completely new track, and very few of us have been there," Steyn says. "I think

that it's a flowing, technical, and ballsy kind of track so it suits a certain type of driver and I think it really plays into my hands."

Steyn has his own thoughts about who will be fast. "I would immediately put Mark Drennan on the list," he says. "And definitely Chris Haldeman and Michael Carter. Michael really can prevail at the big events. I think Preston Pardus will be good as well."

One wildcard competitor likely to run up front is Tristan Littlehale. He's been a frontrunner at West Coast Majors events, he holds a Tire Rack Solo National Championship, and we wouldn't be surprised if he surprised everyone at Sonoma.

Drennan, meanwhile, is taking all the hype around him with good humor - but he's not relaxing his development program, either. "Ever since Sonoma was announced [for the 2018 Runoffs] I've been in preparation with my team, TFB Performance," he reveals. "Sonoma is my home track, so I'm running the car that I developed a couple of years ago. We've got stuff dialed in, we've got the tires figured out, and I know the track like nobody's business. Really, this is my best shot to achieve



Clark Mannis



D.E. Baez

my lifelong dream of earning a Runoffs championship."

Part of Drennan's preparation is a careful evaluation of his competitors. "I never take anything for granted," he insists. "Lady Luck and compliance; those two competitors are always toughest. But I also have my teammate Brad Rampelberg, a past Runoffs champion. I think he'll be right there, and then some of the young guns like

Tristan Littlehale and Austin Newmark; they've both given me some great races this year. I really respect their talents. Chris Haldeman will be there; he's definitely an exceptional driver, and he always has the best power available since he builds motors. I heard that Preston Pardus came [mid-summer] to test, so I expect he'll be right there as well."

— Jeff Zurschmeide

## PODIUM PREDICTIONS

### SPEC MIATA

1. Mark Drennan
2. Danny Steyn
3. Tristan Littlehale

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Richard S. James

#### OLD IRON

(Clockwise from LEFT) We expect Mike Lewis to claw his way back to the top of GT1 in his trusty Jag. Joe Huffaker is parking his legendary GTL Mini in favor of his Midget, and it should be fast enough for the win. Collin Jackson looks to make it five for five in GT3 at Sonoma. Andrew Aquilante is changing cars this year, but we don't expect that to change the GT2 results.

"It's a little long in the tooth, and it showed last year and the year before"  
**MIKE LEWIS**

### GT1

Mike Lewis had a difficult week in Indianapolis last year but still came away with a silver medal behind David Pintaric. This year, we expect to see different results. Although most of Lewis' efforts this summer have gone to his GT3 campaign, don't expect him to have ignored that Jaguar XKR.

"It's a little long in the tooth, and it showed last year and the year before," Lewis admits about the GT1 car that has seen him on many a Runoffs podium. "It doesn't quite have the pace of these newer cars. But we've been working on it, and our familiarity with the track will help."

Looking at the current entry list, we expect that old Jag should be plenty strong enough to take Lewis to his ninth title.

Preston Calvert isn't bringing a traditional GT1 car, but he made the trip out for the Sonoma Majors, and we think his FIA Porsche could be a contender. Michael Fine could use home court advantage to step on the podium.

Of course, if defending champ Pintaric, who is campaigning a full Trans Am season, uses the provisional entry, all bets are off.

### GT2

Though the car will be different, we expect Andrew Aquilante to once again hoist the GT2 trophy at the Runoffs. "The [Corvette]



Jeff Lowe

I've won with in the past was sold earlier this year, so I'm not really sure," Aquilante says about the car he'll be driving at the Runoffs. "I'm thinking about making last year's T1 Mustang work."

This is not Aquilante being coy – the Mustang is probably the car unless, as he says, "the lottery comes through" and he builds a new Corvette for Sonoma. Although Aquilante thinks the Corvette is the car to have at Sonoma, we'll place our bet on the eight-time champ until proven otherwise.

There are others to watch, however. Michael McAleenan has been fast out west in a BMW, as has Spencer Trenery in a Porsche. Aquilante specifically listed Preston Calvert and his Corvette to contend for his second consecutive podium in the class. Mark Boden wasn't already busy enough with T1 and T2 races, so he could be the wildcard.

### GT3

Until someone beats Collin Jackson, we'd be foolish to choose anyone else to claim a gold medal against him. Now a remarkable four-for-four, the defending



Richard S. James

champ is all lined up to make it an unprecedented five for five.

Jackson is coming and, as he told us in the cover feature, he's putting his full effort into winning. Sonoma is his favorite track, so it'll take a Herculean effort to beat him. OK, so, remember Mike Lewis from a few paragraphs back? Lewis is also running GT3 this year, and if anyone can put an end to Jackson's winning streak, it's him. Lewis is driving Mike Henderson's very fast RX-7 this year, and he's doing so superbly, so expect him to be glued to Jackson for the entire race.

The race for the final step on the podium will be interesting, too. You can never count out Taz Harvey when he's racing so close to home. But if Jeff Dernehl makes the tow, we'll expect him on the podium.

### GT-LITE

We'd be crazy not to tap Joe Huffaker in a home race, but it won't be without some challenges. For one, he'll be running the Midget in both GT-Lite and F Production.

"For some reason, the Midget is quite a bit faster than the Mini," Huffaker says. "I pulled the Mini



Jeff Lowe

out for the Majors race at Sonoma just to see if I could get it close to the Midget, and it just isn't. That makes the decision easy."

Huffaker's fellow West Coast nemesis Troy Ermish will be squarely in the mix, and he's been fast this year. Taz Harvey will also be there in the Mazda Miata that has done well for its previous owners, so we won't be surprised to see his name near the top of the results.

— Reece White

### PODIUM PREDICTIONS

#### GT1

1. Mike Lewis
2. Preston Calvert
3. Michael Fine

#### GT2

1. Andrew Aquilante
2. Michael McAleenan
3. Preston Calvert

#### GT3

1. Collin Jackson
2. Mike Lewis
3. Taz Harvey

#### GT-LITE

1. Joe Huffaker
2. Troy Ermish
3. Taz Harvey



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# SPEC RACING, TOUGH RACING

Winning a spec class is one of the toughest accomplishments for a racer – and we think Mike Miserendino (RIGHT) will do it for the sixth time come Sonoma when he takes the SRF3 title. FE and FE2 is a bit of a toss-up this year, but the nod goes to Jim Devenport (BOTTOM) in FE2 and Brandon Aleckson (BELOW) in FE.

## SPEC RACER FORD 3

“Mike Miserendino is going to win and there’s not a damn thing the rest of us can do about it,” declares 2016 SRF Champion Todd Harris. That statement may make Miserendino laugh, but he doesn’t deny it either.

“This year it will just be run hard and hope for the best,” says five-time SRF Champion Miserendino. “I think Sonoma is a great Runoffs track. It is technical and has a nice mix of high-speed and low-speed turns, so car setup is very critical. It is a real challenge to get right, so it’s the perfect type of track for a winner-take-all championship event.”

Last year at Indy, Miserendino earned the final SRF championship and finished second to Tray Ayres in SRF3. This year – like every year – the fast end of the SRF3 grid is a who’s-who of past champions and serious contenders.

“John Black and Todd Harris will be very strong,” Miserendino says. “John and I have battled all year at a few different tracks. My MBI teammates T.J. Acker and Steve Fogg ran second and fourth, respectively at the Sonoma Majors. I know Bobby Sak, Scott Rettich, and Clay Russell are making the trip. Clay has been tearing up the super strong Southeast this year. Bobby won the June Sprints and Scott is a contender anywhere. If Tray Ayres comes, he will be in the mix too.”

Black has been working to keep up with Miserendino, and four-time Champion Black may be the only driver who can do that.

“In our last race, I thought I’d



Jeff Loewe

Richard S. James

“I think Sonoma will be a great test for all the drivers. It’s a real challenging track”  
**JIM DEVENPORT**

be at least somewhat decent, [but] Miserendino was so far above everybody else that it was almost a joke,” Black says. “So I went back a week later and I put some new shocks on my car, and did some alignment stuff, and got myself into the same times he was doing.”

Other fast SRF3 drivers coming to Sonoma include Brian Schofield, Bobby Sak, Scott Rettich, and Denny Stripling. Will they all be running for second place? We’re excited to see how this race shakes out.



Richard S. James

## FORMULA ENTERPRISES & FE2

Formula Enterprises has divided into two classes this year with the advent of a new engine package. Cars equipped with the new Mazda 2.0L engine are designated FE2, while those running the older 2.3L engine are still FE. The FE and FE2 classes will qualify together

and race together, so drivers must choose one or the other.

“There will be many drivers who can win in FE and FE2,” says six-time FE Champion Scott Rettich, “and there is some extra uncertainty this year because we aren’t completely sure who will be running in FE and who will be running in FE2.”

When we interviewed him,



**"Sonoma...has a nice mix of high-speed and low-speed turns, so car setup is very critical"**  
**MIKE MISERENDINO**

Rettich was not sure where he would compete, although shortly thereafter he did register for FE2.

Rettich notes that many new drivers have entered FE and FE2 this season, leaving a lot of talent able to choose between the two classes. "Drivers to look out for are Becker Reardon, Quinten Nelson, Paul Schneider, Liam Snyder, Mark Snyder, Jim Devenport, Brandon Aleckson, and Flinn Lazier," says Rettich. "Ray Mason could be a dark horse as he has many laps at Sonoma and loves the track."

Regardless of which class he chooses, Rettich is looking forward to the event. "Sonoma looks like a very fun track," he says. "This will be the first time since Topeka in 2006 that I am going to a track for the first time at the Runoffs."

But assuming Rettich will stick with his FE2 entry, and this being his first time to the track, we're surprising even ourselves by betting against him - our pick to win FE2 is Runoffs veteran and local hotshoe Jim Devenport. The two-time P1 champion is always fast, and is likely to lead the new class to its first podium. "I think Sonoma will be a great test for all the drivers," Devenport says. "It's a real challenging track and a proper venue for the Runoffs."

Devenport is quick to mention other drivers who could claim the top spot, however. In addition to

Scott Rettich being one to watch, "My dark horse pick in FE is for Brandon Aleckson, as he knows the track well and is from the Bay Area," says Devenport. "I think this could also be Paul Schneider's year as he's been driving well and has adjusted to the updated car easily. But there are others like Mathias Soler-Obel, Liam Snyder, and Max Grau."

We also expect another local, John Yeatman, to compete for the podium.

But like everyone else, Devenport is waiting to see what decisions other drivers make when it comes to entering FE or FE2. "The wild card is whether Scott Rettich updates his car to FE2 spec and throws the FE race wide open," he says.

And considering Rettich seems to have done exactly that, we can't wait to see what happens.

— Jeff Zurschmeide

## **PODIUM PREDICTIONS**

### **SPEC RACER FORD 3**

- 1. Mike Miserendino**
- 2. John Black**
- 3. Todd Harris**

### **FORMULA ENTERPRISES**

- 1. Brandon Aleckson**
- 2. Becker Reardon**
- 3. John Yeatman**

### **FORMULA ENTERPRISES 2**

- 1. Jim Devenport**
- 2. Scott Rettich**
- 3. Paul Schneider**





Jeff Lowe

#### STEPPING UP

(Clockwise from LEFT) Rob Allaer is looking for redemption after a runner-up finish in Formula Continental in 2017. There are way more questions than answers when it comes to Formula Atlantic, but we think Keith Grant is the safe pick. J.R. Osborne is a proven commodity in Formula 1000, and we expect him to take the win. Formula Mazda is very likely going to be a repeat of the battle at Indy, but this time we anticipate Mike Anderson coming out on top.

“So we’re going to take a shot in the dark on this prediction... our prediction may sound like a copout”

## FORMULA CONTINENTAL

Rob Allaer is taking a serious approach to this year’s Runoffs. He has not raced at Sonoma Raceway before, but he’s spending time watching video and working on a track simulator. He also intends to get in some early practice.

Really, he has a monkey to get off his back. He may have won in 2014, but in 2016 he found himself driving hurt after a boating accident, and in 2017 he finished second after a bad start. His plan this year? “I would like to be near the front, hold my position, and hope for the best,” he says. “If I am running fast, I should be able to compete for a podium spot.”

Who else will be on that podium? Expect Charles Moran and Robert Armington to be solidly in the hunt. Who will be behind them? Mitch Enger, Tim Minor, and Brian Tomasi, depending upon attendance.

Allaer, however, rates the locals highly. “They are very talented and very competitive,” he says. “The advantage they have is that they are familiar with the track and each other. There is always a large number of FCs at the West Coast races, so I anticipate a huge challenge for sure.”



Jeff Lowe

## FORMULA MAZDA

Last year, Mel Kemper snagged the gold after a race-long, back-and-forth tussle with Mike Anderson. Anderson came oh so close and this year intends to redress the balance. Kemper will, of course, try to make sure that he does not.

