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Flip to pg. 102, read the title, then try to get the Disney song out of your head

COVER PHOTOGRAPHY Rupert Berrington

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HEYWARD WAGNER

SCCA'S DIRECTOR, EXPERIENTIAL PROGRAMS

DIALING IN THE TT NATIONALS

For those who may not have noticed, SCCA had a pretty successful experiment last month called the Tire Rack SCCA Time Trials Nationals. The goal of the project was to build an event centered on fun and the belief that this concept could draw people from all areas of the SCCA and beyond. While the program has many miles to go, the feedback from drivers, workers, partners, social and actual media was that the first shot hit the target.

Professionally, the success of the event was extremely rewarding for me. I was proud of the effort put forth by the event team, the Time Trials Board, and the way that various elements of the Club came together to support the event. Examples ranged from the National Solo Series team timing the TrackSprints to having the Club's CEO, COO, and Directors of Club Racing, Rally/Solo and Region Development all flagging at one time or another.

Personally, and maybe for the first time, I spent a weekend at a racetrack and didn't feel like a kid - in a good way. I've spent my entire life around the Club and half that time I have legitimately been a kid. In the years since college, I have held on to the emotions of being a "youngster" at the track. I view feeling like a kid at the track as a good thing, a reminder that this is supposed to be fun, and that the track is a place where you can leave much of "adulthood" behind you. Yet TT Nationals was something different, in part because I was leading the event and it can be a challenge to think of yourself as a juvenile and in charge. But I had help in my newfound adulthood. Just under half of the drivers were younger than I, and most of the event staff was my junior. Those who were not, I have had the pleasure of working with for two decades of Solo Nationals events.

From this perspective, I found a new point of pride in the event. It appealed to those older and younger than me, and it did so without having any cultural divides. There was no "us and them." Everyone

was there with a common purpose and goal, and everyone embraced the variety of people and cars. It was pretty rad.

The following week, still riding the high, I opened social media and was reminded of the bad part of feeling like a kid in the SCCA. A longtime friend and SCCA member had shared an image of a manual transmission with the text, "Millennial antitheft device." The discussion that followed contained familiar names and faces lamenting the unmitigated disaster that is "kids" these days. It bothered me, and not just because I am an almost-millennial with 25 years of manual transmission experience.

My immediate reaction was sadness. I wasn't concerned that a millennial might see this and feel they are not welcome in the SCCA. The sorrow resulted from seeing people who have been influencers in this Club for decades announce and embrace their lack of interest in being relevant to the new generation of motorsports enthusiasts.

This isn't about the Club's relevancy. The average age of a Club member has been around 48-years old for some time. As time marches by, more and more of our members will be millennials, the Club will continue its evolution and will become millennial, too. The question for each of us: Are you going to recognize and embrace the Club we are, or will you choose to distance yourself from what we are becoming? It's not a new question. The Greatest Generation had to answer it about Gen Xers, and Gen Xers will have to answer it about those pesky Gen Zs. The tricky part is: The way you answer determines who becomes a mentor and who is a curmudgeon.

For my part, I count myself as extremely fortunate to have had the mentorship of a few who have chosen to lean into the evolution of the Club, sport and culture. And, truth be told, I have learned from the curmudgeons, too. The counsel and desire to see the Club successful long term is a huge part of what gives experiments like TT Nationals the opportunity to be successful, no matter what transmission the participants choose to use. 🏁

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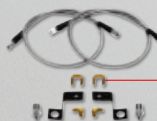


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LATE broking

TRANS AM 455 SUPER DUTY PACES THE RUNOFFS

Trans Am and the National Championship Runoffs are two iconic, U.S. motorsport entities distinctly linked to the SCCA. That is why it's appropriate that two 1,000-horsepower Trans Am 455 Super Duty vehicles, built by Trans Am Worldwide, were deployed as the Official Pace Cars of the 2018 Runoffs at Sonoma Raceway in California.



Jeff Loewie

ON THE MOVE

The Hoosier Racing Tire SCCA Super Tour will visit many of the most challenging, and popular road courses in the country in 2019.

SCCA UNVEILS 2019 HOOSIER SUPER TOUR SCHEDULE



The 2019 Hoosier Racing Tire SCCA Super Tour features 11 events, running from January to July, with venues including old favorites along with a couple racetracks new to the series.

In 2019, the Hoosier Super Tour will once again open at Sebring International Raceway in Florida before a February visit to Circuit of the Americas in Texas. In March, the Super Tour makes its first visit to Georgia's recently renamed Michelin Raceway Road Atlanta since the series re-launched in 2017, then it's off to Hallett Motor Racing Circuit in Oklahoma.

April will then see the Hoosier Super Tour make a stop at VIRginia International Raceway. Participation in this particular Super Tour round is expected to be exceptionally high as VIR is home to the 2019 SCCA National Championship Runoffs taking place in October. Undoubtedly, competitors will use this stop on the Super Tour as a three-day warm-up for the Oct. 8-13 National Championship Runoffs.

Following VIR, Super Tour action heads west with stops at California's Buttonwillow Raceway Park and Portland International Raceway in Oregon.

2019 HOOSIER SUPER TOUR SCHEDULE

DATE	TRACK	CONF
Jan. 11-13	Sebring Int'l Raceway, Fla.	SE
Feb. 8-10	Circuit of the Americas, Texas	S
March 15-17	Michelin RcwY Road Atlanta, Ga.	SE
March 30-31	Hallett Motor Racing Circuit, Okla.	M-S & S
April 12-14	VIRginia Int'l RcwY, Va.	NE & SE
April 26-28	Buttonwillow RcwY Park, Calif.	W
May 18-19	Portland Int'l RcwY, Ore.	W
May 31-June 2*	Mid-Ohio Sports Car Course, Ohio	N
June 14-16	Road America (June Sprints), Wis.	N
June 21-23	Watkins Glen Int'l, N.Y.	NE
July 26-28	WeatherTech RcwY Laguna Seca, Calif.	W

* tentative date



NATIONAL CONVENTION REGISTRATION OPENS

Registration is now open for the 2019 SCCA National Convention that will officially commence the Club's yearlong celebration of its 75th Diamond Anniversary. This year's Convention takes place Jan. 17-19, 2019, at the South Point Hotel and Casino in Las Vegas, Nev. As always, the National Convention will consist of presentations, social gatherings, the Club's Annual Meeting, and the SCCA Hall of Fame and Awards Banquet. Head to scca.com/convention to register.



Mark Weber



Rupert Berrington

FIND THE LINE

Brianne Corn (LEFT) is one of only 10 RallyCrossers who managed to claim a 2018 National Championship.

RALLYCROSS NAT'L CHAMPIONSHIP

The 2018 DirtFish SCCA RallyCross National Championship concluded in early October with familiar and new drivers taking home bragging rights and hardware. Back on grounds at the National Balloon Classic Memorial Balloon Field in Indianola, Iowa, competitors were also treated to three distinct courses, two on Saturday and one long course on Sunday.

Strong competition and an eclectic mix of cars made for a great weekend of racing for competitors and spectators alike.

The consistently challenging-yet-friendly competition of SCCA RallyCross was also showcased at this year's event,

with a number of competitors chipping in when others needed help. In addition, the SCCA expresses its thanks and gratitude to DirtFish, the hardworking volunteers, and the participants for

making the competition weekend such a success.

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

2018 DIRTFISH SCCA RALLYCROSS NAT'L CHAMPIONSHIP WINNERS

Stock Front-Wheel Drive: Chang Ho Kim; Acura Integra

Stock Rear-Wheel Drive: Ryan Miles; Porsche Boxster

Stock All-Wheel Drive: Z.B. Lorenc; Subaru Impreza

Prepared Front-Wheel Drive: David Capesius; Dodge SRT4

Prepared Rear-Wheel Drive: Myles Goertz; Mazda Miata

Prepared All-Wheel Drive: Mark Macoubrie; Subaru WRX STI

Modified Front-Wheel Drive: Bret Hunter; Honda CRX

Modified Rear-Wheel Drive: Brianne Corn; Mazda Miata

Modified All-Wheel Drive: Max Lawson; Mitsubishi Evolution IX

Constructors Two-Wheel Drive: Leon Drake; Nissan Sentra

Mid-Ohio Sports Car Course is again on the Super Tour schedule this year, as well as the WeatherTech Chicago Region June Sprints at Road America in Wisconsin. The month of June closes out with racing at Watkins Glen International in New York. The final Super Tour race weekend then takes place in July on the West Coast at WeatherTech Raceway Laguna Seca, a first-time location for the Hoosier Super Tour.

As always, the calendar is subject to change, so competitors are encouraged to head to scca.com/supertour for the most recent schedule. 📺

RUNOFFS RACES BROADCAST AT SCCA.COM

It was a fantastic three days of championship racing on Oct. 19-21, 2018, at Northern California's Sonoma Raceway during the 2018 SCCA National Championship Runoffs. For those who couldn't make it to the track or missed the live online broadcast of races, it's now possible to catch up on all the action with free 2018 Runoffs race videos available at scca.com. Later this year, certain 2018 Runoffs races will also air on CBS Sports Network.

With nearly 500 entries across 28 different classes, this year's events featured exciting competition, close racing throughout the fields, a



healthy dose of surprises, and some great storylines. Video coverage, presented by Mazda, is a great companion piece to the Runoffs race coverage in this very issue, which begins on pg. 16. 📺

HERRICK AWARDED MCCLINTOCK BERRY CUP

The McClintock Berry Cup goes to autocrossers in the Formula Junior program that, while not eligible for a National Championship because the classes they compete in have "supplemental" status, still compete for wins at the Tire Rack Solo National Championship event. For 2018, Formula Junior A competitor Mason Herrick earned the McClintock-Berry Award.



Rupert Berrington



Philip Rove

HARD AT WORK
Bonnie Aarseth (center) was one of nine dedicated workers to be recognized at the 2018 Runoffs.

skilled volunteers who are part of this Club. Worker of the Year awards recognize a handful of these dedicated volunteers."

Award recipients have shown dedication throughout the season to their specialty, events, Region, competitors, fellow workers, and the SCCA; exhibited strong skills, good leadership, and a willingness to go above and beyond what is expected; and provided excellent customer service to everyone encountered. SCCA members submitted Worker of the Year nominations, and winners were then selected by the SCCA National staff with input from Division leadership.

These dedicated individuals will be featured in the pages of *SportsCar* throughout the upcoming year. 🟡

WORKERS CELEBRATED AT THE RUNOFFS

From the Runoffs to the Hoosier Racing Tire Super Tour, U.S. Majors Tour to Regional weekends, SCCA Road Racing events are made possible thanks to the tremendous effort of SCCA workers. Each year a handful of workers are recognized for their enormous contribution. Those individuals are bestowed with Worker of the Year honors, presented by Mazda.

"More than 200 road racing events, both National and Regional, are conducted by the SCCA each year across the United States," says Michael

Cobb, SCCA President and CEO. "Such a Herculean task simply couldn't be achieved without the thousands of incredibly helpful and highly

2018 WORKERS OF THE YEAR

SPECIALTY	NAME	REGION
Steward	Bev Heilicher	Chicago
Starter	John Sutton	Chicago
Flagging & Communications	Bonnie Aarseth	Oregon
Grid/Pit	Lee Stanley	Buccaneer
Registration	Sharon West	Land O' Lakes
Timing & Scoring	Carol Reber	Washington D.C.
Scrutineer	Ann Bowling	Arkansas
Emergency Services	Steven Hobbs	Cal Club
Race Administration	Mark Senior	North Carolina

THE 2018 USRRC OFFERED 500 MILES OF THRILLS

What does it take to crown a United States RoadRally Challenge (USRRC) champion? This year, the answer for the annual SCCA event was four days, four diverse RoadRallies, some 500 miles of winding rural Illinois roads across from St. Louis and the Gateway Arch, 58 checkpoints, and the ability to succeed in conditions that ranged from moonless fall nights to intense pop-up afternoon thunderstorms.

"On behalf of SCCA, we'd like to extend our sincerest appreciation to Jim Heine, Ron Ferris, Tom von Hatten, and the entire St. Louis Region



James Heine

rally committee for a great weekend," says Jim Crittenden, SCCA RoadRally Board chair. "They provided the competitors with the complete range of rally styles [Course, Tour, and GTA], excellent hospitality

and banquet, and plenty of opportunities to socialize with old friends and meet new ones. Well done folks, thank you!"

Complete event coverage of the 2018 USRRC will appear in the next issue of *SportsCar*. 🟡

ON POINT

The 2018 USRRC demanded precision as entrants tackled the St. Louis area.



TIME TRIAL NATIONAL PROGRAM HITS THE ROAD

Building on the momentum of the Tire Rack SCCA Time Trials Nationals at NCM Motorsports Park earlier this year, SCCA has announced a 2019 launch of the Tire Rack SCCA Time Trials National Tour. The series will be a coast-to-coast National level Time Trials program with stops at 10 of America's best and most challenging tracks.

Time Trials National events will not be a points series, but one-off events based on the Tire Rack Solo Championship Tour model, with collaboration between host Regions and National staff leading up to the 2019 Time Trial Nationals, which will be held once again at NCM Motorsports Park.

The desire is for the Tire Rack Time Trials National Tour to have at least eight stops, with events currently being planned at Pittsburg International Race Complex, High Plains Raceway, Carolina Motorsports Park, Portland International Raceway, GingerMan Raceway, Heartland Motorsports Park, Thunderhill Raceway, and Thompson Speedway Motorsports Park.

Heyward Wagner, Director of Marketing and Experiential Programs at SCCA, is excited about the potential of this series for both participants and SCCA Regions. "The feedback we received has been overwhelmingly positive; participants have been very vocal about the amazing experience they had, both on and off the track. Our goal now is to take what we have learned to Regions and equip them to be able to build Time Trials and Track Events that can produce the same results." 🟡

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DAKOTA DICKERSON CLAIMS F4 TITLE

Dakota Dickerson was crowned the newest F4 U.S. champion. On the strength of 16 top-10 finishes including four wins, Dickerson clinched the title, and was awarded a comprehensive F3 Americas scholarship valued at more than \$230,000 to progress up SCCA Pro Racing's open-wheel championship ladder.



Cavin Baker



Cavin Baker

COMING UP
 A tire change will welcome F4 and F3 competitors in 2019.

HANKOOK NAMED OFFICIAL TIRE OF F4 U.S. AND F3 AMERICAS

SCCA Pro Racing, the sanctioning body behind Formula 4 United States Championship Powered by Honda and the new F3 Americas Championship Powered by Honda, recently announced that Hankook Tire America will be its exclusive tire supplier for its formula championship ladder starting in 2019.

Hankook Tire's experience in other F4 Championships around the world and the F3 European Championship means

their products have already exhibited the durability and performance demanded of a highly competitive series. Plus, Hankook Tire meshes well with other series technical partners Honda, HPD, Onroak, and Liger.

In a multi-year agreement with an option to extend, Hankook Tire will not only deliver Hankook-branded slick and rain tires to F4 U.S. and F3 Americas competitors, but also provide marketing services to drivers and teams. Per FIA guidelines, a maximum

of two sets will be available for purchase at each event with no limitations on tires at official series tests. Hankook Tire will provide trackside mounting service and tire engineering support at each race and test.

As part of the F4 U.S. Championship scholarship, Hankook will also present the F4 title winner with two full sets of tires per event for the season to progress into the F3 Americas Championship, starting with the 2018 F4 U.S. champion Dakota Dickerson. 📍

MEMBERSHIP DRIVE CONTEST

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

MEMBERSHIP DRIVE CONTEST REFERRAL LEADERS FOR SEPTEMBER 2018

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	68	San Francisco
Warren Leach	48	San Diego
Carol Deborde	15	Reno
Karen McCoy	14	Oregon
Bob Arnold	10	Central Kentucky
Jose de Miguel	10	Puerto Rico
Jeremy McCauley	9	Allegheny H'lands
Christopher Abele	8	NW Ohio
Paul Breitweiser	8	E Tennessee
Gal Mesika	8	Washington DC
Susan Puls	8	Wichita
Carl Somerton	8	Snake River
Sheri Wolford	8	Saginaw Valley
Sydney Yagel	8	Houston

1,850 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	16.7%
Oregon	12.1%
Florida	8.4%
LARGE REGIONS (401-799):	
Susquehanna	43.9%
Philadelphia	39.8%
New York	19.4%
MEDIUM REGIONS (200-400):	
Tennessee	22.2%
Eastern Tennessee	16.5%
Des Moines Valley	15.1%
SMALL REGIONS (<200):	
Yellowstone	53.3%
Big Island of Hawaii	53.1%
Arctic Alaska	44.4%

SIX CLINCH THE SOLO TRIAD

There are two ways to claim a Solo Triad award. The first is for racers to win one Tire Rack Championship Tour event, one Tire Rack Match Tour date, and a Tire Rack Solo National Championship all in the same class. The other option is for drivers to claim two Tire Rack Championship Tour wins and a Tire Rack Solo National Championship, also all in the same class. Although events with fewer than three competitors within a class are not counted, ladies were given the opportunity for a qualifying win through the Ladies Index.



Rupert Barrington

Solo Triad winners receive a special trophy featuring a glass-blown, orange cone created by autocross competitor Shelly Monfort, and their names are entered into a drawing for one free SCCA Lifetime Membership. 📍

2018 SOLO TRIAD WINNERS

NAME; REGION; CLASS

(back row, left to right)

Andrew Pallotta;
 North Carolina; C Street
 Larry MacLeod; Saginaw
 Valley; Kart Modified
 Jeremy Foley; Texas; B Street
 Randall Wilcox; Tennessee;
 Super Street Modified

(front row, left to right)

Tara Johns; Tennessee;
 C Street Ladies
 Jonathan Lugod; Cal Club;
 Street Touring Roadster

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3-TIME SOLO NATIONAL CHAMPION
4-TIME PROSOLO CHAMPION
4-TIME WORLD CHALLENGE CHAMPION
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TOP 10 DRIVING TIPS FOR FASTER LAPS

Want to go faster? Here are my top 10 tips for faster laps, purely from the driver's perspective. Current champions look for reinforcement of what you know; future champs, these will help get you up to speed sooner.

1. The Holy Grail of your best lap times is the friction circle.

It's the graph that measures how much grip from your tires you are making work for you. Plain English? Use all of your tire's traction all of the time. Charge into the turn, charge out, blending it all together seamlessly and smoothly. Do this, and you don't even need the other nine techniques. But they go together. Most - but not all - of this list just helps you use all you've got.

2. Apex. Know what an apex is, and hit them all the way around the circuit, every time. The apex is where the corner stops getting tighter and starts getting wider. In a perfect world, the fast driver begins to accelerate a little before the apex. Wait for the moment when you *know* you will clip that magic point, patiently slowing or holding speed until then, and *only then* go to the power.

3. Exit Speed. What's the fastest you can be at the end of the turn? This is 90 percent of your lap time, because the faster you are leaving a corner, the higher your speed will be all the way to the next. This even works in autocross, but in a much more concentrated sense.

This rule of thumb is also safer, because leaving the corner under power is mostly under your complete control. If you start to run a little wide a little too early, ease off the power, and make a mental note to apex later next time through.

4. Brake late. Hold your foot to the floor as long as you dare. "Until you see God," the old t-shirt quips. Simple: The longer you accelerate, the faster you go. Sneak up on this one, for survival. Know your brake point. Establish it early and be consistent. This way you know exactly where you went for the stoppers last time, and you can sneak a little past that the next time.

5. The Small Bite Sequence: Set your best exit speed first, using a safe, early brake point - *then* work on braking later.

Continue to gradually increase your entry speed until it begins to hurt your exit speed, because you are still trying to get "whoa-d" down when you ought to be getting on the gas to go. Now back up a little to the brake point that best served your exit, and you have found a good, safe, fast corner technique with low drama. This is just how the pros learn a new track. And the best never quit pushing for more.

6. Use the whole road. Make the corner as straight as possible. Both sides. Spec Miata curb-jumping mania - never slow down. Turn in from all the way out by the grass, apex hanging a wheel off the inside as much as you dare, then release the car, straightening out to the very edge, with maybe a tiny bit of cushion for consistency. The less powerful the racer, the more important this is. Let the feel of your chassis determine how much of those curbs you hit; too much will slow you down (or break things). But the inside wheels are lightly loaded at the cornering limit and can take a big bite of those curbs.

In more powerful cars, the driver must apex later and straighter, making more of a drag race out of it, while still



using every bit of available pavement, *if* at the traction limit of the tires. Which leads directly to tip number seven...

7. Drive the shortest possible distance. If you are not at your rubber's maximum traction, don't drive any farther out. Tight and tidy. This is a secret of the best autocrossers, too. Example: The OPM Autosports Spec Miata I last drove could easily do Road Atlanta's Turn 12 flat. After a few laps on the normal line against the grass, I thought, "Do I need to be way out here?" Next time by I came down the hill in the middle of the road. Made 12 easily. Gained three tenths. Every lap. Saved 60 feet of driving, 30 over, 30 back. Example two: Mid-Ohio's Turns 8 and 9, depending on the numbering system choice of the day. Coming over that great "yump" all the way to driver's right makes it too far and too much drag to get all the way back left for entering Turn 9.

8. Full acceleration to full deceleration as quickly as possible. No lazy lifts allowed. Goes double for autocrossers and is one reason left-foot braking

works for some in The Game of Cones at the Tire Rack Solo National Championships. There is a tremendous amount of time available to you if you're currently rolling off the gas. Go gas-to-brake instantly.

9. Shift well. Shift as fast as possible without hurting your gearbox. Shift less, because shifts cost speed when you stop accelerating for a moment to change gears. Know how to match revs on downshifts, or you'll never be as quick as you could be – otherwise, you'll have to over-slow to keep from locking wheels (this is more important in rear-drives; you can get away with it better in front- and all-wheel drivers because they won't lock rear tires). Oh, and modern racing boxes are so good that most of this advice is now obsolete. But there will always be the Bugeye Sprite.

10. And number 10: Know your elevation. For faster laps, the driver must take advantage of the extra cornering power available when the car is going uphill. When the road is gaining altitude, the inertia of your racer's mass is pushing your tires

"Charge into the turn, charge out, blending it all together seamlessly and smoothly"

harder into the road surface. It's downforce, of a sort. Use it. When a corner goes skyward, carry lots of speed into the corner by turning early and using a very light trail brake. The hill will catch you; wait for it. Wait, wait, wait to go back to power, because when you finally do, you'll transfer weight off the steering tires and probably understeer. So, if you can, trail brake all the way to the apex.

A personal secret of mine, which I will share with you here late in my pro career, is to do this at Watkins Glen's Toe of the Boot, Turn 7. And the inverse; when the track goes downhill, the car lacks grip, so apex later for the best exit.

So there you have a neat package of all the fundamentals of turning better laps, strictly from behind the wheel. Share with friends and write me on Facebook with the ones I forgot (most likely) or haven't yet discovered (always eyes wide open). 🚗

USING ALL OF IT
Minimizing lap times requires maximizing a number of driving skills, but don't go for it all at once or you may go a bit too far.



GS
Lance Keeley
 Honda Civic Si



GSL
Barbara Seeger
 Horsepower -
 whats that?
 Honda Civic Si

2018 TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

Presenting the missing G Street and G Street Ladies classes | **WORDS** Matt Murray | **IMAGES** Rupert Berrington

Editor's note: In our coverage of the Tire Rack Solo National Championships in the November 2018 issue, we inadvertently misplaced the G Street and G Street Ladies classes. In an attempt to make up for our blunder, we now present the coverage that should have been. Our apologies for the error, we hope everyone can forgive us, and we promise not to do it again.

G STREET

Who could beat the rain? Any class that ran Tuesday morning had the challenge of racing in the rain. G Street was no exception. But try this statistic: The 13 eventual trophy winners in the GS class of mild-mannered grocery getters were all faster Tuesday than all but one of the fire-breathing E Modified cars that ran the same course in the same heat. On Wednesday, on dry concrete, however, the planet resumed its normal axis.

The third car on course was Lance Keeley in Sam Karp's Honda Civic Si, turning a time of 80.2, a margin of 4sec or more over the rest of the class. Not until late in the second runs could Kenneth Tsang in a Volkswagen GTI get within two seconds of Keeley's time.

The rain let up some for third runs, allowing others to try to catch Keeley. Several other 80s lit up the timer display, but by then Keeley had posted a 79.8. At the end of the heat, rookie Elias Roman, running a VW GTI, dropped in a 79.836, just 0.018sec quicker than Keeley.

On Wednesday, 10 drivers had first runs in the 64s, but most were so far down from the day before they would not be a factor. The magic 64 included Tsang, Brad McCann in a Hyundai Genesis Coupe, and Keeley. It would have also included Roman, but he got



stuck with a pylon. Run two, and Tsang had a great run of 63.3, which put him on the top of the leader board. Roman and Keeley were both at 64.2.

As the third runs started, Keeley dropped a hammer on the class with a 63.02sec flyer. Here's the mark; try to beat it. Nobody could. Tsang had the only other 63sec third run, but it was slower than his second and he ended up 0.593sec in arrears, followed by Roman and McCann.

Keeley was very low key in his preparations. He said he wanted to keep distractions to a minimum, so they did not use any data acquisition. He wanted to keep it simple so he could focus on driving and nothing else. It seemed to work.

G STREET LADIES

This class was part of the now infamous sixth heat East Course group - a group that completed

only two runs Tuesday night. Yes, "night." The heat did not start until after 7 p.m. But unlike most of the other classes in this situation, all four competitors returned for one last shot at the East Course on Wednesday morning, although none could beat Barbara Seeger's 77.585 completed in the fading twilight the night before.

Seeger was still enjoying that new car smell in her Civic Si, purchased just two months earlier. She was the first car on course and led the class from start to finish, totaling 143.226sec. She had also won the class last year in a Ford Focus, the model driven by her closest challenger, Kristen Acharya.

On the dry Wednesday course, Seeger continued to protect her lead by dropping in two runs in the upper 66s and finishing with a 65.641, ahead of Acharya by 2.391sec. 🍷

G STREET

1. Lance Keeley Honda Civic Si	Milw 142.874
2. Kenneth Tsang Volkswagen GTI	Det 143.467
3. Elias Roman Volkswagen GTI	NNJ 144.088
4. Brad McCann Hyundai Genesis	Tex 144.331
5. Dan Cochran Ford Focus ST	Chi 145.099
6. Kaustav Acharya Ford Focus ST	CSCC 145.227
7. Brian Anthony Ford Focus ST	Det 145.235
8. John Azevedo Volkswagen GTI	Chi 145.288
9. Andy Thomas Toyota Celica	WDC 145.352
10. Sam Karp Honda Civic Si	Milw 145.600
11. Patrice Bousquet Volkswagen GTI	NCar 145.777
12. William Keese Ford Focus ST	Chi 146.491
13. Jen Wong Volkswagen Golf GTI	Det 146.535
14. Joshua Melani/Tenn (Honda Civic Si); 15. Josh McDonough/Det (Ford Focus ST); 16. Joe Blaha/NeOh (Ford Focus ST); 17. Alex Bronson/DMV (Ford Focus ST); 18. Nikhil Juturu/Det (Volkswagen GTI); 19. Tim Reinhardt/DMV (Volkswagen GTI); 20. Des Toups/Nwst (Honda Civic Si); 21. Aditya Madhavan/Atl (Volkswagen GTI); 22. Brian Kscinski/Milw (Volkswagen GTI); 23. Peter Lindberg/Tex (Ford Focus); 24. Michael Bullis/Chi (Volkswagen GTI); 25. Derek Romero/Ariz (Ford Focus ST); 26. Stephen Hui/Nwst (Honda Civic Si); 27. Ryan Colliflower/WDC (Toyota Celica); 28. Bob Smith/StCt (Honda Civic Si); 29. Richard Verret/OhV (Honda Civic Si); 30. Mike Bronson/DMV (Ford Focus ST); 31. Andrew Furlong/MoHu (Honda Civic Si); 32. Ryan Thompson/Milw (Volkswagen GTI); 33. Aaron Hall/StL (Volkswagen GTI); 34. Yongshe Wen/SanF (Ford Focus ST); 35. Thomas Simon/Atl (Ford Focus ST); 36. Todd Forno/NNJ (Volkswagen GTI); 37. Brad Fiore/NEng (Volkswagen GTI); 38. Keith Koegler/NwOh (Ford Focus ST); 39. Steve Garnjost/Milw (Volkswagen GTI); 40. Matt Wolfe/Det (Ford Focus); 41. Andre Downey/SJy (Volkswagen GTI); 42. Frank Rogerson/Hous (Ford Focus ST); 43. Brett Ringler/BIrg (Ford Focus ST); 44. Chris Sun/Nwst (Honda Civic Si); 45. John Emerson/NCar (Ford Focus ST); 46. Chris Wooster/SwLa (Mazdaspeed 3); 47. Phillip Osborne/Tex (Ford Focus); 48. James Arthur/WDC (Ford Fusion Sport).	

G STREET LADIES

1. Barbara Seeger Honda Civic Si	NEng 143.226
2. Kristen Acharya Ford Focus ST	CSCC 145.617
3. Kellyn Bricker/Reno (Ford Focus ST);	
4. Melanie Dorsey/Colo (Ford Focus ST).	

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RUNOFFS SCHEDULE
FRIDAY, OCT. 19

CLASS	RACE TIME	PAGE
GT1	8:30 a.m.	18
FC	9:35 a.m.	20
GTL	10:40 a.m.	22
FV	11:45 a.m.	24
HP	1:30 p.m.	26
FM	2:35 p.m.	28
AS	3:40 p.m.	30
FE2	4:45 p.m.	32
FE	4:45 p.m.	34

SATURDAY, OCT. 20

CLASS	RACE TIME	PAGE
STU	8:30 a.m.	38
P2	9:35 a.m.	40
GT2	10:40 a.m.	42
FF	11:45 a.m.	44
F500	11:45 a.m.	46
SM	1:30 p.m.	48
T1	2:35 p.m.	52
FP	3:40 p.m.	54
T4	4:45 p.m.	56
BS	4:45 p.m.	58

SUNDAY, OCT. 21

CLASS	RACE TIME	PAGE
T3	8:30 a.m.	62
EP	9:35 a.m.	64
P1	10:40 a.m.	66
STL	11:45 a.m.	68
SRF3	1:30 p.m.	70
T2	2:35 p.m.	74
GT3	3:40 p.m.	76
FA	4:45 p.m.	78
FB	4:45 p.m.	80



THE 2018 RUNOFFS AT SONOMA RACEWAY

The 2018 SCCA National Championship Runoffs heads to Northern California's wine country for the 55th running of breathtaking racing

WORDS SportsCar staff and contributors | IMAGE Rick Corwine

On Oct. 16-21, competitors, crew, and workers, made the pilgrimage to the picturesque Napa region of Northern California and its infamous Sonoma Raceway for the 55th running of the SCCA National Championship Runoffs. The addition of Sonoma Raceway to the short-but-distinguished list of racetracks that have played host to the Runoffs marks only the third such venue on the West Coast to hold the winner-take-all road racing championship, adding to the history that started at Southern California's Riverside Raceway in 1964.

