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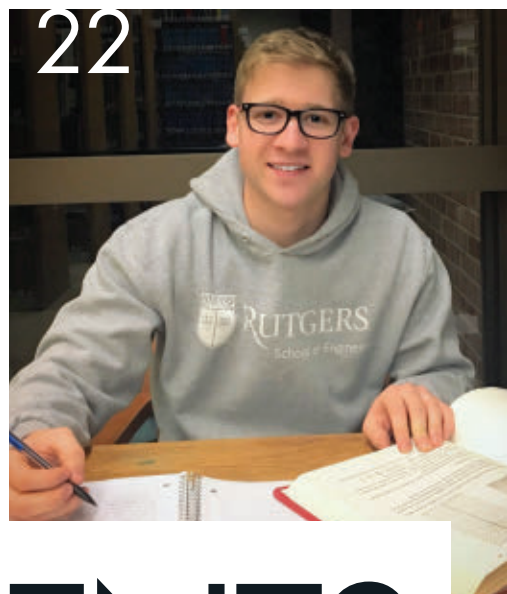


Method Rally MR502 VT-Spec 2
bronze, black
15



LP Adventure LP1
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15 17





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OCTOBER 2019
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DEANNA FLANAGAN

SCCA DIRECTOR OF ROAD RACING

THE SCCA RUNOFFS CULTURE

Back in July, I headed west with my family for a week of “rest and relaxation” in the Colorado Rockies. Rest and relaxation? Ha! I have a teenage and a pre-teen boy. Regardless, Colorado is truly amazing. There’s a fantastic vibe, and the beautiful, serene scenery only adds to the feeling I have when I’m there. Ultimately, it’s the Colorado culture that draws me. Whether you like the fast pace of big cities or slower, backcountry mountain life, Colorado offers something for all, and Coloradans are proud and excited to tell you about their state. The same way those residents make me feel about their state, is exactly how I want our members to feel about the SCCA and the National Championship Runoffs.

Did you know there are five distinctly different national parks in the state of Colorado? These parks and their surrounding areas contribute to the identity of Colorado, and community subcultures exist within those areas. For example, our rafting guide was an import from West Virginia. He lives among strangers who have become his family in a little community of tiny homes and trailers, tucked away just outside Winter

Park. The “main” house is the only one with running water and everyone uses a community sink. They depend on their neighbor and they help one another, leaving everyone feeling valued and cared for. Colorado’s diverse, multifaceted culture is much like the diversity of SCCA’s various groups of members that encompasses

workers, drivers, crew, and motorsport enthusiasts. Further, our Club has class and specialty communities, all coming together because of their love of motorsports.

But what makes a culture special? Author Kristin Hadeed says it’s not about “things” like free beer and ping pong tables, though I must admit that sounds like a good start. Rather, it’s about the way you feel when you show up and when you leave. Do you feel valued? Do you feel like you contributed? How did you make the people around you feel?

The Runoffs is a perfect example of a cultural microcosm. It represents so many things. It’s a lifelong goal, it’s a steppingstone, it’s a reunion of friends, and it’s a stage to exhibit your talents and learn new things. I want people to want to come to *our* Runoffs - not only because it’s the National Championship road race, but because of the captivating vibe that makes them feel good. I know that the Runoffs days are long and require hard work and repetition - kind of like when I have to remind my boys to keep their hands to themselves 17 times a day. But there’s fun to be had and memories to be made.

Not unlike the varied weather and landscape of Colorado, there are many elements to the Runoffs. There are highs and lows, frustration and elation, heartbreak and joyful celebration. But it’s the complete package that makes our Runoffs great, and we should look for its beauty even when the rain moves in.

So, as we come together this Oct. 8-13 at VIRginia International Raceway, think about how the Runoffs makes you feel and how you can positively influence the feelings of the people around you. *You* are what makes the Runoffs special. Truly, you are at the heart of the Sports Car Club of America culture. 🍷

*“The Runoffs is a perfect example
of a cultural microcosm. It
represents so many things.”*

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LATE breaking

RUNOFFS 5K

The 2019 SCCA Runoffs 5k and Checkered Flag Dash will be held on Oct. 12 at VIRginia International Raceway. This year, 100 percent of the proceeds will benefit the Boys and Girls Club. Similar to previous years, all registrants for the 5k will be entered in a drawing for door prizes. Register at runsignup.com and search for "SCCA Runoffs 5k."

Jeff Lowe



The 2019 SCCA National Championship Runoffs will be here before you know it, and that means it's time for competitors to register for a multitude of Runoffs-specific contingency opportunities before the event's visit to VIRginia International Raceway on Oct. 8-13. A number of manufacturers, including Honda, Mazda, and Toyota, are offering tow money to help competitors make the journey to VIR. In addition to a tow fund, Honda Performance Development is also offering start money in

the form of HPD Bucks. But that's not all that's up for grabs.

Once qualifying gets underway, competitors will vie for the Tire Rack Pole Award, which includes a \$500 TireRack.com product certificate. Tire Rack is also offering a \$50 certificate to racers that finish fifth in class. Toyota Racing Development has also posted a pole award in the form of \$1,000 for select cars and classes.

Come race time, Honda, Mazda, Toyota, Nissan, Ford, and SCCA Enterprises have all

rolled out generous awards for podium finishes, as well as a few offering bonuses for completing the SCCA Super Sweep.

A number of tire and brake manufacturers have returned to the Runoffs with prizes in hand, including Hoosier Racing Tire, BFGoodrich Tires, Goodyear Tires, Pirelli Tire, Hawk Performance (the Official Brake Products of SCCA), Carbotech Performance Brakes, G-Loc Brakes, and Pagid Racing.

On the suspension side, Penske Racing Shocks, Eibach

Springs, and Hyperco Suspension Coils will offer product or product certificates to podium finishers.

Retailers will also be joining the fun, including SCCA Club Racing title sponsor Summit Racing Equipment, Pegasus Auto Racing Supplies, and Winding Road Racing.

Safety equipment manufacturers Alpinestars, Bell Helmets, and SPA Technique will offer awards for top finishers, DirtFish Rally School will give away an entry to its rally school, and Hagerty will give away a trip

RUNOFFS REWARDS





Perry Bennett

STR WELCOMES THE ND2

The SEB has expanded the Street Touring Roadster listing for the fourth generation Mazda MX-5 to include the previously excluded ND2 version of the popular vehicle. The addition of the revised roadster will go into effect Jan. 1, 2020.

AiM OFFERS AT-TRACK RUNOFFS SUPPORT

For a decade and a half, AiM Sports has supported SCCA National Championship Runoffs racers with at-track support during the Runoffs, and this year, the tradition continues with multiple AiM technicians on site to assist those utilizing AiM products.

"We're at the Runoffs to make sure that any of our equipment, software, firmware, wiring, and more, is working - we're there to support the racers," says AiM Sports CEO Mike Jaynes.

The idea, Jaynes explains, is that with a little assistance from AiM Sports, racers with AiM products stand the best chance of achieving their goals. "Maybe they have a sensor that seems high or low, or maybe they want to validate something - we can help," Jaynes notes. "To a limited degree, we can also help with data acquisition itself.



"If a racer is dealing with a certain type of problem with their racecar, we can assist them in looking at the data and locating the problem in order to get them back up to speed as quickly as possible," Jaynes says. "Some racers don't always look at the information their data acquisition system logs, so when they are hunting through the files, they can get lost in the options. If we can, we'll help diagnose the problem or point them in the right direction."

AiM Sports will have a number of technicians at VIRginia International Raceway for the 2019 SCCA Runoffs ready to assist in any way they can, so if you're utilizing AiM Sports technology and have a question during the big event, call (951) 905-1144 and ask the on-site technician for hands-on assistance.

to the 2020 Auction Week.

Redline Oil, Tilton Engineering will also offer support, and Sunoco will present the Hard Charger Award once more.

Many contingency opportunities require Runoffs specific pre-registration, with more details found on the contingency page on scca.com/roadracing. Runoffs contingency registration is conducted through MotorsportReg.com as part of the event registration.

Jeff Loeve

SOLID WEEKEND

Arthus Leist earned the first pole of the F4 VIR weekend, leaving the triple-header with two podium finishes.



Garvin Baker

"This was one of my best races in F4," said Leist following his Round 8 victory. "I was playing with the slip-stream trying to pass drivers and the final two laps were so tough because the drivers behind me were so fast."

The weekend's final podium looked similar to the morning round on Sunday with the same drivers finishing atop the results, albeit in a different order. This time, Brooks seized the highest step on the podium, followed by Car in second and Leist in third.

"I was driving as hard as I could," said an elated Brooks after the race. "I made a couple of mistakes trying to push the car to its very max, and I've never been so happy to win a race."

Complete race results can be found at F4USChampionship.com.

F4'S VIR SHOWDOWN

The Formula 4 United States Championship Powered by Honda series descended on VIRginia International Raceway in late July for Rounds 7, 8, and 9, boasting a field in excess of 20 cars deep.

After a race-long battle, Joshua Car took first over Jose Blanco, with Kiko Porto completing the podium in

third, leaving race polesitter Arthus Leist in fourth.

"The slip-stream is crazy at this track," said Car after going from a fifth-place start to a win in the opening round.

In the opening race on Sunday, it was Leist out front as he claimed the checkered flag with Car finishing second and Christian Brooks rounding out the podium.

WIN ENTRY INTO A RALLY SCHOOL!

By registering for the DirtFish contingency program for one of SCCA's applicable championship events and then sporting DirtFish stickers on your competition car, you will be entered for a free DirtFish school. It doesn't matter how you finish at the championship event – everyone has the same chance of winning, with one winner per event.