But Anderson acknowledges this won’t be a two-car battle. “Bryce Cornet, Jarrett Voorhies, and Mel will be fast there,” Anderson admits. “Bill Weaver should also be at the pointy end of the field.”

We agree, placing our bet on Anderson in the front exercising his 20 years of racing experience at Sonoma Raceway, followed closely by Kemper, Cornet, and Voorhies.

## FORMULA 1000

J.R. Osborne has been on a run, rolling up the wins this year. That should continue, especially since he has already won at Sonoma Raceway, breaking the track record by 2.7sec and has test days scheduled in August.

“The track is very technical,



Dennis Wood

physical, and demanding, where the driver can make the difference,” he says. “I think that Alex Mayer, Gary Hickman, Randy Cook, and Kevin Roggenbuck will be my opposition.”

Osborne has won before, but things can happen, such as 2016 when he had it in the bag at Mid-Ohio - then the car broke. However, his record and preparation are such that he has to be viewed as a heavy favorite.

## FORMULA ATLANTIC

First, a lot of the fast Formula Atlantic drivers live quite a distance from Sonoma Raceway and many were not sure of their attendance at this year’s Runoffs, so we’re going to take a shot in the dark on this prediction. Considering that, and keeping in mind that our prediction may sound like a copout, we think this year’s podium will be a repeat of last year’s.

At the time this story was printed, Jim Griffith, head of Polestar Racing, stated that Grant will be there. Sedat Yelkin and Spencer Brockman,



John W. Winnaith

meanwhile, had not committed, but they’re still our podium pick.

Of the fast West Coast racers, Jay Horak and John Purcell are leading in the rotary powered cars, and this might be their year to get on the podium.

Grant abhors being picked first, but he is coming, he has the car and team, and he has won before.

— Tom Schultz

## PODIUM PREDICTIONS

### FORMULA CONTINENTAL

1. Rob Allaer
2. Charles Moran
3. Robert Armington

### FORMULA MAZDA

1. Mike Anderson
2. Mel Kemper
3. Bryce Cornet

### FORMULA 1000

1. J.R. Osborne
2. Randy Cook
3. Gary Hickman

### FORMULA ATLANTIC

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



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**THE GIFT**  
(LEFT) Look for Skip Streets to be out front of Formula Vee in the car his wife bought for him. (BELOW) We expect rookie sensation Nicky Hayes to take the gold in Formula F. (BOTTOM) All indications are that Jeff Jorgensen will be leading the way in Formula 500.

## FORMULA VEE

When Formula Vee takes to Sonoma Raceway for its Runoffs championship race, we think home field advantage will play a large role. While it's hard to pick against Michael Varacins - a racer who time and time again shows he can get it done - we think he'll be settling for second place this time around. So, who will be out front?

For the top step, we are looking to West Coast local (and Formula F standout) Skip Streets to make good use of the Formula Vee his wife bought him for Christmas. "When she found out the Runoffs was going to be at my home track, she thought I should have two chances at it," says Streets. "We spent a lot of time waiting for one session a day last year, so she thought it would be a lot more fun if we had two cars. Out of the box the car has been great. I'm super excited about both races."

The battle for the top step will be epic, and we expect the bronze medal position to be just as intense. Andrew Whitston showed he could hang up front at Indy in 2017, but we wouldn't be surprised to see Quinn Posner and Dennis Andrade challenging him for that spot.

## FORMULA F

In Formula F, the buzz is all about TEAM USA Scholarship candidate - and experienced kart racer turned SCCA rookie - Nicky Hayes. "This is my first year in car racing," says Hayes. "Our goal as a team is to go for a win at the Runoffs."

Having won the Sonoma Majors, 16-year-old Hayes is quickly finding his way in the class, and we expect the Runoffs rookie can get it done in October. "That was my first experience at that track," Hayes admits. "I think with some testing, and if I can get another race or two under my belt, we have a really good chance."

Chances are good that the remainder of the podium will also come from the West Coast, with Rick Payne and Skip Streets looking to challenge Hayes, while Tim Kautz could easily ruin our predictions.

## FORMULA 500

In Formula 500, the name we hear as an almost sure thing is Jeff Jorgensen. "The only way he will lose is if he goes off track or breaks," says 2017 Champ Wiley Clint McMahan.



So, with McMahan sitting out this year and all signs indicating a smaller than usual F500 class, we don't expect anyone to challenge his prediction.

"We did really well at the June [Sonoma Majors] race, probably one of the best races of my life," Jorgensen says. "We don't have a lot of F500s out here, we race with the FFs, and I was able to win overall."

Russell Strate Jr. and John Walbran likely have the next two steps of the podium locked up, and we expect them to be battling hard for that silver medal.

— Jason Isley

## PODIUM PREDICTIONS

### FORMULA VEE

1. Skip Streets
2. Michael Varacins
3. Andrew Whitston

### FORMULA F

1. Nicky Hayes
2. Rick Payne
3. Skip Streets

### FORMULA 500

1. Jeff Jorgensen
2. Russell Strate Jr.
3. John Walbran



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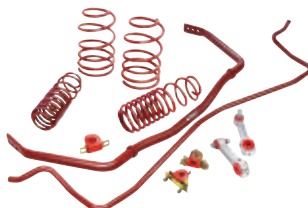
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Richard S. James

## PROTOTYPE 1

The man to beat is Jim Devenport is his Honda-powered Norma. This is one car that has shown it can beat the center seat Stohrs, and it promises to do so again.

Devenport is familiar with Sonoma Raceway and is quick to explain the circuit to us. "Sonoma is a very demanding technical track that also takes a fair amount of courage and bravery to go fast around it as the run from Turn 7 down to Turn 11 is quite thrilling. In a perfectly setup P1 car, the throttle is flat to the floor all the way through that section," he says. "The best passing areas are the two monster brake zones that lead into and end that same section of track, one at Turn 7 and the other at Turn 11."

Who is his main competition? Devenport believes he has a good idea. "Todd Slusher, in his Elan DP-02, and I had a really good battle at the Sonoma Majors race weekend with me barely hanging on for the win in race two. Todd hit some debris on track in race one while leading that took him out with a punctured radiator; so I got an easy win in that one. [But ] our

qualifying times were within a tenth of each other, so I would say he is the toughest competition.

"Another driver who has been running well this year is Darryl Shoff, also in an Elan DP-02 - in fact, he has the most highly developed DP-02 in the country," Devenport continues. "The key for Darryl is whether or not he can learn the track quickly enough as he hasn't run here before to my knowledge."

Devenport's dark horse pick is Rob Shick in a car Devenport says is perfectly suited for Sonoma, the BMW powered HRP LSR II. We think Chip Romer may figure into the results as well, and last year's runner-up Tim Day is itching for the top step.

## PROTOTYPE 2

Jeff Shafer has won the past two years in P2 and could well make it three in a row - at least, that's what we think. As before, he is playing with two cars, a Stohr and a Radical, and will choose the best horse for the course. He is from California and has good knowledge of the track, which will serve him well.

Tim Day Jr. finished second



Jay Bonvicar

at last year's Runoffs and could be Shafer's toughest foe. Regardless, a West Coast driver to watch is David Ferguson who, while driving a rather elderly converted Van Diemen S-2000, has made it go very fast with a proper Mazda engine in it.

Greg Gyann will also figure into the equation, with our math putting him third, trailing Day Jr. in second and Shafer on the top step.

Others to watch in what should be a large field include Sherman Chao and dark horse Armin Megregian, who is driving a Ligier JS-51 two-seater. 🍀

— Tom Schultz

## LOCAL RULES

The Prototype ranks should see West Coast drivers out front, with Jim Devenport (TOP) taking P1 and Jeff Shafer (ABOVE) getting the job done in P2.

## PODIUM PREDICTIONS

### PROTOTYPE 1

1. Jim Devenport
2. Todd Slusher
3. Darrell Shoff

### PROTOTYPE 2

1. Jeff Shafer
2. Tim Day Jr.
3. Chuck Bona

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# PROJECT CAM CORVETTE

**PART 1:** Did someone say that the Classic American Muscle autocross category has virtually unrestricted rules? Count us in! | WORDS & IMAGES Jason Isley



In the August 2018 issue of *SportsCar*, we took a closer look at the Classic American Muscle (CAM) autocross category and we mentioned that we were starting a CAM project of our own. But even the best-laid plans are subject to delays, and some of those setbacks forced us to roll out our project later than expected. But here we are – and rest assured, what this project lacks in punctuality it will more than make up for in horsepower.

Our desire to jump into CAM is nothing new. In fact, a CAM project car has been a regular lunchtime topic amongst the *SportsCar* staff for years. The problem was deciding on the car and how much power we thought we needed. Then about a year ago, I received a call from my father revealing that he was about to reacquire a rather unique C5 Z06 Corvette he had sold only a year earlier. So, what makes this car unique? This is where the story gets interesting.



Anthony Porla

## HEAD START

The work done by Lingenfelter Performance Engineering more than a decade ago for the *Car and Driver* shootout (ABOVE) took some of the heavy lifting off of our plate – at least, we thought it did.

## UNIQUE BEGINNINGS

Not long after this Corvette left the dealer's lot back in 2003, the first owner sent it to a performance shop in Decatur, Ind., for a few upgrades – the plan was to have Lingenfelter Performance Engineering (LPE) install its twin-turbo package. Then, while the car

was in the shop, an invitation was sent to John Lingenfelter to take part in the 2004 *Car and Driver* Supercar Challenge, an event that would pit top builders and tuners from around the country in a head-to-head battle of power and performance. With the invitation in hand, an offer

was made to the car owner that LPE would do some additional work to the car at no additional charge in exchange for being able to use the Corvette for the event.

While we're unsure of the specific work completed, we do know the engine was fitted with a modified version of the



twin-turbo build LPE typically put on the street. According to the Supercar Challenge coverage in the November 2004 issue of *Car and Driver*, this Corvette boasted 800hp and 830lb-ft of torque, courtesy of a 427ci small block and a pair of turbochargers. To handle the boost needed to

achieve these power numbers, the car was fitted with a C5R racing block, featured extensive proprietary cylinder head work, and air-to-liquid intercoolers – all items not found on most of the road-going pieces put out by LPE.

Combined with a massive Alcon brake kit, GM's T1 road

racing suspension package, and massive Michelin tires – which are neatly tucked into the bodywork thanks to LPE's mini-tub kit – the car was able to pull off a second-place finish in the Supercar Challenge. But that was then.

Over the years the car has changed hands a number

of times, even making an appearance in the One Lap of America with one of its many owners. Eventually, the car landed at a commercial equipment auction, hardly an outlet befitting such a car. But this made it easy for my dad, a longtime Corvette aficionado,





#### TIGHT FIT

(LEFT) The MCS 2WNR dampers offer excellent control while the Eibach springs allow for quick and easy rate changes. (BOTTOM RIGHT) The rear MCS damper adjustment is easily accessed through the trunk. (BOTTOM LEFT) A set of Delrin steering stops made by West Coast Race Craft keeps the steering angle in check.

to snatch it up. "I purchased the Z06 in early October of 2008," says Robert Isley. "It was at an auction company that handles business and equipment failures for banks. I then took a year to get the car cleaned up and make some needed repairs."

By the time he acquired the car, much of what had been reportedly installed for the Supercar Challenge was nowhere to be seen. The race seats were gone, the only remaining piece of the T1 suspension package was a front swaybar, and it was shod with a very old set of Michelin tires, some of which were emblazoned with the One Lap of America tech stamp.

After enjoying the car for a few years, my dad sent the Corvette to its next owner. "I sold the car to a buyer in Wisconsin in July 2016," he says. "The new owner put less than 200 miles on it in a year. He then agreed to sell the car back to me after it sat in his garage for nearly the entire time he owned it. He told me he didn't drive it because it was way more car than he thought he was buying."



**"He told me he didn't drive it because it was way more car than he thought he was buying"**  
**ROBERT ISLEY**

With the Corvette reacquired, I proposed to my dad that we get serious with the car. Thus begins the Corvette's second life.

#### A SECOND LIFE BEGINS

An impromptu trip to Arizona - where the car and my dad reside - found us at an Arizona Region autocross for a shakedown run in the Corvette's new autocross class, CAM-Sport. Two turns into the first run I could see why the last owner only put 200 miles on the car: the car didn't want to stop. On top of



that, the car was plagued with understeer at every turn, and the rear tires would spin if you even thought about the gas pedal. We certainly had some work to do.

With a ridiculous amount of power on tap I focused on making the car stick to the ground. But with one of the few rules in CAM being a 200-treadwear minimum for tires, it was obvious that suspension would be the most important area to work on.

From the factory, the C5 Corvette is fitted with a mono-leaf suspension. This system has proven effective on Street and Street Prepared Corvettes, but despite that, there are limited choices when it comes to alternative leafs. Additionally, custom leaf springs are very costly and a pain to change. Coilovers can be fitted in their place, but the

C5 chassis was not engineered with coilover suspension in mind - the idea of fitting them creates a debate with Corvette owners that can go on for days.