Nearly 500 drivers took to the challenging 2.52-mile, 12-turn track, with even the most experienced of Runoffs veterans pushing their skills to the limit with the circuit's massive elevation changes and blind turns. While the field size may have paled in comparison to the record-setting Runoffs entry at Indianapolis in 2017, competition for the elusive top step of the podium was always fierce.

In some races, home field advantage certainly played a role as many drivers struggled to come to grips with the track that finds racers constantly turning, climbing, or descending, offering no relief to the car or driver. Those who were successful managed to walk the line between balance, speed, and longevity; those who didn't often lost a battle with physics.

Race starts proved a challenge, as some competitors found themselves

in Turn 11 as the front of the pack cleared Turn 12 and took the green – then everyone bunched again as they rounded Turn 1 and entered the tricky braking zone for Turn 2. Drivers who got too aggressive too early quickly saw things go wrong before making the track's first right-hander.

In the end, the racing was exactly what we have come to expect from the Runoffs. In Formula Vee, we saw Michael Varacins win his seventh title, a record for the class in what would be a near photo finish over polesitter Skip Streets – the margin at the line was 0.099sec. The much-anticipated GT3 race didn't fail to deliver either, with a margin of victory of 0.052sec. Meanwhile, Spec Miata saw 48 cars take the green and local Mark Drennan bust out of the draft to take the win from the outside pole with time to spare. Then again, as he pointed out after the race, this was his house.

Records continued to be set. With wins in American Sedan and Touring 4, John Heinricy further cemented his place in SCCA history as he broke the tie with Duane Davis for the second most championships. Heinricy now stands with 15 titles, and he shows no sign of slowing down.

But while we've given away a few of the highlights from the 2018 Runoffs, there is still plenty of great racing to read about, so turn the page and get started. When you're done, head to www.scca.com/runoffs to watch the video streams of all the races. 🍷



BRUTE FORCE

(RIGHT and BELOW) Michael Lewis pulled away from the pack and drove to his ninth Runoffs title. (BOTTOM LEFT) While competing at a power deficit to a traditional GT1 car, Preston Calvert was able to use consistency to claim second place and close the gap on Lewis as the laps ran down. (BOTTOM RIGHT) Runoffs rookie Michele Abbate held on for the final step on the podium.

RACE 1 | FRIDAY | OCT. 19, 2018 | 8:30 A.M.

GT1

Remember the story about the tortoise and the hare? There may be a lesson buried in there about continuing to try – but, at least at Sonoma Raceway, the hare still won.

Mike Lewis scored the Tire Rack pole and ripped away from the field at the green flag, using his two-second qualifying advantage in his old-school, traditional Trans Am-style Goodyear Jaguar XKR. That lead was 14 seconds by lap four, when Preston Calvert (our “tortoise” in this case, though that’s a relative term in GT1) began to pick away at it in his Calvert Dynamics/Phoenix Porsche 991.2 GT3 Cup car.

Things looked heated with four laps to go, as there was just over a four-second gap, and Calvert was ticking off laps a second faster than Lewis. Fortunately for Lewis, Calvert caught traffic at the wrong spot on the track, broke his momentum just slightly, and left Lewis alone for his ninth Runoffs title, his sixth in GT1.

The race showed the differences in the two types of cars eligible in today’s GT1 class. The traditional machines are faster, although perhaps more fickle; conversely, Calvert’s Porsche is built to FIA GT3 specs and designed for endurance racing. Calvert’s car brakes deeper, handles better, and is typically reliable to the end, but it gives up hundreds of horsepower in return.

So, did Calvert’s forward charge have a lot to do with his car’s design? Maybe, but Lewis also had something to do with it. “I probably took too much out of the car the first few laps, because right around lap eight it started to show the effects,” Lewis admits. “I was getting everything it had to give; it just didn’t have much left.”

Calvert, meanwhile, relished

**GT1 CHAMPION**

MICHAEL LEWIS
 San Diego Region
 Goodyear Jaguar XKR

**GT1 QUALIFYING**

Pos. Driver/Region (Car) Best Time: 1. Michael Lewis/SanD (Jaguar XKR) 1:34.961; 2. Preston Calvert/WDC (Porsche 991.2 GT3 Cup) 1:37.066; 3. Michael Fine/SFR (Chevrolet Camaro) 1:38.407; 4. Kenneth Davis/SanD (Chevrolet Corvette) 1:39.355; 5. David Fershtand/Tex (Chevrolet Corvette) 1:42.737; 6. Michele Abbate/LV (Chevrolet Monte Carlo) 1:43.290; 7. Rob Davis/SFR (Pontiac Trans-Am) 1:45.577; 8. Don Noe/Tex (Ford Mustang) 1:46.720

Fine - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

Lewis - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

GT1 RACE

20 laps, 50 Miles: Pos. Driver (Laps): 1. Michael Lewis (20); 2. Preston Calvert (20); 3. Michele Abbate (19); 4. Rob Davis (19); 5. Don Noe (14); 6. Kenneth Davis (11); 7. David Fershtand (10); 8. Michael Fine (0);

Overall Time of Race: 33:06.415;
Average Race Speed: 91.340mph;
Margin of Victory: 2.254sec; **Fastest Race Lap:** Lewis 1:37.516 (93.031 mph); **Lap Leaders:** Lewis laps 1-20; **Sunoco Hard Charger:** Abbate

the underdog role. “Michael did a wonderful job taking out a big lead when his tires were good, there was no way I could keep up with him,” Calvert says. “I had to hope that the ‘little engine that could,’ turtle approach would reel him in, and it started to work a little bit.”

The ninth championship was a highlight for Lewis, especially with it coming on the West Coast. Lewis was a member of the SCCA Board of Directors when the decision was made to move the Runoffs every year. “It was one of my things, after being in the Runoffs for years and traveling all over and never being close to home...I wanted to

bring it to the West Coast,” Lewis says. “I was able to convince my fellow Board members, and I think it was one of their better moves. It really energizes the driver base. There were more than 100 rookie drivers [at the 2018 Runoffs], and they’re going to get hooked. It’s so valuable for that.”

Among the energized rookies was third-place finisher Michelle Abbate. Though mechanical issues left her with just two laps of qualifying all week in her Cybersight/CraigRaudmanRacing/GRR Chevrolet Monte Carlo, she hung on for a “dream” podium finish.

Reece White

Rick Corvino

Rick Corvino

Jeff Loewie

Jeff Loewie

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RACE 2 | FRIDAY | OCT. 19, 2018 | 9:35 A.M.

FORMULA CONTINENTAL

Everyone knew that this race would have an unanticipated conclusion when the first-, second-, fourth-, and seventh-place qualifiers never made it to Turn 2. Tire Rack polesitter Timothy de Silva and fellow front-row sitter Robert Armington led the field at the green, only to have the field rocked when contact with the rear of de Silva in Turn 1 spun his DFR/Tommy Bahama/Harin de Silva Van Diemen RF01 around, sending the rest of the pack into chaos. The incident collected race favorites Armington, Tom Hope, and Paul Rodler, which put an entirely new complexion on the race.

Mike Egner led the first lap but dropped to 11th on the second go round. Paul Marino took over first, followed by Russ Werner up from 11th, Peter West, Jason Reichert, and Chuck Moran. The order was in flux, as several cars made stops to assess damage. By lap seven, Reichert had moved up to second, and when Marino slowed drastically on the next lap, Reichert took over the lead. Egner continued to advance, taking third on the ninth lap, and second on the next lap.

The next several laps saw Reichert and Egner nose-to-tail and side-by-side as they disputed the lead. Egner got alongside Reichert's Lucas Oil/Layrite/Coast Fireplaces Van Diemen RF03 on a couple of occasions, and then took the lead on lap 13. He held the point through the 16th lap, but then was bit by the DNF bug, sustaining front-end damage. He was out, but not until after he put on a great run from almost last place.

Reichert was now in first, but Robert Negron and Scott Vreeland had also been advancing from deep in the pack and were in second and third positions. Negron

was definitely on the charge in his Terri Negron Web Design Van Diemen RF99 and he took over for Egner, constantly filling Reichert's mirrors. Negron made one mighty effort in Turn 1, getting alongside Reichert, but was unable to complete the move. The race finished in the order of Reichert, Negron, and Vreeland - which was not what could have been predicted from the grid order.

Afterward, a delighted Reichert told of his eventful race. "At the start, I thought that there would be an accident in the first turn, and there was one," Reichert says. "There were cars and dust flying everywhere. I was able to get through without damage. My car was handling great and I was able to move up the field."

"In the second half of the race, my engine began to sputter a bit, and I was losing some speed on the straight," he explains. "Behind me I could see Negron closing on

me, and it was at one second a lap. I knew that it was going to be close. He nearly got around me in Turn 11, but I was able to hold him off."

Robert Negron also had an adventurous run, especially through the Turn 1 madness. "I buried the nose of my car into the back of another and tore it up," he says. "I then made a pit stop to have everything checked out. It was alright, so I went back into the race. This result is good because this is my last race."

Scott Vreeland's race almost mirrored that of Negron. "I went off course in Turn 1 and did not know if anything was broken," he says of his run from 10th to third in his Redhorse Constructors/BV Training Van Diemen RF01 - a charge that earned him the Sonoco Hard Charger award. "I went past the pits slowly, so the crew could take a good look. It was OK, so I just put my head down and drove."

Tom Schultz

FC QUALIFYING

Pos. Driver/Region (Car) Best Time;
 1. Timothy de Silva/CSCC (Van Diemen RF01) 1:32.571; 2. Robert Armington/SFR (Van Diemen RF00) 1:32.912; 3. Mitch Egner/Nwst (Van Diemen RF02) 1:33.089; 4. Tom Hope/CSCC (Van Diemen RF03) 1:33.201; 5. Jason Reichert/LV (Van Diemen RF03) 1:33.770; 6. Robert Negron/SFR (Van Diemen RF99) 1:34.326; 7. Paul Marino/CSCC (Van Diemen RF06) 1:34.633; 8. Paul Rodler/SFR (Van Diemen RF00) 1:35.200; 9. Peter West/CSCC (Van Diemen RF05) 1:35.234; 10. G Scott Vreeland/SFR (Van Diemen RF01) 1:35.248; 11. Russ Werner/Mont (Van Diemen RF00) 1:35.844; 12. Chuck Moran/ODR (Van Diemen RF99) 1:36.145; 13. Lyn Greenhill/SFR (Van Diemen RF02) 1:39.079; 14. Robert Yallen/CSCC (Van Diemen RF00) 1:39.883; 15. Kim Willcox/Reno (Van Diemen RF01) 1:43.836; 16. Sterling Ellsworth/CSCC (Van Diemen RF01) 1:50.315

Yallen - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A

Egner - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A

Moran - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2
 Willcox - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.A, Supp. 9.12

Ellsworth - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.A, Supp. 9.12

FC RACE

20 laps, 50 Miles: Pos. Driver (Laps);
 1. Jason Reichert (20); 2. Robert Negron (20); 3. G Scott Vreeland (20); 4. Russ Werner (20); 5. Peter West (20); 6. Lyn Greenhill (20); 7. Robert Yallen (20); 8. Kim Willcox (19); 9. Paul Marino (19); 10. Sterling Ellsworth (19); 11. Chuck Moran (17); 12. Mitch Egner (16); 13. Robert Armington (0); 14. Timothy de Silva (0); 15. Tom Hope (0); 16. Paul Rodler (0)

Overall Time of Race: 35:43.086;
Average Race Speed: 84.663mph;
Margin of Victory: 0.355sec; **Fastest Race Lap:** Egner 1:34.053 (96.456mph); **Lap Leaders:** Egner laps 1, 13-16; Marino laps 2-6; Reichert laps 7-12, 17-20; **Sunoco Hard Charger:** Vreeland



Jay Bonaville

FC CHAMPION

JASON REICHERT

Las Vegas Region
 Lucas Oil/Layrite/Coast
 Fireplaces Van Diemen RF03



Reck Conville



Jeff Lowe



Jay Benavidez

SURVIVAL
(ABOVE and FAR LEFT) Jason Reichert burst through the chaos and fought off all comers to take the win. (MIDDLE LEFT) Robert Negron overcame an early pit stop to finish second. (LEFT) Scott Vreeland capitalized on the start, improving from 10th on the grid to claim third.

RACE 3 | FRIDAY | OCT. 19, 2018 | 10:40 A.M.

GT-LITE

SCCA members are like a family. Everyone in the Club knows that. But surely, when it's your closest competitor, at your home track, and every tenth of a second is going to count - that "family" shows itself as more of an "estranged uncle holding a grudge" - right?

Not in GT-Lite.

After a big crash in Tuesday's qualifying that involved contact with a concrete barrier exiting Turn 11, Troy Ermish was in a mad scramble to repair the front left corner of his LSEnergy/Rebello Racing/Troy Ermish Nissan PL510.

"Joe Huffaker offered me his shop if I wanted to stay," Ermish says. "He gave me the keys to his shop and said you can stay all night long if you'd like. I was really appreciative of that."

Luckily, Ermish was only an hour and a half from his own shop and had the tools he needed to fix his car. Ermish pulled back into Sonoma Raceway at 5 a.m. on Thursday morning, running on just three hours of sleep, and landed on the Tire Rack pole - less than a tenth ahead of Huffaker, and another two seconds from the rest of the field.

"I was probably dumb and delirious, that's why I was faster," Ermish jokes.

Sadly, though, the heavyweight fight never materialized. Huffaker pulled off on just the second lap while chasing Ermish, a broken left rear axle the culprit. With that, Ermish was the National Champion in GT-Lite, with some 35sec to spare.

"It's just hard to explain when you've got the drive," Ermish says. "All of my life, I wanted to be a professional driver. This is as close as it gets."

Ermish and Huffaker have sparred throughout the years on the West Coast; always friendly, good-natured rivals. Ermish had gotten the best of Huffaker on occasion, inching closer and closer to a true competitor. That final step was put to rest during this Runoffs.

"The high of setting fast time is almost as good as winning," Ermish says. "I couldn't believe I did it. As soon as I did that, you get so much confidence. Before, I always thought I could run with him, but I thought I'd have to run on the ragged edge to beat him. I'd be on the verge of crashing."

Behind Ermish were a pair of Club Racing lifers, Joe Harlan and Jonathan Goodale. The pair battled for position deep into the race, which became for second place with the retirement of Huffaker and Peter Zekert (blown motor).

Harlan had been an engineer and crew chief for a number

of Runoffs cars over the years but was making his first appearance as a driver in the Top Tech Motorsports/Nissan/Hoosier Nissan 240SX.

Goodale, a second-generation SCCA member from Colorado, earned his second Runoffs podium this year in his Mazdaspeed/Hoosier/Hawk/Summit Mazda MX-5. His first Runoffs podium came at Laguna Seca in 2014 - another twisty track that depends on driving and handling rather than horsepower. That's no coincidence.

"I'm everything from building the car to driving the car here to setting up the paddock to mounting tires," Goodale says. "My car hasn't been on the dyno in five years. That's my story with everything. But that's what this is - you and your friends doing the best you can."

Just a part of the success stories from the SCCA family.

Ryce White

DREAM COME TRUE

Troy Ermish (MAIN) recovered from a crash during an early qualifying session to take the pole and the win in GT-Lite. Some 30 seconds behind at the checker were Joe Harlan (BELOW) and Jonathan Goodale (FAR RIGHT).



Rupert Berrington

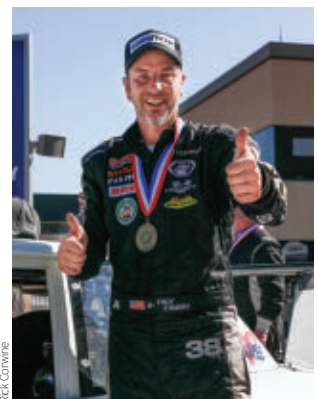


Rupert Berrington

GTL CHAMPION

TROY ERMISH

San Francisco Region
 LSEnergy/Rebello Racing/
 Troy Ermish Nissan PL510



Rick Conville



Jay Benavidez

GTL QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Troy Ermish/SFR (Nissan PL510) 1:47.885; 2. Joe Huffaker/SFR (MG Midget) 1:47.967; 3. Taz Harvey/SFR (Mazda Miata) 1:50.132; 4. Peter Zekert/STL (Nissan 200SX SE-R) 1:52.336; 5. Joe Harlan/CSCC (Nissan 240-SX) 1:52.370; 6. Jonathan Goodale/Colo (Mazda MX-5) 1:53.252; 7. Charles Leonard/CFR (Nissan 200SX SE-R) 1:53.475; 8. Roy Lopshire/KCR (Toyota Tercel) 1:53.872; 9. Chris Doodson/Nwst (Honda CRX) 1:54.070; 10. Chris Kopley/NER (Mini Cooper) 1:54.206; 11. Bill Meyer/STL (Toyota Tercel) 1:54.574; 12. Craig Carter/CSCC (Nissan Sentra) 1:55.871; 13. Lans

Stout/Ore (Nissan Sentra SE-R) 1:56.209; 14. Tim Linerud/SFR (Volkswagen Rabbit) 1:56.906; 15. Bill Okell/Ore (Austin-Healey Sprite) 1:57.909; 16. Scott Twomey/Nwst (Toyota MR2) 1:58.006; 17. Paul Bunbury/Ore (Honda Civic Coupe) 1:58.852; 18. Bill Blust/CDR (MG Midget) 1:59.498; 19. Larry Svaton/Hous (Mazda Miata) 2:05.634; 20. Ted Phenix/GLN (Mini Cooper) 2:12.177

Bunbury - Loss of qualifying 2 times per Chief Steward - Supp. 9.12

GTL RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. Troy Ermish (20); 2. Joe Harlan (20); 3. Jonathan Goodale (20); 4. Chris Kopley (20); 5. Bill Okell (20);

6. Bill Meyer (20); 7. Charles Leonard (20); 8. Scott Twomey (19); 9. Paul Bunbury (19); 10. Larry Svaton (18); 11. Peter Zekert (17); 12. Tim Linerud (13); 13. Roy Lopshire (8); 14. Ted Phenix (7); 15. Chris Doodson (6); 16. Lans Stout (6); 17. Craig Carter (5); 18. Taz Harvey (4); 19. Bill Blust (3); 20. Joe Huffaker (1)

Overall Time of Race: 37:39.760;
Average Race Speed: 80.292mph;
Margin of Victory: 35.855sec;
Fastest Race Lap: Ermish 1:49.458 (82.881mph); **Lap Leaders:** Ermish laps 1-20; **Sunoco Hard Charger:** Okell

RACE 4 | FRIDAY | OCT. 19, 2018 | 11:45 A.M.

FORMULA VEE

Michael Varacins cemented his place in Formula Vee history when he recorded his sixth Runoffs championship in the class at Indianapolis Motor Speedway last year, showing that not only is he the most winning driver in the class, but that he can get it done no matter the venue. That said, it was thought that California's Skip Streets, driving the Hoosier/Ron Chuck/Pops/Traci Mysterian M3 his wife recently purchased for him, would use the home field advantage to unseat the reigning champ - and qualifying seemed to back that theory up, as Streets claimed the Tire Rack pole position by a healthy margin.

Opting to take the unconventional outside starting position, Streets got a great start, leading the pack up to Turn 2, as Varacins, starting second, slipped in behind Streets and waited.

A battle quickly developed for third, with Brandon Abbott, Andrew Whitston, and Rick Shields getting after it. Unfortunately, Shields had a moment in Turn 10 and lost touch with the third-place battle.

As the laps unfolded, Alex Scaler, who had started seventh in his AdvantageMotorSports.com/Autowerks Mysterian CM2, was on the attack and ready to challenge for a podium spot.

Scaler made his move on lap five, snatching third place from Abbott.

Up front, Streets and Varacins continued to pull away from the field, with Varacins apparently saving his car for a late-race charge. But that all changed on lap eight as Varacins drove his Speed Sport Engineering/LifeLite Speed Sport AM-5 to the inside at Turn 7 and made the move stick, taking the lead from Streets for the first time.

Meanwhile, Scaler was all alone in third and closing on the leaders - managing to set the fast lap of the race in the process. By lap 11, the top three were within two seconds of each other. Then Streets got a run and passed Varacins into Turn 11 - it would be short lived, though, as Varacins reclaimed the lead on the front straight.

Diving into Turn 7 on lap 12, Streets slipped into the lead again, and as the duo battled, Scaler continued to pull up. As the pair dived into Turn 11, the shallow entry line that Streets seemed to prefer finally bit him as he got loose and spun at the apex. Streets quickly restarted, but was now in third, some 4.5sec behind Scaler.

While this could have easily been the end of the battle, Streets put his head down and mounted a charge.

On lap 15 of 20, Varacins encountered lap traffic and Scaler pushed hard to try to capitalize. At the same time, Streets was using

"He was quick from the get go - we were playing catch up all week"

MICHAEL VARACINS

every inch of the track to make up the 6.3sec deficit to the leader.

"We had a really good shot," says Scaler. "Unfortunately, [we] got in to some lap traffic - all of the gap that I had closed in kind of went away."

With two laps to go, Streets was in position to challenge Scaler, and did so in Turn 7, making the pass for second. Then the white flag flew, and Timing and Scoring showed a scant 1.2sec margin from Varacins to Streets, with Scaler just 0.4sec back in third.

As the trio approached Turn 11 for the final time, Varacins chose the defensive line so as to not leave an opening, forcing Streets to a wide line, setting up a drag race to the finish. Streets got a great run

THE DOMINATOR

(MAIN and BOTTOM RIGHT) At Sonoma, Michael Varacins claimed his seventh FV title. (BELOW) Skip Streets (51) came up just short of the win at the finish, while Alex Scaler (19) quietly mounted a charge, picking up a bronze medal for his efforts.



Jeff Loeve



FV CHAMPION

MICHAEL VARACINS

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

Rick Corvino



Rupert Berrington



and pulled a wheel on Varacins, but came up 0.099sec short, with Scaler 1.1sec back for third.

While a seventh championship in this extremely competitive class leaves little room to argue that Varacins is the most dominant driver, Varacins was quick to acknowledge how hard he had to work for it at Sonoma. "Skip was fast all week," Varacins says. "He was quick from the get go - we were playing catch up all week."

For Streets, the runner-up finish was a great way to cap off a season that started when his wife gifted him the FV for Christmas. "I'm ecstatic," Streets says. "I've had a great season all the way through."

Jason Isley

FV QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Skip Streets/SFR (Mysterian M3) 1:52.637; 2. Michael Varacins/CHI (Speed Sport AM-5) 1:53.043; 3. Andrew Whitston/Milw (Protoform P2) 1:53.247; 4. Andrew Thomas Abbott/DET (Vector AM-1) 1:53.362; 5. Jonathan Weisheit/WDC (JK Technologies LLC XP1) 1:54.251; 6. Rick Shields/STC (VDF) 1:54.402; 7. Alex Scaler/SJR (Mysterian CM2) 1:54.517; 8. Gavin Sweeney/SFR (Crusader Formula Vee) 1:54.675; 9. Brandon Abbott/DET (Vector AM-1) 1:54.724; 10. Roger Siebenaler/NNJ (Mysterian M3) 1:54.871; 11. Mitchell Ferguson/Atl (Vorscha GB4) 1:54.971; 12. Ron Wake/SFR (Mysterian M3) 1:55.237; 13. Blake Tatum/SFR (Crusader Formula Vee) 1:55.272; 14. Dennis Andrade/Nwst (Vortech FV) 1:55.290; 15. Stevan Davis/Atl (Racer's Wedge SB-1) 1:55.306; 16. Marjorie Lundberg/SFR (Caracal C) 1:55.342; 17.

Charles Hearn/Hous (Vortech FV) 1:55.519; 18. Robbie Arthur/Nwst (Lazer MK2) 1:55.599; 19. Zachary Whitston/Milw (Protoform P2) 1:55.712; 20. Ron Whitston/Milw (Protoform P2) 1:56.271; 21. Stephen Saslow/CFR (Vortech FV) 1:56.488; 22. Quinn Posner/Nwst (Protoform P3) 1:56.968; 23. Mark Edwards/CSCC (Glamdring) 1:57.114; 24. Robert Posner/Nwst (Protoform P3) 1:57.787; 25. Stuart Delaney/DET (Caracal D) 1:57.938; 26. Donald Manthe/CSCC (Volkswagen Lynx) 1:57.963; 27. Ron Bonham/Ore (Protoform P3) 1:59.530; 28. Charlie Turner/CSCC (Vortech FV) 2:00.980; 29. Richard Gordon/SFR (Crusader Formula Vee) 2:01.948

Sweeney - Loss of qualifying 2 times per Chief Steward - GCR 9.3.25.A, Supp. 9.12

FV RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Michael Varacins (20); 2. Skip

Streets (20); 3. Alex Scaler (20); 4. Andrew Whitston (20); 5. Mitchell Ferguson (20); 6. Andrew Thomas Abbott (20); 7. Jonathan Weisheit (20); 8. Rick Shields (20); 9. Roger Siebenaler (20); 10. Gavin Sweeney (20); 11. Brandon Abbott (20); 12. Dennis Andrade (20); 13. Quinn Posner (20); 14. Zachary Whitston (20); 15. Stephen Saslow (20); 16. Stevan Davis (20); 17. Ron Whitston (20); 18. Donald Manthe (19); 19. Ron Wake (19); 20. Stuart Delaney (19); 21. Mark Edwards (19); 22. Charlie Turner (19); 23. Robert Posner (19); 24. Marjorie Lundberg (17); 25. Ron Bonham (16); 26. Charles Hearn (13); 27. Blake Tatum (7); 28. Robbie Arthur (3); DNS. Richard Gordon (1)

Overall Time of Race: 38:16.522;
Average Race Speed: 79.006mph;
Margin of Victory: 0.099sec; **Fastest Race Lap:** Scaler 1:53.639 (79.832 mph); **Lap Leaders:** Streets laps 1-8, 12; Varacins laps 9-11, 13-20; **Sunoco Hard Charger:** Posner

RACE 5 | FRIDAY | OCT. 19, 2018 | 1:30 P.M.

H PRODUCTION

With the checkered flag at the 2018 Runoffs, Jason Isley capped off an era in H Production that began in 2010 when the first iteration of his Toyota Yaris rolled to the grid. A tiny car by today's standards, it looked giant and out of place next to the tiny British cars that made up the majority of the grid. At the time, some were concerned it would destroy the spirit and soul of H Production. Eight years later, the car still looks large on grid and it's no longer unusual to see a more modern car on the grid, but there are still plenty of British cars competing.

In fact, the last four years have been a new school vs. old school showdown between Isley and Brian Linn. Isley crossed the 2018 finish line for a back-to-back title, 13.254sec clear of Linn, to earn two consecutive titles following a pair of gold medals by Linn. With that, Isley's version of the H Production Toyota Yaris rolled into the sunset.

"The Yaris program is coming to an end," Isley says of the project he headed for *SportsCar* magazine in conjunction with Toyota. "It's been a blast to develop this car over the years, but I've got other duties now that I'm on the SCCA Board of Directors, and my wife is racing in Spec Miata. I may just take a year off and relax a little bit. I've been working on a project car with my dad, and we might take that and go autocross some more."

But it was a fantastic way to go out. Linn was the Tire Rack polesitter and elected to start on the outside of row one. But Isley used the torque of the TRD/Hoosier/OS Giken/Racer.com Toyota Yaris to his advantage, moving in front of Linn through

the right hander and setting the pace from the front of the field.

And though Isley created a gap early, Linn fought back and was looking for the lead on lap 11, just past the midway point. His first look was into Turn 6, running side-by-side before being forced to give up the corner. Linn next took a look under braking in Turn 11, but locked the rear brakes and spun his Hoosier/Carbotech/LINNSpeed MG Midget.

Though he recovered startlingly fast, Isley had enough of a gap to sail away. But luckily, with the rapid pace the two had been running all race, they had accrued a sizable gap to eventual third-place finisher Ben Valentine and his MG Midget, so Linn was still comfortable in second place.

For Linn, the spin was disappointing, but his weekend wasn't over - he had been splitting his Runoffs qualifying sessions between his H Production and F Production cars - pulling the F Production Lotus Super Seven (owned and typically driven by Steve Hussey) to pit lane halfway through the combined HP and FP qualifying sessions, coming to a stop, then jumping into his

"Hats off to him for the effort to be able to qualify first or second in both classes"
JASON ISLEY

H Production Midget in less than 45 seconds. He qualified both cars in the top two in class.

"If Brian focused on one class, I think either one would have been in trouble," says an admiring Isley. "Hats off to him for the effort to be able to qualify first or second in both classes - that's awesome."

Impressive, but aren't the Runoffs difficult enough, even for a two-time champion like Linn? "In hindsight, it's not the best plan," Linn admits. "It compromises the total effort. But it's entertaining." For Linn, that entertainment would continue when the FP green flew the following day.

But regardless, Isley accomplished his goals. He took a pair of Runoffs National Championships and added some spice to one of SCCA's longtime signature classes.

Reece White



Rupert Berrington



Rick Convine

HP CHAMPION

JASON ISLEY

Cal Club Region
 TRD/Hoosier/OS Giken/
 Racer.com Toyota Yaris



Rick Convine



Rupert Berrington

STANDING OUT
(ABOVE and MIDDLE LEFT) Jason Isley defended his 2017 title after starting second on the grid. (FAR LEFT) Brian Linn added to his medal collection with a silver. (LEFT) Runoffs rookie Ben Valentine picked up the bronze medal.