Joshua Skora



Seth DeBore

CONTENDERS

Greg Pickett (MAIN) scored yet another TA win in Trans Am's West Coast series, while Brad McAllister (BELOW) landed TA2 honors.

TRANS AM WEST VISITS THE ROSE CITY

After a three-round absence, Greg Pickett returned to the Trans Am Series presented by Pirelli West Coast Championship as the series stopped at Portland International Raceway in Oregon.

In afternoon qualifying, Pickett needed only four laps to record a

pole-winning time, while in TA2, hometown hero Brad McAllister scored his pole time on lap two. GT-class competitor Roger Eagleton arrived on Saturday morning, missing both of Friday's test sessions, but still had enough in the tank to grab the pole.



Seth DeBore

When the green flag waved, Pickett found himself engaged in a race-long challenge with Michelle Nagai, who out-jumped second qualifier Simon Gregg at the start and stuck to the rear wing of Pickett's Mustang through the first six laps before ever-so-slowly slipping back. Nagai kept Pickett honest, and she finished a strong second, a virtuoso performance in only her fourth Trans Am start. Gregg, meanwhile, held on for third.

For Pickett, the victory marked his 22nd in Trans Am history. "Oh, I love coming to PIR – this is three wins in a row up here," Pickett said after the race."

In TA2, McAllister led every lap from the pole, but that fact belies the fierce jockeying for position behind. Second at the finish was Matthew Butson, who got the best of Anthony Honeywell as Honeywell went into tire conservation mode. Meanwhile, Beau Borders was the lone survivor in the GT class, as Eagleton retired with a failed alternator on lap 42. 📍

F3 AMERICAS TACKLES VIR

F3 Americas Championship Powered by Honda Round 1 winner Benjamin Pedersen made his return to the series at VIRginia International Raceway on July 26-28 for Rounds 9, 10, and 11 of the series, and he immediately served notice he would be the one to beat, nabbing the pole with a fast time no one could match.

Pedersen went on to dominate the opening two rounds of the Andy Scriven Memorial Race weekend, wheeling his No. 24 DirtFish Rally Global Racing Group Ligier to a pair of nearly uncontested victories. "Two for two already this weekend," said

Pedersen, who was fresh off a win and multiple podiums in the BRDC F3 Championship.

Mathias Soler-Obel claimed his first two professional racing podiums with a pair of second-place finishes on both Saturday and Sunday mornings. Season championship leader Dakota Dickerson finished third in Round 9, while Quinlan Lall fought to represent Momentum Motorsports on the podium, overtaking in the first race on Sunday to finish third.

Round 11 on Sunday saw Soler-Obel drive from a pole-position start to take the checkered flag for his maiden F3



Cavin Baker

Americas victory. "It feels really good to win my first race," Soler-Obel said, soaked head to toe in water after his VRD crew drenched him in post-race celebrations. 📍

BACK FOR MORE
 (ABOVE) Benjamin Pedersen returned to the F3 Americas series to claim two wins at VIR.

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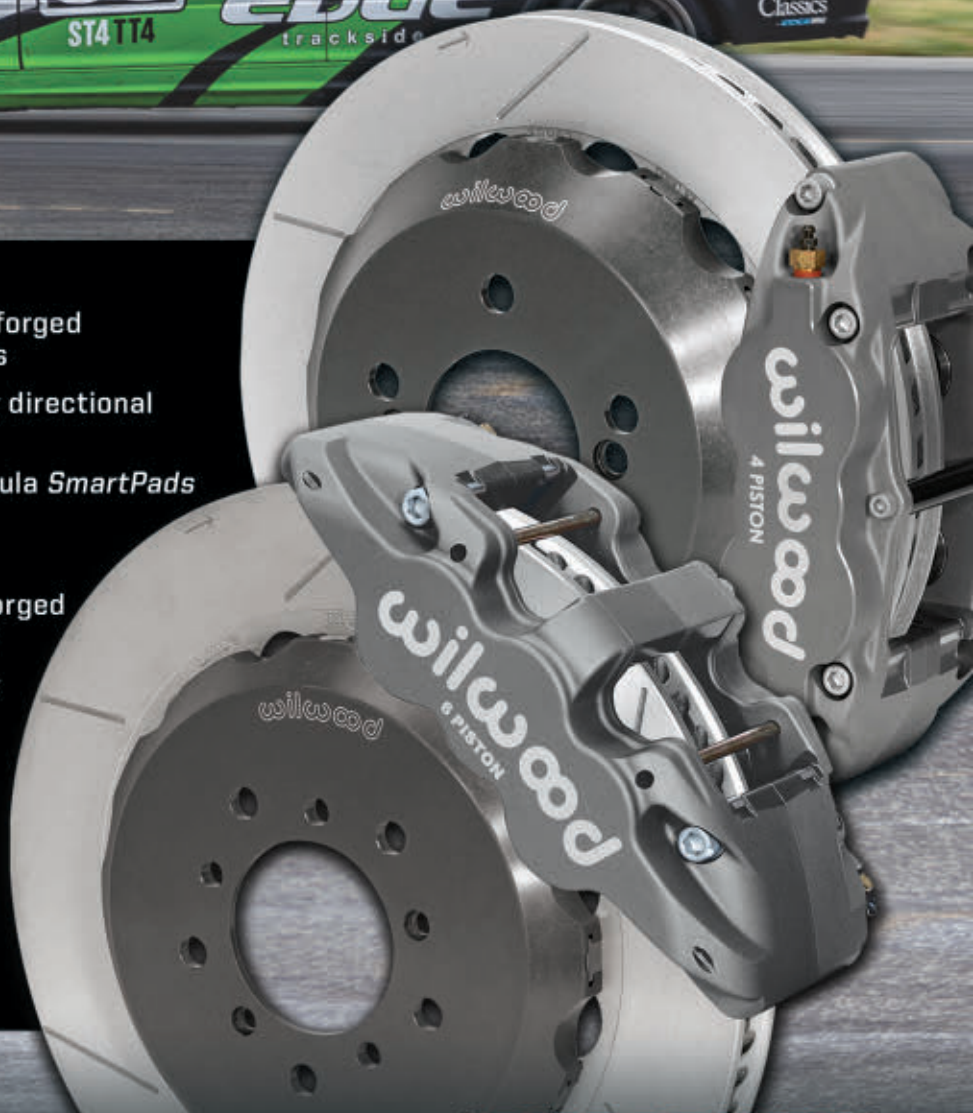
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Chris Clark



MUSCLE AT THE BRICKYARD

Thunder roaring from the Trans Am Series presented by Pirelli filled the air at the Indianapolis Motor Speedway on Aug. 1-4, with the series returning to the venue that has proven popular with racers and fans alike.

In TA, Ernie Francis Jr. was quickest in qualifying, claiming the pole. In TA2, championship points leader Marc Miller posted the top time in qualifying, while Tim Kezman led the SGT field and Steven Davison was out front in GT.

The TA race opened with drama up front between Francis Jr. and TA frontrunner Chris Dyson, but this battle ended quietly with Dyson dominating to take his second consecutive victory, some 23 seconds clear of the field.

"Any time you can come away with a win in Indy is special - this place is bigger than all of us," said Dyson

after the race. "I think about all the history here, it's a special day for us. I couldn't be happier for the guys."

Dyson pressured Francis Jr. at the start, taking the lead just one lap in. However, looking for an Indianapolis dynasty, Francis Jr. didn't let Dyson off easy as he looked for a way back into the lead. His early efforts went unrewarded at first, but his perseverance paid off, passing for the lead just before a full course yellow was called. On the restart, Dyson paid back the favor, taking first and never looking back.

The SGT class race saw Tim Kezman go flag-to-flag to claim the checkered flag. In his series debut, Ken Thwaits drove to a second-place finish while Mark Boden wheeled his way from a last-place start to finish on the podium in third.

Two drivers represented the

GT class on the podium with Steven Davison taking first, and Joe Bogetich in second.

The TA2 race turned out to be a four-lap shootout to the checkered, with Miller leading every lap, crossing the iconic yard of bricks to claim the win in dominant fashion. Meanwhile, Dillon Machavern claimed the runner-up spot, with Tony Buffomante rounding out the podium in third. 📍



MEMBERSHIP LEADERS

To find out how to earn discounts and be entered into drawings for cool swag, go to www.scca.com/pages/membership-referral-program

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Daniel Cutrer	9	SW Louisiana
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Kristi Brown	8	Northwest
Carol Deborde	8	Reno
Marco Vazquez	8	San Diego
Justin Batten	7	Tennessee
David Dreezer	6	South Carolina
Gayle Jardine	6	Cal Club
Sherri Savage	6	San Diego
Carl Somerton	6	Snake River

1,485 additional members have at least one referral.

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(Category based on 2018 year-end membership)

REGION	GROWTH
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Cincinnati	7.8%
Buccaneer	6.0%
MEDIUM REGIONS (200-400):	
Utah	14.9%
Lone Star	9.5%
South Carolina	8.0%
SMALL REGIONS (<200):	
Puerto Rico	42.9%
Eastern Idaho	39.1%
Old Dominion	34.4%

UP FRONT

At Indy, Chris Dyson (TOP LEFT) claimed the TA victory, while Marc Miller (BELOW) proved fastest in TA2.

Chris Clark



HAGERTY® HAGERTY TO GIVE AWAY TRIP!

By registering for Hagerty's contingency program, drivers competing in any of SCCA's four national events (the Runoffs, Tire Rack SCCA Solo National Championships, DirtFish SCCA RallyCross National Championships, and Tire Rack SCCA Time Trials Nationals Powered by Hagerty) will get a chance to win a trip to Scottsdale, Ariz., for 2020 Auction Week. Complete information is available on scca.com under the contingency links.