Inspired by some of the Porsche builds we've seen - where coilover springs supplement the factory torsion bar suspension - I decided to investigate this option. Since CAM has no suspension restriction, why not think outside the box? As it turns out, at one time Callaway Cars, another well-known Corvette tuner, offered just such a suspension package. While discontinued long ago, Mark Krumme of Eibach Springs was able to obtain some of the specifications.

#### SUSPENSION OF DISBELIEF

Inspired by the idea of having a suspension package that would be easy to tune, the search turned to finding the right shocks, and Wyatt Gilbert of Motion Control Suspension noted that the MCS 2WNR dampers for the C5 would be a good fit. This package offers a unique and easy-to-adjust mechanism, offering users independent rebound and compression adjustments, and are also outfitted to handle coilover springs. Perfect!

One of the challenges with this particular Corvette is all of the turbo system plumbing, from cooling to charge pipes - almost every spare inch of the car is packed with hot items. The 2WNR dampers offered all of the control and function of a two-way adjustable shock but without having to worry about mounting a remote canister in the tight confines.

The turbo conversion adds a good bit of weight to the front



## BALANCE

Massive BFGoodrich Tires G-Force Rival S rubber (FAR LEFT) is wrapped around race proven, and gorgeous, Forgieline Motorsports GS1R wheels (LEFT, MIDDLE) in an effort to harness an irresponsible amount of power. (LEFT) A Hellwig adjustable swaybar was fitted to the front of the C5, giving us one more chassis tuning tool.

of the C5, so it was decided to increase roll stiffness on that end of the car; consequently, 150lb Eibach springs were added to the MCS dampers. To offset the supplemental spring's effect on ride height, we modified the OE spring to sit the car lower. This involved both trial and error - and luck - but by the third try, we had the springs working together, the ride height where we wanted it, and the ability to easily tweak corner weights. Most importantly, we could now quickly and easily change the front coil springs to tune the car's handling as desired.

The next project was to remove the front GM T1 swaybar. While effective on the racetrack, this setup was not ideal for our application. The unit chosen for this build was a reasonably sized 1 5/16-inch tubular swaybar from Hellwig. This would still be a good upgrade over the OE swaybar, plus it's adjustable, offering up another tuning tool.

At the back of the car, I quickly found what was suspected to be hampering the car's ability to put power down: the OE rear shocks had been fitted with an additional set of bump stops, perhaps in an effort to keep the 345/30-19 Michelin tires from rubbing on the fenders. Chucking that setup, and with the goal of keeping the rear of the car compliant, the MCS 2WNR shocks were installed sans any additional spring. MCS did supply the needed hardware for supplemental rear springs, however, so should additional spring rate be required, a call to Eibach will solve that problem, too.

Hellwig offers an adjustable rear swaybar, but we chose to retain the OE ZO6 unit for this phase of the project.

## ROLLING STOCK

With the suspension settled on the car, it was time to look at the rolling stock. While the car was outfitted with a nice looking wheel and tire package, it did little for anything other than straight-line performance.

Any effort to harness 800hp on an autocross course requires serious rubber, and when it comes to tires in the CAM category, BFGoodrich Tires G-Force Rival S is the go-to - and, importantly, BFG offers the big sizes. The almost standard package for a CAM-S Corvette is a 315/30-18 in the front and 335/30-18 in the rear, which made the choice easy. Even though these are slightly narrower than the Michelin tires that were already on the rear, it was obvious from our baseline autocross that a modern, sticky tire was needed. Being significantly shorter, the new BFGs also eliminated concerns over fender clearance and they corrected an artificial rake issue.

Fitment in the rear was easy - the front was a challenge. The car had been fitted with a 295mm front tire, and even then there were signs of it rubbing on some of the turbo related components, so we reached out to Forgieline Motorsports for advice on the wheel and tire fitment issues. Forgieline has a massive catalog of race-proven wheels, and a knowledgebase that makes it easy for them to design the right package for virtually any application.

After some measurements, Forgieline's David Schardt recommended a wheel size and offset that would tuck the massive tires into the



fenders, as well as clearing the 14-inch Alcon brake rotors and six-piston calipers that were already on the car.

Based on Schardt's recommendation we ordered the Forgieline GS1R wheel with an 18x11-inch fitment in the front and 18x12-inch rear. The GS1R wheel is utilized extensively in both professional and amateur road racing, so we knew it could take the abuses of autocross - and with plans to do some non-autocross activities with the car later, the GS1R had the car covered.

The GS1R features a forged 6061-T6 aluminum mono-block construction, with I-beamed spokes, providing a combination of strength and stiffness - and it doesn't hurt that they look incredible. Our set was coated in a dramatic Pearl Gray finish and included the optional center caps.

To help ensure that this new wheel and tire package would no longer rub on any of the turbo plumbing, we had West Coast Race Craft build a set of custom steering rack stops.

As it turns out, the new 315mm front tires safely cleared

the important turbo bits in the fenders during normal use; it was navigating tight spots in the paddock that proved problematic. Regardless, the new steering stops eliminated the issue all together.

## THERE'S MORE TO DO

The problem with this project is that this Corvette is very custom to begin with, so very few off-the-shelf components will do the job. Simply installing suspension, wheels, and tires took months of calling experts, measuring, planning, measuring again, ordering, and then waiting for parts to arrive. And the project is far from done.

What remains? Horsepower tweaks for one, perhaps in the opposite direction of what you may think. It turns out, while ridiculous power is fun, usable power is better. There's also the problem of slipping out of the driver's seat during autocrosses to deal with. Much of that will be dealt with in the next installment, although I have to admit, dialing in the power is turning into as much of a monster as the power itself. 🚗



# SHARING THE PASSION

From racing to volunteering, 18-year-old entrepreneur Austin Bradshaw is hard at work

WORDS James Heine | IMAGES Ashley Bradshaw

We first met Austin Bradshaw last spring as he was preparing to graduate from high school in Newberg, Ore. However, for many, the 18-year-old Oregon Region member is a familiar sight at Portland International Raceway and other West Coast motorsports venues, where he plies his trade as a motorsports photographer and also races his E Production RX-7.

"I currently run my own motorsports photography and video business called Flying Bye Photo," he explains. "This takes up the majority of my time, as it has continued to grow since I started in 2012."

A footnote here: This means Austin began his photography business at age 12. Flying Bye also offers motorsports web design and social-media management, Austin notes.

"I have been interested in motorsports since I first arrived at my first race at the age of three months in my mother's arms, watching my father race," Austin continues. "Motorsports was never forced on me. It simply became my biggest love and passion. There never was a weekend I didn't want to go to the racetrack with my father [Oregon Region racer Danny Bradshaw]."

For Austin, his formal introduction to the SCCA occurred a bit later, at age 7, when he was introduced to the Rose Cup races at PIR. "It quickly became my favorite race of the year, and it was the one I looked forward to most every Father's Day weekend," he explains.

As an SCCA volunteer, Austin has managed the Rose Cup's Facebook page for the past two years, posting event information and photographs, providing links, answering questions, and generally serving as the go-to social media person for the race weekend.

"Also, I help with official event media during the weekend, which includes

live streaming, videos, and photos that showcase the event," he adds.

Austin's support of Oregon Region racing goes beyond volunteering, too. In 2015, through Flying Bye Photo, he stepped up as a sponsor for the Rose Cup Festival, creating posters for the event, presenting podium finishers with complimentary digital photo packages, and for the Rose Cup's trophy-race podium finishers, creating a framed event poster as a race memento.

Like almost all young drivers today, Austin began in karts, graduating to his E Prod Mazda after an SCCA Driver's School last year.

"My love for racing extends far beyond just wanting to drive for my own self-enjoyment," he says. "Being a third-generation racer, my focus is just as much on growing motorsports as improving as a driver. Our sport is slowly losing touch with the younger generation. I want our sport to reach the popularity it once had in the '80s and '90s."

His father, Danny, and grandfather, John Bradshaw, "a 61-year SCCA member who just received his lifetime membership award," Austin adds proudly, relate countless stories of what racing used to be like nationwide.

"My hope is to inspire others in situations similar to mine," he says, "showing them that a normal kid with a passion for motorsports can race on a budget."

Speaking of budgets, while he stresses that he wouldn't be where he is today without the support and encouragement of his family, Austin notes that his family also places a strong emphasis on working for what you want, including, in his case, a racecar and a motorsports career.

"My parents have helped me defray the costs of getting started in racing where they could through Christmas and birthday presents, but my goal has always been to work



"My focus is just as much on growing motorsports as improving as a driver"  
**AUSTIN BRADSHAW**

hard for my business customers and support myself and my racing needs.

In addition to his photography and motorsports work, Austin adds that part of his racing budget comes also from a part-time job at Gent Restoration in Sherwood, Ore.

"There is another significant person who has impacted my motorsports career," he adds. "It's Bill Burnham, a long-time sports car racer and drag racer."

He had been shopping for months for the perfect first racecar, Austin explains. The only requirement: It must be an RX-7 like his dad's. "One Sunday morning in September 2015, my father picked up the telephone to hear Bill say, 'Come pick up Austin's racecar today. It needs a good home, and there is no better kid.' We hadn't spoken to Bill in more than a year. It's a crazy once-in-a-lifetime event. He

**GEARED UP**  
(RIGHT) Be it taking pictures of the racing action or getting on track himself (LEFT and BELOW), Austin Bradshaw is ready – and wants to share his love of the sport with others.

## PURSUING PERFECTION

For Oregon Region's Austin Bradshaw, racing goes beyond simply going fast and having fun.

"Racing is an art, a constant pursuit of perfection behind the wheel," he explains. "For me, it's like therapy. When I'm on the track, nothing else matters. It's pure happiness, from leaving the pits and going up through the gears to chasing the goal of hitting your marks in every corner to waving to your family, friends, and corner workers on the cool-down lap."

Yet, he adds, driving is only half the fun of what motorsports and the SCCA offer. It's also about the fun of working late nights in a shop with family and friends, making new friends, building relationships with drivers at the track, and all the other social aspects encompassed by the sport.

"Our sport is different than any other because often we end up helping our competitors to stay on track. We're all there for the same reason: to drive our cars as fast as we can and have a blast doing it."



Doug Berger

wouldn't accept any compensation for the car and only made me promise to take good care of her."

Burnham's generosity has inspired him to some day repay the gesture, Austin says. "When I reach a more financially stable place in my life, my goal is to pay forward a different teenager looking to get into racing."

For now, when he's not at the racetrack, you can find Austin at Portland State University, where he is embarking on his freshman year with an eye to acquiring a business degree, which he knows will be an

important part of any professional or motorsports career he pursues.

"Racing is an expensive sport, and that is no secret," he explains. "But if someone has a love and passion for motorsports, there is nothing that can keep him or her from achieving the goal of becoming a racecar driver at a young age. Anyone can race on a budget if they work hard and have a dedication to achieving their goal. Help and support will be needed from experienced friends and racers, but all of us within the racing family love helping anyone new to the sport who shares our passion for racing." 📍



# HAPPY WORK, GOOD WORK

Cal Club Region's Mark Smith collects his second Worker of the Year award, this time for Race Chair | **WORDS** James Kearney | **IMAGE** Alan Coy

Mark Smith is all in. "The more I sweat, the more fun I have," says the man most in Cal Club Region know simply as "Flagger Mark." You may have seen him out on the corners as he worked F&C from 1985-'16, or maybe you know him from when he was F&C Chief for the Runoffs on multiple occasions - either way, He's the dude wearing the black and white checkered bandana. He won the Worker of the Year Award for F&C back in 2001, and he hasn't stopped doing what he loves. But when his Region needed a Race Chair in 2016, he stepped up. "I have a lot of energy and a lot of ideas," he says. He also has a natural gift for communication - tooling around at an event with a lawn chair strapped to the top of his golf cart, nobody has to wonder who the race chair for the event is.

"On a race weekend I have an ear plug in each ear and I'm constantly monitoring both Race Control and the Administrative net. My main goal is to have the show run as smoothly as possible, but sometimes things happen," he explains. The sooner he can react, the better, he figures.

During a race at Cal Club's home track, Buttonwillow Raceway Park, when he heard a corner call in a major oil issue, he didn't hesitate. He immediately headed to the garage area and put out a call for volunteers. "We had folks from the grid join in as well as some drivers," he says. Oil dry and brooms were distributed and pick up trucks got them to the scene like it was a fire. "We got it cleaned up pronto and I'm proud that our team was able to get cars back on track ASAP."

A dedication and respect for the conduct of the race meeting is in his blood. He's a California boy now but he grew up in Dayton, Ohio. His dad belonged to the local MG Club and wrenched on an Austin-Healy Sprite owned by one of their



members who ran in SCCA club races at tracks such as Mid-Ohio, Nelson Ledges, and Indianapolis Raceway Park. At just 5 years of age, Mark remembers sitting in the stands and taking in the scene of being close to all sorts of models of racecars.