HP QUALIFYING

Pos. Driver/Region (Car) Best Time: 1. Brian Linn/CSCC (1972 MG Midget) 1:54.070; 2. Jason Isley/CSCC (2018 Toyota Yaris) 1:54.132; 3. Ben Valentine/CSCC (1970 MG Midget) 1:55.938; 4. Michael Cummings/SFR (1964 Austin-Healey Sprite) 1:56.814; 5. C Riley Salyer/Hous (1984 Honda Civic) 1:56.897; 6. Greg Gauper/Milw (1984 Honda Civic Si) 1:57.211; 7. Neil Verity/Almo (1966 MG B) 1:58.107; 8. Gordon Jones/Ore (1968 BMW 1600) 1:59.283; 9. Andrew Wright/TEN (1962 Triumph Spitfire) 1:59.913; 10. Michael H Miller/CCR (1967 Austin-Healey Sprite) 2:00.996; 11. Cory Markos/CSCC (1987 Honda CRX Si) 2:01.673; 12. Jerry Oleson/Colo (1962 Austin-Healey Sprite) 2:02.581; 13. Rob Horrell/MIDS (1989 Honda CRX) 2:04.995; 14. Leanna Wright/TEN (2004 Mini Cooper) 2:05.258; 15. Jonathon Becker/SFR (1967 BLMI Mini-Cooper

1275) 2:08.321; 16. Stephanie Funk/NER (1990 Honda CRX) 2:09.554

HP RACE

20 laps, 50 Miles: Pos. Driver (Laps): 1. Jason Isley (20); 2. Brian Linn (20); 3. Ben Valentine (20); 4. Greg Gauper (20); 5. C Riley Salyer (20); 6. Michael Cummings (20); 7. Jerry Oleson (19); 8. Rob Horrell (19); 9. Leanna Wright (18); 10. Stephanie Funk (18); 11. Gordon Jones (16); 12. Andrew Wright (16); 13. Michael H Miller (11); 14. Cory Markos (4); 15. Jonathon Becker (3); 16. Neil Verity (2)

Overall Time of Race: 38:32.291; **Average Race Speed:** 78.468mph; **Margin of Victory:** 13.254sec; **Fastest Race Lap:** Isley 1:54.434 (79.277mph); **Lap Leaders:** Isley laps 1-20; **Sunoco Hard Charger:** Funk

RACE 6 | FRIDAY | OCT. 19, 2018 | 2:35 P.M.

FORMULA MAZDA

The Formula Mazda race was remarkable in that the first seven places were unchanged throughout the entire 20-lap sprint race. That did not mean that it was a dull race, however, as the positions behind the leader were in dispute constantly even though no passing occurred. But up front it was a different story as Bryce Cornet took control at the start in his www.brycecornet.com Star Formula Mazda and pulled away at the rate of one second per lap to cement his first Runoffs victory.

The best chance for overtaking, as it turned out, was at the start and at the restart

"I was sleeping a little bit and had to really try hard to hold Mike off"
BRYCE CORNET

following an early full course yellow. As the field stormed into the first turn, Bruce Semler was hit and turned around, which scattered the field with some light contact resulting.

The order of the front of the pack as the field took the restart was Cornet, Mike Anderson, Jarrett Voorheis, last year's winner Mel Kemper, and Bill Weaver. Cornet was well aware of the importance of keeping the lead for the second start. "I had to get the restart right," Cornet recalls. "But I was sleeping a little bit and had to really try hard to hold Mike off."

Indeed, Anderson was primed to pounce at the restart. "I knew that it was critical to get ahead of him, but his car was really hooked up," Anderson notes. "At the yellow, I thought that things were okay - here was a second chance. I got a really

good restart [and] I got most of the way alongside him, but he was able to maintain that outside line and he just took off."

That he did. Cornet pulled away steadily, increasing his lead by one second per lap, winning with an 18.9sec margin of victory. But second place was another matter. Voorheis and his Mitchell Petroleum Star Formula Mazda was right on the tail of Anderson and never let him get a moment's breather. This was despite Voorheis admittedly being uncomfortable with the track.

"I really struggle at this track," confesses Voorheis. "It is a more aggressive track; more than I am used to driving. I was right behind Mike, but with five laps to go I had burned off my tires and had to fall back."

So, the race ran out with the top positions being unchanged



Jeff Loge



Jay Bonvolante

FM CHAMPION

BRYCE CORNET

Oklahoma Region

www.brycecornet.com Star
 Formula Mazda



Reck Convine



IN CONTROL

(ABOVE and LEFT) Bryce Cornet (65) started from the pole and never looked back. Mike Anderson (42) took the battle to Cornet, but could not match his pace. (FAR LEFT) Jarret Voorhies struggled with the challenging track, but held on for third.

for the duration. Cornet, Anderson, Voorhies, Kemper, Weaver, and Nathan Rattton filled the top six. Unfortunately for Kemper, his car was found to be out of compliance in post race technical inspection and was moved to last place with all behind Voorhies moving up a place each.

But in the lead, it was all Cornet. He had it all his way with a comfortable sprint to his first Runoffs victory.

Tom Schultz 🍷

FM QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Bryce Cornet/OKLA 1:37.598; 2. Mike Anderson/CSCC 1:37.999; 3. Melvin David Kemper Jr/Nwst 1:38.383; 4. Bill Weaver/SFR 1:38.465; 5. Jarret Voorhies/CFR 1:38.526; 6. Nathan Rattton/Tex 1:39.661; 7. Stew Tabak/SFR 1:39.690; 8. Brad Drew/CSCC 1:39.836; 9. Derry O'Donovan/SFR 1:40.060; 10. Woody Yerxa/SFR 1:40.910; 11. Doug Nelson/AZ 1:42.151; 12. Bruce Semler/BSky 1:44.955; 13. James Malone/AZ 1:52.983

FM RACE

20 laps, 50 Miles: Pos. Driver (Laps); 1. Bryce Cornet (20); 2. Mike Anderson (20); 3. Jarret Voorhies

(20); 4. Bill Weaver (20); 5. Nathan Rattton (20); 6. Brad Drew (20); 7. Stew Tabak (20); 8. Woody Yerxa (20); 9. Doug Nelson (20); 10. Derry O'Donovan (20); 11. James Malone (18); 12. Bruce Semler (0); 13. Melvin David Kemper Jr (20)

Kemper Jr - Moved behind all compliant cars per Chief Steward - GCR 9.1.1.E.5.D

Overall Time of Race: 36:05.466;
Average Race Speed: 83.788mph;
Margin of Victory: 18.840sec; **Fastest Race Lap:** Cornet 1:37.909 (92.657mph); **Lap Leaders:** Cornet laps 1-2, 4-20; Anderson lap 3; **Sunoco Hard Charger:** Voorhies

RACE 7 | FRIDAY | OCT. 19, 2018 | 3:40 P.M.

AMERICAN SEDAN

American Sedan is a perennial thriller. The cars are big and heavy, and the 40-minute format of a Runoffs race always poses a special challenge for the driver: can you keep your tires and brakes working to the end?

Coming into the Runoffs, eight-time AS Champion Andy McDermid was the prohibitive favorite to win – and for a while, it looked like the race was going to play out that way, despite the fact next to McDermid's Tire Rack pole position sat 13-time champion John Heinricy on the outside. Even at the drop of the green flag when a couple of cars tangled in Turn 1, that happened behind the frontrunners, with McDermid taking the lead in his WeatherTech/Felice Performance/Lane Ford Mustang, followed by Drew Cattell in the Hoosier/G-Loc/AEM/Hagan Cadillac CTS-V, Heinricy in the Hoosier/Hawk/Mobil Chevrolet Camaro, and Daniel Richardson in the Hoosier/GT/PAW/Auto Gear/Anze Chevrolet Camaro.

Cattell quickly settled in to chase McDermid while Richardson dogged Heinricy for third. "I was trying to pressure Andy for a while and trying to get him to run his tires and brakes off," Cattell says.

And, ironically, that's exactly what happened in the fifth lap. McDermid lost his back, right wheel under braking with the wheel and tire bouncing high in the air; Cattell, meanwhile, watched and wondered. "First, I wondered if there would be a full course caution," he recalls. "Then I thought it might be a little bit easier now because I wouldn't have to pass Andy."

Cattell took over the lead with a solid gap back to Heinricy, now in second place.

"The safety car came out, and I was looking in my mirrors and I didn't see John anywhere," Cattell says. "Then we got bunched back up and I knew it would be a heck of a race from there."

Richardson was more than seven seconds behind Heinricy as the yellow flags came out to retrieve McDermid's car, but the gaps closed up and put Heinricy and Richardson back in the hunt. Meanwhile, Pratt Cole had taken up the fourth spot, with Lynne Griffiths in fifth.

A new green flag flew in the eighth lap, allowing Cattell and Heinricy to show what they had. The two leaders began pulling away from Richardson and the balance of the field. Heinricy filled Cattell's mirrors, made a few tentative moves, and waited for his moment.

"It was pretty textbook for me," Heinricy notes. "I could sit there and watch what was going on up front. I had a chance to go on hitting my marks and keeping my tires under me and keeping the brakes there. As long as I could stay in touch, that was what I wanted to do."

Heinricy made his pass for

the lead in Turn 11 on the 15th lap, diving to the inside of the right-hand hairpin under braking. However, Cattell did not retire gently, staying right on Heinricy's bumper through the next laps.

"John drove a great race and made a clean pass," Cattell admits. "I tried to stick with him and pressure him, but I didn't have the speed to stay there. I was hoping for some lap traffic at the end, but that didn't work."

By the 18th lap, the leaders were encountering that lap traffic, but it balked Cattell instead and allowed Heinricy to pull ahead into clear track. At the finish line, Heinricy led Cattell by 1.928sec.

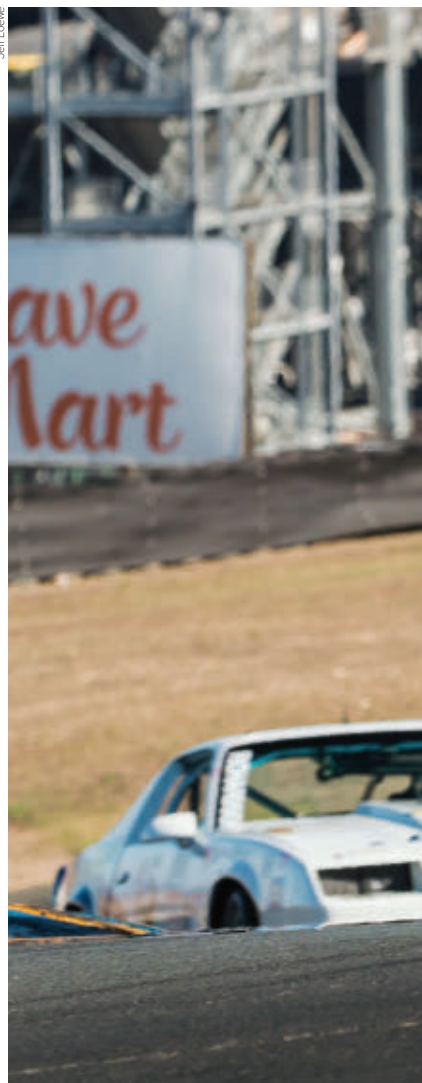
"At the end of the race the tires were still working, the brakes were still working, and the engine was pulling like crazy," Heinricy says.

Richardson finished third, about 26sec behind Cattell.

"For a majority of the race, I was just trying to stick with these guys," Richardson says. "I can't thank everyone enough. SCCA runs a great program. I love these guys and I love A Sedan."

Jeff Jurschmeide 📍

Jeff Loeve



AS CHAMPION

JOHN HEINRICY

Detroit Region
Hoosier/Hawk/Mobil Chevrolet Camaro



Jay Bonvillian



Rick Convine



Jay Benavidez

THE GENERAL
(ABOVE and MIDDLE LEFT) GM products swept the AS podium, with John Heinricy recording his 14th Runoffs title behind the wheel of the fourth gen Camaro. (FAR LEFT) Drew Cattell drove his Cadillac to a runner-up finish. (LEFT) Daniel Richardson (15) rounded out the podium in his third gen Camaro.

AS QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Andrew McDermid/Milw (Ford Mustang) 1:47.782; 2. John Heinricy/DET (Chevrolet Camaro) 1:47.784; 3. Drew Cattell/DET (Cadillac CTS-V) 1:48.000; 4. Daniel Richardson/WDC (Chevrolet Camaro) 1:48.021; 5. Kevin Fandozzi/DET (Chevrolet Camaro SS) 1:49.664; 6. Pratt Cole/Reno (Ford Mustang GT) 1:52.209; 7. Christopher Qualls/CSCC (Ford Mustang Cobra) 1:52.983; 8. Jim Wheeler/KCR (Pontiac Firebird) 1:54.256; 9. Lynne Griffiths/Ore (Ford Mustang Coupe GT) 1:54.470; 10. Allison Palitz/CSCC (Ford Mustang) 1:56.758; 11. Michael Thompson/SFR (Chevrolet Camaro) 1:57.307; 12. Andy Schniedermeyer/STL (Chevrolet Camaro) 1:59.227

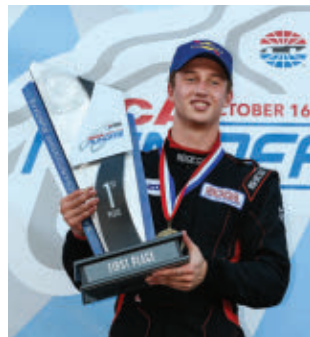
AS RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. John Heinricy (20); 2. Drew Cattell (20); 3. Daniel Richardson (20); 4. Pratt Cole (20); 5. Lynne Griffiths (20); 6. Jim Wheeler (20); 7. Andy Schniedermeyer (19); 8. Michael Thompson (19); 9. Andrew McDermid (4); 10. Allison Palitz (2); 11. Kevin Fandozzi (0); 12. Christopher Qualls (0)

Overall Time of Race: 39:55.436;
Average Race Speed: 75.744mph;
Margin of Victory: 01.928sec; **Fastest Race Lap:** Heinricy 1:50.345 (82.215mph); **Lap Leaders:** McDermid laps 1-4; Cattell laps 5-14; Heinricy laps 15-20; **Sunoco Hard Charger:** Schniedermeyer

A LEGACY

(RIGHT and BELOW) The Lazier name has long been associated with professional open-wheel racing, and now Flinn Lazier has his own hardware to add to the family trophy case. (BOTTOM) Liam Snyder (28) and Scott Rettich (17) settled into a rhythm that brought them home in second and third respectively.



Rock Corvine

RACE 8 | FRIDAY | OCT. 19, 2018 | 4:45 P.M.

FORMULA ENTERPRISES 2

This was the first year for a Runoffs championship in Formula Enterprises 2. The new class reflects a new engine package for the FE chassis that gives drivers a little more power, plus a few reliability extras. "Overall, they're just small upgrades," notes FE2 Tire Rack polesitter Flinn Lazier. "You know, it's just a little quicker. So, I thought it was a good change."

After leading qualifying in the first two sessions, Liam Snyder ended up on the outside pole in his Snyder Brothers Racing FE2, sitting alongside Lazier's Tivoli Lodge/Bell Helmets/Stockit SCCA Mazda FE2. Lazier bested Snyder by just 0.045sec in the final qualifying session on Thursday. Third place on grid was claimed by six-time FE Champion Scott Rettich in his Alliance Autosport/Red Line Oil FE2.

At the drop of the green, the top three drivers fell in line with their qualifying positions - and that's how it went for 20 laps. At the checker, Lazier won with a margin of 8.619sec, with Snyder second and Rettich another 1.3sec back in third. It looked textbook from the outside, but in the cockpit, the story is always different.

"We had a pretty clean day," Lazier says. "We got away early, which helped us, but Liam definitely kept the pressure on. By no means was it relaxing at any point, but we just ran the race and stayed clean."

Snyder was philosophical about his finish, especially since his twin brother had won the FE race in the split group session. "We had a great start," Snyder says. "It was a very clean start. We were having some troubles with getting the setup from the



Rock Corvine

FE2 CHAMPION

FLINN LAZIER

Colorado Region
Tivoli Lodge/Bell Helmets/
Stockit SCCA Mazda FE2



Mark Weber

FE2 QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Flinn Lazier/Colo 1:35.040; 2. Liam Snyder/Tex 1:35.085; 3. Scott Rettich/OVR 1:35.967; 4. Rhett Barkau/BVR 1:36.455; 5. Jim Devenport/SFR 1:36.521; 6. Brandon Aleckson/SFR 1:36.552; 7. Thomas W Burt/Nwst 1:36.726; 8. Paul Schneider/CCR 1:37.018; 9. Keith McDonald/WDC 1:40.870

Devenport - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

FE2 RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. Flinn Lazier (20); 2. Liam Snyder (20); 3. Scott Rettich (20); 4. Paul Schneider (20); 5. Thomas W Burt (20); 6. Jim Devenport (20); 7. Keith McDonald (19); 8. Rhett Barkau (16); 9. Brandon Aleckson (3)

Overall Time of Race: 33:34.499;
Average Race Speed: 90.067mph;
Margin of Victory: 8.619sec; **Fastest Race Lap:** Lazier 1:35.563 (94.932mph); **Lap Leaders:** Lazier laps 1-20; **Sunoco Hard Charger:** Schneider

last qualifying session, so I tried to create some pressure and to keep up, but [Lazier is] fast."

For his part, Rettich showed good humor about the race. "It was a fun race," he says. "It was relatively lonely there in third. I just couldn't quite keep up today, but you know, it was fun."

Coming from an accomplished racing family in the IndyCar series,

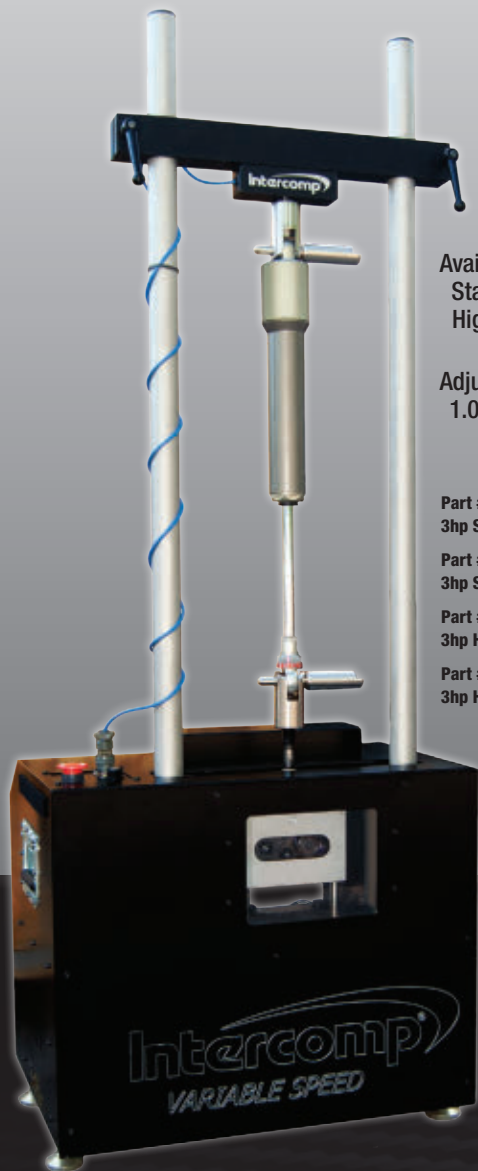
Lazier looks strong for a career in racing, and a Runoffs win just underlines the opportunities that may be available.

"A lot of people ask that question as if it's something being forced upon me," Lazier says of his racing, "but it never is. There's no pressure. It's always great family time."

Jeff Zurschmeide 🍷

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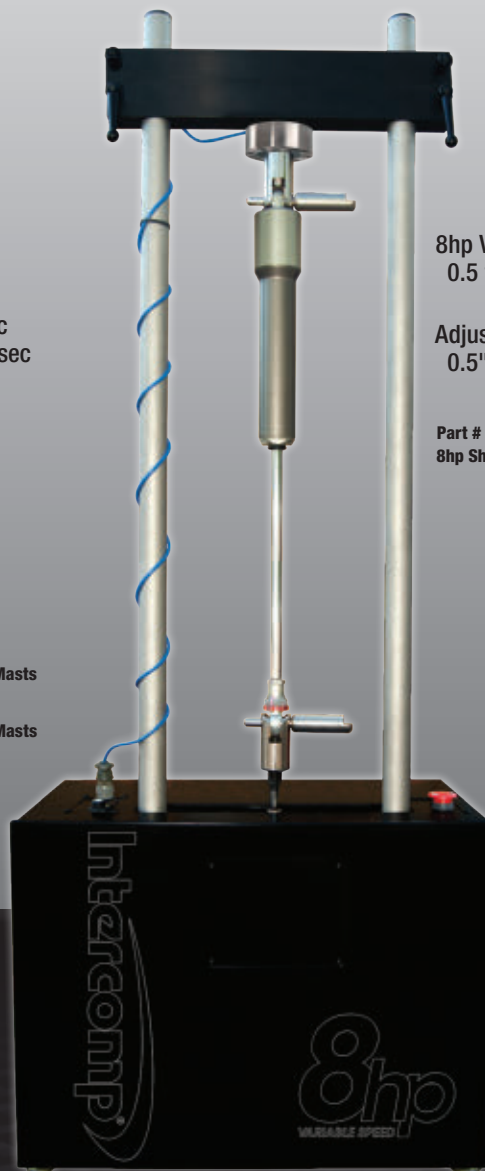
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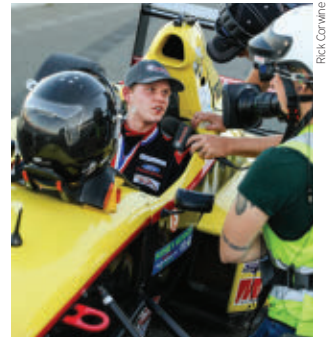


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YOUNG GUNS

(RIGHT and BELOW) At just 15-years old, Mark Snyder raced with the maturity of a seasoned veteran, taking the win from the pole. (BOTTOM) Justin Huffman (11) had a solid hold on second place, but Sunoco Hard Charger John Yeatman (8) was not far behind.



Rick Corvine

RACE 9 | FRIDAY | OCT. 19, 2018 | 4:45 P.M.

FORMULA ENTERPRISES

With the advent of the new, more powerful Formula Enterprises 2 class, there was ample speculation about the original FE class heading into the Runoffs because the two classes raced together, requiring drivers to choose one class or the other. As it happened, 10 drivers chose to compete in FE.

After three days of qualifying, 15-year-old Mark Snyder put his Snyder Brothers Racing FE on the Tire Rack pole for the race. Interestingly, Snyder's twin brother Liam sat on the outside pole of the FE2 contest, and after the FE2 cars took their green flag in a split start with FE, Mark grabbed the FE lead as he crossed the line. Second-place qualifier Brandon Chappell tucked in behind Snyder, with third-place qualifier Justin Huffman in his Cleverspeck FE slotting into his position as well.

"I had a slow start," Snyder notes of the race's first few hundred feet. "I looked right, though, and I had a clear path, so I cut right and went up into Turn 1. I looked in the mirror and I just saw 15 FEs, and I'm like, oh, this is going to be crazy."

By the second lap, fifth-place qualifier Lee Rackley grabbed third. Rackley moved up to second in the seventh lap, while Chappell held onto third before retiring in the 10th lap. Huffman was there to pick up third for the second half of the race. Rackley spun off in the 14th lap, gifting the second spot to Huffman and moving the Bulldog Motorsport/Gold Hill Racing FE of John Yeatman into third.

"I settled into fourth for a good long while and just kind of kept everybody in sight," Huffman said. "Eventually, Lee



Mark Weber

(Rackley) spun, and I started fading back a bit, having overcooked rear tires. Things got a little more exciting in places. John (Yeatman) was coming for me. I think John was actually beside me a couple of times."

Snyder may have seen some of this in his rearview mirror, but not much because by the 17th lap, he had a gap of 17 seconds over Huffman, while Yeatman continued racing just 1 second behind.

"I started in seventh, and so it was quite a distance to get up to third," Yeatman says. "There was a lot of attrition, so it's sad that I had to come up through

that. I had some good battles, working really hard for second, but it just never came together."

At the checker, Snyder took his first Runoffs championship with a margin of victory of 16.379sec, with Huffman second and Yeatman another eight seconds back in third - a run from seventh, earning him the Sunoco Hard Charger award.

"I knew I had to keep pushing, and then I just calmed down," Snyder recalls. "The shade started hitting the track, and about mid-race my spotter told me I had an 18-second gap, so take it easy. I backed off, and in Turn 1 I was glad I backed off, because that sun was getting really bad. I think my last lap might have been one of my slowest.

"When we crossed the checkered flag I just heard extremely loud noises in my ears," says Snyder. "That was good. I felt great!"

Jeff Zurschmeide 🍷

FE CHAMPION
MARK SNYDER

Texas Region

Snyder Brothers Racing SCCA Mazda FE

FE QUALIFYING
Pos. Driver/Region (Car) Best Time;

1. Mark Snyder/Tex 1:37.517; 2. Brandon Chappell/LV 1:38.403; 3. Justin Huffman/WDC 1:38.406; 4. Quinten Nelson/OVR 1:38.709; 5. Lee Rackley/NCR 1:38.920; 6. Chuck Clendenen/CSCC 1:39.059; 7. John Yeatman/SFR 1:39.410; 8. Jeff Read/SFR 1:39.459; 9. Bryan Scheible/FLR 1:44.650; 10. Allan Sveta/CSCC 1:49.275

Sveta - Loss of qualifying 2 times per Chief Steward - GCR 9.3.25.A

FE RACE
20 laps, 50 Miles: Pos. Driver (Laps);

1. Mark Snyder (20); 2. Justin Huffman (20); 3. John Yeatman (20); 4. Quinten Nelson (19); 5. Jeff Read (19); 6. Lee Rackley (19); 7. Bryan Scheible (18); 8. Allan Sveta (18); 9. Chuck Clendenen (16); 10. Brandon Chappell (10)

Overall Time of Race: 34:51.656;
Average Race Speed: 86.745mph;
Margin of Victory: 16.379sec; **Fastest Race Lap:** Rackley 1:38.504 (92.098 mph); **Lap Leaders:** Snyder laps 1-20; **Sunoco Hard Charger:** Yeatman

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Danny Steyn

Super Tour Under

Kevin Boehm

Touring 1 (T1)

Kris Olson

Touring 2 (T2)

Jack Kachadurian

Touring 3 (T3)

Marshall Mast

Touring 4 (T4)

John Heinricy

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GOING FOR IT

Kevin Boehm (BELOW) drove a dominating race, crossing the stripe nearly 50sec ahead of second-place finisher Ian Barberi (RIGHT). (BOTTOM RIGHT) The battle for third was a race-long shootout between Nicolai Elghanayan (silver Lotus) and Kevin Koelemeyer (black Honda), with Elghanayan eeking out the spot in the closing laps.



Mark Weber

RACE 10 | SATURDAY | OCT. 20, 2018 | 8:30 A.M.

SUPER TOURING UNDER

Sometimes the hottest race at the Runoffs isn't for a championship - that's how it was in this year's STU race, anyway. Not that Kevin Boehm looked like he was going to have it easy in his HPD/Acuity Instruments/Carbotech Honda Civic that sat on the Tire Rack pole, namely because he had Nathan Pope in his Honda Prelude on outside, qualified a tenth of a second behind. Rylan Hazelton and Kevin Koelemeyer sat in the second row, with Hazelton less than a second off the pole. On the third row was Nicolai Elghanayan and Ian Barberi - these two may not have been turning pole times, but timing had them right on top of each other.

Sadly, the front was a race that didn't happen. Hazelton pulled off with mechanical trouble on the pace lap, leaving Koelemeyer alone in the second row. Then Pope grabbed the lead at the start, but spun into a slick Turn 2 and ended up making contact with Franklin Church, taking both cars out of the race. At that point, Boehm regained the lead and never lost it, driving to a staggering margin of victory over Barberi.

"You never really know exactly what everybody's going to do, because everybody is just kind of reacting," Boehm says of the race start. "I didn't exactly see all that happened. I was trying to get a gap and then I was going to try to maintain wherever I could until the end and hope that nobody could save their tires better than I could."

Barberi had a fortunate break, but it was skill that kept him at the front. Starting sixth in his TC Design Motorsports BMW M3, Barberi had charged through the first lap carnage to take up the second spot, which he held throughout the race, earning him the Sunoco Hard Charger award.



"I really got lucky in that start," he says. "Two of us were lucky to avoid the spin, and I think the people on the outside had to slow down, so we were able to skate by."

Passing the crash, Koelemeyer took up the third spot, with Elghanayan just behind. But while the leaders drove away, Koelemeyer and Elghanayan put on a spectacular show. Koelemeyer held third for the first four laps, then Elghanayan for three laps, then Koelemeyer again for 10 laps, then Elghanayan again to the end. Throughout the race, the two drivers cut and diced through every corner.

The battle came down to the Koelemeyer's Honda having greater acceleration and Elghanayan's Lotus featuring superior braking and cornering. The two cars were side-by-side multiple times every lap. During the mid-race laps with Koelemeyer in the lead, Elghanayan repeatedly tried an outside pass, but could never make it stick.

On every straight, Koelemeyer's Honda would create a lead, only to lose it again to Elghanayan's MarcoPolo Motorsports/Muellerized Lotus Exige S under braking.

That's how it went until the 18th lap, when Koelemeyer finally ran out of tires and slid in Turn 7, making incidental contact with Elghanayan. But as the cars pulled into the pit lane, Elghanayan and Koelemeyer

jumped out and exchanged a crisp high-five. "[Koelemeyer] and I were wheel-to-wheel, toe-to-toe the majority of the race," Elghanayan says. "I was watching in the back and he was sliding going up into Turn 1, so I was just waiting for those tires to go. We had two little love taps but it didn't disrupt anything. So that was great."