THE VOLUNTEER INCENTIVE PROGRAM

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Charles L. Burke	New England
Tracy Cain	Cal Club
Robert Willam Carnright	Atlanta
Madison Carpenter	Ohio Valley
Arline Chrt	Chicago
Kenneth W. Chrt	Chicago
Heather Clark	North Carolina
Roland E. Clark	New England
Rick Cody	Colorado
Kyle Colbey	Glen
David T. Cole	Glen
Karen R. Cook	San Francisco
Arthur Allan Coy	Cal Club
Penelope R. Coy	Cal Club
Kevin G. Crain	Central Florida
Dean Croucher	Finger Lakes
Christine Cwiklinski	Milwaukee
Sydnia Czarnecki	New England
Janet Dake	Milwaukee
George E. Delong	Central Florida
Gregory Derk	Florida
Charles M. Dobbs	Glen
Jonathan Dove	Buccaneer
Jamie J. Dzencelowicz	North Carolina
Rick Edwards	North Carolina
Don Faems	Chicago
John E. Fine	Atlanta
Mike Forster	Colorado
W. Scot French	Washington DC
Nancy L. Frisk	Washington DC
Daniel W. Frost	Oregon
Joe Gaffney	San Francisco
Joseph C. Gandy	Dixie
Steve Gauding	Central Florida
Lorrie Gaunt-Wandell	Western Michigan
Mona Gilbert	San Francisco
David A. Gomborg	Washington DC
Judith Greer	New England
Jeffrey Scott Grose	Central Florida
Sheryl Groth	San Francisco
Lon G. Hake	Blackhawk Valley
Terry Halstead	Glen
David J. Hammer	Misery Bay
Duane L. Harrington	Neohio
Joyce K. Hart	Des Moines Valley
Joe E. Hayes	Ohio Valley
Joseph L. Hennies	Cincinnati
Albert Hermans	Kansas City
Ryan Edward Higgins	Milwaukee
Michael High	Washington DC
Mark Hillyer	Washington DC
Sarah Hobbs	Cal Club
Steven Hobbs	Cal Club
Robert V. Holcomb	Central New York
Michael Holz	Milwaukee
Jamie Michael Honeycutt	Chicago
David Hottle	New England
Craig Hudson	Oregon
Milton L. Huemmer	Washington DC
Robert E. Introne	New England
Vicki Jarecke	NE Oklahoma
Art Jaso	Washington DC
J. Tom Jones	Cal Club
Tony Jorgensen	Milwaukee
David R. Killian	Neohio
J.D. King	South Jersey

Mike King	San Francisco
Rudy L. Kirchner	Central Florida
Jeffrey A. Klausner	Milwaukee
James Knepper	Cincinnati
Robert Kosky	Great River
Gregory S. Kozuhowski	South Jersey
John R. Krick	Montana
Debbie A. LaFond	Neohio
Bradley Lau	Hawaii
Roger R. Littell	Cal Club
Dwight Loveland	Milwaukee
James T. Lowe	Houston
Ellen Lowery	Cal Club
Dorn R. Lynch	Chicago
Alec MacPhail	San Francisco
Raymond J. Maliszewski	South Jersey
Jim Maloney	Chicago
Rod Markowicz	South Bend
Michelle L. McColl	Colorado
Bonnie McKee	Central Florida
Brent McNaull	Lone Star
Grant H. McStay	New England
Dan Miklovic	Southern Illinois
Leland Miller	Central Florida
Steven Edward Miller	Washington DC
Walter Miller	Central Florida
Blake R. Montgomery	Central Carolinas
Janet Lee Moscati	Washington DC
Michael E. Moscati	Washington DC
Cierra Newhouse	Oregon
David Paul Newman	Chicago
Albert Ngo	NE Pennsylvania
James A. Norlin	Oregon
Patty Norlin	Oregon
John Novak	Chicago
Linda M. Novak	Chicago
Basil (Butch) F. O'Connor	N New Jersey
Diane M. O'Connor	N New Jersey
Michael O'Halloran	Central Florida
Jeff Olinger	San Francisco
Rodney O'Rear	Central Florida
Larry Pannemann	Detroit
Kenneth B. Paton	Oregon
Eric Penn	Detroit
Francine R. Plunkett	Lone Star
Nicole A. Prevenas	Blackhawk Valley
Corky Prip	Central Florida
Joseph L. Quinn III	Indianapolis
Jack Ragaglia	Central Florida
Robin Ragaglia	Central Florida
Ian Ramsey	San Francisco
Douglas J. Rigel	Ohio Valley
Arthur G. Robbins	Washington DC
Caryl Roberts	Milwaukee
Peter S. Roberts	New England
James R. Schell	Ohio Valley
Dale Schubel	Milwaukee
Donald M. Seefeldt	Milwaukee
Harvey Shaw	South Jersey
R.J. Shaw	Des Moines Valley
Eric Shuman	Cal Club
Brian E. Sill	Texas
Cecilia Smith	Cal Club
Lee Smits	Central Florida
Lance R. Snyder	Atlanta
J.M. Spellman	Indianapolis
Donna Stevens	New England
Michael A. Stiller	Washington DC
Dean J. Stoker	San Francisco
Bob Stone	Chicago
Judith "Jude" Summers	Ohio Valley
C. David Teal	South Jersey
William James Thompson	Detroit
Tyrone N. Till	Rio Grande
Janet V. Toland	Washington DC
Mark Troemel	Milwaukee
Thomas E. VanCamp	Detroit
Trisha M. VanWestenberg	Continental Divide

Verne R. Wandell	Western Michigan
Thomas James Ward	Washington DC
Judith L. Warren	Washington DC
Sue Wassersleben	San Francisco
Steve Waters	Atlanta
Sharon Dee West	Land O'Lakes
Anthony Williamson	Atlanta
Sean C. Yahn	Milwaukee
Thomas A. Zink	Washington DC

20-29 DAYS

Cathy C. Barnard	South Texas Border
Michael G. Beaumia	Milwaukee
Jennifer Bicket	San Francisco
Tiffany Bingheim	Milwaukee
Fred R. Brinkel	Washington DC
Robert Brookfield	North Carolina
Sara J. Brookfield	North Carolina
Daniel Cain	Cal Club
Ian E. Cook	San Francisco
Melanie C. Crain	Central Florida
Nancy L. Davis	Central Florida
Dave Deborde	Reno
Rachel Forman	Washington DC
William Forman	Washington DC
Marilyn Freeman	New England
Tracey L. Gauper	Milwaukee
Louis J. Giallanella	N New Jersey
Paul E. Gilbert	San Francisco
Bob Groth	San Francisco
Dale Hammons	Land O'Lakes
Neil Harmon	Central Florida
Dorothy Harrington	Neohio
Scott Henk	Washington DC
James R. Hooker	Central Florida
Jeffrey T. Hutzelman	Steel Cities
Bob Jardine	Cal Club
Hollye Laplante	Central Florida
Patrick McCammon	Fort Wayne
Karen S. McCoy	Oregon
Eileen A. McStay	New England
Bernie Novak	San Francisco
Joe Novak	San Francisco
David Rodman	New England
Kenneth G. Selby	San Francisco
Monica Shaw	Des Moines Valley
Lee Stanley	Buccaneer
Samantha J. Stoker	San Francisco
Shirley L. Thompson	Washington DC
Laurence Vooght	Central Florida
Robert G. Woolston	Land O'Lakes
Terri L. Zane	South Jersey

30-39 DAYS

Janet C. Berry	Arkansas
Allen Davis	San Francisco
Anne Kumor	Milwaukee
Stirling Joseph Robertson	Lone Star
Mark R. Smith	Cal Club
Donna-Jane Thielke	Milwaukee
Glen Thielke	Milwaukee
Matt Wojtkowiak Sr.	South Jersey

40+ DAYS

Carol Deborde	Reno
Elizabeth R. Harrison	Washington DC
James R. Harrison	Washington DC

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*.



Rupert Berrington

RANDY POBST

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 3-TIME SOLO NATIONAL CHAMPION
 4-TIME PROSOLO CHAMPION
 4-TIME WORLD CHALLENGE CHAMPION
 2-TIME ROLEX 24 GT WINNER
 SCCA MEMBER SINCE 1980

TOP 10 BEST WAYS TO WRECK YOUR CAR

"Crashes suck." Quoting one of my very first columns. And it can happen so easily! Here's my list of the Top 10 best ways to wreck a car.

10. The car makes you look like an idiot. Mechanical failure and slippery spills. You're on it, skilled, doing everything like a pro, then your dim-witted street ABS rewards you with an "ice pedal" and you fly off into the wall. My own world-record crash, for instance. A snapped control arm, a random oil slick, losing a brake line, so many ways to make you look like you blew it.

9. Driving in your mirrors. It's late in the race. The leaders are bearing down on you hard. You're still a little ahead, and you'll let them through on the next straight. But you feel the heat, and rush the turn, committing *Ways to Wreck 1, 2, and 4* as you go, caroming off the inside wall and collecting the leader, who just committed *Ways to Wreck 8*, and the glorious collision makes the

National Championship Runoffs highlight reel. So, at least there's that.

8. Rushing into someone else's accident. You're leading at Runoffs, only one lap to go. Got a two-second lead, but your archrival has a better setup for a long run, still has tires under him, and he's running you down like a hungry bear chasing a wounded fawn. The lapper ahead feels your desperate energy, and death-wiggles leaving Turn 4. You see a hole and keep your foot in it, just as the lapper hooks it back across right into your path: *ba-boom!* When the guy ahead is in trouble, ease back until it settles down.

7. Brake Issues. Your pedal has been getting squishy. Listen to what your brakes are saying, and back off a little. It ain't gonna get better, and it could get catastrophically worse. This one includes brake bias, where if the track dries, you've got to remember to crank it back toward the front or lock the rears and spin it just

as the grip is getting good again. When the brakes aren't quite right, don't go flat out and tempt fate. Leave a little on the table until you sort them out. Brake smart.