After college, he moved to the Long Beach area to work for McDonnell Douglas as a Flight Test Engineer. He was drawn to flagging as it would get him close to the cars and it dovetailed with his ability to communicate. "It is just the greatest thing to be able to help drivers by throwing a quick and appropriate yellow flag," he says. "You are doing your job and helping them be safe. You can help prevent a minor incident from becoming a calamity."

When the Runoffs came to Mid-Ohio in 1994, he had to be there. "It was like coming home," he describes. He and a flagging buddy drove across country in a diesel pick-up truck. Mark then became the F&C National Administrator in 2003, which lead to Runoffs Flag Chief for Mid-Ohio in 2003-'05, then on to Kansas in 2006.

The view from the race chair is, of necessity, broader. But the goal remains the same: good racing, done

safely. "I'm an engineer so I'm a bit anal," he admits. "It helps me get ready for an event where the schedule is very important. Our team gives this issue a lot of attention well before an event. I have also developed a Driver Information Package which includes all of the event details from parking to parties, and it has proven especially helpful for newer drivers or those new to our area."

This package, sent out electronically a week prior to the event, sets out maps, photos, and schedules as well as highlighted tips about things the newbie might otherwise be tripped up by.

His F&C background makes him focused on drivers. "We have a big issue with heat out here, so we have erected larger canopies for drivers to be under after a race," he says. "Getting them some shade at impound can make a big difference. I want them to be safe, comfortable, and to feel like they got their money's worth. These days there are so many other choices for people who want to drive their car hard." Mark is the opposite of the "mean guy at tech." "If someone inadvertently misses impound, I'll go find them in my golf cart and get them there so they are not penalized or lose a grid spot."

He was both flattered and surprised to hear his name called at the 2017 Indy Runoffs to receive the Worker of the Year honor once more. "It was very special to receive the award there," he says. "As a kid growing up in Ohio, I'd gone to the Indy 500 qualifying with my dad on two occasions and I was aware of all of the history. I'm proud to be a dual Worker of the Year Award winner, but I don't do it for the accolades, I do it because I enjoy it. I love to get feedback from the drivers and workers. This work is happy work. I want folks to know that Cal Club puts on good events." 🍷

## THE CHAIR

From his distinctive race day attire to the chair on the roof of his golf kart, Mark Smith is hard to miss at any event. Making himself easy to spot helps keep things flowing on even the busiest of race weekends.

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**PULLING WEIGHT**

The tow rating is often the limiting factor when RV shopping.



Courtesy Winnebago

# DOWN THE ROAD

Ten years of autocrossing later, it's time to shop for a new RV

**WORDS** Paul Brown | **IMAGES** Courtesy Winnebago

Ten years ago I wrote about my search for an RV to make my autocrossing life easier. After considering a variety of options, my wife and I ended up with a diesel pusher Class A RV. A decade later, that decision seems to have been the right one, at least for us - but that's not to say our choice is for everyone. Current Class C models have weight carrying and towing capacities to fit many needs, so they may be adequate for a lot of autocrossers. There are also smaller front-engine Class As that may fit the needs of some. But for enclosed trailers and production-based cars, neither of those fit our bill. So, for us - and maybe you - there are diesel pushers and Super Cs.

Looking at Super Cs, tow ratings up to about 40,000lbs ought to cover just about anything any autocrosser needs to pull. Until fairly recently, that category of RV was pretty Spartan. Lots of the Super Cs are set up to be able to hose out to clean up, and many are set up as bunkhouses, sleeping 10 or more. Most have a bunk over the cab and the TV is located in a corner of that space. But, unfortunately for us, those are not features we were looking for.

Newer Super Cs are also available with plush interiors along with all the features of any higher-end Class A RV, and the semi-truck chassis they're built on have expected lifetimes of at least a million miles, so for any SCCA member, annual mileage is not a concern. But the price tag might be a concern, with Super Cs being out of

reach for many. Cash aside, it is possible to order a Super C that meets anyone's needs.

But since price is always a concern, diesel-pusher, Class A RVs are the solution. The upsides of pushers are that they are all big enough to fit the family, they can generally tow at least 10,000lbs., the chassis configuration guarantees capacious storage in the basement, and the variety of floor plans is amazing. And their prices are realistic.

After 10 years of owning a Newmar diesel pusher, logging roughly 150,000 miles running to and from Solo and ProSolo events, we had a pretty good idea of what we liked and what we wanted. We had an ISB (5.9L Cummins), so we knew a bigger engine was a necessity. Later ISBs are up to 6.7L and are far less limited in power, but we decided we wanted to go big: the 8.9L ISL engine. Diesel efficiency means that the mileage isn't going to change much, but we'll get to our destination faster.

We also wanted better TV viewing - spending so many evenings at remote sites gives us lots of opportunity to enjoy movies - and we really wanted a king-sized bed. Overall length limits mean that with a 20-foot trailer, we wanted to keep the

overall length of the new RV to no more than 41 feet. Since we spend so much time on site racing, a functional kitchen was a must.

Our requirements list seems like a pretty easy thing to meet, but it turns out that's not the case. In particular, a king-sized bed and good TV viewing are rarely found together in the same RV. Also, most RVs of 40 feet and longer are in a bath-and-a-half configuration, which for two people is pretty much a waste of space. With all the slides tucked in, the rear full bath is inaccessible without crawling over the bed, which seems like an odd requirement given the well seasoned demographic in this market.

After much searching, learning about how much quality varies between brands in the RV world, and nearly giving up on finding something that would work better for us than our trusty Newmar, we settled on a 40-foot RV with an ISL and a bath and a half.

Ten years of technology advancement makes for a considerably more complex RV (lots more to go wrong), and our model has things we don't like - a residential refrigerator which was never designed to keep things on its shelves while driving down the road comes to mind. But a MacGyver solution fixed that. The RV world offers more options than ever and we have found that an RV enhances our racing experience more than just about anything we've ever done. We have to buy it, maintain it, and store it, but for us, it's well worth the trouble and expense. 🎯

"Ten years of technology advancement makes for a considerably more complex RV (lots more to go wrong)"

**CLASS C**

The Class C is easy to drive, affordable, but it can lack in trailer load rating.

**CLASS A**

Class As feature both front and rear engine setups, offering variety and power, but they can be pricey.

**PAUL'S PICK**

Paul Brown opted for a used Class A Winnebago Journey 40R to pull his car to Solo and ProSolo events.

Paul Brown



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**CROSSROADS**

(LEFT) Driver Mike Thompson and navigator Fred Rosevear prepare for the next leg of the 2013 Hoosier Hills Rally. (BELOW) If you think Chuck Hanson's RoadRally courses are fast, maybe it's because his SCCA history involves racing a Cosworth Vega in SSA competition.

# A HOOSIER STATE

The history of National and Divisional rallies in Indiana is as unique as the RoadRallies themselves | **WORDS** Rick Beattie | **MAIN IMAGE** Dave Head

Many of the current SCCA National RoadRallies have long histories, and Indianapolis, Ind., in the Hoosier State, is part of that group. On July 7-8, 2018, rally chairman Wendy Harrison and rallymaster of both events Chuck Hanson presented the Hoosier Crossroads National and Divisional Rallies to nearly a dozen teams continuing the Indianapolis Region. But as you would expect, this was not the first rally in this area.

In the 1980s and '90s, Indy Region presented a number of National RoadRallies, organized by Steve Perlman, John Calhoun, and Dave Head. Head and Calhoun won the Best New Divisional Course Rally award in 1986 for the 40 Year Anniversary Rally. During that time period, Head was even able to convince the owner of the Stutz Center in downtown Indianapolis to put up money for a cash prize. Part of that time, Hanson was racing.

Although he started rallying in 1956, in 1969 his rally driver passed away in a winter accident, and a friend asked if he'd ever thought about going racing. "When I said yes, he offered me a TR-3 to take to Driver's School," he says. In 1979, Hanson won the Regional Championship, the E-Class Solo Championship for the Region, and finished second in the CENDiv SSA Championship, running all 26 events in a Cosworth Vega.

After "putting two daughters through Purdue," he got back into RoadRally and then into serious National competition in 2000.

Hanson began organizing Indianapolis Region events when earlier members moved on. His switching from racing to rallying may explain the comments by competitors over the years of his rally courses being too fast. While the 2018 events received a few of those comments, Hanson was sure that he had written a simple event.

The rally headquarters for both events was in Mooresville, Ind. The Saturday route traveled southwest to the lunch break in Paragon, Ind., and then back to Mooresville. Sunday's midpoint break was again southwest in Waverly, Ind.

Hanson's course stayed off the typical one square mile road grid in the Midwest, preferring to stick to the bendy roads. He gave everyone a 10 a.m. plus-car-number late start for the Saturday National Course and Tour events. Both events used the seemingly simpler Tour rally instructions from the RoadRally Rules. However, the course instructions used four main road determinants: onto, protection, right/left at T, and straight as possible that "will change after rest breaks and will be so noted in the NRI's [Numbered Route Instructions]."



Courtesy Chuck Hanson

Course cars that followed an NRI on a main road had to pause 40 hundredths of a minute. Stopping to sort out which way the main road went caused many crews a delay that had to be made up on the route. Also, there was confusion over whether or not an "onto" road that went in two directions at an intersection was "a main road" or "the main road."

Two legs were discarded, as contestants could not determine whether a Y intersection was straight as possible or followed the left or right at "T" rule in the other direction.

Jim Crittenden and navigator Gary Starr took first overall and first in Class E on both the Saturday National and Sunday Divisional Course events with 95 and 2 points, respectively. Jim Wakeman with navigator Clyde Heckler won Class S both days with 462 and 200 points.

On the Saturday National Tour event, driver Bruce Gezon with Bob Morseburg took first overall and first in Class E with 14 points. There were no Class E competitors on the Sunday Divisional Tour event.

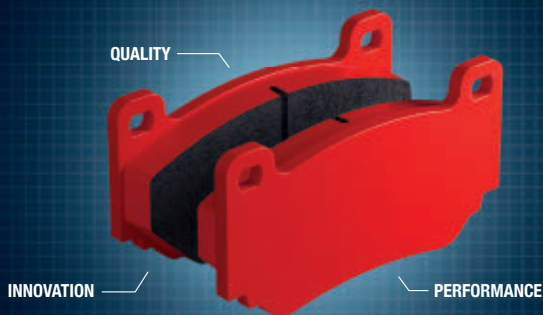
Jessica Toney and navigator J Toney finished first in Class S on both the Saturday National and Sunday Divisional Tour events with 102 and 57 points, respectively, while Satish Gopalkrishnan and navigator Kathy Duvall-Erickson finished first in Class L both days with 190 and 106 points. 📍

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# 70 YEARS OF THE GLEN

Watkins Glen and the SCCA share a past dating back to the 1940s, and the SCCA Archives help preserve that history

**WORDS** Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** SCCA Archives/IMRRC

When drivers and race fans recount the bucket list of great racetracks they aspire to visit, Watkins Glen International usually is among the first to be named. This year heralds the 70th year of racing in Watkins Glen, commencing with the first SCCA sanctioned race in 1948 over 6.6 miles of public streets. Subsequently moved to a dedicated facility in 1956, the Glen and its rich racing history continues to draw the best racers and most ardent race fans to this day.

The SCCA Archives contains a priceless record of this 70-year history of racing in Watkins Glen. Archivist Jenny Ambrose and her team at the International Motor Racing Research Center, located just four miles from the Glen, have catalogued a significant collection of SCCA materials. These records serve as a valuable resource for reporters, novelists, biographers, and hall of fame research committees. Just as importantly, they are available to family members looking for information

about a relative's race results or an old racecar's history at the track.

The collection includes 69 race programs documenting the Watkins Glen Grand Prix from 1948-'80, as well as Can-Am, Trans Am, and six-hour races. Archives Technicians Joe Cali and Rick Hughey organized and preserved additional materials from those races including entry forms, Timing and Scoring reports, press clippings, racing and media credentials, and event tickets. In fact, the SCCA Archives contains race results from 81 events such as the Glen and Finger Lakes Nationals, the Glen 100, the Fun One, the Fall Fling, Octoberfest International Cooperation, the Last Clash Bash, and many Sprints or Regional races from 1976-'04.

With the track serving the Glen, Finger Lakes, and Central New York Regions, lots of race photos, driver stories, and race recaps can be found in the Region publications contained in the SCCA Archives. "Issues of the Glen Region's publication *Spark Plug*



**GOING STRONG**  
As Watkins Glen celebrates a history that includes its first race in 1948 (ABOVE) and famous racers like Jim Hall (ABOVE RIGHT) being attracted to races at the circuit during the 1960s (TOP), the facility is still a favorite of racers and fans alike.



from 1963-'06, the Finger Lakes Region's newsletter later known as *Top End* from 1954-'05, and Central New York Region's *Snarling Exhaust* from 1952-'05, are all preserved in the collection," explains Ambrose. Researchers will also find "hundreds of drivers' files for racers who participated in club racing at the Glen," she adds.