Jeff Zurschmeide 📍



Rupert Berrington

STU CHAMPION

KEVIN BOEHM

Ohio Valley Region

HPD/Acuity Instruments/
Carbotech Honda Civic

STU QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Kevin Boehm/OVR (Honda Civic) 1:46.118; 2. Nathan Pope/SFR (Honda Prelude) 1:46.281; 3. Rylan Hazelton/SFR (Honda S2000) 1:46.907; 4. Kevin Koelemeyer/CFR (Honda Civic) 1:48.384; 5. Nicolai Elghanayan/CSCC (Lotus Exige S) 1:48.476; 6. Ian Barberi/SFR (BMW M3) 1:48.554; 7. Franklin Church/LV (Mazda Miata) 1:53.161; 8. Kevin Lachance/CSCC (Acura Integra) 1:53.197; 9. Whitfield Gregg/NYR (Mazda Miata) 1:57.435; 10. Bruce Trenery/SFR (Acura RSX) 1:59.227

Boehm - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

Koelemeyer - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

Hazelton - Loss of qualifying 2 times per Chief Steward - GCR 9.1.4.D.4.F

STU RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. Kevin Boehm (20); 2. Ian Barberi (20); 3. Nicolai Elghanayan (20); 4. Kevin Koelemeyer (20); 5. Whitfield Gregg (18); 6. Bruce Trenery (18); 7. Kevin Lachance (18); 8. Franklin Church (14); 9. Nathan Pope (1); 10. Rylan Hazelton (0)

Overall Time of Race: 37:17.628;
Average Race Speed: 81.086mph;
Margin of Victory: 49.757sec; **Fastest Race Lap:** Boehm 1:46.514 (85.172mph); **Lap Leaders:** Pope lap 1; Boehm laps 2-20; **Sunoco Hard Charger:** Barberi

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RACE 11 | SATURDAY | OCT. 20, 2018 | 9:35 A.M.

PROTOTYPE 2

Last year, Tim Day Jr. was second in both P1 and P2. This year, he went one better. Day put his Mere Mortal Stohr WF-1 on the Tire Rack pole and then proceeded to lead every lap to win his first Runoffs. But while Day was enjoying his view up front, behind him there was constant action.

The tussle for second was tight, with Lucien Pancea and Chuck Bona battling close. Following them in fourth was the winner of the last two years, Jeff Shafer. However, Shafer was not in his familiar Stohr or Radical; rather, he was out for the first time in a new One Motorsports Ligier JS49 Honda. The two-seat, Honda-powered racecar had minimal laps on it, and Shafer experienced various problems in practice. Indeed, he only was able to qualify on Thursday.

Pancea was under constant pressure from Bona, and on the sixth lap he spun in Turn 11, dropping back three places. But Bona was able to enjoy second place for only three laps, as he proceeded to spin, also in Turn 11, then he dropped out of the race. Shafer was now second, with Greg Gyann up to third. Day continued to slowly increase his lead, which was now three seconds at the halfway mark.

Pancea was making amends for his earlier misstep and was moving back up in the field. By lap 15 of 20 he was fourth and closing on third-placed Gyann. Up front, Day had increased his lead to 5.5sec over Shafer, but unnoticed until now was the advance of Perry Richardson from way back. Richardson had started last in the 19-car field, the result of having no qualification time recorded in his Casino Fandango/Briggs Consulting Stohr WF1 Suzuki.

On the 17th lap, the order remained Day, Shafer, Gyann, and Pancea, but Richardson was up to fifth and closing fast. As the last couple of laps played out, Richardson passed Pancea, then Gyann, and came home third behind Day and Shafer, climaxing a rather amazing charge.

After a couple of Runoffs second places, Day was very pleased to stand atop the podium, revealing his race strategy post race. "I tried to stretch an early lead to take advantage of the early race grip of my Avon tires, if heated properly," he says. "I really pushed it through the Turn 7 to Turn 11 section and took it a bit easier elsewhere."

Jeff Shafer had a less stressful race than he had in practice and qualifying. "The rear body work flew off early in the week and

"I really pushed it through the Turn 7 to Turn 11 section and took it a bit easier elsewhere"
TIM DAY JR.

that cost us a lot of time," he says. "We had to re-laminate the body and it was not as strong as before. It flexed a lot. I also switched tires and it took me a while to feel out the situation. I wound up with Goodyears, and they really worked for me. I had a great view of the Pancea and Bona scrap and watched them go off. That worked for me!"

But the day belonged to Tim Day Jr., who finally ascended that crucial last step at the Runoffs. We don't think this will be his last time.

Tom Schultz



Day/Bonacour



Jeff Loewe

NO LOOKING BACK

(LEFT) Tim Day Jr. started from the pole and never looked back, bettering his runner-up finish in 2017 with the championship. (BOTTOM MIDDLE) Jeff Shafer overcame problems in practice and qualifying to finish second. (BOTTOM LEFT) Perry Richardson made big moves to come from 19th on the grid to finish third.

P2 QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Tim Day Jr./CSCC (Stohr WF1 Suzuki) 1:30.620; 2. Chuck Bona/SFR (Stohr WF1 Suzuki) 1:32.031; 3. Lucian Pancea/Almo (Stohr WF1 Suzuki) 1:32.478; 4. Jeff Shafer/CSCC (Ligier JS49 Honda) 1:32.541; 5. Greg Gyann/CHI (Stohr WF1 Suzuki) 1:33.492; 6. Dustin Decker/SFR (AMAC AM-006 Suzuki) 1:33.735; 7. David Ferguson/CSCC (Van Diemen RFS03 Mazda) 1:33.799; 8. Armen Megregian/FLA (Ligier JS 51 Honda) 1:34.284; 9. Sherman Chao/CFR (Stohr WF1 Suzuki) 1:34.879; 10. Paul Decker/SFR (AMAC AM5 Suzuki) 1:35.146; 11. Eric O'Brien/SFR (AMAC AM7 Kawasaki) 1:36.181; 12. Mike Reupert/Milw (Stohr WF1 Suzuki) 1:36.416; 13. Fernando Fabian Okonski/SFR (Stohr WF1 Suzuki) 1:36.726; 14. Kevin Mitz/SFR (Stohr WF1 Suzuki) 1:36.877; 15. John Bosso/SFR (Fox RF3 Suzuki) 1:39.116; 16. Rob Conrad/CSCC (Van Diemen RFS99 Mazda) 1:43.600; 17. Kurt Ladendorf/SFR (AMAC AM5 Suzuki) 1:44.493; 18. Richard Colburn/CHI (Nostendo 1) 1:44.883; 19. Perry Richardson/SFR (Stohr WF1 Suzuki) no time

Chao - Loss of qualifying 2,3 times - Car change

Shafer - Loss of qualifying 1,2 times - Car change

P2 CHAMPION

TIM DAY JR.

Cal Club Region
Mere Mortal/GDRE/Summit
Stohr WF1 Suzuki

P2 RACE

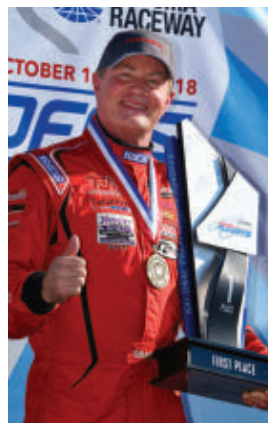
20 laps, 50 Miles: Pos. Driver (Laps);

1. Tim Day Jr. (20); 2. Jeff Shafer (20); 3. Perry Richardson (20); 4. Greg Gyann (20); 5. Lucian Pancea (20); 6. Armen Megregian (20); 7. David Ferguson (20); 8. Eric O'Brien (20); 9. Mike Reupert (20); 10. Dustin Decker (19); 11. John Bosso (19); 12. Richard Colburn (18); 13. Kurt Ladendorf (17); 14. Fernando Fabian Okonski (16); 15. Paul Decker (15); 16. Rob Conrad (14); 17. Chuck Bona (7); 18. Sherman Chao (4); 19. Kevin Mitz (3)

Overall Time of Race: 31:15.155;
Average Race Speed: 96.760mph;
Margin of Victory: 7.852sec; **Fastest Race Lap:** Bona 1:32.071 (98.533mph); **Lap Leaders:** Day Jr. laps 1-20; **Sunoco Hard Charger:** Richardson



Jay Bonadour



Rick Conville

POWER SHIFT

(RIGHT) Spencer Trenery (5) returned tube-frame cars to the top of the podium in GT2, although Andrew Aquilante (33) didn't go down without a fight. (BOTTOM MIDDLE) Brad McAllister came out in second place following a race-long battle. (BOTTOM RIGHT) Preston Calvert drove his production-based Corvette to a third-place finish.

RACE 12 | SATURDAY | OCT. 20, 2018 | 10:40 A.M.

GT2

To win the Runoffs, you have to beat the best. To beat the best, you have to bring a strong effort. And, when you're facing an eight-time Runoffs champion who has won the class three out of five years, the effort will have to be magnified even further.

Spencer Trenery did just that, marching his Fantasy Junction Chevrolet Camaro to Sunoco Victory Lane - not only topping Andrew Aquilante and slowing his recent star power in the class, but passing him on track to take the lead.

Aquilante said before the Runoffs that he wasn't sure that his Phoenix/Hoosier/Hawk Ford Mustang was the car to have in this GT2 race, but that wasn't about to be an excuse. So, Aquilante wheeled away at the start, passing Tire Rack polesitter Trenery.

Trenery, running at his home track, sat his tube-frame car behind the production-based model in the diverse class. It wasn't a patient seat, however, as Trenery continuously looked for a way by. The pair made light contact on a couple of occasions and ran side-by-side through the Turn 1 hairpin on lap four. Trenery had a nose ahead at the stripe, but Aquilante was back in front through the left-handed Turn 1.

The lead went to Trenery for good on lap seven, once again pushing past Aquilante on the inside through the hairpin. The lead began to stretch and was his for good when Aquilante pulled into pit lane on lap 13 with transmission problems.

It wasn't just a first Runoffs National Championship for Trenery - it was also the beginning of his 39th birthday.

"A few hours in and we win a National Championship?" Trenery says. "I hope it continues like this for the rest of the year!"

But birthday luck probably had nothing to do with the win. A mid-week tire brand change helped with going the race distance, and from there it was picking out opportunities. "It was really just a patience game," Trenery explains. "I started to gauge when I was behind [Aquilante] where we might be faster. We have very different preparation in cars, so after sitting back there and identifying where we might be stronger, I just started attacking in those places."

A similar battle raged for second place between Brad McAllister and Michael McAleenan. McAleenan was in front with two to go when he spun in that fateful hairpin, giving McAllister and his Periodontal Associates Ford Mustang second place and his first Runoffs podium. Preston Calvert, after yet another brilliant fight with Mark Boden, finished third in his Calvert Dynamics/Phoenix Chevrolet Corvette for his second podium of the weekend - his first coming the day before in GT1.

Back up front, Trenery may have been running alone at the finish, but it was far from relaxing. Unbeknownst to the rest of the world, his car wasn't charging on the way to grid. He and the team waited until the latest possible time to start the car, then ran the entire time without any blowers to save power.

"Just ignore the red light on the dash, they said," Trenery explains of what his crew said. But it worked - and a birthday wish came true.

Reece White

GT2 QUALIFYING

Pos. Driver/Region (Car) Best Time;
 1. R Spencer Trenery/SFR (Chevrolet Camaro) 1:37.017; 2. Andrew Aquilante/PHL (Ford Mustang) 1:37.203; 3. Michael McAleenan/Nwst (BMW M3 (E36)) 1:37.886; 4. Brad McAllister/Ore (Ford Mustang) 1:38.543; 5. Preston Calvert/WDC (Chevrolet Corvette) 1:39.337; 6. Mark Boden/CHI (Porsche 997.1 GT3 Cup) 1:39.401; 7. Sean Wheeler/SFR (BMW M3 (E30)) 1:40.383; 8. Todd Clarke/Nwst (BMW M3 (E46)) 1:40.428; 9. Tom Patton/CIN (Sunbeam Tiger) 1:40.488; 10. Thomas Herb/CHI (Porsche 991.1 GT3 Cup) 1:40.789; 11. Tim Lynn/SFR (Chevrolet Camaro) 1:41.882; 12. Oli Thordarson/CSCC (Chevrolet Corvette) 1:42.102; 13. Robert Kahn/CSCC (Chevrolet Corvette) 1:42.397; 14. Joseph Wolf/NER (Chevrolet Camaro) 1:45.922; 15. Christopher Qualls/CSCC (Chevrolet Camaro) 1:46.487; 16. Mark Kibort/SFR (Porsche 928) 1:46.606; 17. Lars Mapstead/SFR (Porsche 997.1 GT3 Cup) 1:48.207; 18. Robert Kelley/CSCC (Dodge Viper Comp Coupe) 1:48.800; 19. Bradford Sofronas/CSCC (Chevrolet Camaro) 1:49.850; 20. Bryan MacMillan/SFR (Ford Mustang) 1:50.841; 21. Danny Malfatti/SFR (Chevrolet Impala) 1:51.856; 22. Timothy Gray/LOL (Ford Mustang) 1:57.822; 23. Behram Soonawala/SFR (Porsche 911 Coupe) No time

McAllister - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

Gray - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

Clarke - Loss of qualifying 3 times per SOM - GCR 9.1.2

GT2 RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. R Spencer Trenery (20); 2. Brad McAllister (20); 3. Preston Calvert (20); 4. Mark Boden (20); 5. Sean Wheeler (20); 6. Thomas Herb (20); 7. Oli Thordarson (20); 8. Joseph Wolf (19); 9. Christopher Qualls (19); 10. Mark Kibort (19); 11. Lars Mapstead (19); 12. Tim Lynn (19); 13. Michael McAleenan (18); 14. Danny Malfatti (18); 15. Bryan MacMillan (18); 16. Robert Kahn (15); 17. Tom Patton (13); 18. Andrew Aquilante (12); 19. Timothy Gray (7); 20. Todd Clarke (0); DNS: Robert Kelley (); DNS: Bradford Sofronas (); DNS: Behram Soonawala ()

Overall Time of Race: 33:42.562;
Average Race Speed: 89.708mph;
Margin of Victory: 14.713sec; **Fastest Race Lap:** Trenery 1:38.524 (92.079 mph); **Lap Leaders:** Aquilante laps 1-4, 6; Trenery laps 5, 7-20; **Sunoco Hard Charger:** Malfatti

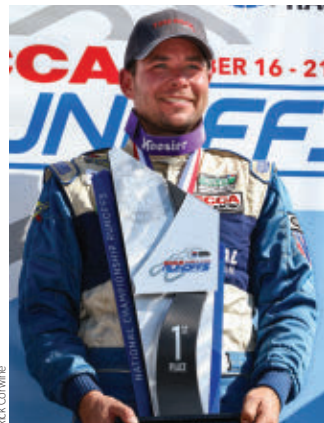


Rupert Berrington

GT2 CHAMPION

R. SPENCER TRENER

San Francisco Region
 Fantasy Junction Chevrolet Camaro



Rick Conville



Mark Weber
Jay Benavidez



REDEMPTION

(RIGHT) Jonathon Kotyk learned from his mistakes at the 2017 Runoffs and came back in dominant form to take the FF win. (BOTTOM MIDDLE) Perennial front runner Time Kautz once again landed on the podium, adding a silver medal to his collection. (BOTTOM RIGHT) Chuck Horn looked to have second place well in hand, but issues in traffic allowed Kautz to get the best of him, relegating him to third.

RACE 13 | SATURDAY | OCT. 20, 2018 | 11:45 A.M.

FORMULA F

Jonathan Kotyk was at the center of one of the most epic Formula F battles in recent memory at the 2017 Runoffs at Indianapolis Motor Speedway. The Atlantic Beach, Fla., driver led a couple of laps at different points of the race, but ultimately ended up third. And, while it was a good battle, he had no intention of letting that happen in 2018. "We just wanted to make sure we had a good strategy for the race and pull away - so that's what we did," he says. "It feels good. I definitely felt like I was close last year. I led some of the race but missed out on cycling through. I just wanted to make sure we got it done this year."

Koty, a winner of the 2017 Team USA Scholarship thanks in part to that Runoffs performance, was gone in the distance this year in his K-Hill Motorsports Mygale Honda. Any battle in this race was going to come from elsewhere in the field. Fortunately, Chuck Horn, Bob Perona, and Tim Kautz were all too happy to provide.

Kautz began by attacking Perona for the final podium position early. But even as they were battling, they were also edging up to Horn in second to make it a three-way fight. As the trio headed into the Turn 11 hairpin on lap six, Kautz moved his Braeburn/Hoosier/HomeCutDonuts Piper DF3D Honda to the inside of Perona. Perona, though, turned toward the paint and the two touched, with Perona ending up with the worst of it and spinning back to fifth.

"I could see Jonathan getting away," Kautz recalls. "My strong suit is through the Esses

and down to [Turn] 10. I was pulling on 'em, and I thought, 'OK, we're not going to rein in [Koty] like this.' I went inside Bob [Perona] - he left it wide open and I went inside of him then we hit front wheels as he turned in. That set me back."

Perona would eventually make up one of his lost positions to get back to fourth, but the battle for second appeared to be over - Horn had a three-second gap to Kautz. That gap was shrinking, but not enough. There would have to be some bad breaks in traffic for Horn if Kautz was going to get close enough to challenge. As it turns out, that's exactly what happened, but not in the way that might have been expected. Horn had to tighten his line in the Carousel because of lapped traffic, and that sent his Hybels/Max Ent-Porter Racing Swift DB6 Honda into a spin, allowing Kautz to come through for second.

"We started hitting lapped traffic and it got a little bit dicey," explains Horn, who hails from nearby Los Gatos, Calif. "I took a few risks and it worked out, but then toward the end I made a mistake. Luckily, I didn't tap the wall and the car didn't stop running, so I was able to get it gathered up pretty quick." Horn was able to get going before Perona came through, taking the last podium position.

Koty led every lap on his way to a nearly 10sec margin of victory, and he set a new lap record in the process. The top five - Denny Renfrow completed the quintet - were all under the track record.

Richard S. James

FF QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Jonathon Kotyk/Bucc (Honda Mygale Honda) 1:41.612; 2. Chuck Horn/SFR (Swift DB6 Honda) 1:42.061; 3. Bob Perona/IND (Piper DF3D Honda) 1:42.359; 4. Tim Kautz/CHI (Piper DF3D Honda) 1:42.381; 5. Skip Streets/SFR (Piper DF05 Honda) 1:43.334; 6. Denny Renfrow/SFR (Piper DL7 Honda) 1:43.367; 7. Rick Payne/Nwst (Van Diemen RF99 Honda) 1:43.535; 8. Jon Brandstad/SFR (Swift DB6 Honda) 1:44.367; 9. Brad Hayes/SFR (Piper DL7 Honda) 1:44.550; 10. Steve Meyer/Colo (Swift DB6 Honda) 1:45.062; 11. Doug Learned Jr./SFR (Piper DL7 FF Honda) 1:45.098; 12. Joseph Hopkins/SFR (Swift DB6 Honda) 1:45.555; 13. Edward Erlandson/CSCC (Swift DB6 Honda) 1:46.005; 14. David Jalen/SFR (Mygale SJ-09 Honda) 1:46.158; 15. Douglas Brenner/CSCC (Van Diemen RF00 Honda) 1:46.471; 16. Dwight Rider/Colo (Swift DB6 Honda) 1:46.582; 17. Manuel Leonardo/SFR (Piper DL7 Honda) 1:46.712; 18. Eric Little/CSCC (Swift DB1 Ford) 1:47.073; 19. Bill Kephart/CDR (Vestal 15AB Ford) 1:47.101; 20. Michael Bernstein/SFR (Piper DF05 Honda) 1:47.533; 21. Mark Keller/Nwst (Piper DF05 Honda) 1:47.790; 22. R Lawence Bangert/Nwst (Swift DB1 Ford) 1:49.940

Erlandson - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A

FF RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Jonathon Kotyk (20); 2. Tim Kautz (20); 3. Chuck Horn (20); 4. Bob Perona (20); 5. Denny Renfrow (20); 6. Rick Payne (20); 7. Jon Brandstad (20); 8. Joseph Hopkins (20); 9. Brad Hayes (20); 10. Skip Streets (20); 11. Steve Meyer (20); 12. Edward Erlandson (20); 13. David Jalen (20); 14. Eric Little (20); 15. Dwight Rider (20); 16. Douglas Brenner (19); 17. Bill Kephart (19); 18. Michael Bernstein (19); 19. Manuel Leonardo (19); 20. Mark Keller (19); 21. Doug Learned Jr. (16); 22. R Lawence Bangert (5)

Overall Time of Race: 34:20.255;
Average Race Speed: 88.067mph;
Margin of Victory: 9.891sec; **Fastest Race Lap:** Kotyk 1:42.049 (88.898mph); **Lap Leaders:** Kotyk laps 1-20; **Sunoco Hard Charger:** Hopkins



Rupert Berrington

FF CHAMPION

JONATHAN KOTYK

Buccaneer Region
K-Hill Motorsports Mygale Honda



Rick Conville



Jay Bonducal
Rick Cervone



SMOOTH AND CONSISTENT
(BELOW and RIGHT) Lance Spiering drove a smart race and ultimately walked away the winner. Rounding out the podium was F. Russell Strate Jr. (BOTTOM LEFT) and John Walbran (BOTTOM RIGHT).



Rick Conville

RACE 14 | SATURDAY | OCT. 20, 2018 | 11:45 A.M.

FORMULA 500

A small but dedicated band of racers showed up at Sonoma Raceway for the Formula 500 championship race. While this smaller than normal field was expected for the largely East Coast centric class, the racing did not disappoint.

Prior to the Runoffs, Wiley Clint McMahan, the 2017 champ, predicted that Jeff Jorgensen was the man to beat, going so far as to say, "The only way he will lose is if he goes off track or breaks." Little did he know how right he would be. Starting from the Tire Rack pole in his CTD Motorsports Novakar J10 Rotax, Jorgenson looked to have the race well in hand, with his only challenge coming from David Lapham who was waving the only flag for the bike-powered camp.

As the drivers settled into the race-pace groove, Lapham mounted his challenge and took the lead on lap six only to relinquish it two laps later. The pair spent much of the race separated by less than 0.3sec, and as they encountered the tail of the Formula F field they shared the track with, they would often swap the lead.

As lap nine came to an end, Lapham got the pass into Turn 11. The duo drove side-by-side into Turn 2, with Jorgenson getting the lead back. Farther back, Lance Spiering sat a distant third, 21sec back in his Quadrini Racing Invader QC1.

With the laps winding down and the lead pair encountering heavy FF lapped traffic, the battle for the win was tighter than ever. With Lapham in the lead on lap 14, the duo went to the inside of Turn 11 to pass an FF - Lapham got through clean, but Jorgenson made contact with the back of



Jay Bonvicol

Doug Learnerd Jr.'s FF. Jorgenson attempted to continue, but damage from the contact forced him to park.

Lapham was credited with the win as he passed under the flying double checkers, but a post-race technical compliance issue placed the top step of the podium in Spiering's hands. "This is my first podium at the Runoffs," says Spiering, who also earned the Sunoco Hard Charger award for his run from third to first. "These cars don't turn the best on the sharp hairpin corners. About halfway through the race, I felt the front tires starting to go out, so it got harder and harder to keep the pace. I knew if I just kept it shiny



Mark Weber

side up I would be good for at least third, so I just worked on that."

While F. Russell Strate Jr. didn't get the start he wanted in his Hoosier/Mitchell Racing Services Scorpion S1 Rotax, a second-place finish found its way to him. "I have to admit it, I kind of blew my start," admits Strate. "David, Jeff, and Lance got away; my race was trying to catch up with them. It was S.C.C.A.: smooth, consistent, concentrate, and alert - that's what got me here."

John W. Walbran picked up the bronze medal with his drive in the Mitchell Racing Services Scorpion S1 Rotax.

Jason Isley

F500 CHAMPION

LANCE SPIERING

Oregon Region
Quadrini Racing Invader QC1 Rotax

F500 QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Jeff Jorgenson/SFR (Novakar J10 Rotax) 1:41.807; 2. David Lapham/NYR (Novakar J10 Suzuki) 1:42.073; 3. Lance Spiering/Ore (Quadrini Racing Invader QC1 Rotax) 1:45.492; 4. F Russell Strate Jr./WNY (Scorpion S1 Rotax) 1:46.679; 5. John W Walbran/Atl (Scorpion S1 Rotax) 1:48.379

F500 RACE

19 laps, 48 Miles: Pos. Driver (Laps);

1. Lance Spiering (19); 2. F Russell Strate Jr. (19); 3. John W Walbran (18); 4. Jeff Jorgenson (15); 5. David Lapham (20)

Lapham - Moved to last in class per Chief Steward - GCR 9.1.1.D.15.B and Suzuki GSXR600 spec line

Overall Time of Race: 34:40.682;
Average Race Speed: 82.842mph;
Margin of Victory: 59.426sec; **Fastest Race Lap:** Lapham 1:42.491 (88.515mph); **Lap Leaders:** Jorgenson laps 1-5, 9, 11-14; Lapham laps 6-8, 10, 15-20; **Sunoco Hard Charger:** Spiering

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RACE 15 | SATURDAY | OCT. 20, 2018 | 1:30 P.M.

SPEC MIATA

Spec Miata never fails to deliver an outstanding race at the Runoffs, and this year was no exception. After three days of qualifying, Ken Sutherland had the pole position in his Wyatt Fire Protection/Miatacage.com 1991 Miata. On the outside pole was local favorite Mark Drennan in the NoWifeNoKids/TFB Performance/WRR 2001 Miata.

Behind them sat two-time E Production Champion Matt Reynolds as well as Jason Rawlins. The third row held 2017 polesitter Chris Haldeman and 2012 Solo champion and Solo Rookie of the Year Tristan Littlehale, then Marc Cefalo, and Austin Newmark. Last year's champ, Preston Pardus, sat next to Justin Casey in the fifth row. This was a tough crowd to run with.

At the green flag, Drennan's more powerful engine carried him to the lead by Turn 2, with Sutherland in his 1.6L car in hot pursuit. Reynolds slotted into the third position. This race was no waiting game; Sutherland was looking for a passing opportunity by Turn 7 and briefly got alongside Drennan in Turn 11 of the first lap.

By the fourth lap things had settled in a little bit, with Drennan leading Sutherland, Reynolds holding third, and Littlehale moving up to fourth. Littlehale edged out Reynolds for third in the fifth lap and began pressing Sutherland for second. The dicing for the lower spots on the podium allowed Drennan to open a one-second gap, but it was still close.

Littlehale got past Sutherland in the seventh lap, while Drennan extended his lead to 1.6sec. Reynolds was also

right there in the mix, looking to get around Sutherland and claim the final podium spot.

In the middle of the race, Drennan used the open track ahead of him to good advantage, extending his lead to 2.5sec in lap eight, and to 3.5sec by the halfway point. Littlehale, Sutherland, and Reynolds were all running nose-to-tail.

By the 13th lap the field began to stretch out, with Drennan leading Littlehale by an impressive 4.6sec, while Sutherland and Haldeman raced each other 2.5sec farther back. Haldeman in his X-Factor Racing/Sunoco/G-Loc 1999 Miata made it around Sutherland in the 15th lap, and then Pardus showed up to race Sutherland for fourth spot. In the 17th lap, Sutherland got back around Haldeman, but the three-way race for third was hot and heavy, and more cars were lined up behind them to take a shot at the podium.

By the penultimate lap, Drennan and Littlehale were long gone, and the race still to be decided was for third. Pardus made his charge against Sutherland, looking to the outside in Sonoma's Carousel Turn 6, but couldn't get it done there. After seeing the white flag, Pardus tried again to the outside in Turn 1, and then contacted Sutherland in Turn 2, spinning him out of contention.

Haldeman took advantage of the commotion, making a last-lap charge to third in Turn 3A and holding the position to the checker ahead of Joe Casey. Pardus survived to finish fifth, while Sutherland was knocked down to ninth. The final margin



Jeff Levee

GO TIME

With 48 cars taking the green, Spec Miata was the largest class of the 2018 Runoffs. As usual, it also delivered a fantastic show.





Rick Corvine

SM CHAMPION**MARK DRENNAN**

San Francisco Region
NoWifeNoKids/TFB Performance/
WRR 2001 Miata



Rick Corvine



Rupert Berrington

“This is my track, it’s my home, and yeah, most races go exactly like that, where I just kind of check out.”

MARK DRENNAN

of victory for Mark Drennan was 9.6sec. Littlehale finished 8sec ahead of Haldeman.

“I had a great time,” a smiling Drennan says of the race. “I’ve been waiting a long time for this. This is my track, it’s my home, and yeah, most races go exactly like that, where I just kind of check out. So, not in my house: I’m going to win, and that’s exactly what happened.”

Drennan is a bit of a comedian on the podium, adding, “I do have to thank my lifelong sponsor, No Wife and No Kids. ‘Cause with them, none of this would have been possible.”



Jay Bonocular

Littlehale, meanwhile, was more pensive about his race in his TC Design Motorsports/Red Line Oil 2001 Miata. “I wish I’d qualified a little bit higher, where I could’ve stuck with Mark’s bumper and given him a little bit more run for his money,” he says. “He says it’s his track, but it’s also my track. It was really clean racing out there, and once I checked out it was pretty nice to just drive by myself.”

For his part, Haldeman showed typical Spec Miata bravado: “I had a lot more fun than these two – these jokers just pulled away.”

Jeff Zurschmeide ☉

HOME GAME

(LEFT) Tristan Littlehale (8) would have liked to qualify better, but he fought hard and worked his way to the second step of the podium. (MIDDLE LEFT and RIGHT) No one was going to beat Mark Drennan on his own turf, and he made it look easy as he pulled away to a nearly 10sec margin of victory. (BOTTOM) Chris Haldeman capitalized on the last lap action, scoring a third-place finish.