6. Looking at what you fear. You're looking to lower your lap times; pushing the brake zone deeper, going to throttle sooner, and you go too far. Fear opens an eye and raises its ugly head. Fear draws your gaze out to the wall in instinctual defense, and you go where you look! Remember *Pobst Position*. Keep your eyes and mind into the corner, toward the apex, on the road, where you want to go. Be strong and keep looking in as you slide wide. It's the best way to save it. Eyes in, eyes in.

5. A bad downshift. There's no quicker way to spin a rear-drive car. You are braking down from fifth gear and going to fourth in your sweet E36 BMW and you grab that carefully engineered light, slick shifter with your manly iron-pumping fist, yanking it too



far left and into second gear like nothing's even wrong. Then you drop the clutch, that poor engine screams to 10,000rpm, the rear wheels lock, and not only do you spin into the wall (perhaps taking an innocent competitor with you), but you've destroyed that balanced and blueprinted powerplant, too. Oh, the pain of the money shift. How nice is it that today's paddle shifters won't let that happen?

4. The late move. Dreaded dive bomb. Calling like the sirens from the rocks. "Look at that big hole. You can just drive right in there. They left the door wide open. When *they turned-in up there ahead of you*. Don't worry, they can't see you anymore, but they will know you're coming through telepathy - they'll feel the automotive energy, through predictive path placement."

Oh, they'll feel you alright, just about the time you both arrive at the apex, and you torpedo their door - oops! Bonus: This is the absolute number one way to crash

when passing. Don't hit what you can see. Get up into their vision before they turn, or don't try the pass.

3. Trailing throttle over steer. Poor weight management. You're in a little hot, fear rises, right foot snaps off the power, throwing the load forward, front tires gain grip, rear gets light, and oh, crap, we're getting sideways at a really bad time! My dedicated followers have heard this one like the chorus in *Hey, Jude*, over and over. Small changes with the power make a huge difference in front-to-rear balance. It's up to you, driver. You move the weight forward with the brakes, and aft with more gas. Snap lift 'n' snap spin? Don't do it.

2. Too much entry speed. This is a biggie, because it leads *Ways to Wreck 3 and 6*, especially. So easy to lose it if we get in too hot. I know we want to go faster, but sneak up on it in small steps, and be consistent. When we roar in with too much speed, we're gonna have to lift off the

throttle at some point and throw weight the wrong way and challenge our number one way to wreck. Adding speed in a corner is much safer than slowing, because it transfers load rearward for stability, not forward for spinning out. Plan ahead. This is one of several reasons you may hear, "Slow in, fast out."

1. No car control! Running out of talent! Nearly all other crash causes can be cured by eliminating big, bad slides and sustaining the small, good ones. This is also my number one way to start a new driver. Get the fundamentals of skid control to keep your little errors from becoming giant disasters. Correct, pause, and recover (CPR) the steering (thank you again, Skip Barber and Terry Earwood).

You need the skills. Say, how about an SCCA skid pad program as part of race weekends? We already rent the tracks, and most have a skid pad for these fundamentals. And *that* shall be my next column: Skid Pad Savior. 📍

CLOSE CALL
(ABOVE) There are many things you can do to reduce your chances of being involved in an incident. We suggest you start with the 10 items that Randy Pobst has presented here.

BEYOND TALENT

As the 2019 Runoffs nears, we sit down with Super Touring Lite and Spec Miata favorite Danny Steyn to discover how he finds his speed | WORDS & IMAGES Philip Royle

2018 was, undeniably, Danny Steyn's year. He won his first SCCA National Championship Runoffs title, he was victorious in a massive Spec Miata race boasting an unbelievably large purse, and he'd been a season-long frontrunner in both Super Touring Lite and Spec Miata (both tough classes) in the Hoosier SCCA Super Tour and U.S. Majors Tour (both tough series). Then he kept the momentum going - and to that end, many see that 2019 also belongs to Danny Steyn. But, while Danny's fast, he doesn't attribute his success to natural talent.

"Here I am at age 61, and I'm running the fastest laps I've ever run - ever. This shouldn't be happening," Danny admits to me as

we chat at VIRginia International Raceway during one of several events he will run at the circuit in order to prep for the 2019 National Championship Runoffs. "To me, it's all of the decisions that you make outside of the car in the preparation leading up to the race that make the difference between winning and losing. So many people want to show up at the track having not done the prep."

This prep, Danny reveals, includes more than simply nut-and-bolting the racecar. Indeed, he admits, that component shouldn't be overlooked, but whether you do the wrenching yourself or you utilize an arrive-and-drive solution, there's more to winning than turning wrenches.



FOCUSED

While Danny spends plenty of time behind the wheel of his racecars, it's his time out of the car that truly builds success.



Jay Bonvillian

FRONT RUNNING

(ABOVE) Danny's successful Spec Miata (39) program didn't happen overnight; rather, it was analyzing battles with the likes of SM champion Jim Drago (2) that helped him find speed. (RIGHT) Everything Danny does at the track is logged and noted, so you'll find both of his racecars equipped with multiple cameras capturing footage for later analysis.



"Some people just want to have fun, and some people want to win," Danny says, indicating that his preference is the latter. "To me, that's what it takes for a guy of my age to compete with these kids, because we've got 14- and 16-year-old racers starting in Spec Miata and they're standing on the podium. Sometimes I stand with two guys who don't equal half my age."

The secret to this, Danny explains, begins well before you might imagine, and it's easy to think that *his* first steps have nothing to do with racing at all.

"Spec Miata is an incredibly humbling class where the talents in the field are so deep - in one weekend you can be a hero and the next weekend you can be a zero, and you still have no idea what the difference

was," he says. "In my opinion, racing is all about decision making. It's when to go to the brake, how much brake to go to, when to turn, how violently to turn, when to go to the throttle, how much throttle. All of racing is decision making. But the real decision making that goes into making a winning driver are the decisions that happen out of the car - it's in the weeks leading up the race.

"This is the mental preparation, the physical preparation, the nutrition, the visualization, the mind space, being present, all of these things," Danny tells me. "In my case, I get up really early and I exercise every single day. I am also very careful about what I eat; what goes into every single bite that I eat, I care about it. I haven't had carbs in four-and-a-half years now because I want my headspace to be better than the others. It's the preparation of getting the head correct."

Danny logs everything - and I mean *everything* - so when he says he moved to a carb-free diet and can see on-track improvements, that means he can back it up with data.

"What I found was that the consistency of my results started elevating better and better and better, and I made fewer and fewer mistakes," he says. "I attribute this now to the lack of insulin in my bloodstream, which gives the sugar-high and the afternoon mental sleepiness that you get after lunch.

"I went back and looked at all of my data, for five years before this, and most of my most egregious accidents occurred in the two to two-and-a-half hours after eating," he says. "I have all the data, and I have all the video, so it was really simple. They've all got a timestamp, so I went back, and I said, OK, I can see the correlation."

Car prep, diet, and exercise are key, he notes, but Danny's race prep involves more. Much more.

"In the two weeks leading up to a race, I do about 30 hours of data simulation in iRacing," he says. "I get into iRacing and I use all the faster cars, so I can do more laps in the same amount of time. I then go to a slow car, and now I go to what I consider the three most critical



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RACE READY

(ABOVE) Perhaps as a result of his meticulous pre-race prep, Danny's at-track demeanor is relaxed and calm.

corners of each track." For VIR, he explains, those corners are exiting Turn 5a, exiting Oak Tree, and through the Rollercoaster and Hog Pen, which lead onto the front straight.

Danny notes that his simulator work involves no more than learning the track and getting key turns right. "I'll practice turning in early, turning in late, committing to throttle early, trail braking, threshold braking, I'll make setup changes," he says. "I look at my time as I pass a milestone - so, there is a mark on the track and

I look at my speed and OK, that went fast, so now I make a note and then try something different."

With that done, he begins to run complete laps, keeping an eye on lap times. "If I don't see a 0.2- to 0.4-second improvement, then my analysis wasn't right," he says.

Next is studying race videos online, where Danny logs another 30 hours. "I look at spec classes like Spec Racer Ford and Spec Miata," he explains. "I want to look at pack racing to see the unintended consequences of

a passing opportunity. Sometimes you make the pass to go from fourth to third, and you actually end up eighth because you're on the wrong side of the track and you hadn't quite seen how that plays out with the train behind you."

This, he says, is followed by viewing open-wheel car videos, which offer an unparalleled view of the suspension, revealing how much compression is happening, how the car pitches, where bumps are present, and more.



"To be fast, that's what it has taken. And the meticulous data study never stops"
DANNY STEYN

Pardus are also vigilant with note taking. "I take a look at what Preston's doing and I can see Preston is one of these guys who's got a wonderful pro racing career ahead of him," Danny says. "He's doing all the right things. He's got all the markings of a fantastic pro driver."

With the race weekend wrapped, Danny's prep continues. "After the races, I go through all of the notes, look at the video, and make more notes, especially where I messed up," he says. "I write how I messed up, and then I type it, and then I type again."

What does a simple error look like? "Sometimes I give a thumbs-up [to another driver] just before the three-four shift, and I'll hit the rev limiter, so I write to myself not to give a thumbs-up until after the shift," Danny says. "I mean, it seems so obvious, but I have to remind myself to do that - that's just how my brain works."

Certainly, during a race weekend, note taking appears to be key to Danny's game, and he's quick to agree that it has played a large part in his success. "For a guy like me to be fast, that's what it has taken," he admits; adding, "and the meticulous data study never stops."