The great preservation and cataloguing work being performed by Ambrose and her team is made possible by the funding provided by the SCCA Foundation, which is made possible by generous donations from the SCCA membership and other supporters. Significant milestones like the 70th anniversary of racing at Watkins Glen, and next year's 75th anniversary of SCCA, highlight the importance of the SCCA Archives in preserving the history of American motorsports and the Club's important role in that history.

Readers can learn more about the SCCA Archives and how to contribute by visiting the new SCCA Foundation web page at [sccafoundation.org](http://sccafoundation.org). 📍



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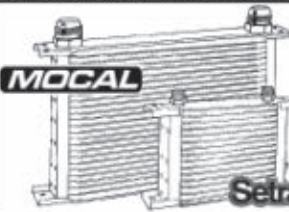



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The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



**Elemental Drying Systems** is offering all SCCA members a 15-percent discount on all orders when they use their SCCA discount code.



SCCA members get 15-percent off when ordering from **Speedhut** at [www.speedhut.com](http://www.speedhut.com).



**Solo Performance Specialties (SPS)** offers a 10-percent discount all online purchases of graphics items.



## OUT THERE BRANDS

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



**Budget Rent A Car** is offering SCCA members up to 20 percent off promotional rates.

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

## PRO RACING



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Mar 2-4** Sebring Int'l Raceway, Fla.  
*Francis Jr. (TA); Miller (TA2); Boden (TA3); Aquilante (TA4)*  
**Mar 29-31** Road Atlanta, Ga.  
*Dyson (TA); Matos (TA2); Kinsland (TA3);*  
**Apr 13-15** Homestead-Miami Speedway  
*Francis Jr. (TA); Matos (TA2); Lewis (TA3); Davis (TA4)*  
**Jun 1-3** Detroit Belle Isle, Mich. (TA2)  
*Buffomante (TA2); Matos (TA2)*  
**Jun 15-17** Indianapolis Motor Speedway  
*Francis Jr. (TA); Bupp (TA2); Kezman (TA3); Dexter (TA4)*  
**Aug 3-5** Pittsburgh International Race Complex, Pa. (TA, TA3, TA4)  
**Aug 9-11** Mid-Ohio Sports Car Course, Ohio  
*Francis Jr. (TA); Matos (TA); Boden (TA3); Dexter (TA4)*  
**Aug 23-25** Road America, Wis.  
**Sep 7-9** Watkins Glen International, N.Y.  
**Sep 21** Virginia International Raceway, Va.  
**Nov 1-3** Circuit of the Americas, Texas  
**Nov 9-11** Daytona International Speedway, Fla.

## TRANS AM WEST COAST C'SHIP

**Apr 27-29** Auto Club Speedway, Calif.  
*Adolphson (TA); Merrill (TA2); Thordarson (TA3)*  
**Jun 1-3** Sonoma Raceway, Calif.  
*Pickett (TA); Merrill (TA2); Thordarson (TA3)*  
**Jun 15-17** Indianapolis Motor Speedway  
*Drissi (TA); Merrill (TA2); Jorgenson-Smith (TA4)*  
**Jul 27-29** Portland Int'l Raceway, Ore.  
**Nov 1-3** Circuit of the Americas, Texas



## SCCA PRO RACING

**WHAT** F3 Americas  
**WHEN** Sept. 14-16, 2018  
**WHERE** Millville, N.J.  
The F4 Americas series heads to New Jersey Motorsports Park during its inaugural season for a mid-season sprint to the checker.



## FORMULA 4 [f4us championship.com](http://f4us championship.com)

**Apr 27-29** Virginia Int'l Raceway, Va.  
*Pedersen; Rasmussen; Rasmussen*  
**May 10-12** Road Atlanta, Ga.  
*Pedersen; Raven; Blanco-Chock*  
**Jun 28-Jul 1** Mid-Ohio Sports Car Course, Ohio  
*Dickerson; Rasmussen; Rasmussen*  
**Aug 3-5** Pittsburgh International Race Complex  
*Blanco; Car; Car*  
**Sep 14-16** New Jersey Motorsports Park, N.J.  
**Oct 19-21** Circuit of the Americas, Texas



## FORMULA 3 [f3americas.com](http://f3americas.com)

**Aug 4-5** Pittsburgh Int'l Raceway, Pa.  
*Kirkwood; Kirkwood; Kirkwood*  
**Aug 9-11** Mid-Ohio Sports Car Course, Ohio  
*Kirkwood; Kirkwood; Kirkwood*  
**Sep 14-16** New Jersey Motorsports Park, N.J.  
**Sep 21-23** Road Atlanta, Ga.  
**Oct 13-14** NOLA Motorsports Park, La.  
**Oct 19-21** Circuit of the Americas, Texas



**Date** Track/Region  
Phone numbers are for region registrars



**HOOSEIER SUPER TOUR**  
[scca.com/supertour](http://scca.com/supertour)



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)  
**NORTHERN CONFERENCE**  
**Jul 28-29** Road America, Wis.  
**Aug 11-12** Grattan Raceway, Mich.

**MID-STATES CONFERENCE**  
**Aug 25-26** High Plains Raceway, Colo.

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**  
**Oct 16-21, 2018** Sonoma Raceway, Calif.

**DIVISIONAL/REGIONAL NORTHEAST** [nediv.org](http://nediv.org)

**Sep 1-3** Summit Point/Washington DC  
**Sep 8-9** Palmer Motorsports Park/New England  
**Sep 15-16** \* Watkins Glen/Finger Lakes  
**Sep 22-23** NJMP/South Jersey  
**Sep 29-30** Nelson Ledges/Mahoning Valley  
**Oct 5-6** Thompson Speedway Motorsports Park/New England  
**Oct 6-7** Summit Point/Washington DC  
**Oct 19-20** # NJMP/South Jersey  
**Oct 21** NJMP/South Jersey  
**Finger Lakes** (585) 328-2617  
**Glen** (607) 739-2953  
**Mahoning Valley** (330) 418-3328  
**New England** (508) 561-2188  
**South Jersey** (609) 784-5316  
**Steel Cities** (412) 831-0361  
**Washington DC** (301) 572-7444

**NON-STOP BATTLES**  
Virginia International Raceway plays host to the Trans Am Series during its Sept. 21 stop at the historic circuit.



Chris Clark

Gavin Baker

**A WINNING FORMULA**

As the Formula 4 season nears its completion, racers head to New Jersey Motorsports Park for a mid-September battle.

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

Sep 1-2 # Sebring/Central Florida  
Sep 29-30 # Daytona Int'l Speedway/  
Central Florida

Oct 6-7 # Roebeling Road/SEDiv  
Oct 13-14 Sebring/Central Florida  
Oct 13-14 \*# VIRginia Int'l Raceway/  
North Carolina

Nov 2-4 \*# Road Atlanta/Atlanta  
Nov 10-11 # PBIR/Florida  
Nov 24-25 Sebring/Central Florida  
Alabama, Tennessee, Tenn. Valley  
(256) 200-5541

Atlanta (770) 617-0801  
Buccaneer (912) 398-0147  
Central Florida (407) 415-8714  
Florida (561) 654-3396  
North Carolina (919) 423-6015  
SEDiv (704) 575-5960  
South Carolina (704) 575-5960

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)

Aug 18-19 Ro\* Road America/Chicago  
Aug 25-26 Ro\* Brainerd/Land 'O Lakes  
Sep 8-9 Ro\* Blackhawk/Chicago  
Chicago TBD  
Land 'O Lakes TBD  
Milwaukee (262) 241-8371

**CALENDAR KEY**

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 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

**GREATLAKES** [greatlakes-scca.org](http://greatlakes-scca.org)

Oct 13-14 Ro\* Mid-Ohio/Ohio Valley  
Ohio Valley (330) 460-6706

**MIDWEST** [midiv.org](http://midiv.org)

Sep 1-2 Ro\* Hallett Motor Racing Circuit/  
NeOkla, Okla, Wichita (AVRG)  
NeOkla, Okla, Wichita  
(918) 744-6392

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

Dec 8-9 Ro\* NOLA Motorsports Park/  
Houston  
Houston TBD

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)

Sep 29-30\* La Junta Raceway/  
Continental Divide  
Continental Divide  
amstine45@gmail.com

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)

Sep 1-2 Ro\* Thunderhill/San Francisco  
Oct 27-28 Thunderhill/San Francisco  
San Francisco (530) 934-4455

**SOUTHERN PACIFIC**

Sep 1-2 Ro\* Buttonwillow Raceway Park/  
Cal Club  
Nov 3-4\*# Buttonwillow Raceway Park/  
Cal Club  
Cal Club (661) 304-9382

**STREET SURVIVAL SCHOOLS**

Sep 16 Portland Int'l Raceway/Oregon  
Oct 6 Yoder, KS/Wichita  
Oct 6 Reno-Stead Airport/Reno  
Nov 3 Heartland Motorsports Park/  
Kansas  
[www.scca.com](http://www.scca.com) for more information

**DRIVER'S SCHOOLS**

2019 schedule to be announced

**SCCA ACCREDITED SCHOOLS****FULL COMPETITION LEVEL****AMG Driving Academy**

(888) 604-1766 [amgacademy.com](http://amgacademy.com)

**Bertli 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)

**Skip Barber Racing School**

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School**

(800) 391-6891

[springmountainmotorsports.com](http://springmountainmotorsports.com)

**NOVICE PERMIT / SCHOOL****AND EVENT CREDIT****Bertli 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)

**LevelUp Racing School**

(920) 838-6612

[levelupracingschool.com](http://levelupracingschool.com)

**Lime Rock Driver's Club**

(860) 435-5000 [limerockclub.com](http://limerockclub.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)

**Skip Barber Racing School**

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**NOVICE PERMIT / SCHOOL CREDIT****Allen Berg Racing School**

(888) 722-3220

[allenberggracingschools.com](http://allenberggracingschools.com)

**Bobby Cee's Racer's Edge High**

Performance Driving School

(562) 714-1799

[bobbyceesracersedge.com](http://bobbyceesracersedge.com)

**Danny McKeever's Fast Lane Racing**

School

(888) 948-4888 [raceschool.com](http://raceschool.com)

**EXR - Exotics Racing Series**

(702) 802-5662 [exrseries.com](http://exrseries.com)

**Pro Drive Racing School**

(503) 285-4449 [prodrive.net](http://prodrive.net)

**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****NORTHEAST** [nediv.org](http://nediv.org)

Sep 1-2 TT Summit Point/Steel Cities

Sep 15 HC Spring Weatherly/NEPA

Sep 21 PDX NJMP/South Jersey

Oct 19 PDX NJMP/South Jersey

Oct 13-14PDX/CT Summit Point/  
Washington DC

Blue Mountain (215) 234-0518

NEPA (Giants) (570) 823-1947

NEPA (Weatherly) (570) 654-0560

South Jersey (609) 784-5316

Steel Cities (HC) (301) 729-2407

Steel Cities (TT) (412) 771-2277

Washington DC (301) 572-7444

**OFFICERS**

Chairman **LEE HILL**

Vice Chairman **DANIEL HELMAN**

Secretary **TERE PULLIAM**

Treasurer **K.J.J. CHRISTOPHER**

Assistant Treasurer **BOB DOWIE**

**SCCA NATIONAL OFFICE**

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

[www.scca.com](http://www.scca.com)

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**MINDI PFANNENSTIEL**

Senior Director of Solo and Rally

**HOWARD DUNCAN**

Director of Club Racing

**DEANNA FLANAGAN**

Director of Experiential Programs

**HEYWARD WAGNER**

Director of Region Development

**CHRIS ROBBINS**

Director of Information Technology

**MICHAEL FITZGERALD**

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Toll Free: (800) 770-2055

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Vice President/General Manager

**STEVE OSETH**

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Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

[www.scca-e.com](http://www.scca-e.com)

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(719) 931-8281; [acoleman@scca.com](mailto:acoleman@scca.com)

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(650) 740-7898; [cdavis@scca.com](mailto:cdavis@scca.com)

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(585) 993-3119; [ehurlbut@scca.com](mailto:ehurlbut@scca.com)

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(951) 741-6501; [jisley@scca.com](mailto:jisley@scca.com)

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(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)

Area 13: **JIM WEIDENBAUM**

(503) 327-8990; [jweidenbaum@scca.com](mailto:jweidenbaum@scca.com)





Dave Green

**SCCA ROAD RACING**

**WHAT** Regional racing  
**WHEN** Sept. 29-30, 2018  
**WHERE** Daytona Beach, Fla.  
 Central Florida Region hosts a Regional and enduro at Daytona International Speedway.