28. Nils Musaeus/Hous (2002 Miata) 1:56.809; 29. Joe Boyd/Hous (1999 Miata) 1:56.833; 30. Charlie Campbell/MBR (1999 Miata) 1:57.080; 31. Cole Gibson/SFR (1995 Miata) 1:57.169; 32. Juan Graziosi/SFR (2004 Miata) 1:57.251; 33. Mike LaBouff/SFR (1994 Miata) 1:57.466; 34. Joe Alan Stubblefield/Hous (1999 Miata) 1:57.546; 35. Alan Gjedsted/SFR (1991 Miata) 1:57.722; 36. Amy Mills/NYR (1999 Miata) 1:57.860; 37. Joe Schubert/NER (1999 Miata) 1:57.912; 38. William Keeling/Hous (1999 Miata) 1:57.921; 39. Whitfield Gregg/NYR (1999 Miata) 1:58.149; 40. David Biggar/SFR (1991 Miata) 1:58.281; 41. Gregory Hoff/SFR (1992 Miata) 1:58.383; 42. Ryan Gutlie/SFR (1991 Miata) 1:58.505; 43. Jesse Singer/FLA (1991 Miata) 1:58.956; 44. Jennifer Isley/CSCC (1999 Miata) 2:00.556; 45. John Harms/Colo (1999 Miata) 2:00.595; 46. Mark Hazboun/CSCC (1990 Miata) 2:00.843; 47. Ward Rose/SFR (1991 Miata) 2:02.370; 48. Dan Harding/NEO (1994 Miata) 2:04.716

SM RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. Mark Drennan (20); 2. Tristan Littlehale (20); 3. Chris Haldeman (20); 4. Justin Casey (20); 5. Preston Pardus (20); 6. Matt Reynolds (20); 7. Jason Rawlins (20); 8. Austin Newmark (20); 9. Ken Sutherland (20); 10. Michael Carter (20); 11. Marc Cefalo (20); 12. Cole Ciraulo (20); 13. Nick Leverone (20); 14. Justin Crickenberger (20); 15. Phillip Holfield (20); 16. Jason Kohler (20); 17. Clark Cambern (20); 18. Brandon Sloan (20); 19. Tommy McCarthy (20); 20. Joseph Federl (20); 21. James Wetter (20); 22. Cole Gibson (20); 23. Stephen Jeu (20); 24. Tim Ferrick (20); 25. Nils Musaeus (20); 26. Mike LaBouff (20); 27. Brendan Hermallyn (20); 28. David Biggar (20); 29. Lee Thomas (20); 30. Joe Boyd (20); 31. Juan Graziosi (20); 32. Joe Schubert (20); 33. Amy Mills (20); 34. Whitfield Gregg (20); 35. Gregory Hoff (20); 36. Alan Gjedsted (20); 37. Ryan Gutlie (20); 38. Jesse Singer (20); 39. Joe Alan Stubblefield (20); 40. William Keeling (20); 41. Jennifer Isley (20); 42. John Harms (19); 43. Mark Hazboun (19); 44. Ward Rose (19); 45. Dan Harding (19); 46. Jon Davies (11); 47. Danny Steyn (6); 48. Charlie Campbell (1)

Overall Time of Race: 38:45.563;
Average Race Speed: 78.020mph;
Margin of Victory: 9.625sec; **Fastest Race Lap:** Carter 1:55.278 (78.697mph); **Lap Leaders:** Drennan laps 1-20; **Sunoco Hard Charger:** Biggar

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RACE 16 | SATURDAY | OCT. 20, 2018 | 2:35 P.M.

TOURING 1

Andrew Aquilante came in to the 2018 Runoffs the heavy favorite, being the defending champion and having racked up an impressive number of titles in a short number of years. For Sonoma, Aquilante changed things up a bit, swapping the Mustang that got it done at the Indy Runoffs in favor of the Phoenix/Hoosier/Hawk Chevrolet Corvette, which paid off with the Tire Rack pole position.

The pole would be short lived for Aquilante, however, because when the green waved, Kristofer Olson took the Driving Ambition Acura NSX from the outside of row one to the lead as the field climbed the hill. At the Turn 2 crunch point during that opening lap, Olson took the lead while Aquilante put two tires in the inside dirt, although he did hold on for the number two spot.

As the first lap ended, Olson had a 3sec lead over Aquilante, while Mark Boden held down third another 1.5sec back. Meanwhile, Darrell Anderson and Hugh Stewart were fighting nose-to-tail for fourth.

Working lap three, Olson led the way, posting the fast lap of the race with a 1:41.125. Aquilante held down second but was losing ground to Olson. The best action on track continued to be the battle between Stewart and Anderson for fourth, who were both losing sight of Boden in third.

For much of the race, the order up front went unchanged. By lap 15, Olson had stretched his lead to 12.8sec over Aquilante. Boden, still holding down third, was 14sec behind Aquilante. Anderson and Stewart, meanwhile, were in a tense battle, but things went wrong for

Stewart at the exit of Turn 7 as something appeared to break on the back of his BMW sending him spinning across the track and into the inside wall. Then shortly after Stewart's troubles Boden also dropped out of the running, parking on the exit road at Turn 2, elevating Anderson and his Hoosier/AV8 Supercars Ford Mustang GT to third.

As the checker waved, Olson cruised to the win with Aquilante in an almost unfamiliar second place some 13secs back. Anderson was rewarded with a bronze medal for his great race-long battle.

Olson was given clear instructions by his wife just prior to the race, to the effect of, "Have fun and come home safe." He certainly did both.

For Aquilante, just getting on track required overcoming a number of challenges, from an injured wrist from the GT2 race earlier that day, to clutch issues in the T1 car. "I want to

thank the crew," says Aquilante. "We lost the clutch in the final test session. We didn't get parts until Tuesday and got it back together on Wednesday. We did our thing, and that's all we had."

Arguably the hardest working guy on the track was Anderson in third, who battled with Stewart for the bulk of the run, and possibly didn't even know he was in contention for a podium finish until after the race. "I had an awesome time," says Anderson. "It was probably one of the better battles I've had in a long time. A little bit of the local knowledge of where to be and where not to be helped. It was fun to look in the mirror and see Hugh there."

Up front, Olson quickly summed up his 20 laps around Sonoma during this year's Runoffs. "It was the most fun I've ever had behind the wheel," he says. "It was just fantastic. Life is good."

Jason Isley

THE FUN RUN

(TOP RIGHT) Kristofer Olson took the lead from the outside pole and never looked back. (BOTTOM RIGHT) Andrew Aquilante claimed the pole and the silver medal. (BELOW) Darrell Anderson worked hard and was rewarded with third place.



Jeff Lawrence



Rick Convine

T1 CHAMPION

KRISTOFER OLSON

San Francisco Region
 Driving Ambition Acura NSX



Rick Convine



Rupert Barrington

T1 QUALIFYING

Pos. Driver/Region (Car) Best Time: 1. Andrew Aquilante/PHL (2007 Chevrolet Corvette) 1:40.612; 2. Kristofer Olson/SFR (1991 Acura NSX Turbo World Challenge) 1:41.002; 3. Mark Boden/CHI (2009 BMW E92 M3) 1:41.638; 4. Charlie Hayes/SFR (2006 Mazda MX-5) 1:43.107; 5. Darrell Anderson/SFR (2015 Ford Mustang GT) 1:43.728; 6. Pratt Cole/Reno (2008 Ford Mustang) 1:44.080; 7. Hugh Stewart/NER (2003 BMW E46 M3) 1:44.165; 8. Brad McCall/CFR (2011 Porsche Cayman) 1:44.178; 9. Adrian Wlostowski/NYR (2010 Chevrolet Corvette) 1:44.452; 10. James Candelaria/NNJ (2001 Chevrolet Corvette) 1:44.805; 11. Joseph Gaudette/WDC (2002 Chevrolet Corvette) 1:44.909; 12. Michael Pettiford/Colo (2006 Chevrolet Corvette) 1:45.265; 13. Igor Lyustin/SFR (1992 Acura NSX Turbo World Challenge) 1:45.730; 14. Bill Collins/LOL (2004 Chevrolet Corvette) 1:51.424; 15. Dennis Moser/Tex (2015 Porsche Cayman) 1:52.117; 16. Carl Fung/CSCC

(2004 Chevrolet Corvette) 1:54.806; 17. Mike Henderson/CSCC (2010 Dodge Viper ACR-X) No time

Olson - Loss of qualifying 2 times per SOM - GCR 9.1.9.1.Q.1

T1 RACE

20 laps, 50 Miles: Pos. Driver (Laps): 1. Kristofer Olson (20); 2. Andrew Aquilante (20); 3. Darrell Anderson (20); 4. Adrian Wlostowski (20); 5. Michael Pettiford (20); 6. Pratt Cole (20); 7. James Candelaria (20); 8. Brad McCall (20); 9. Joseph Gaudette (20); 10. Igor Lyustin (19); 11. Bill Collins (19); 12. Dennis Moser (18); 13. Mark Boden (16); 14. Hugh Stewart (14); 15. Carl Fung (9); 16. Charlie Hayes (0); DNS. Mike Henderson ()

Overall Time of Race: 34:36.097; **Average Race Speed:** 87.395mph; **Margin of Victory:** 13.950sec; **Fastest Race Lap:** Olson 1:41.125 (89.711mph); **Lap Leaders:** Olson laps 1-20; **Sunoco Hard Charger:** Pettiford

RACE 17 | SATURDAY | OCT. 20, 2018 | 3:40 P.M.

F PRODUCTION

Sometimes, everything just goes right in racing. And, for Joe Huffaker's 10th SCCA National Championship, this was his race - everything on track went according to plan. Pole position, 20 laps led, a new track record, and a winning margin of 34.284sec.

"It was the perfect race," Huffaker explains in typically understated fashion. "It really was."

But it was so much more than that. For starters, it was his first F Production win since 2001. Sure, he'd stepped away from the Runoffs for a few years, and he had also earned a GT-Lite title in 2014, but the win in the MG Midget was special as it earned him the very unofficial record for most Production wins in the same chassis - a title conceded by Kent Prather and his legendary G Production MGA. More than that though, the win came at home. His boyhood home, his adult home - the exact track that houses the Huffaker Engineering race shop.

"This is really special, especially being at home," Huffaker says. "I didn't think we could ever have a Runoffs here. This is one of the best tracks in America. My family is here, I grew up in Novato, which is 10 minutes away; I live in Petaluma, which is 12 minutes away, and we were the first tenant [at Sonoma Raceway]. There's a lot to it."

His father, SCCA Hall of Famer Joe Huffaker Sr., watched his son win the Runoffs for the very first time. "I can't remember a Runoffs that he was actually at," the 10-time champ says. "He didn't go back east at all after he

retired, and I took the business over. He was pretty burned out - he did it for a lot of years, from Indy to the sports car stuff. I don't blame him. But he was always on the phone with me."

A distant second, Bob Bradfield made some memories at his first Runoffs. The San Francisco Region member spent his championship race behind the wheel of the Ackerman's Volvo Service Volvo P-1800 owned by Bruce Ackerman and campaigned successfully in SCCA Production racing for years. The offer to drive Ackerman's car actually came after his ITA Mazda RX-7 was stolen a year ago, and Bradfield was in between racecars.

Charlie Campbell in his Carbotech/JPM/Campbell Brothers Mazda Miata

"This is really special... I didn't think we could ever have a Runoffs here"
JOE HUFFAKER

completed the podium with a third-place finish, after holding off Brian Linn to the end.

The story, however, remains the continuation of the Huffaker legacy. With 10 career championships, only Jerry Hansen, John Heinrich, and Duane Davis have more. With 14 poles, only Hansen sits above him.

After a dominating performance at Sonoma Raceway, there's no reason to think those numbers won't grow.

Reece White 

FP QUALIFYING

Pos. Driver/Region (Car) Best Time: 1. Joe Huffaker/SFR (MG Midget) 1:47.588; 2. Brian Linn/CSCC (1962 Lotus Super Seven) 1:49.091; 3. Craig Chima/NEO (1962 Lotus Super Seven) 1:49.286; 4. Bob Bradfield/SFR (1962 Volvo P-1800) 1:49.913; 5. Charlie Campbell/MBR (1993 Mazda Miata) 1:50.592; 6. R. Inness Eisele/Colo (1991 BMW 318i/is (E30)) 1:51.361; 7. Bill Hingston/Colo (1990 Mazda Miata) 1:51.629; 8. Paul F Jensen/CDR (1991 Mazda Miata) 1:53.151; 9. Ian Green/Ore (1991 Honda CRX Si) 1:54.419; 10. Kyle Freiheit/Nwst (1993 Mazda Miata) 1:54.634; 11. Bernardo Martinez/CSCC (Honda CRX Si) 1:55.529; 12. Mark Weber/STL (1993 Mazda Miata) 1:56.115; 13. William Hartman/SFR (1963 Lotus Super Seven) 1:56.464; 14. Andrew Wright/TEN (1962 Lotus Super Seven) 1:57.357; 15. Bill Okell/Ore (1992 Austin-Healey Sprite) 1:57.928

Martinez - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

FP RACE

20 laps, 50 Miles: Pos. Driver (Laps): 1. Joe Huffaker (20); 2. Bob Bradfield (20); 3. Charlie Campbell (20); 4. Brian Linn (20); 5. Bill Hingston (20); 6. R. Inness Eisele (20); 7. Paul F Jensen (19); 8. Mark Weber (19); 9. Andrew Wright (18); 10. Bill Okell (18); 11. William Hartman (16); 12. Bernardo Martinez (12); 13. Craig Chima (10); 14. Kyle Freiheit (5); 15. Ian Green (0)

Overall Time of Race: 36:34.338;
Average Race Speed: 82.686mph;
Margin of Victory: 34.284sec; **Fastest Race Lap:** Huffaker 1:48.481 (83.628 mph); **Lap Leaders:** Huffaker laps 1-20; **Sunoco Hard Charger:** Wright

Rupert Barrington



Jay Bonocore



FP CHAMPION

JOE HUFFAKER

San Francisco Region
Huffaker Eng/Goodyear/
G-Loc Brakes MG Midget

RECORD SETTER

(ABOVE) With this FP win, Joe Huffaker enters the double digit club when it comes to Runoffs titles. (LEFT) Bob Bradfield scored an impressive second-place finish in his fantastic Volvo P-1800. (RIGHT) Charlie Campbell successfully fended off Brian Linn in the battle for the final podium position.



RACE 18 | SATURDAY | OCT. 20, 2018 | 4:45 P.M.

TOURING 4

John Heinrich earned his 15th SCCA National Championship in Touring 4 this year, after winning his 14th title a day earlier in American Sedan. But heading into the race, it was far from certain that Heinrich could claim the top step of the podium. His Phoenix/Hoosier/Hawk/Mobil 1 Toyota 86 was second on grid, next to polesitter Gresham Wagner in the fast, Sick Sideways Racing Mazda MX-5.

The 20-year-old Wagner came to the Runoffs with 15 years of racing experience in karts and cars, and he was looking for his first championship. "This year is my first full year in cars," says Wagner. "I did two events in Global MX-5 Cup and then raced to get here to the Runoffs."

The second row of the T4 field included Nick Leverone in a Subaru BRZ and Luis Sanchez in a Toyota 86, while the third row was occupied by Scotty B. White in a Mustang and Izzy Sanchez in another 86.

After a wave-off on the first attempt at a start in a race that was shared with B-Spec, the T4 field found the green flag on the second pass. But the pole position isn't always a sure bet at Sonoma, and Heinrich quickly moved into the lead by Turn 2. Wagner and Luis Sanchez took up second and third. Then in the third lap, seventh-starting Ross Murray had moved his Hoosier Mazda RX-8 past Sanchez for third.

Wagner ran close behind Heinrich the whole way but couldn't find a way around the seasoned champion. At the finish line, Heinrich claimed the win by 1.429sec with Wagner in second place and Murray in third.

"It worked out, but if it wasn't for that I don't know what would have happened afterward"
JOHN HEINRICY

"It was really a hard race, right from the start," Heinrich says, giving credit to Wagner for the fast-paced race. "I was working, trying, thinking that I might be able to get inside going into Turn 2, but I wasn't sure. It worked out, but if it wasn't for that I don't know what would have happened afterward. It would have been very tough to pass Gresham; I know that. I was fortunate that I was able to make that move."

Wagner's pressure kept Heinrich on notice throughout the race. "It was a matter of putting my head down and just running every lap as hard as I could run it," Heinrich says. "Gresham was just on top of me all the time. Once in a while he'd fall back just a little bit, then I'd do something, and he'd be right back at me."

Wagner is known for his taciturn style, and in that manner, he kept his post-race comments brief. "[Heinrich] got past me into Turn 1, and then after that he didn't make any real mistakes. At that point, it's pretty hard to catch up and get around him anywhere. Unless he makes a mistake, there's no getting around him."

Murray, meanwhile, had much praise for his competitors. "To be honest with you, these two guys ahead of me have been really fast all week," he says. "Third is good for me. The last three or four laps, it was about all I could do to hang onto third."

Jeff Zurschmeide

Rupert Berington



Jay Bonocore



T4 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Gresham Wagner/ODR (2009 Mazda MX-5) 1:52.339; 2. John Heinrich/DET (2018 Toyota 86) 1:52.557; 3. Nick Leverone/NER (2013 Subaru BRZ) 1:52.729; 4. Luis Sanchez/SFR (2013 Toyota 86) 1:53.141; 5. Scotty B White/Nwst (2010 Ford Mustang V6) 1:53.482; 6. Izzy Sanchez/SFR (2013 Toyota 86) 1:53.485; 7. Ross Murray/CSCC (2004 Mazda RX-8) 1:53.688; 8. Don Knowles/NCR (2005 Mazda RX-8) 1:53.954; 9. Lance Stewart/LV (2006 Mazda RX-8) 1:54.807; 10. Derrick Ambrose/Ore (2015 Mazda 3) 1:57.232; 11. Ali Naimi/Ore (2004 Mazda 3 S) 1:58.022; 12. Richard James/CSCC (2006 Mazda MX-5) 1:59.537

T4 RACE

20 laps, 50 Miles: Pos. Driver (Laps); 1. John Heinrich (20); 2. Gresham Wagner (20); 3. Ross Murray (20); 4. Nick Leverone (20); 5. Izzy Sanchez (20); 6. Luis Sanchez (20); 7. Scotty B White (20); 8. Don Knowles (20); 9. Derrick Ambrose (20); 10. Ali Naimi (19); 11. Richard James (19); DQ. Lance Stewart (20)

Stewart - Disqualified per Chief Steward - GCR 7.4.D

Overall Time of Race: 39:36.526;
Average Race Speed: 76.347mph;
Margin of Victory: 1.429 seconds;
Fastest Race Lap: Heinrich 1:54.030 (79.558mph); **Lap Leaders:** Wagner lap 1; Heinrich laps 2-20; **Sunoco Hard Charger:** Murray

T4 CHAMPION

JOHN HEINRICY

Detroit Region
Phoenix/Hoosier/Hawk/Mobil 1 Toyota 86



Jay Bonvador



Rick Convine

HOLE SHOT

(MAIN) John Heinrich got the lead going into Turn 2 on lap one and never relinquished it, scoring his 15th Runoffs title. (BOTTOM MIDDLE) Ross Murray brought his rotary-powered Mazda home in third. (BOTTOM LEFT) Try as he might, Gresham Wagner could not find his way around Heinrich, having to settle for second.

RACE 19 | SATURDAY | OCT. 20, 2018 | 4:45 P.M.

B-SPEC

If there's one thing to know about B-Spec racing, it's that this class is a tight-knit community. As a smaller class in SCCA's National racing program, B-Spec drivers can't afford to lose a single participant. This year, those drivers put on an impressive showing.

Twelve racers made the trip to Sonoma, with about half the field coming from as far away as Texas and Michigan. But it was Californian Oscar Jackson Jr. who earned the Tire Rack pole position in his Jackson Racing/BFGoodrich Ford Fiesta, with local favorite Jake Pipal earning the outside position in his Carbotech/Zamp Mazda 2.

The B-Spec field was combined with the Touring 4 field for the race, and when the T4 cars earned a wave-off on the first try at the green flag, the B-Spec field had to make an additional pace lap as well. When the green flag was given, however, Jackson grabbed the lead with Pipal in hot pursuit.

The first lap proceeded without incident, but as the field came to the start line for the second lap, sixth-place qualifier Frank Schwartz made contact with Tony Roma, forcing Roma into the wall on driver's left, taking him out of the race.

Up at the front, Jackson and Pipal spent the race playing cat and mouse. While Jackson never lost the lead, Pipal kept him on task and set the fast lap of the race. By the 14th lap, Schwartz had caught the fourth-place Honda Fit of John Phillips III, and then in the 18th lap, he made it around Brandon Vivian's Mobil 1/Flying Cork Racing Chevrolet Sonic to claim the third position.

On the final lap, Pipal made a bold move on Jackson in Turn 11,

smoking the last of his tires under braking, but it wasn't enough.

Jackson took the checker by 0.310sec over Pipal, with Schwartz some 20 seconds back.

It was Jackson's second Runoffs championship, after winning Touring 4 in 2016. "Props to Jake, he kept me honest for sure," Jackson says of the race. "T4 is a tough class too, but what's cool

"T4 and B-Spec, they're both driver's classes where you have to be 100 percent"
OSCAR JACKSON



Rick Covine

SMALL DISPLACEMENT, BIG THRILLS

Oscar Jackson (OPPOSITE) charged to his second SCCA National Championship title, his first coming in T4 in 2016. (BELOW) Behind Jackson was Jake Pipal, who was on a late-race charge. (ABOVE) Brandon Vivian closed out the podium.



Rick Covine

is T4 and B-Spec, they're both driver's classes where you have to be 100 percent. That's what makes these classes so great, and this is where the drivers get bred for the next generation of the SCCA."

"I came charging up like a freight train," Pipal says of his push for the win toward the end of the race. "I think one more lap and things would have gotten crazy, but it was fun, and I think it was really cool. Honestly, from this weekend what I saw is B-Spec is doing a really good job of keeping the cars pretty even."

It was all smiles from Jackson and Pipal, but from the time he arrived at the podium, Schwartz was unable to enjoy his finish.

"The reason there's not a bigger smile on my face," Schwartz said after the race, "is that I just feel bad for what happened during the race. It would have been one thing to bump into each other and for Roma to continue racing, but he also towed 2,400 miles

Rupert Barrington



BS CHAMPION

OSCAR JACKSON

Cal Club Region
 Jackson Racing/BFGoodrich Ford Fiesta





"I think one more lap and things would have gotten crazy, but it was fun"

JAKE PIPAL

and didn't get to do five laps, and I had a part in that. I don't think that's what this class is about."

After the race, Schwartz requested that the stewards reduce his finishing position, and he was moved to sixth overall, elevating Vivian to the final podium position.

After the event, Schultz made a statement on the B-Spec Facebook page, saying in part, "It is not who I am as a racer nor as a person to accomplish the results that I've accomplished by causing other people incidents such as this. Congratulations to Brandon on his third-place finish and I only hope that Tony Roma will allow me the courtesy to come over to his house and help him fix his car."

B-Spec is for sure a tight-knit community - and one filled with honorable racers.

Jeff Zurschmeide

BS QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Oscar Jackson/CSCC (2011 Ford Fiesta) 1:59.321; 2. Jake Pipal/SFR (2014 Mazda 2) 1:59.689; 3. Brandon Vivian/DET (Chevrolet Sonic) 2:00.024; 4. Tony Roma/DET (2012 Chevrolet Sonic) 2:00.364; 5. John Phillips III/Hous (2015 Honda Fit) 2:00.520; 6. Frank Schwartz/DET (2011 Mini Cooper) 2:00.937; 7. Fritz Wilke/DET (2011 Ford Fiesta) 2:02.130; 8. Cherie Storms/Nwst (2011 Mazda 2) 2:02.418; 9. Kent Carter/Hous (2015 Honda Fit) 2:02.605; 10. Joseph Gersch/Hous (Mazda 2) 2:03.418; 11. Robert Rodriguez Jr./SFR (2011 Mazda 2) 2:03.616; 12. Scott Lovewell/SFR (2011 Mini Cooper) 2:05.481; 13. Clint deWitt/SFR (2013 Mini Cooper) 2:07.547; 14. Jasper Drengler/Milw (Honda Fit) 2:07.559

Pipal - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

BS RACE

19 laps, 48 Miles: Pos. Driver (Laps);
1. Oscar Jackson (19); 2. Jake Pipal (19); 3. Brandon Vivian (19); 4. John Phillips III (19); 5. Fritz Wilke (19); 6. Frank Schwartz (19); 7. Robert Rodriguez Jr. (19); 8. Cherie Storms (19); 9. Kent Carter (19); 10. Joseph Gersch (19); 11. Jasper Drengler (18); 12. Tony Roma (2); DNS. Scott Lovewell (); DNS. Clint deWitt ()

Schwartz - Loss of 3 positions in class per SOM - GCR 6.11.1.A,B,C,D

Overall Time of Race: 40:04.567;
Average Race Speed: 71.684mph;
Margin of Victory: 0.310sec; **Fastest Race Lap:** Pipal 1:59.852 (75.693mph); **Lap Leaders:** Jackson laps 1-19; **Sunoco Hard Charger:** Rodriguez Jr.



SCCA OCTOBER 16 - 21, 2018 RUNOFFS



John Heinrich
American Sedan®



Oscar Jackson Jr.
B-Spec



Matt Reynolds
E Production



Joe Huffaker
F Production



Jason Isley
H Production



Lance Spiering
Formula 500



Mirl Swan
Formula Atlantic®



Gary Hickman
Formula 1000



Jason Reichert
Formula Continental®



Mark Snyder
Formula Enterprises



Flinn Lazier
Formula Enterprises 2



Jonathon Kotyk
Formula F



Bryce Cornet
Formula Mazda



Michael Varacins
Formula Vee®

Congratulations to the 2018 SCCA National Champions!

Thank you to the countless drivers, workers, members, fans, and friends who made the 2018 Runoffs special.

Mark your calendars for the 2019 Runoffs at VIRgina International Raceway, October 8-13, 2019!



Michael Lewis
GT-1



Spencer Trenery
GT-2



Collin Jackson
GT-3



Troy Ermish
GT-Lite



Jim Devenport
Prototype 1



Tim Day Jr.
Prototype 2



Mark Drennan
Spec Miata



Robeson Clay Russell
Spec Racer® Ford Gen3



Danny Steyn
Super Touring® Lite



Kevin Boehm
Super Touring® Under



Kristofer Olson
Touring 1



John Kachadurian
Touring 2



Marshall Mast
Touring 3



John Heinricy
Touring 4



RACE 20 | SUNDAY | OCT. 21, 2018 | 8:30 A.M.

TOURING 3

The story of the mechanic who wins the big race is almost a cliché, but sometimes it's true. Marshall Mast is a shop technician in Joe Aquilante's Phoenix Racing enterprise. "I got my CDL in college," Mast explains, "and for the last two years I've been driving a little bit for Joe, going to all the Club races with the semi. We couldn't find a second semi driver, so I had to make a trip out here."

Since he was going to the Runoffs anyway, Mast decided to show how he drives on track. He started by taking the Tire Rack pole position in his Phoenix/Hoosier/Hawk/ Ford Mustang GT. Freshly minted Spec Miata Champion Mark Drennan in the NoWifeNoKids/TFB Performance/WRR BMW SpecE46 earned the outside front row position. In the second row was 2016-'17 T3 Champion Derek Kulach in his now familiar Nissan 350Z, along with Olivier Henrichot in another SpecE46. The third row included the SpecE46 of Eddie Nakato, and the Ford Mustang of Scotty B. White.

At the green, Mast claimed the lead with Drennan and Kulach right behind. Drennan kept the pressure on Mast, while Kulach stood ready to capitalize on any mistake by the leaders. At the midpoint, Kulach began to probe at Drennan. The two went side-by-side through Turns 11 and 12 and up to Turn 1, but Drennan held onto his spot. They repeated the performance in Turns 7 and 11 – that allowed Mast to get away, and also allowed Henrichot and Nakato to catch up.

In the second half, Drennan kept the pressure on Mast, running just off the Mustang's

bumper. Drennan made a pass for the lead in Turn 11 of the 12th lap, but Mast took his Mustang alongside Drennan's BMW through Turns 1, 2, and 3, and reclaimed the lead at the top of the hill in Turn 3A. The two went alongside again through Turn 4, but Mast came out ahead in Turn 5.

Kulach remained in third place, with Henrichot and Nakato waiting for an opening. By the 15th lap, Nakato was past Henrichot and going side-by-side with Kulach in several corners. Nakato won third position with an inside pass in Turn 7.

In the final two laps, Drennan continued to probe at Mast, but couldn't find a way around. At the checkered flag, Mast took the win by 0.531sec, with Nakato's AR Auto Service/Adrenaline Racing BMW an additional 10sec behind Drennan. Kulach held onto fourth, and Henrichot finished fifth.

"We knew that our setup was stable late in the race,

compared to some of the other cars," Nakato notes of his third-place finish. "The key was to stay clean and stay in the race. It did pay off."

In addition to finishing second, Drennan set the fast lap of the race, 0.183sec faster than Mast's best lap. After collecting the Spec Miata championship, the day prior, Drennan was hoping for a second win in the same weekend. "I think I have the faster car from an overall lap standpoint, but [Mast] definitely had the faster car where it really mattered," Drennan says. "My hat's off to him for staying on the line. He's the champion and I'm not."

For Mast, he quite enjoyed the race, even though the win didn't come easy. "That was crazy," says Mast. "I was watching [Drennan] back there and trying to keep my tires on until the end. Mark has a phenomenal car, and it's amazing in places where mine is not. So, it makes for a hard race."

Jeff Zurschmeide 📍

HOLD THE LINE

Marshall Mast (MAIN) endured almost constant pressure from runner-up finisher Mark Drennan (BELOW), keeping Mast on his toes all the way to the win. (BOTTOM RIGHT) Eddie Nakato worked his way up from fifth on the grid to finish third.