All of this is why I'm convinced that Danny will win both STL and SM at this year's Runoffs. While I'm certain Danny will make 2019 another memorable year, Danny's take is perhaps more pragmatic. "I don't think I'm particularly talented," he says as he begins to prep for another on-track session at VIR, "I think I'm just so analytical that I can figure out there's a little bit more left - and if I can find out what it is, I can get there." 📍

All of this, you probably noticed, takes place long before Danny arrives at the track. So, what's a race weekend like? "I come with personal goals," he says, pointing out that he has target lap times he intends to hit. He also comes with the intention of making setup changes. "I have a setup for each track," he points out. "Every session we make an adjustment because we don't know if that's the optimum setup until we try something else."

Danny's cars are supported by OPM Autosports, so once the

weekend is over, the OPM crew returns to the shop and measures the car's settings, allowing for repeatable performance. And, while OPM is making notes, Danny is also busy with his notepad.

"These are notes to myself about what I did wrong - about everything," Danny says. "I retype them and I retype them so that it goes into my brain through repetition."

These notes, Danny insists, are critical, pointing out that other Spec Miata frontrunners like Preston

STEP 1... **(TOP TO BOTTOM)**

On most race weekends, Danny straps himself into two Mazdas: a Spec Miata and a Super Touring Lite racecar. In 2018, Danny's hard work paid off with the STL National Championship win at the SCCA Runoffs. Danny certainly appreciates every victory.

PERSONIFYING PERSISTENCE

Alex Scaler's journey to motorsports success and Runoffs glory leaves no time to spare

WORDS James Kearney | MAIN IMAGE Joshua Wilburn



To quote Leonard Bernstein: “To achieve great things, two things are needed: a plan and not quite enough time.” Alex Scaler never has quite enough time. Alex fell down the motorsports rabbit hole early – his dad, Dave, raced Formula Vee and he often went along to the track. He was racing dirt bikes at age 3, and at age 5 he did a complete rebuild of his bike. Ultimately, though,

it’s paved the way for a journey that’s as amazing as it is challenging. But it’s a journey Alex wouldn’t have any other way – and it’s also a journey he’ll be continuing at this year’s SCCA National Championship Runoffs.

“That’s where I learned a lot of my initial skills,” Alex says of those early years in motorsports. He switched to kart by age 7, and some eight years later came the jump to

racecars. In 2015, he won his second SCCA race in his dad’s old Formula Vee at a New Jersey Motorsports Park. Now, at age 21, Alex still looks like a smiling young boy, but there is a steely cool determination in his eyes. “Racing is what I live for; it is my passion,” he admits. “It’s taught me to fight through anything and overcome any obstacles in my way.”

While Alex had both a supportive



THE HOT SEAT

Whether it's sitting in a formula car (ABOVE) or studying for exams (TOP RIGHT), Alex commits to the challenge.

family and an early start, resources were equally as limited. His dad is an auto shop teacher working with inner city kids in Newark, N.J., and his mom, Deanna, is an office manager for a chiropractor, so like a lot of racers, he had to figure out a way to pay the bills.

But like any good racetrack, this story also has twists. Alex's dad has a side business, Advantage Motorsports, which sells data

acquisition systems and rents Formula Vees, and Alex is his go-to guy for car prep, trackside service, and driver coaching. Alex also works as a mechanic for Powerslide Motorsports, a nearby vintage racing team.

Alex is doing a lot with a little. Economics dictate that he runs but an average of three events a year, plus the SCCA Runoffs. In his first year of racing cars, Alex finished seventh in FV at the Daytona Runoffs in 2015. He then stunned the FV field when he qualified on the pole at the 2016 Runoffs at Mid-Ohio despite missing two days of qualifying in order to attend classes at Rutgers University. In 2017, the Scalpers rented a Formula Enterprises car that needed some TLC, but they supplied the love and Alex qualified eighth at the Indy Runoffs, climbing to fifth and logging the second fastest lap of 35 competitors. In 2018, Alex reached for the golden ring and finished third at the Sonoma Runoffs, snagging the fastest lap of the race despite having but 18 real-world laps on the low-grip serpentine track prior to the start of the race. Indeed, time spent on the simulator paid off in spades.

Read any of the books on elite performers and it will confirm that these athletes have not merely talent, but also a work ethic that will snap the will of those with just a casual interest. It isn't enough to be talented and interested - those who excel are obsessed with excellence. Alex has committed himself to such a regime, working 100 hours every week in engineering and motorsports activities. To that end, let's look at a typical week for Alex Scaler.



Courtesy Alex Scaler

"[Racing has] taught me to fight through anything and overcome any obstacles"
ALEX SCALER

BUSY ALL WEEK

Monday to Friday, 6 a.m. to 5 p.m., is similar during the school year. Therein, Alex hits the gym at 6 a.m. sharp, with his personalized training program molded from the best riders in motocross where high-intensity training for short intervals is a critical component of success.

Come 8 a.m., classes begin at Rutgers School of Engineering. Here, a rigorous schedule of mechanical and aerospace engineering courses is put to use in racing. And, starting at 5 p.m., Alex hits the computer lab, and begins to wrap up the day with schoolwork, a night of CAD/CAM and computerized air flow (fluid) simulation.

Around 10 p.m., iRacing becomes the focus, with Alex competing with the best SIM racers to hone his skills and learn different lines.

The major differences in Alex's daily schedule begin at 5 p.m. So,



Roger Wiley

let's start with Tuesday. These nights, Alex hones his hands-on skills by attending machine shop school starting at 5 p.m., learning to use lathes, milling machines, surface grinders, and CNC machines.

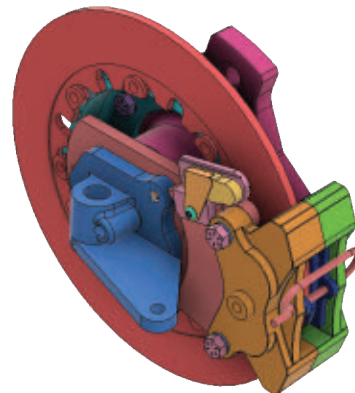
Wednesday is racecar night. Alex spends his 5 p.m. time prepping racecars for both himself and rental customers. From welding a

damaged component to wiring a data acquisition system, the race shop is a small operation that demands Alex be a jack of all trades.

New rules allow for disc brakes in Formula Vee, and Thursday evening is where Alex put this potential for speed to work. Alex and his team have designed an FV disc brake system (check it out on this page,

SUITED UP

Between school and work, Alex keeps himself busy with plenty of projects (TOP RIGHT). But come the weekend, he swaps his street clothes for something more race ready (ABOVE).



top right), which he did in his 5 p.m. time on Thursdays. From design brainstorming to the trial and error of parts fitting to the learning curve of dealing with suppliers and production, this was a big winter project in preparation for the 2019 season.

Friday evening brings something a little different. Alex has been part of the aerodynamic design looking to break the land-speed record of 317mph. His math calculations and algorithms for downforce and wing angles will be tested again this year at Bonneville, as on Friday's at 5 p.m. he often visits the Flemington-based Dauernheim Race Cars to work on a Bonneville Lakester.

Truck and trailer maintenance is also scheduled for Friday evening, along with kart prep for local kart racers. And, should there be free time, this is also website, marketing, and social media night. Alex keeps various racing websites current, including AdvantageMotorsports.com, ChassisTools.com, and others.

The weekends offer more opportunities, so on Saturdays - and full-time during the summer when not in school - Alex works for the vintage racing team Powerslide Motorsports. He is responsible for helping keep a sizeable fleet of cars racing, including Formula Fs, S2000, and Formula Atlantics. If Formula Vee engines need to be dyno tested, you can often find Alex at Autowerks Engines helping engine guru Dave Carr put those motors through their paces.

Finally, on Sunday, Alex is busy at the home base race shop prepping racecars for both himself and customers. Deadlines to get the cars properly



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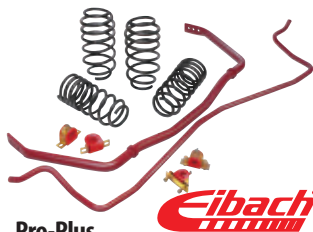
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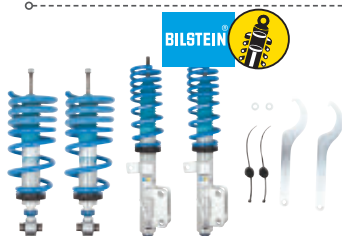
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Roger Wiley

“They say that Pro F1600 drivers are the best. I was determined to show them that I belonged”
ALEX SCALER



Jeff Loeve



Rupert Berrington

prepared for the racetrack are a priority requiring rigorous checklists, time management, and attention to detail.

Sunday evening? More simulator racing, of course. The constant search to discover hidden time gains at different tracks never ends. Alex typically logs 500-1,000 laps at a given track before arriving at the track on an important race weekend.

2019: A NEW CHALLENGE

The Scaler family’s plan for 2019 was typically both creative and austere. It would again mean that Alex would only race three times during the regular season. In April, they borrowed a 40-year-old Hawke Club Ford from Powerslide Motorsports, and while the car would be outclassed at the Hoosier Super Tour at VIRginia International Raceway in April, it was a step toward qualifying for the 2019 Runoffs.

Step two of the plan was a big jump: renting a Rice Race Prep Mygale Formula F for the following month’s Hoosier Super

Tour at Mid-Ohio. In his first run in a modern FF, Alex sat on pole both Saturday and Sunday and won each race with 20 seconds to spare.

“Rice Race Prep was just terrific,” Alex says of the weekend. “They were great to work with and Greg Rice spent a lot of time with me after each session ensuring that the car was adapted to my driving style.”