**SOUTHEAST sedivrracing.org**

**Sep 22-23 TE** Homestead/Florida  
**Sep 28 PDX** Daytona Int'l Speedway/Central Florida  
**Oct 6-7 TE** Talladega Grand Prix/Alabama, Tennessee Valley  
**Oct 12 TE** Sebring/Central Florida  
**Nov 4 TE** Road Atlanta/Atlanta  
**Nov 17-18 TT/TE** Roebeling Road/Buccaneer  
**Alabama**, Tennessee, Tenn. Valley (256) 200-5541  
**Atlanta** (770) 617-0801  
**Buccaneer** (912) 398-0147  
**Central Carolinas** (704) 898-0141  
**Central Florida** (407) 415-8714  
**Florida** (561) 654-3396  
**North/South Carolina** (828) 707-7650

**CENTRAL cendiv-scca.org**

**Sep 13 PDX** Milwaukee Mile/Milwaukee  
**Sep 16 PDX** Autobahn Country Club/Chicago  
**Oct 5 PDX** Road America/Milwaukee  
**Oct 13 PDX/TT** Milwaukee Mile/Milwaukee  
**Oct 13 PDX** Dakota Technical College/Land 'O Lakes  
**Chicago** (847) 729-2211  
**Land 'O Lakes** (612) 839-7905  
**Milwaukee** (262) 573-7375

**GREATLAKES greatlakes-scca.org**

**Oct 12 PDX** Mid-Ohio/Ohio Valley  
**Ohio Valley** (614) 735-7561

**ROCKY MOUNTAIN coloradoscca.org**

**Sep 29-30 PDX/CT/CRE** La Junta Raceway/Continental Divide  
**Continental Divide**  
 amstine45@gmail.com

**NORTHERN PACIFIC norpacscca.org**

**Sep 22 TT** Thunderhill/Reno  
**Reno** (775) 450-1393

**SOUTHERN PACIFIC**

**Sep 1-2 TT** Buttonwillow Raceway Park/Cali Club  
**Nov 3-4 CT** Buttonwillow Raceway Park/Cali Club  
**Cali Club** (661) 304-9382

**TRACK NIGHT IN AMERICA**

**Sep 6** Palmer Motorsports Park, Mass.  
**Sep 11 NJMP**, N.J.  
**Sep 12** High Plains Raceway, Colo.  
**Sep 12** Pittsburgh Int'l Race Complex, Pa.  
**Sep 13** Ridge Motorsports Park, Wash.  
**Sep 13** Thunderhill Raceway Park, Calif.  
**Sep 17** Pocono Raceway, Pa.  
**Sep 18** MotorSport Ranch, Texas  
**Sep 18** Thompson Speedway, Conn.  
**Sep 18** Palm Beach Int'l Raceway, Fla.  
**Sep 18** Carolina Motorsports Park, S.C.  
**Sep 19** Harris Hill Raceway, Texas  
**Sep 19** Atlanta Motorsports Park, Ga.  
**Sep 20** NOLA Motorsports Park, La.  
**Sep 20** Heartland Motorsports Park, Kan.  
**Oct 4** Thompson Speedway, Conn.  
**Oct 9** Palm Beach Int'l Raceway, Fla.  
**Oct 11** Heartland Motorsports Park, Kan.  
**Nov 6** Palm Beach Int'l Raceway, Fla.  
**Dec 4** Palm Beach Int'l Raceway, Fla.

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

**Jul 27-29** Toledo Express Airport, Ohio

**TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS**

**Sep 4-7, 2018** Lincoln Airpark, Neb.

**TIRE RACK® SCCA PROSOLO**

**Mar 9-11** Buckingham Field, Fla.

*King (Super); Wong (Ladies)*

**Mar 23-25** Auto Club Speedway, Calif.

*Phillips (Super); Berry (Ladies)*

**Apr 20-22** Crows Landing, Calif.

*Kang (Super); Wong (Ladies)*

**Apr 27-29** Arkansas Aeroplex, Ark.

*Dietz (Super); Whitener (Ladies)*

**May 4-6** New Meadowlands Sports Complex, N.J.

*Kao (Super); Knoll (Ladies)*

**May 24-26** Lincoln Airpark, Neb.

*Herbst (Super); Alexandrova (Ladies)*

**Jun 1-3** Mineral Wells Airport, Texas

*Reysser (Super); Wong (Ladies)*

**Jul 20-22** Hampton Mills Old Lumber Yard, Wash.

*Carpen (Super); Tran (Ladies)*

**Aug 3-6** Oscoda-Wurtsmith Airport, Mich.

*MacLeod (Super); Monfort (Ladies)*

**Aug 31-Sep 2** Lincoln Airpark, Neb.

**TIRE RACK® MATCH TOUR.**

**Oct 5-7** McGee Park, N.M.

**CAM CHALLENGE**

**Aug 31-Sep 2** CAM Invitational,

Lincoln Airpark, Neb.

**REGIONAL****NORTHEAST nediv.org**

**Sep 2** The Marketplace Mall/Finger Lakes

**Sep 8-9** Farm Show/Susquehanna

**Sep 15-16** FedEx Field/Washington DC

**Sep 15** Ebensburg Airport/Allegheny Highlands

**Sep 15** Pocono Int'l Raceway/Central Pennsylvania

**Sep 16** NJMP/South Jersey

**Sep 16** Splish Splash Water Park/New York

**Sep 23** Centre County Public Safety Center/Central Pennsylvania

**Sep 23** Moore Airfield Devens/New England

**Sep 23** Pittsburgh Int'l Raceway/Steel Cities

**Sep 30** Splish Splash Water Park/New York

**Sep 30** Pittsburgh Int'l Raceway/Steel Cities

**Oct 6** Mid-State Airport/Central Pennsylvania

**Oct 7** Moore Airfield Devens/New England

**Oct 7** Xerox/Finger Lakes

**Oct 14** Splish Splash Water Park/New York

**Oct 14** NJMP/South Jersey

**Oct 14** Pittsburgh Int'l Raceway/Steel Cities

**Oct 14** FedEx Field/Washington DC

**Oct 14** Regency Furniture Stadium/Washington DC

**Oct 28** Moore Airfield Devens/New England

**Nov 4** NJMP/South Jersey

**Allegheny Highlands**

gmkatona@gmail.com

**Central Pennsylvania**

webmaster@nepascca.org

**Finger Lakes**

aedgcomb56@gmail.com

**New England** rr\_davis@comcast.net

**New York** sgtvinas@gmail.com

**Northeast Pennsylvania**

solo@nepascca.org

**Northern New Jersey**

autox4u@gmail.com

**Philadelphia** jrfisher95@verizon.net

**South Jersey** klmjr@hotmail.com

**Steel Cities** alexartayet@gmail.com

**Susquehanna**

autocross@scca-susq.com

**Washington DC**

svassallo55@yahoo.com

**Washington DC (Oct)**

msnyder@cqmgt.com

**Western NY** autocrosser@gmail.com

**SOUTHEAST sedivrracing.org**

**Sep 16** Atlanta Motor Speedway/Atlanta

**Sep 16** Twin Fountains/Tennessee

**Oct 14** Atlanta Motor Speedway/Atlanta

**Oct 20-21** National Corvette Museum/Tennessee

**Nov 10-11** Atlanta Motor Speedway/Atlanta

**Atlanta** randallprince@gmail.com

**Chattanooga**

gbufords1922@gmail.com

**Tennessee** josh@melani@gmail.com

**CENTRAL cendiv-scca.org**

**Sep 2** Army Aviation Support Facility

#3/Great River

**Sep 22** Chippewa County Airport/Lake Superior

**Sep 30** La Crosse Fairgrounds

Speedway/Land O'Lakes

**Oct 7** Army Aviation Support Facility #3/Great River

**Great River** mmwhitney@mcshi.com

**Lake Superior** mtuhro@gmail.com

**Land O'Lakes** jaemmons@cs.com

**Milwaukee** dberte79@yahoo.com

**GREATLAKES greatlakes-scca.org**

**Sep 8** East Crawford Rec Area/Salina

**Sep 9** LFUGC Training Facility/Central Kentucky

**Sep 15** Mid-American Air Center/Southern Indiana

**Sep 15** Owens Community Airport/Indianapolis

**Sep 15-16** Nexteer/Saginaw Valley

**Sep 16** Toledo Express Airport/Northwest Ohio

**Sep 22** East Crawford Rec Area/Salina

**Sep 22-23** Walesboro Airport/Columbus Sports Car Club

**Sep 23** LFUGC Training Facility/Central Kentucky

**Sep 23** Tire Rack/South Bend

**Sep 30** Toledo Express Airport/Northwest Ohio

**Sep 30** Kil-Kare Speedway/Western Ohio

**Sep 30** Indiana State Fairgrounds/Indianapolis

**Oct 6** Grissom Air Force Base/Fort Wayne

**Oct 6-7** Walesboro Airport/Columbus Sports Car Club

**Oct 7** Mid-American Air Center/Southern Indiana

**Oct 7** LFUGC Training Facility/Central Kentucky

**Oct 7** Midland Airport/Saginaw Valley

**Oct 13** Grissom Aeroplex/Indianapolis

**Oct 14** Mid-American Air Center/Southern Indiana

**Oct 14** Owens Community College/Northwest Ohio

**Oct 20** East Crawford Rec Area/Salina

**Oct 21** Kil-Kare Speedway/Western Ohio

**Oct 28** Whitaker Bank Legends Stadium/Central Kentucky

**Nov 3** East Crawford Rec Area/Salina

**Nov 4** Walesboro Airport/Columbus Sports Car Club

**Central Kentucky**

dsimcox@prolifitequipment.com

**Columbus Sports Car Club**

bj.mcgee@gmail.com

**Fort Wayne** csp137@hotmail.com

**Indianapolis** smstribing@yahoo.com

**Neohio** jasonpoikines@gmail.com

**Northwest Ohio** alextjones@gmail.com

**Saginaw Valley** racerseant@gmail.com

**South Bend**

streetssurvival@sbrscca.org

**Southern Indiana**

terryd9393@outlook.com

**Western Ohio** mikelflarnson@gmail.com

**MIDWEST midiv.org**

**Sep 9** Remington Park/Oklahoma

**Sep 16** Yoder #2/Wichita

**Sep 16** Crowder College/Ozark Mountain

**Sep 16** Metropolitan Comm College/Kansas City

**Sep 22-23** Blythville Aeroplex/Arkansas

**Sep 22-23** Heartland Motorsports Park/Kansas

**Sep 23** Remington Park/Oklahoma

**Sep 29-30** Grenada Airport/Mississippi

**Sep 30** Family Arena/St. Louis

**Oct 7** Yoder #2/Wichita

**Oct 7** Crowder College/Ozark Mountain

**Oct 7** Metropolitan Comm College/Kansas City

**Oct 7** Remington Park/Oklahoma

**Oct 14** Gateway Motorsports Park/St. Louis

**Oct 20-21** Columbus Air Force Base/Mississippi

**Oct 20** War Memorial Stadium/Arkansas

**Oct 27-28** Metropolitan Comm College/Kansas City

**Oct 28** Family Arena/St. Louis

**Oct 28** Yoder #2/Wichita

**Nov 4** Crowder College/Ozark Mountain

**Nov 11** Yoder #2/Wichita

**Nov 18** Crowder College/Ozark Mountain

**Dec 2** War Memorial Stadium/Arkansas

**Arkansas** n-santos@sbcglobal.net

**Kansas** wietharn@sbcglobal.net

**Kansas City** alhermans@scd-cord.com

**Mississippi** georgebpainter@aol.com

**Oklahoma** ss8em2@gmail.com

**Ozark Mountain**

swoosley42@gmail.com

**Salina** rocky@spitfire4.com

**St. Louis** tbru599@gmail.com

**Wichita** cuoncrs@gmail.com

**SOUTHWEST sowdivscca.org**

**Sep 8-9** NOLF Waldron Field/South Texas Border

**Sep 8** Westgate Mall Sears/West Texas

**Sep 16** Westgate Mall Sears/West Texas

**Sep 23** Texas Motor Speedway/Texas

**Oct 6** Houston Police Academy/Houston

**Oct 6-7** NOLF Waldron Field/South Texas Border

**Oct 7** Westgate Mall Sears/West Texas

**Oct 7** Texas Motor Speedway/Texas

**Oct 28** Westgate Mall Sears/West Texas

**Nov 3** Houston Police Academy/Houston

**Nov 3-4** NOLF Waldron Field/South Texas Border

**Nov 11** Lone Star Park/Texas

**Dec 1** Houston Police Academy/Houston

**Dec 1-2** NOLF Waldron Field/South Texas Border

**Houston** robert.horton.vb@gmail.com

**Red River**

mmkahre@budgetblinds.com

**South Texas Border**

patblackman@sbcglobal.net

**Texas** jennifer.maxcy@att.net

**West Texas** lxlmongooselx@gmail.com

**ROCK MOUNTAIN coloradoscca.org**

**Sep 16** Highlands Ranch Law Enforcement Training Facility/Colorado

**Oct 6-7** Pikes Peak Int'l Raceway/Continental Divide

**Colorado** jlhucho@gmail.com

**Continental Divide**

clay-turner@am.com

**Pan American** kbpb@aol.com

**Utah** cjasband@gmail.com

**NORTHERN PACIFIC norpacscca.org**

**Sep 8-9** Expo Idaho/Snake River

**Sep 15-16** Alaska Raceway Park/Arctic Alaska

**Sep 16** Portland Int'l Raceway/Oregon

**Sep 30** Bremerton National Airport/Northwest

**Oct 6-7** Expo Idaho/Snake River



# WHAT'S STOPPING YOU?



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VISIT [TRACKNIGHTINAMERICA.COM/HAWK](http://TRACKNIGHTINAMERICA.COM/HAWK) FOR THE DETAILS.





## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

Noel Armstrong	9/1/1958	Pan American
Don Muncy	9/1/1958	Texas

## 55-YEAR MEMBERS

William H. Brown Jr.	9/1/1963	Middle Georgia
Bill Chambers	9/1/1963	Philadelphia
Clint deWitt	9/1/1963	San Francisco
Jack F. Marr	9/1/1963	Texas
Helen Mattocks	9/1/1963	Atlanta
Benny D. McCain	9/1/1963	Indiana Northwest
Stephen Clarke Zoeller	9/1/1963	Florida

## 50-YEAR MEMBERS

Elaine Koveleski	9/1/1968	NE Pennsylvania
Michael E. Luftman	9/1/1968	New York
R. Allen Olmstead	9/1/1968	New England
Stephen C. Shepherd	9/1/1968	North Carolina

## 45-YEAR MEMBERS

Richard Rosenmerkel	9/1/1973	Milwaukee
Robert F. Turetsky	9/1/1973	Chicago

## 40-YEAR MEMBERS

Robert Borders	9/1/1978	Central Florida
Hawley T. Chester	9/1/1978	Atlanta
Steven Chies	9/1/1978	Land O'Lakes
Michael H. Farley	9/1/1978	Kansas City
Arnold Fick	9/1/1978	Chicago
John Hicks	9/1/1978	Kentucky
William C. Hightower	9/1/1978	Central Carolinas
Grover McNair	9/1/1978	North Carolina
Gary Page	9/1/1978	Chicago
Kay Conway Roberts	9/1/1978	Atlanta
Barry Kent Schonberger	9/1/1978	Southern Indiana

## 35-YEAR MEMBERS

John Bettinger	9/12/1983	Southwest Louisiana
Michael A. Collier	9/21/1983	New England
G.H. Engelage	9/30/1983	Cal Club
Jason Holehouse	9/1/1983	New York
David R. Killian	9/12/1983	Neohio
Sherri Kulawinski	9/30/1983	Blackhawk Valley
Frank McKinnon	9/30/1983	Oregon
Phil Mellor	9/30/1983	Atlanta
Tim Moriarty	9/12/1983	Finger Lakes
Frank G. Muegge	9/12/1983	Southern Illinois
Daniel J. Prevenas	9/30/1983	Blackhawk Valley
Jeff Storer	9/30/1983	Blackhawk Valley
Larry Kent Stover	9/21/1983	Buccaneer
Mark Waggoner	9/30/1983	Blackhawk Valley

## 30-YEAR MEMBERS

Don Nimi	9/30/1988	Northwest
John Annis	9/26/1988	Central Florida
Joel S. Black	9/27/1988	Neohio
Gary J. Bockman	9/29/1988	Oregon
Jack Donnellan	9/14/1988	Oklahoma
Susan Gabel	9/30/1988	Central Florida
Alan Grantham	9/19/1988	Blue Ridge
John Adam Grzech	9/27/1988	Northern New Jersey
Todd Houtz	9/13/1988	Indianapolis
Bonnie Janke	9/15/1988	Nebraska
Barry Johnson	9/19/1988	Kansas City
Gary W. Kittell	9/12/1988	Glen
Roger Kraus	9/15/1988	San Francisco
Wm "Biff" Lahner	9/21/1988	Susquehanna
Robert McPherson	9/26/1988	Atlanta
Scott R. Miller	9/29/1988	Western Ohio
James Nealon	9/30/1988	Buccaneer
Tim Pettenati	9/27/1988	San Francisco
Tommy Riggins	9/28/1988	Buccaneer
Thomas R. Volk	9/12/1988	Atlanta
Richard Warriner	9/9/1988	Cal Club
Paul Whitin	9/26/1988	Washington DC

## 25-YEAR MEMBERS

John C. Borden III	9/30/1993	South Jersey
Timothy Bringman	9/27/1993	San Francisco
Maryann Christensen	9/7/1993	Florida
Dane Christensen	9/7/1993	Florida
John Dole	9/23/1993	New York
Don Drogowski	9/8/1993	Central Florida
Todd Farris	9/30/1993	Houston
Simon Favre	9/9/1993	San Francisco
John C. Hennessy	9/16/1993	New England
Rob Hines	9/23/1993	Washington DC
Rockie Kephart	9/27/1993	Colorado
Sherly Liedtke	9/8/1993	Finger Lakes
Linda C. Moore	9/7/1993	Central New York
Kevin Scott Patten	9/8/1993	San Francisco
Garry D. Poindexter	9/20/1993	Central Florida
Susan F. Rogers	9/16/1993	New England
Denny Stripling	9/30/1993	Texas
Amy L. Timmons	9/14/1993	Wichita
Dorothy Wayland	9/14/1993	Finger Lakes

**Oct 27** Marina Airport/San Francisco  
**Nov 10** Fresno Fairfields/Fresno  
**Nov 10** Marina Airport/San Francisco  
**Dec 1** Crows Landing Air Facility/San Francisco

## Arctic Alaska

terrance.s.pearson@gmail.com  
 Fresno racinric95@comcast.net  
 Northwest gever18022@aol.com  
 Oregon

karenmccoy3941@comcast.net  
 Sacramento TBA  
 San Francisco sfrscca.org  
 Snake River nealsracing@msn.com

## SOUTHERN PACIFIC

**Sep 23** Maui Raceway Park/Hawaii  
**Sep 23** Marana Regional Airport/Arizona Border

**Oct 14** Aloha Stadium/Hawaii  
**Oct 19** El Toro MCAS/Cal Club  
**Oct 27-28** Marana Regional Airport/Arizona Border

**Oct 28** Aloha Stadium/Hawaii  
**Oct 28** Maui Raceway Park/Hawaii  
**Nov 9** El Toro MCAS/Cal Club  
**Nov 18** Marana Regional Airport/Arizona Border

**Nov 18** Aloha Stadium/Hawaii  
**Dec 2** Vidinha Stadium/Hawaii  
**Dec 7** El Toro MCAS/Cal Club  
**Dec 9** Marana Regional Airport/Arizona Border

**Dec 16** Vidinha Stadium/Hawaii

**Dec 16** Aloha Stadium/Hawaii

**Dec 30** Aloha Stadium/Hawaii

Arizona Border random1@cox.net

Cal Club stephen.yeoh@gmail.com

Hawaii kauaisti@gmail.com

San Diego nalbar@cox.net

Find more events near you at  
[www.scca.com/solo](http://www.scca.com/solo)

## ROADRALLY

## NATIONAL/DIVISIONAL

**Sep 15** Oktoberally, National Course, La Crosse, Wis.

**Sep 16** Badger Trails, National Tour, La Crosse, Wis.

**Oct 4** Tulips By Night, USRRR Divisional Tour, Columbia, Ill.

**Oct 5** Kaskaskia Trails, USRRR National Course, Columbia, Ill.

**Oct 6** Le Petit Rallye du Rocher, USRRR National Tour, Columbia, Ill.

**Oct 7** Monopoly Redux, USRRR Divisional GTA, Columbia Ill.

**Nov 10** Highway Robbery, National Course, Los Angeles, Calif.

**Nov 11** Turkey Shock, Divisional GTA, Los Angeles, Calif.

## SOUTHEAST sedivrracing.org

**Sep 2** Hollytree Off Road Park/Tennessee Valley

**Sep 22** Hollytree Off Road Park/Tennessee Valley

**Sep 29-30** Daytona International Speedway/Central Florida

**Oct 27** St. Lucie County Fairgrounds/Central Florida

**Nov 18** Hollytree Off Road Park/Tennessee Valley

**Dec 8** Hollytree Off Road Park/Tennessee Valley

Central Florida (407) 349-7841  
 Tennessee Valley (256) 509-3286

## CENTRAL cendiv-scca.org

**Nov 4** Cedar Falls/Iowa  
 Iowa (319) 333-4494

## MIDWEST midiv.org

**Sep 16** Greenwood, Neb./Nebraska

**Sep 16** Madison, Ill./St. Louis

**Oct 7** Greenwood, Neb./Nebraska

**Oct 21** Madison, Ill./St. Louis

**Nov 18** Greenwood, Neb./Nebraska

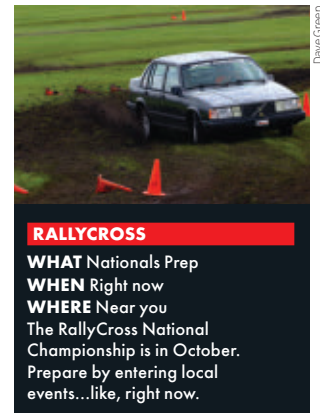
**Nov 18** Madison, Ill./St. Louis

**Dec 9** Madison, Ill./St. Louis

Kansas City (816) 588-2620

Nebraska (402) 681-7027

St. Louis (314) 409-7974



## RALLYCROSS

WHAT Nationals Prep

WHEN Right now

WHERE Near you

The RallyCross National Championship is in October.

Prepare by entering local events...like, right now.

## SOUTHWEST sowdivscca.org

**Oct 27** Zestino Tyre/Houston

Houston (832) 876-8861

## ROCKY MOUNTAIN coloradoscca.org

**Sep 22** Grantsville, Utah/Utah

**Oct 27** Goshen, Utah/Utah

**Nov 17** Goshen, Utah/Utah

Continental Divide (303) 868-7530

Utah (801) 440-9395

## SOUTHERN PACIFIC

**Sep 15** SCCA RallyCross #4/Arizona Border, AS Rally Group

**Oct 20** Tuscon SCCA RallyCross #5/Arizona Border, AS Rally Group

**Nov 10** Tuscon SCCA RallyCross #6/Arizona Border, AS Rally Group

Arizona Border, AS Rally Group

shadbolt@hairpinracing.com

Cal Club (909) 578-4604

Find more events near you at

[www.scca.com/rallycross](http://www.scca.com/rallycross)

## REGIONAL

## NORTHEAST nediv.org

**Aug 4** DG Southington, Conn./New England  
 New England (860) 620-4839

## SOUTHERN PACIFIC

**Sep 7** SR Mission Hills, Calif./Cal Club

**Oct 5** SR Mission Hills, Calif./Cal Club

**Nov 2** SR Mission Hills, Calif./Cal Club

**Dec 7** SR Mission Hills, Calif./Cal Club

Cal Club (424) 297-0086

Find more events near you at

[www.scca.com/roadrally](http://www.scca.com/roadrally)

## RALLYCROSS

## DIRTFISH NATIONAL CHALLENGE

2019 season to be announced

## DIRTFISH NATIONAL C'SHIP

**Oct 12-14, 2018** National Balloon Classic, Indiana, Iowa.

## REGIONAL

## NORTHEAST nediv.org

**Sep 22** Watkins Glen/Finger Lakes

Finger Lakes rallyx@gmail.com



**G-FORCE**  
RACING GEAR



**G7 Racing Glove**

**SFI 3.3/5 Rated \$69.99**

Silicone Infused SMALL-XXL #4107BK

**REVO Carbon Full Face Helmet**

**SNELL SA2015** starting at **\$474.99**

Carbon Black X-SMALL-XXL #3411 shown above



Price shown are from most major product dealers, gforce.com sells at a higher list price. Check your racing parts supplier for local pricing. For a complete list of dealers, visit us online at [www.gforce.com](http://www.gforce.com)

## **SPORTSCAR** DRIVING SCHOOL DIRECTORY

**UPCOMING: JANUARY 2019 ISSUE**  
*Preparing for the 2019 competition season...*

While the 2018 season is wrapping up, participants are looking to sharpen the skill for 2019.

Don't miss being a part of the SportsCar Magazine's very popular Driving School Directory.