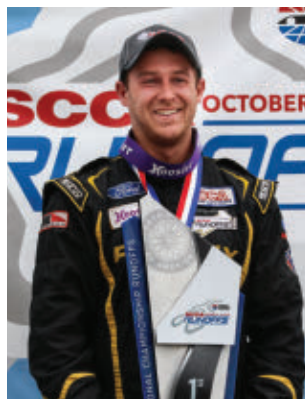
Rick Convine



T3 CHAMPION

MARSHALL MAST

Susquehanna Region
 Phoenix/Hoosier/Hark Ford Mustang GT



Jay Bonviller

Rick Convine



Jeff Levee

T3 QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Marshall Mast/SUS (2010 Ford Mustang GT) 1:48.026; 2. Mark Drennan/SFR (2002 BMW SpecE46) 1:48.056; 3. Derek Kulach/Colo (2006 Nissan 350Z) 1:48.684; 4. Olivier Henrichot/Ore (2001 BMW SpecE46) 1:49.152; 5. Eddie Nakato/Ore (2001 BMW SpecE46) 1:49.166; 6. Scotty B White/Nwst (2012 Ford Mustang V6) 1:50.301; 7. Vincent Piemonte/CSCC (2008 Ford Mustang Shelby GT) 1:51.093; 8. J.D. Koos/SFR (2003 BMW SpecE46) 1:51.178; 9. Todd Clarke/Nwst (2004 BMW SpecE46) 1:51.316; 10. Jason Ott/

Colo (2007 BMW Z4 M) 1:51.895; 11. Ed Zabinski/Atl (2007 Ford Mustang Shelby GT) 1:52.416; 12. Mark Andrews/Nwst (2003 BMW SpecE46) 1:53.015; 13. Lansing Stout Jr./Ore (2003 Nissan 350Z) 1:53.532; 14. William Hendrix/NER (2008 Nissan 350Z) 1:53.811; 15. Nicole Jacque/SFR (2005 Ford Mustang GT) 1:55.406; 16. David Muramoto/Colo (2006 Nissan 350Z) 1:58.383; 17. Brad Drensen/SFR (2001 Honda S2000) 2:01.110

T3 RACE

20 laps, 50 Miles: Pos. Driver

(Laps); 1. Marshall Mast (20); 2. Mark Drennan (20); 3. Eddie Nakato

(20); 4. Derek Kulach (20); 5. Olivier Henrichot (20); 6. Scotty B White (20); 7. Vincent Piemonte (20); 8. Ed Zabinski (20); 9. J.D. Koos (20); 10. William Hendrix (20); 11. Nicole Jacque (19); 12. Todd Clarke (19); 13. David Muramoto (19); 14. Brad Drensen (18); 15. Jason Ott (14); 16. Mark Andrews (14); 17. Lansing Stout Jr. (8)

Overall Time of Race: 36:50.263;
Average Race Speed: 82.090mph;
Margin of Victory: 0.531sec; **Fastest Race Lap:** Drennan 1:49.610 (82.766mph); **Lap Leaders:** Mast laps 1-11, 13-20; Drennan lap 12; **Sunoco Hard Charger:** Hendrix

RACE 21 | SUNDAY | OCT. 21, 2018 | 9:35 A.M.

E PRODUCTION

Matt Reynolds isn't an "odd" guy - at least, no more than anyone else in the racing world. But his "even" is starting to get ridiculous - at least, to the rest of the E Production field.

Joining 2014 and 2016, Reynolds drove his Reynolds Bros. Racing/Hoosier/JPM Mazda Miata to the 2018 title, continuing his every-other-year Runoffs championship run. It was a spectacular performance for Reynolds, too, who finished some 23 seconds ahead of the field for the gold medal.

There is no magic formula for backing into a Runoffs win in any year, and the secret to Reynolds' success isn't even a secret. He and his team examine every variable, which this year included a long tow to the West Coast midseason to run a doubleheader U.S. Majors Tour weekend to learn the track.

And there was plenty to learn as compared to the Texas-area tracks that Reynolds typically runs in the regular season.

"We came out [to Sonoma Raceway] over the summer to learn some things, and it's definitely more technical than a lot of the stuff we have down in the south," Reynolds says. "[Texas tracks are] all pretty flat, and this has a lot of off-camber, blind-apex turns. You have to suck it up and just go sometimes."

Suck it up he did, missing the pole by two tenths to Glen McCready's TC Design Motorsports Mazda MX-5 but taking the race lead in the opening corners anyway. From there, it was all Reynolds, all the time, out front. The gap was already nine seconds by lap five, and it only grew.

"We do have to make sacrifices," Reynolds says. "We



EP CHAMPION

MATT REYNOLDS

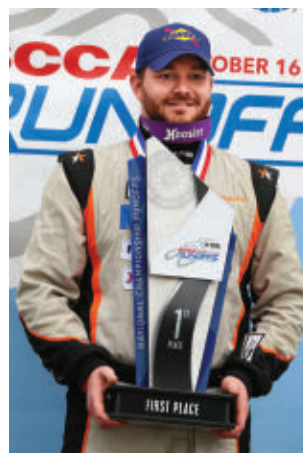
Alamo Region
 Reynolds Bros. Racing/Hoosier/
 JPM Mazda Miata

HARD FAUGHT

Every step on the EP podium was earned. When the dust settled, it was Joe Moser (BELOW) in second and Aaron Downey (FAR RIGHT) in third.



Rick Corvino



Rick Corvino



Rupert Berrington

"It's definitely more technical than a lot of the stuff we have down in the south"
MATT REYNOLDS



Rupert Barrington

EVEN WINNINGS

Matt Reynolds (LEFT) is making a habit of winning SCCA Runoffs titles only in even years. His first National Championship came in 2014 with a win at Laguna Seca, and he followed that with a win in 2016 at Mid-Ohio. Keeping with tradition, Reynolds claimed his third E Production title this year.

EP QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Glen McCready/SFR (2006 Mazda MX-5) 1:45.828; 2. Matt Reynolds/Almo (1999 Mazda Miata) 1:46.054; 3. Aaron Downey/SFR (1976 Mazda RX-3 SP) 1:48.130; 4. Joe Moser/DET (1993 Honda Prelude Si VTEC) 1:48.191; 5. Jesse Prather/KAN (1985 Mazda RX-7) 1:50.151; 6. Darren Dilley/Ore (1985 Mazda RX-7) 1:50.672; 7. Kale Swifts/Nwst (1990 Mazda RX-7) 1:51.698; 8. Larry Cooper/SFR (1971 Datsun 240Z) 1:51.787; 9. Philip Royle/CSCC (1990 Mazda RX-7) 1:52.049; 10. Anthony Jimerson/SFR (1986 Mazda RX-7) 1:52.281; 11. John Mueller/CSCC (1985 Mazda RX-7) 1:52.356; 12. William Lamkin/Colo (1998 BMW 328i/is E36) 1:52.775; 13. Kurt Frieztzsche/SFR (1980 Mazda RX-7) 1:54.514; 14. Rick Kosdrosky/Tex (2000 Lotus 7 America) 1:54.620; 15. Mark Weber/STL (1993 Mazda Miata) 1:57.207; 16. Guy Ruse/Colo (1987 Mazda RX-7) 1:59.114; 17. Joe Carr/SFR (2001 Honda S2000) 1:59.474; 18. Garey Raymond/CSCC (1976 Porsche 914-4) 2:18.333; 19. Brandon Droese/CSCC (1987 Mazda RX-7) No time

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

Mueller - Loss of qualifying 1 times per Chief Steward - GCR 9.15.5.C.4

Frieztzsche - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

Jimerson - Loss of qualifying 2 times per Chief Steward - GCR 9.1.5.C.4

Raymond - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.A, Supp. 9.12

EP RACE

20 laps, 50 Miles: Pos. Driver (Laps);

1. Matt Reynolds (20); 2. Joe Moser (20); 3. Aaron Downey (20); 4. Glen McCready (20); 5. Darren Dilley (20); 6. Jesse Prather (20); 7. Philip Royle (20); 8. Larry Cooper (20); 9. John Mueller (20); 10. Kale Swifts (20); 11. Kurt Frieztzsche (19); 12. William Lamkin (19); 13. Joe Carr (19); 14. Mark Weber (18); 15. Guy Ruse (18); 16. Anthony Jimerson (7); 17. Brandon Droese (0); DNS: Rick Kosdrosky (); DNS: Garey Raymond ()

Overall Time of Race: 36:07.889;
Average Race Speed: 83.694mph;
Margin of Victory: 23.006sec; **Fastest Race Lap:** McCready 1:46.518 (85.169mph); **Lap Leaders:** Reynolds laps 1-20; **Sunoco Hard Charger:** Carr

would have loved to do the June Sprints, but we felt like coming out here was the right move. It really helped. The car felt pretty good straight off the trailer. We did our homework."

Joe Moser, who finished second to Reynolds after a tight run at Mid-Ohio back in that 2016 race, moved his Hoosier/King Motorsports Honda Prelude Si around Aaron Downey on lap seven. That pass left Moser the bridesmaid again, well back of Reynolds but well in front of Downey in his Mazda/

Goodyear/G-Loc Brakes/Avanade Mazda RX-3 in third.

Moser intentionally laid back at the start, running a harder set of tires and deciding not to push the limits in the opening laps of his front-wheel-drive Honda. It landed him with what he felt was the best possible outcome.

"Around lap four, the car just really locked in," Moser says. "I was going maybe three-quarters of a second faster than my qualifying times. It's a change in strategy for us. It's been a tough run. It's front-wheel drive. We didn't

really think about what car to build when we built this car; and with the competition, it's tough to get that thing hooked up all the time. There are some tracks that are great, and some that are not. [Sonoma] is probably not, but our car is more of a VIR or Mid-Ohio car."

So, with the even numbered year and the trip to Sonoma, an E Production win may have set up well for Reynolds. But if Moser is right about VIRginia International Raceway, it looks like the 2019 Runoffs have already begun.

Reece White

RACE 22 | SUNDAY | OCT. 21, 2018 | 10:40 A.M.

PROTOTYPE 1

Jim Devenport captured his second P1 crown, but it was only because he was able to mount an almighty charge to overcome a very substantial lead by Perry Richardson. Devenport, in a two-seat Cranbrook Group Norma M20 F Honda, was able to reel in Richardson's Stohr over the second half of the race despite loose bodywork, which was flapping in the breeze.

Todd Slusher was on the pole in the Tissue on a Roll.com/Cabo Wabo Elan DPO2, and he dutifully took the lead at the wave of the green. Parker Nicklin made a demon of a start, moving up to second from fifth. However, that was not as startling as that of Richardson. By the time the field reached the Esses on the first lap, Richardson was into first from sixth and pulling away.

Then as quickly as it began, Slusher's day was done and he spun into retirement in Turn 2 on the second lap. Richardson's lead was already five seconds over Nicklin, followed by Devenport, John Manfroy, and Tim Day Jr.

The sixth lap saw Richardson and his Casino Fandango/Briggs Consulting Stohr WF1 Suzuki with a six-second lead, but also with a new second-place runner. Devenport made a nice move on Nicklin in Turn 11 to annex the spot. Day was now up to fourth, followed by Chip Romer.

At the halfway mark, Day passed Nicklin for third, but Richardson's almost 10sec lead was visibly eroding. Devenport was on a charge and he cut the margin to five seconds by lap 11; then to two seconds by lap 14. The next lap the gap was only one second, and on lap 17 it was 0.3sec. With less than

two laps remaining, Devenport made his move in Turn 7, passing Richardson on the outside.

Richardson was not going to go easily, however. He made a maximum effort over the last lap, pulling alongside Devenport in Turn 7. But he could not complete the move and, at the checker, was second by less than 0.5sec. Day took third in his Mere Mortal/Hoosier/Summit Stohr WF1 Suzuki, with Nicklin finishing fourth.

Afterward, Devenport described his adventure. "My tires took a long time to come in," he says. "On the warm-up lap I ran, I don't know how many burnouts [I did] to try to get the rear tires warmer. I must have done 20 of them. But Perry's [Stohr] worked right away and he just drove around the entire field."

Richardson credited his tires for his rapid getaway. "The three of us [podium finishers] all were on Avon tires," he says. "They

take longer to come in, but once they do, they last longer. I was whipping the car around on the pace lap, getting it sideways to heat the tires. Mine came in at the start, faster than the others. I had great grip. I got a couple cars in Turns 2 and 3, and a couple two turns later. Everything was just right."

With his third-place finish, Tim Day Jr. had his second podium of the weekend (his first coming the day prior in P2). "I had trouble in qualifying and dropped a couple places at the start," he recalls of his race. "When things sorted out, I was behind Nicklin. It took me a couple laps to get by him. He was slow in [Turns] 1 and 2 and I was able to make a move. But by then Richardson and Devenport were gone."

It was an exciting race indeed, with action, passes, and a mad dash from well behind by this year's champion, Jim Devenport.

Tom Schultz

CALIFORNIA BOYS

West Coast drivers ruled P1 at Sonoma. Jim Devenport (MAIN) got off to a slow start, but he closed the gap and got the job done. (BELOW) Perry Richardson got a quick start but could not fend off the charging Devenport. (BOTTOM RIGHT) Tim Day Jr. enjoyed his second podium of the 2018 Runoffs.



Rick Corvino

P1 CHAMPION

JIM DEVENPORT

San Francisco Region
 Cranbrook Group Norma Auto
 Concept M20 F Honda



Jay Bonvillian



Jeff Leowe

P1 QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Todd Slusher/LV (Elan DP02 Mazda) 1:27.714; 2. Jim Devenport/SFR (Norma Auto Concept M20 F Honda) 1:27.768; 3. Chip Romer/LV (Elan DP02 Mazda) 1:28.266; 4. Tim Day Jr./CSCC (Stohr WF1 Suzuki) 1:28.784; 5. Parker Nicklin/CSCC (Elan DP02 Mazda) 1:29.120; 6. Perry Richardson/SFR (Stohr WF1 Suzuki) 1:29.789; 7. John Manfroy/SFR (Stohr WF1 Suzuki) 1:30.056; 8. Jeffrey Lederman/SFR (Stohr WF1 Suzuki) 1:30.137; 9. Aaron Bailey/SFR (Stohr WF1 Suzuki) 1:30.428; 10. Darryl Shoff/NEP (Elan DP02 Mazda) 1:30.504; 11. John Mcaleer/Atl (Elan DP02 Mazda) 1:31.140; 12. John Shine/SFR (Stohr WF1 Suzuki)

1:31.466; 13. Johnnie Creen/CSCC (Stohr WF1 Kawasaki) 1:31.672; 14. Jim Hallman/Atl (Stohr WF1 Suzuki) 1:32.455; 15. Kirk Kindsfater/Colo (Speads RS11 Suzuki) 1:32.601; 16. John Gyann/CHI (Stohr WF1 Suzuki) 1:33.802; 17. Vasili Stratton/SFR (Wolf GB-08 Honda) 1:33.810; 18. Steve Nicklin/CSCC (Elan DP02 Mazda) 1:37.164; 19. Richard Colburn/CHI (Nostendo 1) 1:44.806

Nicklin - Loss of qualifying 1 times - Car change

Stratton - Loss of qualifying 3 times per Chief Steward - GCR 2.1.5, 5.12.3.C.4

P1 RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Jim Devenport (20); 2. Perry

Richardson (20); 3. Tim Day Jr. (20); 4. Parker Nicklin (20); 5. John Manfroy (20); 6. Jeffrey Lederman (20); 7. John Mcaleer (20); 8. John Shine (20); 9. Aaron Bailey (20); 10. Darryl Shoff (19); 11. Johnnie Creen (19); 12. John Gyann (19); 13. Vasili Stratton (19); 14. Steve Nicklin (19); 15. Chip Romer (14); 16. Kirk Kindsfater (7); 17. Jim Hallman (5); 18. Richard Colburn (3); 19. Todd Slusher (1)

Overall Time of Race: 30:08.895;
Average Race Speed: 100.304mph;
Margin of Victory: 0.487sec; **Fastest Race Lap:** Richardson 1:28.786 (102.178mph); **Lap Leaders:** Richardson laps 1-17; Devenport laps 18-20; **Sunoco Hard Charger:** Richardson

RACE 23 | SUNDAY | OCT. 21, 2018 | 11:45 A.M.

SUPER TOURING LITE

Danny Steyn had a tough week at the Runoffs, starting with his Spec Miata getting hit by a spinning car on a test day, and continuing with losing an engine in his Ocean Machinery/OPM/Nelson/G-Loc Mazda MX-5, all before qualifying had even begun.

"We've had our struggles," Steyn says of the Runoffs week. "In fact, we did blow an engine...but thanks to Sam Nelson, my engine builder, we replaced it and got a new one in, tuned it, and spent a lot of time backward and forward with dyno files. The engine really was on point, but the car was on rails."

In qualifying, Steyn had competition for the pole position from Cliff Ira in his FIRA Motorsports/JPM Acura Integra GSR. Steyn set the fast lap in the final qualifying session to claim first on grid, with Craig McHaffie outside in his Mazda MX-5. Ira and Tim Auger, also in an Acura Integra, made up the second row.

At the green flag, the top three fell into their qualifying order, and ultimately that's where they stayed until the checkered flag, while Auger battled with Ken Kannard for fourth.

Steyn drove a race that can only be called dominating, opening a 2.5sec gap in the first lap, while McHaffie put another 5sec on Ira and the field. Kannard and Auger dogged Ira for third, but never took the position. By the seventh lap, Steyn was 8.3sec ahead, with Ira a whopping 23sec back. At the finish line, Steyn claimed a margin of victory of 13.644sec over McHaffie. Ira crossed the line some 45sec later.

McHaffie meanwhile, showed good humor with his second-place finish. "Well, I tried to throw a tow strap onto Danny's car, so he could

pull me around the track with him, but it didn't pan out," he laughs.

"I'm not quite the cowboy I guess. But you know, it was a great race."

Ira was quick to praise his competitors, congratulating them immediately after the race. But Ira also had a special thank-you to mention. "I want to give a shout-out to the guy who got this all started [for me]: my dad. He was on the podium in 1970 in G Production, and that's his number 36 on my car."

But for Steyn, his journey to the top of the STL podium has

been a wild one. "We almost gave up on the STL program a year ago because of our frustrations with it in terms of reliability," Steyn admits. "I'm so glad we stuck with it. My wife's been my greatest supporter and we stayed in it. Thanks to Tom Fowler and the entire team at OPM who worked with this car and got the reliability to a point where we're now finishing races, and finishing championships, my heart goes out to them because they put in so much work into this."

Jeff Zurschmeide



Rupert Berrington

SUCCESS!

Danny Steyn (MAIN) nearly gave up on his STL program, but stuck with it. He's glad he did, too, because this year he dominated and took his first SCCA National Championship. Craig McHaffie (ABOVE) and Cliff Ira (BELOW) rounded out the podium.



Mark Weber



Jay Bonvillian

STL CHAMPION

DANNY STEYN

Florida Region
 Ocean Machinery/OPM/Nelson/G-Loc Mazda MX-5



Rick Convine



STL QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Danny Steyn/FLA (Mazda MX-5)
1:49.138; 2. Craig McHaffie/NER
(Mazda MX-5) 1:50.060; 3. Cliff Ira/
KCR (Acura Integra GSR) 1:50.686;
4. Tim Auger/SFR (Acura Integra)
1:51.475; 5. Ken Kannard/Atl (Mazda
Miata) 1:51.620; 6. Thomas Lepper/
SFR (Honda Civic) 1:52.911; 7. Ben
Brandt/SFR (Mazda Miata) 1:53.089;
8. Amy Mills/NYR (Mazda Miata)
1:53.558; 9. James Bishop/CSCC
(Toyota Celica) 1:54.932; 10. Carl
Young/SFR (Honda Civic Si)
1:54.964; 11. Wilson Powell/SFR
(Mazda Miata) 1:55.690; 12. Morgan

Trotter/CSCC (Honda Civic Si)
1:55.912; 13. Robert Strohmeier/LV
(Honda CRX HF) 1:55.968; 14.
Cameron Wagner/SFR (Mazda Miata)
1:56.229; 15. Ward Rose/SFR
(Acura Integra) 1:56.870; 16.
Whitfield Gregg/NYR (Mazda Miata)
1:58.880; 17. Joe Schubert/NER
(Mazda Miata) 1:58.918; 18. WC
Storms/Nwst (Honda Del Sol)
1:58.932; 19. William Keeling/Hous
(Mazda Miata) 1:59.374

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

*Wagner - Loss of qualifying 2 times
per Chief Steward - GCR 9.3.49*

*Strohmeier - Loss of qualifying 2
times per Chief Steward - GCR
9.1.4.D.4.F*

*Ira - Loss of qualifying 3 times per
Chief Steward - GCR 9.1.4.D.4.F*

*Bishop - Loss of qualifying 3 times
per Chief Steward - GCR 9.1.4.D.4.F*

STL RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Danny Steyn (20); 2. Craig
McHaffie (20); 3. Cliff Ira (20); 4. Tim
Auger (20); 5. Ken Kannard (20); 6.
Ben Brandt (20); 7. Carl Young (20);
8. Cameron Wagner (20); 9. Morgan
Trotter (20); 10. James Bishop (19);

11. Wilson Powell (19); 12. Ward Rose
(19); 13. Joe Schubert (19); 14.
William Keeling (19); 15. WC Storms
(19); 16. Whitfield Gregg (19); 17.
Amy Mills (4); 18. Thomas Lepper
(0); DNS. Robert Strohmeier ()

Overall Time of Race: 36:58.539;
Average Race Speed: 81.784mph;
Margin of Victory: 13.644sec;
Fastest Race Lap: Steyn 1:49.754
(82.658mph); **Lap Leaders:** Steyn
laps 1-20; **Sunoco Hard Charger:**
Keeling

RACE 24 | SUNDAY | OCT. 21, 2018 | 1:30 P.M.

SPEC RACER FORD GEN 3

Going into this year's Runoffs, the conventional wisdom was that five-time Champion Mike Miserendino was close to unbeatable in his MBI Racing SRF3. He had dominated this year's Sonoma U.S. Majors tour, running 0.379sec faster than his teammate T.J. Acker. Other West Coast contenders, like four-time National Champion John Black and 2016 SRF Champion Todd Harris, were even farther back.

But when it came to qualifying at the Runoffs, Robeson Clay Russell put his Angry Llama/SVN/Compret SRF3 on the Tire Rack pole position by a hair's breadth margin of 0.002sec. Miserendino remained on the outside of the front row, with Black and Acker in the second row. Bobby Sak and Perry Richardson made up the third row.

At the green flag, the field went up into Turn 1 three and four abreast. Miserendino grabbed the lead with Russell just behind, then Acker and Black. As expected, Miserendino and Russell immediately began to pull away, and Black got around Acker in Turn 11 of the first lap.

In the second lap, Russell made a successful pass for the lead on the inside of Turn 1, allowing Black and Acker to catch up to Miserendino. With the top four now running together, Miserendino made a bold pass to retake the lead in Turn 4 of the third lap.

In the fifth lap, Black surprised almost everyone with a spectacular solo spin in Turn 3. The only people not surprised were his fellow drivers, who commented that oil on the track had made the surface

treacherous. "It was crazy," Sak explained after the race. "It had to be gear oil or something."

With Black out of contention, Sak moved up into third position with Rettich close behind in fourth and Acker taking up

fifth. While the battle for third was intense, Miserendino and Russell were checking out, running nose-to-tail, and placing a three-second gap between themselves and third place. Russell got around Miserendino in the seventh turn of the seventh lap but couldn't shake him.

By the halfway mark, the leaders began to run into lap traffic. In the 12th lap, Miserendino made another move, running side-by-side with Russell up to Turn 7 and retaking the lead. Russell got back around at the start line on the next lap. The battle for third continued to be challenging as Sak, Rettich, and Acker all ran close through the second half of the race.

In the closing laps, Miserendino looked for any way around Russell, briefly leading again out of Turn 11 on the 17th lap, but Russell came back around in Turn 12. Rettich

"I've raced in the same race as [Miserendino] before, but I was farther back in the pack"

ROBESON CLAY RUSSELL



Jeff Loeve

TOOTH AND NAIL

With 36 cars vying for the win, the SRF3 title was not going to come easy. Proving the point, Robeson Clay Russell (MAIN and ABOVE) battled hard against Mike Miserendino (BELOW), with Russell winning by just 0.9sec. Bobby Sak (FAR RIGHT) held on for third.



Jeff Loeve

SRF3 CHAMPION

ROBESON CLAY RUSSELL

Central Carolinas Region
 Angry Llama/SVN/Compret SRF3



Rock Corvine



“People always rise to the occasion at the Runoffs. Clay ran an incredible race”
MIKE MISERENDINO

continued to press Sak for the third spot on the podium. Then on the last lap, Miserendino made probing attempts in every corner, even locking up his brakes in a last-ditch move in Turn 11 - but it wasn't going to happen. Russell took the checker with a 0.931 sec margin of victory over Miserendino, with Sak another 7sec back in third. Acker finished fourth, and Rettich in fifth place.

“I was probably the most

Reck Converse



Jay Bonvillian

BIG FIELD, BIG THRILLS

From beginning to end, SRF3 racers put on a spectacular show, especially at the green when the massive field rocketed into Turn 2 with little hesitation.

nervous I'd ever been before a race," Russell explains of his run from the pole. "This was my first time one-on-one with Mike [Miserendino]. I've raced in the same race as him before, but I was farther back in the pack, so I never really had to deal with him."

"I think I was the only one who thought there was going to be competition," Miserendino

admits. "Clay tore it up this year and I had a great year, too. People always rise to the occasion at the Runoffs. Clay drove an incredible race, and I'm happy for him."

For his run to third in his Elite Autosport/The Grotto/Pita Pit SRF3, Sak notes his race was rough. "It seemed like the leaders weren't getting farther ahead, and then every time I would think I was reeling them in a tiny bit,

I'd look in my mirror and Scott would be all over me and I'd make a little mistake. It was a really tough battle with Scott and T.J."

With his victory, Russell became the first driver to win a Super Sweep at this year's Runoffs by claiming the Runoffs, his Majors Conference championship, and the Hoosier SCCA Super Tour point standings.

Jeff Zurschmeide 📍

SRF3 QUALIFYING

Pos. Driver/Region (Car) Best Time;
 1. Robeson Clay Russell/CCR 1:46.117;
 2. Mike Miserendino/CSCC 1:46.119; 3. John Black/SFR 1:46.158; 4. Tordy Acker/CSCC 1:46.342; 5. Bobby Sak/DET 1:46.659; 6. Perry Richardson/SFR 1:47.103; 7. Scott Rettich/OVR 1:47.181; 8. Whitney Strickland/Hous 1:47.260; 9. Steve Fogg/Ore 1:47.279; 10. Gregory Hoff/SFR 1:47.385; 11. Paul Marino/CSCC 1:47.736; 12. Umberto Milletti/SFR 1:47.847; 13. Dustin Decker/SFR 1:47.907; 14. Mark Ballengee/CSCC 1:47.919; 15. Dave Ogburn III/WTex 1:47.971; 16. Brandon Lewis/SFR 1:48.044; 17. Bill Booth/SFR 1:48.197; 18. Michael Boyle/SFR

1:48.236; 19. David Dickerson/SJR 1:48.417; 20. Thomas W Burt/Nwst 1:48.418; 21. John MacIntyre/SFR 1:48.560; 22. Tom Miserendino/CSCC 1:48.568; 23. Robert Breton/SFR 1:48.572; 24. Andre Perra/Ore 1:48.753; 25. James Chartres/SFR 1:49.323; 26. Vince Balch/CSCC 1:49.460; 27. Court Cardinal/Reno 1:49.702; 28. Yehia Eissa/SFR 1:49.919; 29. Rick Wright Jr./Ore 1:49.968; 30. Tora Bonnier/NER 1:50.058; 31. Charles Pigeon/LnSt 1:50.912; 32. Glenn Woloski/Ore 1:51.013; 33. Jim Tibor/MVR 1:52.919; 34. Jim Tibor Jr./Colo 1:54.380; 35. Timothy Gray/LOL 1:54.429; 36. David De Bolt/IND 2:01.604

SRF3 RACE

20 laps, 50 Miles: Pos. Driver (Laps);
 1. Robeson Clay Russell (20); 2. Mike Miserendino (20); 3. Bobby Sak (20); 4. Tordy Acker (20); 5. Scott Rettich (20); 6. Perry Richardson (20); 7. Whitney Strickland (20); 8. John Black (20); 9. Dustin Decker (20); 10. Steve Fogg (20); 11. Umberto Milletti (20); 12. Brandon Lewis (20); 13. Mark Ballengee (20); 14. Paul Marino (20); 15. Bill Booth (20); 16. Robert Breton (20); 17. Michael Boyle (20); 18. Vince Balch (20); 19. Gregory Hoff (20); 20. James Chartres (20); 21. Andre Perra (20); 22. John MacIntyre (20); 23. Court Cardinal (19); 24. Glenn Woloski (19); 25.

Charles Pigeon (19); 26. Jim Tibor (19); 27. Jim Tibor Jr. (19); 28. Yehia Eissa (19); 29. Rick Wright Jr. (19); 30. Timothy Gray (18); 31. David De Bolt (17); 32. Thomas W Burt (3); 33. David Dickerson (3); 34. Dave Ogburn III (2); 35. Tora Bonnier (1); 36. Tom Miserendino (0)

Overall Time of Race: 35:57.052;
Average Race Speed: 84.115mph;
Margin of Victory: 0.931sec; **Fastest Race Lap:** Acker 1:47.053 (84.743mph); **Lap Leaders:** Miserendino laps 1, 3-6; Russell laps 2, 7-20; **Sunoco Hard Charger:** Balch



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RACE 25 | SUNDAY | OCT. 21, 2018 | 2:35 P.M.

TOURING 2

The race for Touring 2 came down in part to tire choice, teamwork, and, most of all, one fast guy in a Porsche.

The tire choice was the softer Hoosier A7 vs. the more durable R7. The teamwork was with Fall-Line Motorsports owner Mark Boden and John Kachadurian, also racing under the Fall-Line banner. Kachadurian was the fast guy in the Porsche.

From the first day of qualifying, it was clear that this was going to be a three-way race between the two Fall-Line drivers in their 911s (Kachadurian in a 2003 996.2 and Boden in a 2011 997.2) and Kurt Rezzetano in his Phoenix Performance 2007 Chevrolet Corvette C6 borrowed from Joe Aquilante. The three of them were two seconds clear of the rest of the field and each took a turn at the top during the three days of qualifying which ended up Kachadurian-Boden-Rezzetano. It was no surprise when these three were also on the podium.

The Porsche drivers went with the more durable and consistent R7. Rezzetano, having not tested on the R7 and also thinking he better make something happen early - ideally in the first few turns - chose the A7 that gets up to temperature quickly and offers a lot of grip for a few laps before falling off.

As it was, Rezzetano didn't move to the front at the start, and the top three qualifiers headed toward Turn 3 in the order in which they qualified. Behind them, cars were everywhere avoiding Ken Pedersen who spun at the exit of Turn 2. But even if he didn't make it happen immediately, it looked like Rezzetano's strategy might pay off, as he was able to hound Boden and get alongside

a few times; to his chagrin, however, he couldn't do much more than show Boden his nose.

"I wasn't in conservation mode at the beginning," says Rezzetano. "I was going to try to go for it as hard as I could and get a move. I actually got next to Mark a couple of times, but I didn't have enough motor to pull around him. As soon as we entered the corner, the Porsche had the corner speed on me. Once the tires fell off, I just had to back off to try to get them back under me. I started matching him on lap times mid-race, but we were too far back. There was nothing I could really do at that point."