The Scalers returned to Mid-Ohio a month later for Alex’s pro racing debut in the Formula Race Promotions Pro F1600 weekend, competing with drivers who had been running all year. “They say that Pro F1600 drivers are the best,” Alex says. “I was determined to show them that I belonged here too.”

The Rice Mygale package was with the top three in every session, he sat on the pole in two of the three races, and he claimed second in race two. But racing being racing, Alex tangled with another car battling for the lead on the last lap of the third race. Not surprisingly, however, Alex

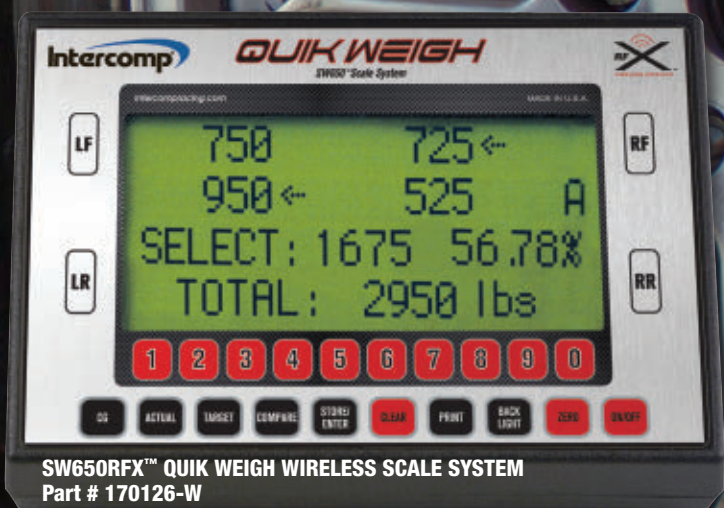
PREP WORK
(ABOVE) Alex spends much of his time prepping customer cars, as well as his own. So far, that hands-on experience has led to enviable Runoffs results in Formula Enterprises (TOP RIGHT, 2017) and Formula Vee (BOTTOM RIGHT, 2018).

was undeterred, simply saying, “It is what it is. We’ll recover from this and come back stronger than ever.”

Alex was also recently notified that he is one of six young drivers being considered for the Team USA Scholarship process, which sends two drivers to England to compete in the Formula Ford Festival at Brands Hatch this October and the Walter Hayes Trophy race at Silverstone in November. Alex will undoubtedly be doing everything he can to make sure he stands the best chance.

But for now, the Runoffs is looming, and to that end, you’ll want to keep an eye on this year’s SCCA National Championship races come Oct. 13 when the Formula F field takes to the track at VIRginia International Raceway. The *Who Will Win the Runoffs?* picks that appear on the following pages may not predict Alex as finishing on the top step in FF, but we certainly won’t be surprised should he prove us wrong. 🍷

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40 YEARS

The SCCA National Championship Runoffs is the winner-take-all title fight for SCCA Road Racing glory. For 2019, this on-track battle has wound its way to the northeast, where it will pit racers against one of the best racetracks around: VIRginia International Raceway. Who will rise to the top and claim Runoffs gold? We'll find out for sure when the green flags fly on Oct. 11-13; for now, though,

all we can do is guess. As it turns out, guessing is a specialty here at *SportsCar*.

Leaping from the Piedmont countryside, VIR held its first SCCA race in August 1957, and after shuttering its doors for a time, the facility enjoyed a rebirth in 2000 - and we're elated that it did, as the facility and track are both breathtaking. Then, in April of this year, the Hoosier Racing Tire Super Tour visited the track, giving some 500

racers a chance to preview the upcoming Runoffs venue, testing their setups and dialing in the ideal line to victory.

Unfortunately, Mother Nature saw fit to rain on that Super Tour parade, making for challenging track conditions and a somewhat insufferable upper paddock. The upside to having such a brutal test run at VIR, however, is that lessons were learned and have helped set the Runoffs on the road to

WHO WILL WIN THE RUNOFFS?

This Oct. 8-13, hundreds of competitors will vie for a coveted SCCA National Championship Runoffs medal at VIRginia International Raceway.

We attempt to predict the winners | WORDS Jason Isley | IMAGE Jeff Loewe

GOING GREEN

The rolling green hills that make VIRginia International Raceway so breathtaking also make it a supremely challenging racetrack. Only truly skilled individuals will find their way to the Runoffs podium this October.

victory. Ever since that April event, plans have been in the works to eliminate the biggest issues and, come October, we're anticipating a mighty successful Runoffs.

What the SCCA can't control is the rain and, to that end, our predictions for who will win this year's Runoffs are probably wrong. You see, the last Runoffs to be significantly impacted by rain was in the Road America days, leading us to believe we could be due for a damp championship event. That said,

the predictions that follow are mostly made with the assumption of dry races - which they won't be - so it's a safe bet to ignore everything you're about to read.

Another unknown comes via late event entries: Our predictions were made shortly after Runoffs registration opened, making our job of predicting winners rather challenging when many contenders didn't register immediately.

How accurate are the predictions you're

about the read? Historically, we get about 42 percent of the winners right. Did we guess your class correctly? The only way to know for sure is by proving us right (or wrong) at VIR this October - and, honestly, we can't wait to find out. So, until then, turn the page and read about your favorite classes.

Oh, and pro tip: Log on to scca.com/runoffs on Oct. 11-13 for live timing, plus a video stream of all the racing action as it happens! 📺





SUPER TOURING LITE, SUPER TOURING UNDER, AMERICAN SEDAN, B-SPEC

WORDS Jeff Zurschmeide | MAIN IMAGE Clark McInnis

PODIUM PREDICTIONS

STL

1. Danny Steyn ★
2. Cliff Ira ★
3. Max Gee ★

STU

1. Chris Haldeman
2. Kevin Boehm ★
3. Elivan Goulart ★

AS

1. John Heinricy ★
2. Greg Eaton
3. Andy McDermid ★

BS

1. David Daugherty ★
2. John Phillips
3. Riley Salyer

SUPER TOURING LITE

STL is anyone's game this year. We've picked the defending Champion Danny Steyn to repeat his victory in Virginia, but the results are far from certain.

"STL has been an interesting class," Steyn explains. "It has gone through a spate of evolution and equalization. The Hondas were given a smaller restrictor at the beginning of the year and this hurt some of their straight-line speed. But prior to that, they would utterly dominate. They have more torque and they're about 300 to 400 pounds lighter [than the NC Miata], so they squirt out of the corners."

Although STL is mostly populated by Mazda drivers as of late, there are several Honda drivers who are likely to play up front. Chief among these is Cliff Ira, who will be back in his Acura Integra GSR. Ira finished third last year in Sonoma. Peter Keane is

also entered in a Honda Civic, and 2015 STU Champion John Schmitt has entered in a Honda Prelude.

"I can see that the Honda drivers are going to be a threat at VIR, for sure," Steyn says. "I think this is the one track in the country where the Hondas really have a good shot because of the three fifth-gear straights."

Another driver who could monkey wrench Steyn's hopes for a second gold medal is Chris Haldeman. He finished third in Spec Miata at Sonoma, and he's bringing a Honda Civic Si to Virginia for STL.

"Danny Steyn will be a consistent competitor, but I don't think his Mazda is up to the challenge speed-wise," Haldeman says. "Cliff Ira will also be a strong factor. VIR is a great track for the front-wheel-drive cars with power, and I know he has been testing there."

SUPER TOURING UNDER

Chris Haldeman is planning to race STU, STL, and Spec Miata this year. He'd love to win three championships in one weekend, which hasn't been done since the legendary Jerry Hansen achieved the feat in 1972. That's a tall order, and we think Haldeman's best shot for a championship is in STU. He's been studying the competition, and he's ready.

"I'm expecting Mike Flynn to bring a very fast BMW," Haldeman admits. "And I've seen the writing on the wall. I'm expecting to see Elivan Goulart come sneaking in there in something. Probably a Lotus."

Haldeman is mostly right. Goulart is coming, and he is bringing the Lotus, but there's no sneaking involved. The four-time national champion wants to win again.

"This is all coming together very recently," Goulart says. "The



Mark Weber



Jeff Lowe

BLINDSIDE

In these heavily modified classes, you never know where a contender might come from. (FAR LEFT) We expect Danny Steyn to make it two in a row in STL, but he is cautious of his Honda-powered challengers. (LEFT) Chris Haldeman may be new to STU, but he isn't new to tough Runoffs competition. (BELOW LEFT) The most winning active driver at the Runoffs is John Heinrich, and we anticipate that he will add to his collection in 2019 in American Sedan.

Boehm anticipates a rather diverse race. "I expect to closely battle with some fast Lotus, BMW, and Honda Competitors," he says.

A potential disruptor in the field could be Rob Huffmaster. The three-time champion is entered in a Honda S2000, which he put on the pole at the 2017 Runoffs in Indianapolis.

Be sure to watch this race. STU is always exciting, and this year you might see history being made.

would be top guys," Heinrich states. "I also look at people who I know are spending a lot of time developing cars. I'd put Daniel Richardson in the mix real strong. The other guy I know who was doing a lot of development is Kevin Fandozzi."

Also on our list of drivers to watch is Greg Eaton. He's only been to the Runoffs once before, but this Mustang driver hails from Woodbridge, Va., so he knows the VIR circuit as well as anyone.

AMERICAN SEDAN

John Heinrich is the most winning active driver in SCCA, and he's the odds-on favorite to take his 16th SCCA National Championship in American Sedan this year - he won both Touring 4 and American Sedan last year at Sonoma, and he's ready to do it again.

Heinrich is a thinker, so we asked him how he thought the track at VIR would affect the balance of competition. "It's a pretty technical track," he says, "but it also has two-and-a-half straights that are very power-dominated, with some technical bits thrown between them. So, it's not as power-dominated as Road America, but power is still a pretty big factor. That means the Mustangs are going to be very tough."