Space deadline: **Oct. 26**

Materials due: **Nov. 16**

Mails: **Dec. 27**

Inquire for SportsCar & RACER

### CONTACT:

Nicole Szawlowski  
[nicole@racer.com](mailto:nicole@racer.com)

Raelyn Stokes  
[raelyn@racer.com](mailto:raelyn@racer.com)

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## NEW PRODUCTS



### FITECH STAINLESS STEEL HOSE KITS

FiTech's Stainless Steel Hose Kits are perfect for any fuel delivery application, including pump gas, methanol, ethanol, or alcohol. These complete, ready-to-go kits come with three 90-degree -6 AN fittings, three 45-degree fittings, and three straight fittings, and they are available with either a 20- or 40-foot hose (depending on the kit). [fitechfi.com](http://fitechfi.com)



### MAGNAFLOW RAM 1500 EXHAUST

MagnaFlow has expanded its catalog of MF Series Performance Exhaust systems to include the new 2019 Ram 1500. Made in the USA, MagnaFlow MF Series Performance Exhaust systems feature straight-through flow designs for the ultimate in unrestricted horsepower and torque for big power while maintaining efficiency. [magnaflow.com](http://magnaflow.com)



### AUTOMETER DASHLINK 2.0

The DashLink app from AutoMeter Products just got better with a completely refreshed user interface. This new DashLink update retains all the same great features as before but provides a clean, simplified, and refined design for the user. Better yet, this update is totally free. [autometer.com](http://autometer.com)

# TOPGEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



### CAMARO 1LE ELSD CALIBRATION UPGRADE

Chevrolet's new eLSD calibration will decouple the differential at a faster rate based on accelerator pedal position and steering wheel angle to enable faster yaw rotation at corner entry, and upon corner exit the eLSD will couple faster than normal rates to enable power to be delivered sooner to both rear wheels. **\$350** [chevrolet.com/performance](http://chevrolet.com/performance)



### FLEX-A-LITE EXTRUDED TUBE CORE RADIATOR

Flex-A-Lite introduces its new line of Extruded Tube Core Radiators. This advanced technology provides better heat transfer and stronger, more durable construction with less weight. The key cooling technology in the new Flex-A-Lite radiators is a core that is made with extruded tubes, which replaces outdated single-core, two-core, three-core, and four-core tube designs. [flex-a-lite.com](http://flex-a-lite.com)



### HAWK PERFORMANCE TALON ROTORS

Cross-drilled and slotted Talon rotors feature Hawk Performance's proprietary "claw" slots arrayed in optimal positions to fully maximize stopping power, prolong the effective life of both rotors and pads, and provide aggressive torque during hard braking. The proven cross-drilled designs optimize thermal efficiency, dissipation, strength, and improve wet braking to allow for a precise stop. [talon.hawkperformance.com](http://talon.hawkperformance.com)

*SportsCar* welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail [sportscar@racer.com](mailto:sportscar@racer.com). Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

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**PITTSBURGH** **3-1/2 TON ROLLING JACKS** **SUPER COUPON**

**RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK**

- 3-1/2 pumps lifts most vehicles
- Lifts from 3-1/2" to 14-1/8"
- Weights 34 lbs.

**NOW \$59.99** **SAVE \$65**

COMPARE TO K TOOL MODEL: KTB3894 **\$125.68**

ITEM 68053/62160/62496/62516/60569 shown

45554467

LIMIT 5 - Coupon valid through 12/21/18\*

**HARDY** **POWDER-FREE NITRILE GLOVES** **SUPER COUPON**

**PACK OF 100**

- 5 mil thickness
- 12¢ PER PAIR

**NOW \$5.99** **SAVE 40%**

COMPARE TO VENOM MODEL: VEN145 **\$9.99**

ITEM 64417, 64418, 61363, 68497, 61360, 61359, 68498, 68496 shown

45554601

LIMIT 9 - Coupon valid through 12/21/18\*

**FREE** **SUPER COUPON**

WITH ANY PURCHASE

**PITTSBURGH** **6 PIECE SCREWDRIVER SET**

- Magnetic Tips
- Ergonomic Handles

COMPARE TO HUSKY MODEL: 20210003 **\$7.97**

ITEM 47770/62583/62728/62570 shown

45546829

LIFETIME WARRANTY

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 12/21/18 while supplies last. Limit 1 FREE GIFT per customer per day.

**20% OFF** **SUPER COUPON**

ANY SINGLE ITEM\*

45542481

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**CENTRAL PNEUMATIC** **21 GALLON, 2.5 HP, 125 PSI VERTICAL OIL-LUBE AIR COMPRESSOR** **SUPER COUPON**

- Air delivery: 5.8 CFM @ 40 PSI, 4.7 CFM @ 90 PSI

**NOW \$149.99** **SAVE \$79**

COMPARE TO HUSKY MODEL: C201H **\$229**

ITEM 69091/61454/62803/63635/67847 shown

45566111

LIMIT 4 - Coupon valid through 12/21/18\*

**PREDATOR** **2000 WATT SUPER QUIET INVERTER GENERATOR** **SUPER COUPON**

- 4.7 hours run-time

**NOW \$449.99** **SAVE \$49**

COMPARE TO HONDA MODEL: E2000 **\$499.99**

ITEM 62523

45576423

LIMIT 5 - Coupon valid through 12/21/18\*

**PITTSBURGH** **1 TON CAPACITY FOLDABLE SHOP CRANE** **SUPER COUPON**

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

**NOW \$99.99** **SAVE \$100**

COMPARE TO IRONTON MODEL: 46218 **\$199.99**

ITEM 61858/69512/69445 shown

45578736

LIMIT 3 - Coupon valid through 12/21/18\*

**YUKON** **46" MOBILE WORKBENCH WITH SOLID WOOD TOP** **SUPER COUPON**

- 15,704 cu. in. of storage
- 1200 lb. capacity

**NOW \$229.99** **SAVE \$99**

COMPARE TO KOBALT MODEL: 631097 **\$269.10**

ITEM 64023/64012 shown

45579138

LIMIT 4 - Coupon valid through 12/21/18\*

**SUPER COUPON** **7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP**

**NOW \$2.99** **SAVE \$4.99**

COMPARE TO BLUE HAWK MODEL: B68X10-Y **\$9.98**

ITEM 69115/69121/69129/69137/69249/877 shown

45581647

LIMIT 9 - Coupon valid through 12/21/18\*

**WARRIOR** **29 PIECE TITANIUM DRILL BIT SET** **SUPER COUPON**

**NOW \$9.99** **SAVE \$17.99**

COMPARE TO DEWALT MODEL: DW1369 **\$27.99**

ITEM 62281/61637 shown

45582897

LIMIT 6 - Coupon valid through 12/21/18\*

**COVER PRO** **10 FT. x 17 FT. PORTABLE GARAGE** **SUPER COUPON**

**NOW \$169.99** **SAVE \$100**

COMPARE TO SHELTER LOGIC MODEL: 76377 **\$270**

ITEM 62859/63055/62860 shown

45591860

LIMIT 3 - Coupon valid through 12/21/18\*

**drillmaster** **4-1/2" ANGLE GRINDER** **SUPER COUPON**

**NOW \$9.99** **SAVE \$14.99**

COMPARE TO PERFORMAX MODEL: 2411-1 **\$28.99**

ITEM 69645/60625 shown

45600647

LIMIT 7 - Coupon valid through 12/21/18\*

**CHICAGO ELECTRIC** **WELDING STORAGE CABINET** **SUPER COUPON**

**NOW \$149.99** **SAVE \$90**

COMPARE TO KLUTCH MODEL: 48348 **\$239.99**

ITEM 62275/61705 shown

45602796

LIMIT 3 - Coupon valid through 12/21/18\*

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

- 576 in. lbs. of torque
- 2.5 amp hour battery
- Weights 3.6 lbs.

**NOW \$99.99** **SAVE \$80**

COMPARE TO DEWALT MODEL: DC0780C2 **\$179.99**

ITEM 63381

45611955

LIMIT 4 - Coupon valid through 12/21/18\*

**Bunker Hill Security** **WIRELESS SECURITY ALERT SYSTEM** **SUPER COUPON**

**NOW \$9.99** **SAVE \$14.99**

COMPARE TO FIRST ALERT MODEL: SF600 **\$28.99**

ITEM 61910/62447/93068 shown

45618596

LIMIT 8 - Coupon valid through 12/21/18\*

**PITTSBURGH** **MECHANIC'S ROLLER SEAT WITH DRAWERS** **SUPER COUPON**

- 350 lb. capacity

**NOW \$49.99** **SAVE \$62.99**

COMPARE TO PERFORMANCE TOOL MODEL: W05025 **\$89.99**

ITEM 64548/63762 shown

45619051

LIMIT 5 - Coupon valid through 12/21/18\*

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

**NOW \$9.99** **SAVE \$14.99**

COMPARE TO KLUTCH MODEL: 40033 **\$19.99**

ITEM 61278/67971 shown

45621819

LIMIT 9 - Coupon valid through 12/21/18\*

**PITTSBURGH** **VEHICLE POSITIONING DOLLY** **SUPER COUPON**

- 1250 lb. capacity

**NOW \$69.99** **SAVE \$120**

COMPARE TO GOJAK MODEL: G0J65211 **\$190.75**

ITEM 62234/61917 shown

45622871

LIMIT 5 - Coupon valid through 12/21/18\*

**CENTRAL MACHINERY** **36" METAL BRAKE WITH STAND** **SUPER COUPON**

**NOW \$189.99** **SAVE \$90**

COMPARE TO NORTHERN INDUSTRIAL MODEL: 462282 **\$279.99**

ITEM 62518/62335/91012 shown

45624983

LIMIT 4 - Coupon valid through 12/21/18\*

**CENTRAL PNEUMATIC** **6" SELF-VACUUMING PALM AIR SANDER** **SUPER COUPON**

**NOW \$19.99** **SAVE \$90**

COMPARE TO INGERSOLL RAND MODEL: 300G **\$109.99**

ITEM 60628/98895 shown

45627630

LIMIT 7 - Coupon valid through 12/21/18\*

\*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 12/21/18.

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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## PREP: YOU GET OUT WHAT YOU PUT IN

My National Championship Runoffs prep has been horribly inconsistent. The first year I raced at the Runoffs was 2010, and that year I was enamored with the idea of competing at something I'd watched on the Speedvision network 15 years earlier; thus, no prep. When I returned to the Runoffs in 2012, I brought a new car and was simply hoping it would stay together. The car did fine, and I headed back to the Runoffs in 2013 with more confidence – so the car broke. During all of this time I had not actually prepared myself for driving the circuit or worked on vehicle setup for the specific track. I was winging it.

Approaching the 2014 Runoffs, I headed to CXC Simulations in Southern California. There, I used a \$50,000-plus racing simulator to re-familiarize myself with Laguna Seca. I'd had a decent amount of experience at that track (IRL, as the kids say), even running the opening weekend of the Skip Barber Mazdaspeed Challenge in 2008 (scoring two podium finishes, I humbly add).

At CXC, I had fun on the virtual Laguna, but I left feeling like I didn't learn much. At the Runoffs, that analysis proved true. Plus, my car broke.

Down on simulators, I turned to car setup as my only runoffs prep for 2015-'16, relying on YouTube videos and my autocross background to pick up the course layout on the fly. Daytona went very well, but midweek at Mid-Ohio I had to forego car tweaks and turn to driver coach and *SportsCar* contributor Jim Kearney to help me find my way through the back section.

Now seeing value in learning a circuit, I returned to CXC in 2017 with *SportsCar* Associate Editor Jason Isley and past *SportsCar* Editor Richard

James in tow. Jason is very methodical with his car setup but had never really utilized race simulators. CXC custom programmed the Assetto Corsa software with the 2017 Runoffs-exclusive road circuit, and Jason took the experience very seriously – that rubbed off on Richard and me, we learned a lot, and Jason won the Runoffs.

Simulators are now part of my Runoffs prep. This year we headed to Base51, CXC's new public facility in Los Angeles that is slated to open this year. Base51 has more than a dozen high-end simulator setups linked together for walk-in customers, but instead we utilized Base51's driver coaching in a separate backroom setup. With World Challenge driver Michael Lewis as our coach, Jason, Richard, and I received live coaching via a headset connection to Lewis, plus post-session debriefs using MoTeC data captured during our sessions. I left feeling empowered.

In this month's cover feature, Collin Jackson speaks about another use of simulators as he tells the story of his 2017 Runoffs prep, using a simulator to not only learn the Indy road course but also to set up his GT3 racecar. "[Simulators are] very valuable if you take it seriously," Jackson told me.

But don't confuse my editorial as an ad for specific simulators or software. CXC's simulator setups are amazing, but learning a track can be as easy as playing *Gran Turismo* or *Forza*; really, anything helps, but you have to take it seriously. I didn't used to, and I got out what I put in. Now, well, I'm a believer. 🍎

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### FROM THE ARCHIVES

#### 10 YEARS AGO... OCTOBER 2008



- The Runoffs was set to make its third appearance at Heartland Motorsports Park, and once again we made our race predictions. A few of those names are still top picks today.
- In *Pacesetter*, we featured Uncle Joe Benson, a Los Angeles area radio DJ and road racer.

#### 25 YEARS AGO... OCTOBER 1993



- Road Atlanta was about to host the Runoffs and hundreds would vie for a spot on our exclusive Who Will Win list. And as far as you know, we got them all right.
- The Trans Am season was a bit of a snoozefest considering Scott Sharp was the only driver who could find victory lane.

#### 50 YEARS AGO... OCTOBER 1968



- The Can-Am series visited Road America for a 200-miler, where Denis Hulme and Bruce McLaren made it a McLaren one-two. Mark Donohue rounded out the podium.
- SCCA membership in 1968 totaled 19,001.

#### VIRTUALLY THERE

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