Boden was also hoping to get to the front at the start, but

lost ground to Kachadurian as he fought to keep Rezzetano behind him. That left a battle for fourth between David Sanders, Thomas Herb, and Preston Calvert, along with a battle for 11th between the Mustangs of David Ray, Scotty B. White, and Beau Borders as the main entertainment for the middle part of the race. The battle for fourth ended when Calvert and Herb made contact in Turn 2, ending Calvert's day with a flat tire and dropping Herb a couple of spots.

Up front, Kachadurian was maintaining a gap to Boden until lap 14, when Kachadurian made a little error in the Esses and Boden erased the gap.

"There was one moment in the Esses, I think it was Turn 8, I got caught either looking in my mirrors or looking too far ahead; the car got a little upset and Mark was able to close up," explains Kachadurian. "I was able to defend in [Turn] 11 a couple of times. Mark raced me clean - he was faster in that



Jeff Lovette

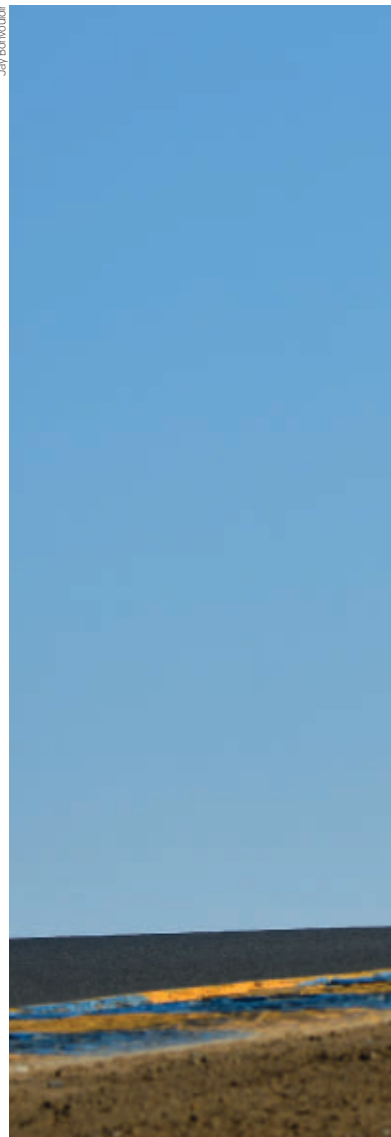
NOR'EASTER

(MAIN) John Kachadurian made it look easy as he collected his second Runoffs title. (BELOW) Mark Boden waited for his chance to move up from second, but the opportunity never came. (ABOVE) Kurt Rezzetano drove hard for a third-place finish.



Rick Convine

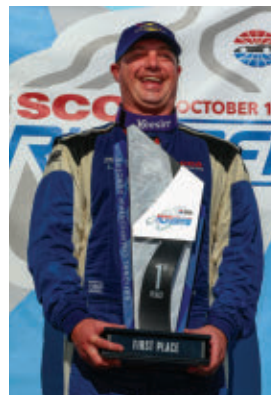
Jay Bonvillian



T2 CHAMPION

JOHN KACHADURIAN

Chicago Region
 Fall-Line Motorsports Porsche 911/996



Rick Convine



corner, but I was able to keep it up front." It helped that Boden knew it was a low-percentage move.

"I just sat behind and waited for him to make a mistake," Boden says. "There was only one, and if I had taken advantage of it, Kurt would have won the race!" Instead, Kachadurian went on to win by a little over a second for his second SCCA National Championship. And Kachadurian was glad to win this one by going flag to flag. "This one I had two guys next to me, so I knew I was going to have to be clean, consistent, smooth and keep the car underneath me," he says. "I was able to execute that. It feels pretty good."

Richard S. James

T2 QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. John Kachadurian/CHI (2003 Porsche 911/996) 1:45.032; 2. Mark Boden/CHI (2011 Porsche 911 Carrera S 997.2) 1:45.298; 3. Kurt Rezzetano/PHL (2007 Chevrolet Corvette C6) 1:45.378; 4. David Sanders/PHL (2003 Chevrolet Corvette C5 Z06) 1:47.407; 5. Thomas Herb/CHI (2011 Porsche 911 Carrera S 997.2) 1:47.666; 6. Preston Calvert/WDC (2012 Ford Mustang GT) 1:47.772; 7. Ken Pedersen/SFR (2007 Ford Spec Mustang) 1:47.943; 8. Addison Lee/SFR (2007 Ford Mustang GT) 1:48.225; 9. Troy Ermish/SFR (2007 Ford Spec Mustang) 1:48.270; 10. Jason Ott/Colo (2011 BMW E92 M3) 1:48.796; 11. Scotty B White/Nwst (2012 Ford Mustang V6) 1:48.922; 12. Bill Collins/LOL (2004 Chevrolet Corvette C5) 1:48.945; 13. Tom Wickersham/SFR (2007 BMW Z4 M) 1:49.200; 14. Clark Nunes/SFR (2007 Ford Spec Mustang) 1:49.355; 15. Roger Eagleton/SFR (2005 Ford Spec Mustang) 1:49.581; 16. Beau Borders/

SFR (2008 Ford Spec Mustang) 1:49.866; 17. William Moore/NEO (2014 Chevrolet Camaro SS) 1:50.131; 18. Christopher Qualls/CSCC (2001 Chevrolet Corvette C5 Z06) 1:50.236; 19. David Ray/SFR (2007 Ford Spec Mustang) 1:50.345; 20. James Leithauser/Colo (2011 BMW E92 M3) 1:50.919; 21. Buz McCall/FLA (2009 BMW E92 M3) 1:51.895; 22. Denis Nowak/Ore (2001 Chevrolet Corvette C5 Z06) 1:52.146; 23. Pratt Cole/Reno (2011 Ford Mustang GT) 1:52.231; 24. Michael Pettiford/Colo (2007 Pontiac Solstice GXP) 1:52.385; 25. Don Van Nortwick/SFR (2008 Ford Mustang GT) 1:52.488; 26. Nicole Jacque/SFR (2005 Ford Spec Mustang) 1:53.803; 27. Ron Randolph/SFR (2008 Porsche Cayman S) 1:53.855; 28. Russ Peterson/SFR (2007 Ford Spec Mustang) 1:53.882; 29. Carl Fung/CSCC (2004 Chevrolet Corvette C5 Z06) 1:57.148

White - Loss of qualifying 1 times - Car change

T2 RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. John Kachadurian (20); 2. Mark Boden (20); 3. Kurt Rezzetano (20); 4. David Sanders (20); 5. Addison Lee (20); 6. Jason Ott (20); 7. Thomas Herb (20); 8. Troy Ermish (20); 9. Tom Wickersham (20); 10. Bill Collins (20); 11. Ken Pedersen (20); 12. David Ray (20); 13. Scotty B White (20); 14. Beau Borders (20); 15. Michael Pettiford (19); 16. James Leithauser (19); 17. Denis Nowak (19); 18. Buz McCall (19); 19. Don Van Nortwick (19); 20. Russ Peterson (19); 21. William Moore (19); 22. Nicole Jacque (19); 23. Carl Fung (17); 24. Christopher Qualls (15); 25. Preston Calvert (11); 26. Clark Nunes (8); 27. Ron Randolph (7); 28. Roger Eagleton (6); DNS. Pratt Cole ()

Overall Time of Race: 35:51.754;
Average Race Speed: 84.322mph;
Margin of Victory: 1.112sec; **Fastest Race Lap:** Kachadurian 1:45.999 (85.586mph); **Lap Leaders:** Kachadurian laps 1-20; **Sunoco Hard Charger:** Pettiford

BATTLE OF INCHES

(BELOW) Collin Jackson (53) and Michael Lewis (12) brought NASPORT back to life with a knock-down, drag-out battle for the GT3 win. In the end, Jackson inched out Lewis by 0.052sec. (BOTTOM) Taz Harvey didn't have much for the leaders, but he certainly bested the rest of the field, finishing third.



Rick Conville

RACE 26 | SUNDAY | OCT. 21, 2018 | 3:40 P.M.

GT3

The October issue of *SportsCar* heavily featured the GT3 class - Collin Jackson was on the cover, and the GT3 Challenge race series had just been announced. So, did the actual Runoffs race live up to that hype? Well, yes - but that's got nothing to do with our prognosticating skills, and everything to do with an epic matchup between Jackson, who was four-for-four in Runoffs appearances, and Mike Lewis, who is a nine-time Runoffs champ. It was impossible for the race not to be impressive.

Ignore the lap chart, which says that Jackson drove his Specialty Engineering/Goodyear Nissan 240SX from second on the grid (Lewis had to pole) to a flag-to-flag win, extending his perfect Runoffs record to five wins in five appearances. Instead, look closely at the 0.052-second margin of victory, and even more closely at the satisfied-yet-exhausted smile on the face of the champ at the end of the race - a throwback to his SCCA pro racing days.

"This is pretty special," Jackson says of his race against Lewis. "That was a whole lot of 100 percent, and I haven't done that really since the NASPORT days. This was a NASPORT race. This was exactly like every NASPORT race I ever ran against this guy."

The march to the checkered flag was a cat and mouse game. It began with Jackson sneaking around Lewis in the right-hander headed up the hill on lap one. "I was actually OK with that," Lewis admits. "I wanted to push from behind anyway. I would have been glad to have led, but it didn't break my heart to come out behind him."

Jackson, ticking off remarkably



Jeff Lovine

consistent lap times, saw his lead fluctuate between a half second and 1.5sec through the middle portions of the race. Lewis took a look on lap 17, closing to the tail of Jackson, and was six-tenths behind at the white flag.

"We were good in different areas," Jackson says. "I was really good going down the hill, and he was really good in the brake zones. My car was set up on the edge to try to keep that thing, and it was hard keeping it on the bubble."

Lewis made one last charge under braking coming into the Turn 11 hairpin, and got a wiggle from Jackson, but not enough to make the pass.

"I didn't care how close he got, because he had to go around me," Jackson says.

"I did exactly what Mike would have done, and he did exactly what I would have done."

Jackson was satisfied; so, too, was Lewis, whose GT3 run was a one-off in a car owned and prepped by Mike Henderson. "I had no aspirations," Lewis admits. "I knew it was a good car, and that it would be strong. But I hadn't driven one of these things for 20 years. We really only had three or four race weekends to try to learn the car, especially long runs."

So, what about a rematch in the GT3 Challenge race series - the grouping that reminded Jackson about his NASPORT days? Jackson insists that he's not thinking too strongly about it. But, then again, the GT3 Challenge does head to Portland, and that's not too far from Jackson's home....

Reece White

GT3 CHAMPION

COLLIN JACKSON

Oregon Region
Specialty Engineering/
Goodyear Nissan 240SX

GT3 QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. Michael Lewis/SanD (Mazda RX-7) 1:40.947; 2. Collin Jackson/Ore (Nissan 240-SX) 1:41.082; 3. Taz Harvey/SFR (Mazda RX-7) 1:43.410; 4. Jose Rodriguez/SFR (Mazda RX-7) 1:43.866; 5. Gary Bockman/Ore (Mazda RX-3) 1:44.787; 6. Jeff Scoville/Ore (Nissan 240-SX) 1:44.794; 7. Larry Hansen/Ore (Nissan 350Z) 1:47.185; 8. Guy Laidig/SFR (Mazda RX-7) 1:49.455; 9. Michael Heintzman/SFR (Mazda Miata) 1:50.072; 10. Doug Sherwood/Colo (Mazda RX-7) 1:51.728

Sherwood - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

Bockman - Loss of time for Q1 laps in violation per Chief Steward - GCR 5.7.2

Laidig - Loss of time for Q2 laps in violation per Chief Steward - GCR 5.7.2

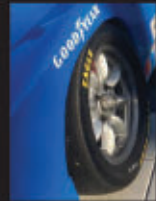
GT3 RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Collin Jackson (20); 2. Michael Lewis (20); 3. Taz Harvey (20); 4. Gary Bockman (20); 5. Jose Rodriguez (20); 6. Doug Sherwood (19); 7. Guy Laidig (14); 8. Larry Hansen (13); 9. Jeff Scoville (0); DNS: Michael Heintzman (1)

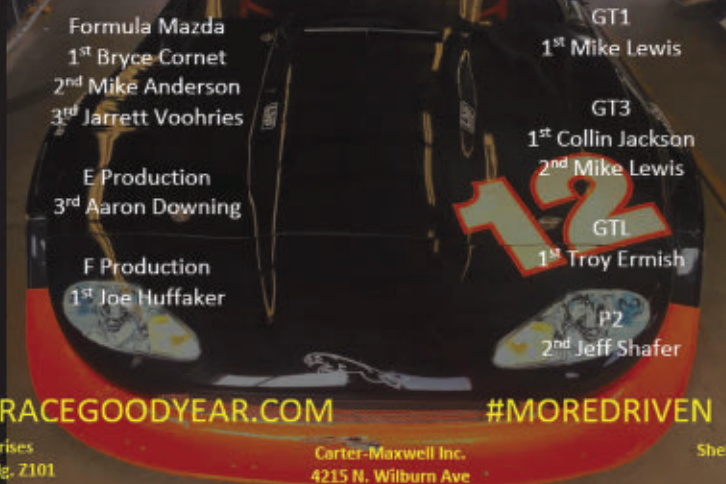
Overall Time of Race: 34:50.605;
Average Race Speed: 86.788mph;
Margin of Victory: 0.052sec; **Fastest Race Lap:** Lewis 1:42.634 (88.392mph); **Lap Leaders:** Jackson laps 1-20; **Sunoco Hard Charger:** Jackson



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FAST FORMULA

(BELOW and RIGHT) Mirl Swan took the Formula Atlantic win with time to spare. (BOTTOM) Behind him, Anthony Opheim led Graham Ranklin to the checker.



Rock Connive

RACE 27 | SUNDAY | OCT. 21, 2018 | 4:45 P.M.

FORMULA ATLANTIC

Mirl Swan may have been the last to qualify for the Runoffs, but he was the first to the checker in the race. At what most consider the end of the racing summer, Swan looked at a Swift 016a sitting in his shop and thought, "Why not?" Swan had only raced once in the past nine years, but old habits die hard. He mounted a concentrated campaign of racing at qualifying events, mostly Regionals, and finally qualified for the Runoffs the last weekend in September.

Why not, indeed.

It was a very small field of Atlantics at Sonoma Raceway. The seven-car field featured only one Swift 016a but had two ancient Ralt RT-41s plus an old Elan Pro Mazda car and a 30-year-old Swift DB-4. As could be predicted, Swan took the Tire Rack pole in his Swan Motorsports/Hoosier car, while Spencer Brockman was second – those two were over a second ahead of the third-placed machine.

The green waved and Swan took off as expected; by the second lap, he'd already accrued a 4.6sec lead over Brockman. A full course yellow bunched the field on lap five, with Swan trailed by Brockman, Anthony Opheim, Graham Rankin, Dwight Rider, Paul Ravaris, and Edd Ozard. But during this caution, Brockman pulled into the paddock and retired.

Swan dutifully took off as the yellow ended, opening an eight-second lead after just two laps. He stretched this to 18 seconds over Opheim when another full course yellow occurred when Ozard had his engine let go on the track. Only five cars remained when the course went



Mark Weber

green on the 15th lap – and Swan checked out once again.

Rankin made the most of the restart and moved his G+C Swift 014a Toyota ahead of Opheim's Ralt RT41 Toyota for second. Two laps from the end, Opheim reclaimed the place. The race finished as Swan, Opheim, Rankin, Rider, and Ravaris. The margin of victory was 7.6sec, but without the two caution periods, the gap could have well exceeded a minute.

For Swan the battle came prior to the race. "I had a real struggle during the week," he says. "I missed a lot of sessions with engine and other troubles. I have to thank my crew as we had a lot of work. Among other things, we had to pull the engine. I have to thank Bill Gillespie – this is his car and he let me drive it.

As for that potentially large margin of victory that could have been, Swan's opinion differed. "During the race

I was actually happy to see the yellows, even though they wiped out my lead – this is the most physically demanding track I have ever been on and I needed a break," he admits.

Opheim thanked his rival Rankin. "Graham showed me the way around this track a while back," he says. "Plus, we both had Lloyning engines; mine was strong, but his was stronger. Late in the race I heard on my radio that he was catching me. He stuck it inside at Turn 7 and made it stick. I stayed close through the last yellow then backed off a bit to get a run. I hit it hard from Turn 7 into Turn 11, got ahead, and was able to keep a gap."

"I did not have a good start, but was able to pick up a few places," Rankin says. "I had a good time."

For Swan, this was his third title, and the 10th for his prep shop. Apparently, he knows how to win.

Tom Schultz

FA CHAMPION**MIRL SWAN**

Kansas City Region
 Swan Motorsports/Hoosier
 Swift 016a Mazda



Jay Bonvolante

FA QUALIFYING

Pos. Driver/Region (Car) Best Time;
 1. Mirl Swan/KCR (Swift 016a Mazda) 1:28.176; 2. Spencer Brockman/NER (Swift 014a Mazda) 1:28.270; 3. Anthony Opheim/Ore (Ralt RT41 Toyota) 1:29.196; 4. Edd Ozard/SFR (Swift DB4 Toyota) 1:31.343; 5. Paul Ravaris/Tex (Elan Pro Formula Mazda) 1:32.151; 6. Graham Rankin/SFR (Swift 014a Toyota) 1:32.348; 7. Dwight Rider/Colo (Ralt RT41 Toyota) 1:34.312

FA RACE

20 laps, 50 Miles: Pos. Driver (Laps);
 1. Mirl Swan (20); 2. Anthony Opheim (20); 3. Graham Rankin (20); 4. Dwight Rider (20); 5. Paul Ravaris (20); 6. Edd Ozard (12); 7. Spencer Brockman (5)

Overall Time of Race: 35:17.306;
Average Race Speed: 85.694mph;
Margin of Victory: 7.685sec; **Fastest Race Lap:** Swan 1:29.924 (100.885mph); **Lap Leaders:** Swan laps 1-20; **Sunoco Hard Charger:** Rankin

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GOING OUT ON TOP

(RIGHT and BELOW) It may have been Gary Hickman's final race but he did it in style, clinching the Runoffs win.

(BOTTOM) James Michael ended up in second place following a rather unique sprint to the checker.



Rex Covine

RACE 28 | SUNDAY | OCT. 21, 2018 | 4:45 P.M.

FORMULA 1000

A wildly confusing Formula 1000 race saw just seven starters with only three finishers. There were spins galore, off-course expeditions, come-from-behind charges, and, unfortunately, a championship determined in the steward's room - so, while Rod Rice was the first across the line after 20 laps, it was Gary Hickman and his Edge Engineering Phoenix F1K-12 Suzuki who enters the books as this year's Formula 1000 champion.

Previous winner J.R. Osborne appeared to have matters well in hand early in the race as he took off in his Geartronics/WesTrack Motor Racing Ralph Firman RFR F1000 Kawasaki and immediately established a several second lead. Rice was heavy on the throttle at the green, trying to make up some ground after having spun on the pace lap. But he went and did it again, looping it off course in Turn 1. Osborne then comfortably led Randy Cook, Hickman, Mark Nixon, Rice, and James Michael. Kevin Roggenbuck stopped off course, ending the day for the 2016 champion.

Oil on the track necessitated a full course yellow for a cleanup. At the restart, Osborne suddenly slowed and pitted into retirement. This was déjà vu for the two-time champion, who lost the lead and race in 2016 in a very similar manner. This elevated Rice to the lead, Rod having moved all the way through the field following his two earlier spins. Cook was second, followed by Hickman and Nixon, but that also quickly changed. Cook made a pit stop, dropping him back in the order. Rice now held a 6.7sec lead over Hickman, with Nixon in third.

Another full course yellow ensued on the 13th lap, during which Rice spun for a third time.



FB CHAMPION

GARY HICKMAN

San Diego Region

Edge Engineering Phoenix F1K.12 Suzuki

Rupert Berrington



Jay Bonavolita

When the course went green on lap 15, Hickman led Rice, Nixon, and Michael, the foursome being the only cars still running. Then on the 17th lap, Rice passed Hickman for the lead in Turn 7. The following lap Nixon pulled off course with a smoking engine. And then there were three.

At the finish, Rice led Hickman across the line by a scant 0.4sec. Michael was the last man standing in third. In the post-race interviews, Hickman declared his retirement.

"I have started more than 300 SCCA races over 40 years, plus some 50 USAC races," he announced. "It is time. I would

liked to have won, but second is not a bad way to finish."

Little did he know that he would shortly be named the winner.

The stewards met after the race and applied a loss of three positions to Rice due to on-track actions. This made Hickman the winner with Michael and his Berlousche Engineering Stohr F1000 Suzuki second, and Nixon, despite not running at the end of the race, in third in his Nixon Motorsports

Stohr F1000 Kawasaki.

Hickman came close to winning on the track, however. "Late in the race I saw Rice catching me," he says. "I was having trouble shifting and was slowing. There were only three laps left and I did everything that I could to stay ahead, but he passed me anyway."

An unfortunate end to an exciting race, but Hickman is a worthy champion nonetheless.

Tom Schultz 🍌

FB QUALIFYING

Pos. Driver/Region (Car) Best Time;
1. J.R. Osborne/Ore (Ralph Firman RFR F1000 Kawasaki) 1:28.612;
2. Randy Cook/SFR (JDR F1000 Suzuki) 1:30.111; 3. Rod Rice/Nwst (Stohr F1000 Kawasaki) 1:31.325;
4. Gary Hickman/SanD (Phoenix F1K.12 Suzuki) 1:31.615; 5. Kevin Roggenbuck/Nwst (Ralph Firman RFR F1000 Kawasaki) 1:31.886;
6. Mark Nixon/Tex (Stohr F1000 Kawasaki) 1:32.245; 7. James Michael/Tex (Stohr F1000 Suzuki) 1:38.739

FB RACE

20 laps, 50 Miles: Pos. Driver (Laps);
1. Gary Hickman (20); 2. James Michael (19); 3. Mark Nixon (17); 4. Rod Rice (20); 5. Randy Cook (9); 6. J.R. Osborne (7); 7. Kevin Roggenbuck (1)

Rice - Loss of 3 positions in class per SOM - GCR 6.1.1.B

Overall Time of Race: 35:30.417;
Average Race Speed: 85.166mph;
Margin of Victory: 1 laps; **Fastest Race Lap:** Osborne 1:31.189 (99.486mph);
Lap Leaders: Osborne laps 1-7; Rice laps 8-12, 17-20; Hickman laps 13-16;
Sunoco Hard Charger: Michael

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**Justin Huffman – Silver Medal FE
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**Chuck Moran – DNF FC, lost transmission while
running 5th with two laps to go
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Lee Rackley – 6th FE, Fast Lap

**Rick Shields – 8th FV, with spin
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Pro F2000
Megan Gilkes – FV
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George Slyman –
Spec Miata
Ed Cangialosi –
BMW Spec 30
Peter Phillips, Jr. – SM
Charlie Rodgers – FV
Michael Lattanzio – SM

Brandon Fetch – SM
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Mazda MX-5 Cup
Alex Scaler – FV
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Pro F2000
Chuck McCormick – FV

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

Bob O'Connor – FV
Dan Oseth – FV
Brent Gilkes – Pro F2000
Ray Qualls – FV
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LOOKING AHEAD

For Austin Fairfield, motorsports is more than a family tradition – it may become a career | **WORDS** James Heine | **MAIN IMAGE** James Heine

We first met the Chicago Region's Austin Fairfield on a hot, humid July afternoon earlier this year, while, during the WeatherTech International Challenge with Brian Redman Presented by Hawk, he was working a flag station next to Road America's Sargento Bridge.

If that story sounds vaguely familiar, perhaps it's because, by simple chance, we met Austin's older brother Nick (*First Gear*, November 2014), at Road America's Turn 5 some four years ago, when Nick also was working Flagging and Communications at Road America for the 2014 edition of the Brian Redman event.

Brothers with F&C licenses? Yes, you bet, and you guessed it, the brothers Fairfield are from an SCCA family. "My parents ended up meeting each other at Turn 5 at Road America, while working corners," Austin explains about his family history and his involvement in the SCCA. These days, he adds, they're part of Road America's safety team.

An SCCA member since 2001, Austin holds a Regional F&C license and works races, mostly at Road America. "Both my brother and I have basically grown up at the racetrack," he says. "Both of us have also been playing hockey since we were about 3 years old, along with running track and cross-country in high school."

Today, he's a sophomore at Indiana University-Purdue University Indianapolis (IUPUI), Austin notes, where he is studying motorsports and mechanical engineering. His long-term goal is to establish a career in the motorsports industry.

Besides academics, an additional benefit of IUPUI is its proximity to the Speedway, Austin says. Among other things, that proximity allowed him to work last year's Runoffs at Indy. "It was a lot of fun," he says about the Runoffs. "Like, just a lot of cars. It also allowed me to work with people I've never worked with, because it was



ALL IN THE FAMILY

Austin Fairfield's parents met while flagging at Road America; today, both he and his brother enjoy flagging races at the very same track. In his spare time, Austin enjoys racing his kart, and he hopes to obtain a job in the motorsports industry once he completes his schooling.

my first time working out of Region. It was nice, because with school being in Indianapolis, I'm only 10 minutes away from the Speedway."

As with motorsports, he also is from a thoroughly athletic family, Austin notes. This is especially true where hockey is concerned. In high school, he played lacrosse and ran cross-country and track, not because he's a great runner, but for the conditioning benefits he gained for his hockey efforts, Austin says.

As for his motorsports career, Austin has been racing karts for the past two-and-a-half years. "I started off in what was called the Yamaha Super Can," he says. "So, a Yamaha KT 100 motor. This year, I decided to make a switch to what's called KA 100. It's another 100cc two-stroke motor built by a different company, but quite a bit faster and cheaper to run."

For himself, cheaper is the operative word, Austin says. "My parents are making me pay for my own racing," he explains. "They think that my karting is expensive, and they are not wrong.

I also have to do my own maintenance. If I'm in a jam between heats, my dad will help me out, but otherwise everything is typically on my own."

While someday he hopes to take his karting "somewhat professional," or move to cars, for the immediate future he will continue working corners. "I love to watch drivers racing door to door, along with pushing the cars to the very limit," he says, "but I also love the engineering aspect, especially aerodynamics. I have learned from watching other drivers that, just because you can go deeper on the brakes or go faster through the corner, should you? It can slow down your exit speed or make the car unsettled at turn-in."

As for who has helped him in his SCCA career, Austin (naturally) points to his parents, who first brought him to the track and "taught me how to flag properly," but also to Chicago Region's Mark Bingheim and fellow CenDiv flaggers Aaron Brunet, Randy Hermann, and Nate Kosak. "They do not let me slack off during a race," Austin says. ☺

12-19 DAYS

Gregory Adams	Ohio Valley
David W. Badger	Mahoning Valley
Judy Badger	Mahoning Valley
Barry D. Baker	Ohio Valley
Steve Balanecki	Detroit
Kathey (Kat) Beigel	Blackhawk Valley
Cornelia M. Bell	San Francisco
Richard Bittmann	Central Florida
James Blumenfeld	New England
Fred R. Brinkel	Washington DC
Romesh Canekaratne	Gulf Coast
Edward E. Cheek	Blackhawk Valley
Anne Christian	Colorado
Kyle Colbey	Glen
Kevin Coulter	Chicago
Karen Crider	Western Michigan
Anna Neave Crissman	North Carolina
John C. Davison	North Carolina
Charles M. Dobbs	Glen
Johnny Lewis Dunbar	North Carolina
Robert L. Duncan	Central Florida
Donald Elston	Chicago
William D. Etherington	South Jersey
Mark Eversoll	Buccaneer
David Ferris	Western Michigan
Trevor Christian Filipowicz	Blue Mountain
Lewis Giesy	Finger Lakes
Wilma Giesy	Finger Lakes
David A. Gomborg	Washington DC
Deb Hamilton	Ohio Valley
Suzanne Roberta Hardesty	Ohio Valley
Theodore J. Hardesty	Ohio Valley
Janet Harhay	Central Florida
Mary K. Hartman	Finger Lakes
John David Heffington	Mississippi
Rainer Helmchen	Fort Wayne
Trevor Alexander Hermance	New England
Mark Hillyer	Washington DC
Michael Holz	Milwaukee
Don Howson	NE Oklahoma
David Hsu	Washington DC
Dave Irwin	San Francisco
Douglas R. James	Oregon
Art Jaso	Washington DC
Ken Jones	Northwest
Joyce E. Jones	Northwest
Susan J. Joyce	Central Florida
Barry W. Kashar	San Francisco
Dennis J. Kay	Milwaukee
Steven A. Keadle	North Carolina
Phil Kelley	Glen
Kenneth Robert Killam	Oregon
Barbara G. Knox	Cal Club
Suzanne D. Kolker	N New Jersey
Lizabeth K. Lowy	Milwaukee
H. Patrik Lundin	Oregon
Teresa M. Massey	Colorado
Patrick McCammon	Fort Wayne
Keith Alan McDonald	Washington DC
Donna P. McDonough	Steel Cities
Alice Montgomery	Oregon
Tracy O'Connor	Washington DC
Jamey Osborne	Lone Star
Larry Pannemann	Detroit
Karen Paul	New England
Eric Penn	Detroit
Lee Pfeiler	Ohio Valley
Chuck Phillips	Cal Club
Heather Powers	North Carolina
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Caryl Roberts	Milwaukee
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Lee Smits	Central Florida

Thomas William Smolenski	Western Michigan
Alan Steel	San Francisco
Karen J. Stewart	Cal Club
Bob Stone	Chicago
Michael D. Stringfellow	Washington DC
Judith "Jude" Summers	Ohio Valley
Herbert T. Sweeney	Washington DC
Aimee Thoenes	Kansas
Thomas John Tomlinson	Cincinnati
Mark Troemel	Milwaukee
Mitchell Van Alstyne	Oregon
Signa Vernholm	Oregon
Peter Villaume	New England
James C. Wheeler	Glen
George I. Witman	Blue Mountain
Everett J. Zane	South Jersey
Joe Zirretta	Cal Club

20-29 DAYS

Richard D. Alexander	Mohawk Hudson
Bill Armitage	Cincinnati
Collins Barber	Central Florida
Rick Bentson	Chicago
Ann E. Bowling	Arkansas
Ron Branam	San Francisco
Karla Bynum	San Francisco
Rick Bynum	San Francisco
Dave Deborde	Reno
Rhea L. Dods	San Francisco
John Fred Frank	Continental Divide
Al P. Harhay	Central Florida
Frederick J. Hawley	Western Michigan
Bob Hudson	Atlanta
Gordon L. Jones	Oregon
Dennis E. Joyce	Central Florida
Suzanne J. King	South Jersey
Joseph Kirby	San Francisco
Chuck Knox	Cal Club
Sammi Marlis-Ronshausen	Central Florida
Rich Mesick	Central Carolinas
Leland Miller	Central Florida
Walter Miller	Central Florida
Laura Osborn	Central Florida
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Mark Russell	Florida
John F. Schrader	San Francisco
Paul Alan Schwemmer	Central Florida
Laurie J. Sheppard	New England
Ray Sizer	San Francisco
Mark R. Smith	Cal Club
Cecilia Smith	Cal Club
Lee Stanley	Buccaneer
David H. Steger Jr.	Atlanta
John M. Stewart	Cal Club
William W. Von Suskil	South Jersey
Lyn Hodges Watts	Central Florida
Matt Wojtkowiak Sr.	South Jersey
Sydney Yagel	Houston

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Dale Lee Gogel	Philadelphia
Jeff Olinger	San Francisco
Michael Mo Overstreet	Washington DC
Patti D. Socher	Central Florida
Shirley L. Thompson	Washington DC
Lori Vitagliano	Florida

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



Jason ISLEY

2018 National Championship Runoffs

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JASON ISLEY





RUSH HOUR

The ProSolo Finale and Solo National Championships are in the midst of a great problem: an increasing number of people want to take part (LEFT and BELOW). This problem raises questions as to how to deal with the issue.