When you think about Mustangs in American Sedan, you can't help but think of eight-time National Champ Andy McDermid. "Yeah, we're overdue," McDermid says. "It looks like it should be fun, and we've got good turnout. I think the old players are upping their game, but there should be some new restricted prep cars in the mix."

Heinrich agrees. "I would think that McDermid and Bryan Long

B-SPEC

David Daughtery has 10 national championships to his credit; two of them are in B-Spec, plus a couple more podium finishes. Now living close to VIR, he's a prohibitive favorite to win. "I will be at the front," he says. "Absolutely."

From anyone else, that might sound like arrogance. But Daughtery is well known as an affable racer, so it's really just an observation of a plain fact. It's no different than noting the color of the sky.

"The car's very good," Daughtery adds. "I'm going to go back in September and do a little more cool-weather testing just to refine everything a little bit."

Asked to evaluate the competition, Daughtery knows who's coming and what they're bringing. "It's going to be interesting because the old Mini has got a header now, and Alex Ratcliffe was very fast in testing. John Phillips was right there, too. Riley Salyer was also running really well but the Mazda 2 still doesn't quite have enough to run up front. He may make a car switch before the Runoffs. I also think Frank Schwartz will be a player, and Fritz Wilke in the Ford should be strong." 🍷

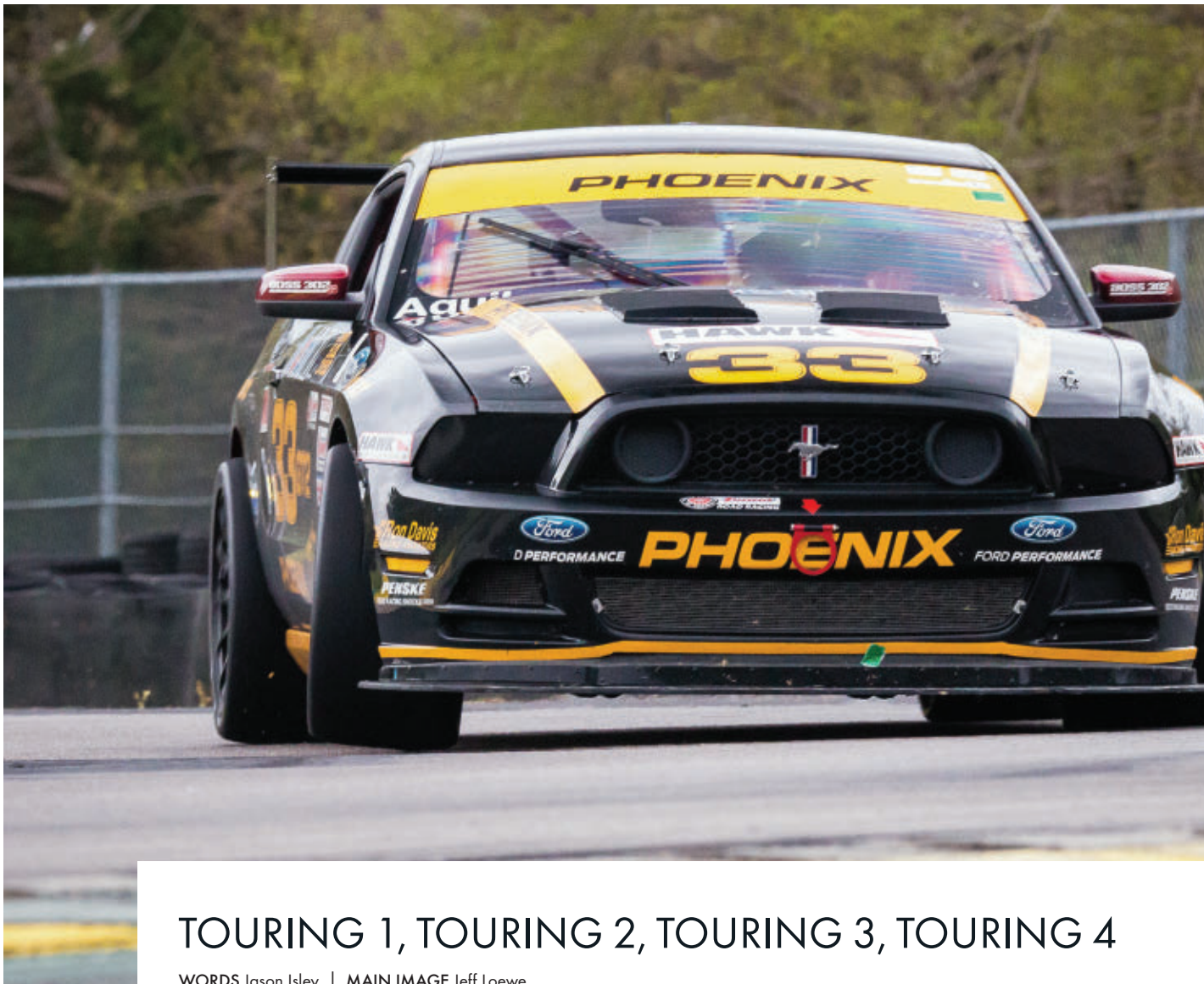
Lotus has been getting developed throughout the year. I'm looking forward to going out there and having a really good showing."

Goulart knows he has to work to add another medal to his collection. "Haldeman was really quick last time I saw him at VIR," Goulart says. "So, I think that's going to be a really good challenge. Kevin Boehm is always up there, too, so I think it could be a three-way battle."

ONE MORE
(BELOW) Can David Daughtery make his collection house 11 Runoffs titles? We think it's very likely Daughtery and his Honda Fit will be leading the way at VIR in the newly-energized B-Spec class.



Jeff Lowe



TOURING 1, TOURING 2, TOURING 3, TOURING 4

WORDS Jason Isley | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

T1

1. Andrew Aquilante
2. Mark Boden
3. Tim Myers

T2

1. Cooper MacNeil
2. Kurt Rezzetano
3. Tim Kezman

T3

1. Marshall Mast
2. Scotty B. White
3. Rob Hines

T4

1. John Heinricy
2. Nick Leverone
3. Owen Schefer

TOURING 1

In recent years, the battle for the T1 podium has included a runaway victory. Usually, it's Andrew Aquilante out front by a sizeable margin. When Aquilante had an uncharacteristic mechanical failure at the Mid-Ohio Runoffs in 2016, Ross Murray was there to cruise to the win some 10 seconds clear of the field. Then, at the Sonoma Runoffs, Kristofer Olson checked out, driving to a nearly 14-second margin of victory. So, what will this year's T1 Runoffs race hold in store? We anticipate more of the same,

but with Aquilante and his Ford Mustang back at the top.

Aquilante knows how to get around VIR, and he lists the track as one of the best in the U.S. But, while we think he'll be the class of the field, Mark Boden will be there with his BMW M3 to capitalize should the eight-time SCCA National Champion misstep.

Our prediction for third is an outright guess. Bill Baten was quick in his Chevy Camaro at the VIR Super Tour, but we think the Dodge Viper driven by Tim Myers might give the grunt needed to put him on the podium.

"While the move to VIR will likely produce a much different Runoffs race, we give the nod to the same man"

TOURING 2

Cooper MacNeil is making his first Runoffs start since 2015, and with his IMSA experience at VIR to call upon, we think he'll be tough to beat in T2. But Kurt Rezzetano is looking for redemption after a fourth-place run at Indy, followed by a bronze medal at Sonoma, although his efforts may come



DO IT AGAIN

(LEFT, TOP to BOTTOM) We expect IMSA regular Cooper MacNeil to claim the Runoffs title that has eluded him thus far, as he takes on Touring 2 in his BMW. In Touring 3, Marshall Mast will likely successfully defend his title. John Heinricy is also likely to add to his impressive collection of Runoffs wins, as we pick him to back up his 2018 Touring 4 win with another at VIR.

We've seen solid speed from Scotty B. White this season, perhaps the result of him cutting back on the number of classes he's contesting, which should put him in a strong position for a podium finish. At the VIR Super Tour, his Mustang certainly handled well on those long straights.

The final step on the podium will probably go to past Runoffs winner Rob Hines, who is set to make his first title run since 2014. Should rain enter the picture, Jared Lendrum in a Subaru WRX could upset the running order, meanwhile, Broderick Bagues (should he enter) will also be one to watch.

TOURING 4

The T4 Runoffs race was a barnburner in 2018, with John Heinricy and Gresham Wagner little more than a car length apart throughout the duration, and Heinricy coming away with his 15th title. And, while the move to VIR will likely produce a much different Runoffs race, we give the nod to the same man: It'll be Heinricy for his 16th Runoffs title.

Nick Leverone, however, will be hot on Heinricy's heels with his Subaru BRZ. Heinricy will be back in the Toyota 86 that took him the winner's circle at Sonoma, and while it may not be the most powerful car in T4, we expect it will get the job done once again.

Owen Schefer also has shown great speed in his Mazda RX-8 at the VIR Super Tour in April, and we expect him to be in the hunt for the final step on the podium. 🍷

down to car choice. If Rezzetano finds the right steed, he could challenge MacNeil and his BMW M3 - but as Rezzetano discovered at Indy, the wrong car could most certainly spell disaster.

There is a gaggle of Porsches looking to make a run at the podium, led by Fall Line patriarch Mark Boden. Tim Kezman has had some solid finishes this year, and we think he may break through for his first visit to the podium.

If the clouds bring rain, keep an eye on Marty Grand in the Honda Civic Type R. Grand got the better of MacNeil for his first

Runoffs title at Road America in 2010, and he might have the best car for a slick track.

Regardless, this race could prove to be one of the best of the 2019 Runoffs.