A BETTER MOUSETRAP

As the Solo National Championships nears capacity, it's time to analyze what we have and try to make improvements | WORDS Paul Brown | IMAGES Perry Bennett

The Tire Rack Solo National Championships continues to grow, this year resetting the attendance record near the new cap of 1,400. Continued growth presents some challenges, however, and that brings up some questions. One of those questions is philosophical: Is more, better? So far, we've accepted "yes" as the answer to that, so we're now left with responding to the challenges that come with such a large turnout.

The first challenge is paddock space. Pre-assigned spaces help, but more entries will require more paddock space. There may be some efficiencies available with large groups, but with a unit of 25-by-25 feet, there are a finite number of spaces to be assigned.

A related issue has to do with grid space. All else being equal, more drivers mean more grid spaces. Fortunately, there's a simple answer to this, and it's one that was implemented this year: add a group. An additional group solves this one completely, though it introduces complications that add to other challenges.

Now to the problem that has arisen several times at the Solo Nationals: There are only so many hours of daylight. It takes a certain amount of time to offer every driver three


runs in a day. We've talked about operational efficiency in the past, and we have more than doubled the number of cars we expect to process through a course in a day but, at some point, we get to the point where we are starting four cars every minute, and there's just no more room to speed that up. We aren't there yet, but that goal is in sight. Hot swapping workers, carefully monitoring the mid-day walk, efficient sweeps, and being lucky with mechanical issues (especially those requiring large-scale cleanups) all help minimize wasted time.

So, what other areas are available to maximize the number of drivers we can handle? There's an easy improvement available for Tuesday and Thursday. Historically, it took some time to get grid sheets printed and made available. Software and administrative improvements make that later start time no longer necessary, so chances are we'll be starting at 8 a.m. both days next year. It would be possible to start earlier than that, but we really do need to leave time for course walks.

A more radical idea is adding a day to competition. Going to a five-day schedule would give us plenty of daylight, but most of us don't have unlimited vacation days, so extending

the competition to include Saturday would, ironically, solve the problem by reducing the turnout. Moving the ProSolo Finale a day earlier would have much the same effect. For now, we'll call this an idea for the distant future.

What about Monday? Some have suggested running Formula Junior and maybe a heat or two on this otherwise quiet day. It may be possible to do this, but Monday is a busy day already. Final course setup happens in the morning, there are various meetings going on throughout the day (from the chiefs' team to the town halls). Quite a lot of people spend the day walking courses. Then the day ends early for just about everyone with the Tacos and Talent party. Trying to run FJ on the Monday would involve finding course workers, shutting down a course while they are running, swapping courses, giving them time to walk, and then shutting down that course for a while. That might be doable, but it would require considerable planning and coordination.

Got a better idea? Ideas for addressing any or all of these issues are always welcome, so add to the conversation by writing to the Solo Events Board at www.sebscca.com. 





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**WAY OUT WEST**

Steadfast teams tackled a challenging 1,000km RoadRally that traversed the wilds of the Northwest, like Pablo Eklund and Yulia Smolyanski (LEFT), as well as Simon Levear and Bill Ferber (BELOW).

THE ONE THOUSAND

For this mid-September RoadRally, the challenge was only part of the beauty | **WORDS & IMAGES** Rick Beattie

In writing the 2018 Oregon 1,000 biennial RoadRally held Sept. 22-23, RoadRally chairmen and rallymasters Kevin Poirier and Chris Hale probably made 1,000 decisions, but regardless of spelling, control locations, mileages, dinner planning, overnight stays, or time allowances, contestants on a great, two-day weekend event seem to remember only two of them: their finishing position and the roads they traveled.

Three teams should have great memories as Rebecca Ruston driving for Russ Kraushaar finished first in Class E and first overall with 51 points, Larry LeFebvre driving for Bill Colisch finished first in Class L with 192 points, and Stephen Hodges driving for Ryan Stanton finished first in Class S with 1,380 points.

The 1,000-kilometer event started and ended in Albany, Ore., with an overnight stay and a dinner provided by the organizers in Gold Beach, Ore. Contestants were given a spiral bound route book with the general instructions, route instructions separated for Day One and Day Two, and a competitor scorecard on the inside back cover. Each day was set up in TSD sections separated by transit sections. There were six TSD sections on Day One and four on Day Two.

Marinus and Renee Damm, who finished

third in Class L, put the rally in context with other rallies in the Northwest. A great many of the teams at the event have a strong rally history, and the Dammes have twice won each of three important honors: the Pacific Coast Challenge championship, the Thunderbird rally, and Targa Newfoundland's GT Class.

Marinus Damm explains that "there are five major, multi-day, time-speed-distance rallies in Washington and Oregon." In addition to the 1,000 are No Alibi, Nor'wester, Mountains to the Sea, and The Classic Motor Rally. They all concentrate on different factors such as hidden checkpoints or endurance, but "the Oregon 1,000 has the fastest pace and fewest transits," Marinus notes.

This was all new to Hodges and Stanton. It was their first event. Hodges was unable to make the 2016 event but was running a RallyCross when "they mentioned the Oregon 1,000 and I remembered that I wanted to do it - so I did it!"

Stanton "jumped at the opportunity" when Hodges needed a navigator. He remembers the "amazing views." Hodges found that "some of the views in our beautiful state were spectacular! It cannot be understated. Kevin [Poirier] and Chris [Hale] chose an amazing route."

The Dammes mentioned one other thing:

the roads. Most of the forest roads in Oregon are narrow, gravel roads running near the tops of the mountains.

Scenery is one thing, but for Marinus Damm, "I still laugh thinking about the pavement. [Believe it or not] the mountains are paved in the Coast Range in southwest Oregon. They're sometimes skinny, but they're almost always deserted, and they are great fun." He also mentioned that with one control per leg, there is time to drive to the out-marker at your own pace.

Congratulations need to go to Ruston and Kraushaar for their come-from-behind finish. They ended the first day nine points behind Class E competitors Pablo Eklund and Yulia Smolyanski.

Kraushaar meet Ruston "at a poker game among rally friends" years ago. This was their fourth rally together and their first overall win together.

Kraushaar has a list of RoadRally accomplishments too long for this column, but for the 1,000, he is happy with this result. "For me, right now, it was getting a win with Rebecca [Ruston]," he says. "I thought she had the skills to win as a driver, and now I know she does. She is the first woman to win a Pacific Coast Challenge event as a driver." 🍷





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POWERED BY GENEROSITY

The SCCA Foundation excels when members like you offer a helping hand

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** Courtesy Ference Family

Throughout the year, this page has highlighted the programs of the SCCA Foundation. Special attention has been paid to the SCCA Archives and the amazing work being done by Archivist Jenny Ambrose along with Archives Technicians Joe Cali and Rick Hughey. Reader feedback on the articles about our collection of Region publications, dash plaques, race programs, and driver records has been enthusiastic. We've also covered the ever-growing Tire Rack Street Survival teen driving program, support for Formula SAE competition, the Wendi Allen Scholarship, and increasing activity with the VETMotorsports organization.

The SCCA Foundation's ability to support each of these important programs is powered by the generosity of the donors who give from the heart all year long. Each year, SCCA Foundation spends approximately \$110,000 on the programs listed above, in addition to building a reserve for future funding needs. As we close out 2018, let's review some of the big fundraising successes of the year as well as the needs and opportunities as we head into 2019.

The Foundation's highest profile fundraiser each year is the Sweepstakes, which this year featured an amazing VIP trip to the Formula 1 U.S. Grand Prix in Austin, Texas. Enthusiasm for the drawing was strong with 550 people making donations totaling \$28,825 resulting in the issuance of 3,521 tickets. Atlanta Region SCCA member Joseph Burris



REMEMBERING
The Club made a lasting impression on Stefan Ference (ABOVE), and his generosity will long be remembered.

held the lucky ticket, winning the trip for two to the F1 race, which also included special access to the SCCA Pro Racing F3 Americas and F4 U.S. Championship races and banquets being held the same weekend.

Individual contributions ranging from \$5 to more than \$100 tacked on to SCCA membership renewals add nearly \$25,000 to the Foundation's budget each year. More than 1,000 SCCA members contribute to our programs in this way. But we've also seen extraordinary generosity from several members in 2018. Three members made donations of \$10,000 or more this year. Two of those donors used charitable distributions from investment accounts, and one continued a tradition of supporting the SCCA Archives through a private foundation grant. Members should speak with their tax advisors about the advantages of a qualified charitable distribution from a retirement account in planning for 2019, since the SCCA Foundation qualifies for such a contribution.

The SCCA Foundation also continued to receive strong financial support from several SCCA Regions. Topping the chart again in 2018 was Nebraska Region, which donated \$9,500 in proceeds from the Test-n-Tune course at the Tire Rack Solo National Championships. Some Regions contributed in other ways, such as New England Region's contribution of additional significant historical records and memorabilia to the SCCA Archives. Thanks to the increased participation by SCCA Regions in the Tire Rack Street Survival program,

Foundation income from the teen driving program exceeded \$35,000 this year (all of which goes right back into growing that fantastic program).

Most moving this year has been the donation by the late West Texas Region member Stefan Ference. Ference joined the SCCA in 1995 and was passionate about cars, racing, and Porsches. He attended races at Spa and several tracks in the U.S. He completed the Bondurant School and ran his 1988 Porsche 944 at track days. Sadly, Ference passed away on July 29, 2018, at the age of 67. Before he passed, Ference requested that his three vehicles and race trailer be donated to the SCCA Foundation to support our programs. His daily driver was a much-loved 2013 MINI Cooper S with just 31,000 miles on the odometer. The "garage queen" was a 2016 Porsche Cayman S with only 2,600 miles. And, of course, there's his bright red 944 track car. The family transferred the vehicles to the Foundation in October and the proceeds of their sale will go to support SCCA Foundation programs in accordance with Ference's wishes.

We are grateful to Stefan for his generosity. While end-of-life planning is no easy topic, his example is a poignant reminder that we might all think of the SCCA Foundation as part of our ongoing legacy in estate planning.

Thank you, Stefan, and thanks to each of you who have made 2018 a strong one for the SCCA Foundation and the important programs we all support. 🍷

THE COLLECTION
Proceeds from the sale of Stefan Ference's car collection (BELOW) will help to fund the SCCA Foundation and its many programs.



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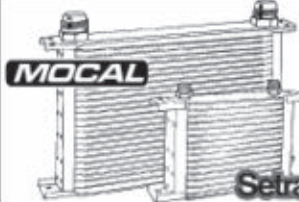

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The Pro Racing Championships
Review issue
Materials due: Dec 1
Issue mails: Dec 26

March 2018

An issue devoted to preparing
for the 2018 racing season
Materials due: Dec 1
Issue mails: Dec 26

April 2018

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

May 2018

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

June 2018

Pro Racing Preview issue/
Suspension Guide
Materials due: Apr 6
Issue mails: Apr 23

July 2018

The SCCA's
Best Cars issue
Materials due: May 4
Issue mails: May 21

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AMERICAN SEDAN CHEVY CAMARO > Two-time Runoffs podium, four-time SoPac Division National Champion, many track records, 454hp, \$5k exhaust, carbon fiber dash, data acquisition, custom Kodiak wheels, Ford 9-inch with four limited-slip rear-end ratios, Ohlins single/double adjustable shocks, three fiberglass hood styles, many spares.
Contact: Bill (949) 415-8630 or asedan@pacbell.net



GT-1 CAMARO Z28 > True vintage. SCCA logbook #02-1462. 550+hp 358 SBC. Howe chassis. Saenz 4-speed, Frankland quick change. Wilwood wide 5 hub and brakes. Tilton pedals. Very little track time. 98% race ready. SCCA, SVRA, HSR race eligible. \$18,900. Orlando, FL. Trades considered, street-legal vehicles. **Contact: (407) 790-9538**



2008 CORVETTE T1 > Phoenix Performance built. Limited prep. Penske shocks, Brembo brakes. L57 engine. All the right stuff. **Contact: Joe Aquilante (610) 482-0141 or jfaphoenix32@aol.com**

20 COMPETITION | STREET ▼



SRF3 > Ready to race with or without trailer. New set of slicks & new rains plus practice set, all have rims. **Contact: Brian Andrews (920) 912-4769 or andrewsb686@gmail.com**



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1996 MAZDA MIATA > Track day ready. Kirkey seats, Sparco 5pt harnesses, NRG quick disconnect steering wheel, Garrett turbo, Adjustable suspension, Hoosier 225/45Z15 tires, with a full set of spares. 82,931 miles. \$10,800.
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MINI COOPER B-SPEC RACECAR > Under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday (304) 343-2277/ email: wes@suddenlink.net**

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2007 CORVETTE C6 T1/T2 > Phoenix Performance built. Full race prep. Penske shocks, Brembo brakes. All the right stuff. \$65,000. **Contact: Joe Aquilante (610) 482-0141 or jfaphoenix32@aol.com**



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1995 MUSTANG GT > A-Sedan, 2016 Runoffs, SARRC, Florida Cup multi-time winner, 5 sets of wheels and tires (including stickers, rains). Spare parts package, professionally built engine, very low hours, medical forcing sale. \$15,750 OBO.
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PRO RACING



TRANS AM 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 Pitt Race Complex, Pa.
Loshak (TA); Lux (TA3); Dexter (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.
Said (TA); Majeski (TA2); Daskalos (TA3); Dexter (TA4)
Sep 7-9 Watkins Glen International, N.Y.
Drissi (TA); Matos (TA2); Boden (TA3); Dexter (TA4)
Sep 21 VIRginia International Raceway, Va.
Loshak (TA); Lagasse (TA2); Boden (TA3)
Nov 1-3 Circuit of the Americas, Texas
Francis (TA); Robinson (TA2); Dexter (TA3); Dexter (TA4)
Nov 9-11 Daytona Speedway, Fla.



PRO RACING

WHAT Trans Am
WHEN Coming in 2019
WHERE A track near you

By the time you read this, the 2018 Trans Am season will have wrapped. Keep an eye out for the 2019 season schedule.

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.
Pickett (TA); Merrill (TA2); Thordarson (TA3)
Nov 1-3 Circuit of the Americas, Texas



NEW YEAR TO COME

The 2018 F4 U.S. Championship may have wrapped, but teams are already preparing for the coming season.



FORMULA 4 f4uschampionship.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 Pitt Race Complex, Pa.
Blanco; Car; Car
Sep 14-16 NJMP, N.J.
Blanco; Dickerson; Dickerson
Oct 19-21 Circuit of the Americas, Texas
Dickerson; Rasmussen
Champion: Dickerson



FORMULA 3 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 NJMP, N.J.
Kirkwood; Kirkwood; Leguizamón
Sep 21-23 Road Atlanta, Ga.
Kirkwood; Kirkwood; Kirkwood
Oct 13-14 NOLA Motorsports Park, La.
Leguizamón; Kirkwood; Kirkwood
Oct 19-21 Circuit of the Americas, Texas
Kirkwood; Kirkwood
Champion: Kirkwood



PRO RACING

WHAT F3 Americas
WHEN 2019
WHERE The best tracks in America
F3 Americas completed its inaugural season in 2018, and is set to break records in 2019 with a full season of competition in store.

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR
scca.com/supertour
2019 schedule to be announced



U.S. MAJORS sccamajors.com
2019 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS
Oct 8-13, 2019 VIRginia Int'l Raceway, Va.
DIVISIONAL/REGIONAL

SOUTHEAST sedivrracing.org
Nov 2-4 *# Road Atlanta/Atlanta
Nov 10-11 # PBIR/Florida
Nov 24-25 Sebring/Central Florida
Atlanta (770) 617-0801
Central Florida (407) 415-8714
Florida (561) 654-3396

SOUTHWEST sowdivrracing.org
Dec 8-9 Ro* NOLA Motorsports Park/Houston
Houston TBD

SOUTHERN PACIFIC
Nov 3-4 *# Buttonwillow Raceway Park/Cal Club
Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS

Oct 6 Yoder, KS/Wichita
Oct 6 Reno-Stead Airport/Reno
Nov 3 Heartland Motorsports Park/Kansas
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DRIVER'S SCHOOLS
2019 schedule to be announced

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TIME TRIALS

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Cal Club (661) 304-9382

TRACK NIGHT IN AMERICA

Nov 6 Palm Beach Int'l Raceway, Fla.
Dec 4 Palm Beach Int'l Raceway, Fla.

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR
2019 schedule to be announced

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

FOR CHANGES

Club Racing (785) 232-7229
Solo, Road Rally (785) 232-7656
RallyCross (785) 357-7259

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2019 schedule to be announced

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.

2019 RUNOFFS PREP BEGINS

With the 2018 SCCA Runoffs concluded, all eyes turn to VIR for the Oct. 8-13, 2019, running of SCCA's ultimate road racing championship.



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

Area 13: **JIM WEIDENBAUM**
(503) 327-8990; jweidenbaum@scca.com



Garvin Baker

Carpen (Super); Tran (Ladies)
Aug 3-6 Oscoda-Wurtsmith Airport, Mich.
MacLeod (Super); Monfort (Ladies)
Aug 31-Sep 2 Lincoln Airpark, Neb.
Ogburn III (Super); Heaton (Ladies)
Champions: King (Super); Towns (Ladies)

TIRE RACK MATCH TOUR.

2019 schedule to be announced

CAM CHALLENGE

2019 schedule to be announced

REGIONAL

NORTHEAST nediv.org

Nov 4 NJMP/South Jersey
South Jersey klmjr@hotmail.com

SOUTHEAST sedivrracing.org

Nov 10-11 Atlanta Motor Speedway/
 Atlanta
Atlanta randallprince@gmail.com

GREATLAKES greatlakes-scca.org

Nov 3 East Crawford Rec Area/Salina
Nov 4 Walesboro Airport/Columbus
 Sports Car Club

Central Kentucky

dsimcox@proliffequipment.com

Columbus Sports Car Club

bj.mcgee@gmail.com

Fort Wayne cs137@hotmail.com

Indianapolis smstribling@yahoo.com

Neohio jasonpoikines@gmail.com

Northwest Ohio alexjones@gmail.com

Saginaw Valley racerseant@gmail.com

South Bend

streetsurvival@sbrscca.org

Southern Indiana

terryd9393@outlook.com

Western Ohio mikelflaron@gmail.com

MIDWEST midiv.org

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 wietarnf@sbcglobal.net

Kansas City alhermans@sdc-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

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 txlmongooselx@gmail.com

NORTHERN PACIFIC norpacscca.org

Nov 10 Fresno Fairfields/Fresno

Nov 10 Marina Airport/San Francisco

Dec 1 Crows Landing Air Facility/San

Francisco

Arctic Alaska

terrance.spearson@gmail.com

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Northwest gever18022@aol.com

Oregon

karenmccoy3941@comcast.net

Sacramento TBA

San Francisco sfrscca.org

Snake River nealsracing@msn.com

SOUTHERN PACIFIC

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 kauaist@gmail.com

San Diego nalbar@cox.net

Find more events near you at

www.scca.com/solo

ROADRALLY

NATIONAL/DIVISIONAL

Nov 10 Highway Robbery, National

Course, Los Angeles, Calif.

Nov 11 Turkey Shock, Divisional

GTA, Los Angeles, Calif.

REGIONAL

NORTHEAST nediv.org

Nov 3 Norwich, N.Y./Central New York

Central New York (315) 399-0173

SOUTHERN PACIFIC

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

RALLYCROSS

DIRTISH NATIONAL

CHALLENGE

2019 season to be announced

DIRTISH NATIONAL C'SHIP

2019 event to be announced

REGIONAL

SOUTHEAST sedivrracing.org

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

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

ROCKY MOUNTAIN coloradoscca.org

Nov 17 Goshen, Utah/Utah

Continental Divide (303) 868-7530

Utah (801) 440-9395

SOUTHERN PACIFIC

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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Phillip C. Binks	11/1/1958	San Diego
Lon E. McKinstry	11/1/1958	Texas
Richard D. Prestridge	11/1/1958	Central Louisiana

55-YEAR MEMBERS

Steve England	11/1/1963	Oklahoma
Dave Panas	11/1/1963	Northern New Jersey
Donna Phaneuf	11/1/1963	Ohio Valley
William W. Shrader	11/1/1963	New England
Robert E. Thomas	11/1/1963	New York

50-YEAR MEMBERS

Owen Doster	11/1/1968	Central Carolinas
H.S. (Tex) Guthrie	11/1/1968	Arizona
Charles G. Hanson	11/1/1968	Indianapolis
Carey V. Lehw	11/1/1968	Steel Cities
Barbara S. Luther	11/1/1968	Glen
Timothy G. Meddaugh	11/1/1968	Glen
Robert Leonard Melhado	11/1/1968	Northern New Jersey
Jo Susan Woloscuk	11/1/1968	Kansas City

45-YEAR MEMBERS

Lorne Bay	11/1/1973	Pan American
Charlie Clark	11/1/1973	Kansas City
Tony D. Giordano	11/1/1973	Kansas City
Paul P. Greigiger	11/1/1973	Steel Cities
Marcia Henry	11/1/1973	San Francisco
Edward S. Mallinak Jr.	11/1/1973	Neohio
Robert W. Mann	11/1/1973	New England
Walter A. Matenkosky	11/1/1973	Steel Cities
Carl J. Matuszek	11/1/1973	Glen
Van R. McDonald	11/1/1973	Central Florida
Denver Ray Mut	11/1/1973	Central Louisiana
Michael Neff	11/1/1973	San Francisco
Michael Parks	11/1/1973	San Francisco
Richard H. Roellig	11/1/1973	Chicago
Thomas V. Sanzone	11/1/1973	Houston
Charles L. Smith	11/1/1973	Kansas City
Donna Stevens	11/1/1973	New England
Robin J. Ungar	11/1/1973	Detroit
Terry E. Walsh	11/1/1973	San Francisco

40-YEAR MEMBERS

David E. Colman	11/1/1978	San Francisco
John Carlisle Conover	11/1/1978	San Francisco
F. Connie Conover	11/1/1978	San Francisco
Dennis R. Dean	11/1/1978	Washington DC
Dean A. Galbreath	11/1/1978	Colorado
Kathy Gall	11/1/1978	Ohio Valley
Bev Heilicher	11/1/1978	Chicago
R. Steven Laske	11/1/1978	Chicago
Arlene J. Orofino	11/1/1978	New York
James H. Schmuck	11/1/1978	Chicago
Donald W. Shreyer	11/1/1978	Cal Club

Grace Skinner	11/1/1978	Oregon
Richard D. Starkweather	11/1/1978	North Carolina
Bill Sturgeon	11/1/1978	Central Carolinas
L. Daryl Tryson	11/1/1978	St. Louis

35-YEAR MEMBERS

George J. Cichon	11/30/1983	Blackhawk Valley
Randall W. Cook	11/9/1983	San Francisco
Sandra L. David	11/9/1983	Neohio
William Gurley	11/9/1983	North Carolina
Craig Hamilton	11/18/1983	Texas
Arthur E. Jahn	11/22/1983	Milwaukee
Jody W. Lift	11/29/1983	Chicago
Robert W. Maples	11/18/1983	Colorado
Judith C. Nelson	11/9/1983	Land O'Lakes
Paul Okean	11/21/1983	Florida
T. Mario Pozzi	11/21/1983	Central Florida
William M. Ruddy	11/22/1983	Neohio
Wayne Smitreski	11/30/1983	Philadelphia
Dominic Zaccheo	11/9/1983	Florida

30-YEAR MEMBERS

Paul Broadway	11/29/1988	Atlanta
John L. Gregg	11/7/1988	Western Michigan
Michael Guess	11/29/1988	San Francisco
N. Peter Horansky	11/30/1988	Buccaneer
Darlyn Linka-Pettenati	11/29/1988	San Francisco
M. Brian McConnell	11/30/1988	Cal Club
Jorge Ramallo	11/22/1988	Florida
Stephen M. Tichy	11/16/1988	NE Pennsylvania
Opie Viets	11/22/1988	Ozark Mountain
Marc E. Walker	11/22/1988	Central Florida
Margaret Woodside	11/8/1988	Detroit

25-YEAR MEMBERS

John Barhydt	11/4/1993	St. Louis
Michael Barnhart	11/29/1993	Utah
Robert Briggen	11/23/1993	Southern Illinois
R Scott Call	11/12/1993	Cal Club
Arnold H. Carter	11/18/1993	Washington DC
Pat Current	11/9/1993	Washington DC
Eric "Indy" Henderson	11/18/1993	Houston
Lawrence Jackson	11/4/1993	San Francisco
Sam B. Lockwood	11/8/1993	Atlanta
Mindy Loughhead	11/18/1993	Ohio Valley
Gary Michiko	11/10/1993	Steel Cities
John McGee	11/23/1993	Atlanta
Tadahiro Ohtake	11/12/1993	Detroit
Melanie Pora	11/23/1993	Colorado
Tom Pora	11/23/1993	Colorado
Matthew E. Poynter	11/8/1993	New England
David Reynolds	11/4/1993	Alamo
Charlie H. Rogers		

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OTC has introduced the new 7380-E150 Digital Precision Torque Wrench, which uses a digital display to show torque measured in real time and at the point of release. The wrench's sensitivity and precision can also be used to measure bearing preload torque values. The quarter-inch drive wrench is powered by a 36-tooth ratchet head, with measured torque ranging from 1.5 to 150in-lbs. otctools.com

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

IT'S A SMALL WORLD

Your world can get very small when you're in the paddock at the Runoffs. Sure, this year there were nearly 500 other racers at Sonoma Raceway, not to mention the hundreds of workers who make the race week happen, but in my corner of the paddock, my life revolved around E Production.

I've competed in EP for a while and, with the Runoffs coming to the coast I live on, I couldn't wait to race in the big show alongside many of the locals I've run fender-to-fender with through the years. It was fun to see the Aaron Downey (although he's always a Runoffs frontrunner) and Glen McCready battle for the podium against some of the giants in the class from across the country like Matt Reynolds, Joe Moser, and Jesse Prather. I got a kick out of racing against Kale Swifts, Larry Cooper, and John Mueller, the crowd I often battle for position with every time we head to a U.S. Majors Tour or Hoosier Super Tour. But this year, I got to see *more* from my competition – they showed me what the SCCA is all about.

Brandon Droese couldn't attend much of the Runoffs due to school commitments, but just like when the Runoffs came to the West Coast in 2014, he did everything he could in order to go. This year he was forced to miss all of qualifying due to tests, so he had his EP car delivered to the track by his group of friends, and they dutifully ensured his car was race ready.

When the green flag flew, a part that never breaks, broke, and he rolled to a stop without even making it to Turn 1. I bumped into him later in the day and, while he was

bummed, he was still in a surprisingly good mood. This was not the Runoffs he envisioned, but it *was* the Runoffs, and he was there. I was impressed.

While Brandon was in school during qualifying, I was fighting my own battles in the paddock. Once I'd *finally* figured out how to get my exhaust not to exceed 103dB (thanks EP racer Larry Cooper for your help fixing that one!), I discovered a new problem: my alternator had given up the ghost.

Tony Jimerson, an EP racer I've swapped on-track positions with through the years, was having his own issues, but he stopped what he was doing and drove me across the facility to his trailer, then sorted through a box of parts to find a usable alternator. Fifteen minutes later, I was race ready.

Tony's race didn't end well, either, and I didn't get to speak to him after the race. But he's the kind of guy who took a completely untested car to the 2015 Runoffs just because it was Daytona. He comes for the experience, and his selflessness this year certainly impacted my experience.

So, yes, my world got very small during the 2018 Runoffs, but I wouldn't have it any other way. The conversations around the paddock, shooting the breeze, and fixing racecars are fantastic ways to spend a week, and I can't wait to compete against Larry, Brandon, Tony, Kale, Glen, Aaron, and the rest of the "locals" again in 2019. 🍷

"This year I got to see more from my competition – they showed me what the SCCA is all about"

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FROM THE ARCHIVES

10 YEARS AGO... DECEMBER 2008



- The Solo Nationals included 1,069 competitors at what would be the last such event at Heartland Park Topeka. The next home for the championship event had yet to be announced.
- We talked to GM engineer-turned-racer, John Heinrich. We hear he's still pretty fast.

25 YEARS AGO... DECEMBER 1993



- The Runoffs said goodbye to Road Atlanta, its home since 1970.
- It was a transitional year for SCCA's Spec Racer, with Keith Scharf claiming the Runoffs title for the Ford-powered cars, while Jim Marinangel won in the Renault variant.

50 YEARS AGO... DECEMBER 1968



- The Los Angeles Times Grand Prix for the Canadian-American Challenge Cup wrapped up at Riverside Raceway, with Bruce McLaren taking top honors.
- A rule prohibiting push starts was proposed for the 1969 road racing season.



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What we do isn't quiet. It isn't reserved. And we wouldn't call it relaxing, in a traditional sense. The stakes are high—on and off the track. But there's no better feeling than competing against friends who become family. If you've been out here, you know. And if you haven't, let's start making some noise.