TOURING 3

Marshall Mast had the fight of his life at Sonoma in T3, with Mark Drennan relentlessly hounding him for 20 laps - we expect him to have a slightly easier go of it when the green flag waves at VIR come October, and we anticipate he'll leave with his second championship.

LONG GONE

(LEFT) We anticipate Touring 1 to be a runaway at VIR, with Andrew Aquilante leaving the the field in his dust.



PODIUM PREDICTIONS

EP

1. Matt Reynolds 
2. Jesse Prather 
3. Kip Van Steenburg 

FP

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

HP

1. Will Perry
2. Vesa Silegren
3. Chris Schaafsma

E PRODUCTION, F PRODUCTION, H PRODUCTION

WORDS J. Michael Hemsley | MAIN IMAGE Jeff Loewe

E PRODUCTION

When given the choice between himself, Jesse Prather, Kip Van Steenburg, John Hainsworth, and Greg Ira as to who will win EP this year, reigning Champ Matt Reynolds tells us, "All five could end up on any step of the podium." He raced with Hainsworth at VIR, and Hainsworth is very quick in his rotary Mazda. "Kip

and Greg will be at the front, as usual, and they will have the fastest cars at the start," Reynolds predicts. "I know Jesse will have a strong showing this year and will make it tough on everybody. He may have just the right driver and car combo for this track.

"There are two others who I believe could be contenders this year: Rick Kavitski and Joe

"We could have as many as 10 cars competing for a podium [in F Production]"

KEVIN RUCK

Moser," Reynolds adds. "Both can be very fast. I know Joe has a lot of laps at VIR and will be up to speed quickly." Moser, it should be



PRODUCING WINS

(LEFT) In E Production, we are anticipating seeing Matt Reynolds record his fourth Runoffs title with his Mazda Miata. (BELOW) Kevin Ruck has the speed to win F Production, and should it rain, his front-wheel-drive Acura will only widen his margin of victory.

Jeff Love



Clark McInnis



"I honestly believe that we could have as many as 10 cars competing for a podium," Ruck says. In particular, "Joe Huffaker is a legendary driver and car combo, and Eric Prill's consistent podium contention over the last 10-plus years has been unparalleled."

Huffaker is also the reigning champion in FP, mopping the floor with the field at the Sonoma Runoffs in 2018. Additionally, Ruck notes, "Craig Chima and Steven Hussey are proven drivers in quick cars, so there's no doubt their Lotus 7s will be up front too."

Others Ruck sees as wild cards are Chuck Mathis, Rob Garrison (the current VIR track record holder), and John Baucom, another past champion, if he brings his fast Fiat.

But we think they'll all have their hands full trying to beat Ruck to the checkered flag.

H PRODUCTION

Will Perry won HP at VIR earlier this year, and he's our pick to win the Runoffs this year, but any of a number of drivers could be spoilers. The nearly 30 drivers entered in the class include several past class champions, including Greg Gauper and Ron Bartell, with Gauper bringing a completely re-tubbed Honda to the party in the hopes of repeating his 2011 Runoffs win.

While we know racers like Eric Vickerman will be gunning for the front, we foresee Vesa Silegren and Chris Schaafsma rounding out the podium, as they've been showing significant speed in recent years. H Prod entries for the race at VIR is up considerably from last year, so there may still be a few surprises in store for everyone. 🍌

noted, will not be piloting his usual orange Prelude, instead opting for the NC Miata Prather built and campaigned several years back.

Our podium prediction alone constitutes seven National Championship titles, so we are forced to agree with Reynolds' assessment of anyone can win. And if it rains? Reynolds once again sums it up best: "All bets are off."

F PRODUCTION

There are so many SCCA National Championship titles among this group, this will truly be a nail biter. Kevin Ruck, our pick to win FP this year, ran the numbers on the drivers who were registered for the event at the time we spoke to him in late July: This grid includes seven past champions, 47 podium finishes, and a total of 21 gold medals.

PODIUM PREMIER?

(ABOVE) A first-time winner is very likely to happen in H Production, and Honda CRX driver Will Perry looks to be the man for the job.



SPEC MIATA

WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

SPEC MIATA

1. Danny Steyn ★
2. Preston Pardus ★
3. Jim Drago ★

SPEC MIATA

VIR offers challenges and opportunities unlike any encountered in recent years, and it's not clear that a home track advantage will count for much. At this track - and especially in Spec Miata - strategy will be key.

"The strategy is going to be: You better have some good teammates," says two-time SCCA National Champ Jim Drago. "The draft is huge here. Local knowledge never hurts, but I was able to qualify on pole my first time there, so I don't think it is as remotely important as it is at tracks like Mid-Ohio and Sonoma."

Drago plans to turn up with a strong group of East Street Racing teammates, including 2017 SM Champion Preston Pardus and contender Todd Buras. "Brian Henderson and Peter Ensor are also in our group of five," Drago reveals. "We're planning on working together after we see how it shakes out."

Only a fool would discount Drago at the Runoffs, but we've got our eyes on an equally fast racer for the top step, come the October event. Danny Steyn has been coming to the Runoffs since 2010 and steadily raising his game. Last year at the Sonoma Runoffs, Steyn piloted a

Miata to the Super Touring Lite championship, and he's also been mixing it up all season in SCCA's Majors and Hoosier Super Tours.

"I've raced at VIR a lot," Steyn says. "It's one of my favorite tracks. One of the greatest sections in any U.S. track is that uphill esses. I love running flat-out with the rhythm and sensation you get there. It's addictive."

Steyn believes that this year's race could be won by someone who hasn't qualified up front. "There are some tracks where you absolutely have to qualify on the front row to have a shot," he



ANYONE'S GAME

(LEFT) We think Danny Steyn has a shot at the Spec Miata championship that has eluded him thus far. (BELOW) Preston Pardus knows how to get around VIR, and that knowledge should lead him to this year's podium.



Mark Weber

explains. "At VIR, we get strung out on the straights and then we accordion up in the turns. With good drafting techniques and good strategic moves and passes and teammates of convenience, you can overcome a poor qualifying position. There are very few tracks where you can do this, but it is possible at VIR. At this track, the most important thing is just being mistake free, or as close as you can get to it."

One thing everyone agrees on is that the front of the pack will include many familiar names. Steyn lists them off in rapid succession.



Rick Corwine

"Jim Drago, Preston Pardus, Todd Buras, Tyler Kicera, Jared Thomas, and Matt Reynolds," he says.

"They're at the front every single race. No matter what track they're at, they're always at the front."

For his part, Kicera plans to challenge both Drago and Steyn for the championship. "I feel like

I have as good a shot as anybody," Kicera remarks. "I think that VIR suits my racing style, which is calculating, using a lot of strategy. I think a key to winning is being in the right place on the last lap."

One driver who could upset everyone's plans is Chris Haldeman. Haldeman will also be racing in STL and STU at the Runoffs, but it's not out of the question that he could contend for the SM win.

While we predict that it's going to be Steyn, Pardus, and Drago on the podium, we also know anything can happen. And, this being Spec Miata, anything *will* happen. 🍀

FRONT-RUNNER

(ABOVE) Jim Drago is the only two-time winner in this ultra-competitive class. We don't think he'll win this year, but his Runoffs hardware collection should expand this October.



GT-1, GT-2, GT-3

WORDS Reece White and J. Michael Hemsley | IMAGES Jeff Loewe

PODIUM PREDICTIONS

GT-1

1. Tony Ave ★
2. Ernie Francis Jr.
3. David Pintaric ★

GT-2

1. Andrew Aquilante ★
2. Kevin Allen
3. Mark Boden ★

GT-3

1. Tony Ave ★
2. Jeff Dernehl
3. Rob Warkocki ★

GT-L

1. Peter Shadowen ★
2. Joe Huffaker ★
3. Ryan Kristoff

GT-1

Tony Ave enters the GT-1 race as our pick to win. The 2007 GT-1 Runoffs champion has had a solid SCCA Road Racing season, and he won one day at the VIR Hoosier Super Tour, so it looks likely he'll collect another Runoffs gold medal. That said, it won't be easy. You see, Ernie Francis Jr. (who hold numerous Trans am titles) is looking for his first SCCA National Championship. Also, while Mike Lewis is the defending GT-1 champion and could end up on the podium, we think he's going to have his hands full dealing with David Pintaric, and we feel Pintaric will have the advantage.

"Obviously Ernie is going to be super tough, and Mike Lewis and David Pintaric are really

fast," Ave says. "It might depend on what tires everyone is on."

If it's going to come down to tools like tires, it may also come down to equipment. To that end, Ave, Francis, and Pintaric all have cars built to Trans Am specs, while the GT-1 Jaguar that Lewis drives has less motor but handles the twists better. Our thought is that the straights at VIR are mighty long, so the nod goes to the Trans Am cars - but we also wouldn't be surprised if Lewis claims his 10th Runoffs gold.

GT-2

This year's GT-2 race should be another barnburner as we expect to see Andrew Aquilante in a production-based Corvette battle head-to-head against the tube-frame

Nissan 300ZX driven by Kevin Allen.

"I would mark Kevin as the favorite, to be quite honest," the eight-time Runoffs Champ Aquilante admits. "With everything they've done with that car, they've gotten it reliable and they've gotten new tires for it. It's a strong package."

That package led to some great battles at VIR for the Super Tour in April, albeit with Aquilante in a Mustang. Andrew believes the Corvette will be better at VIR, but also that Allen's car has gotten better as the year has progressed - bringing us back to square one.

Though Aquilante and Allen are deservedly getting plenty of attention, this is a deep race. Aquilante expects the Porsche 991 cars to be strong, bringing

CROSSING OVER

We expect Tony Ave (LEFT, 04) to lead the GT-1 field to the checker at the VIR Runoffs. In GT-2, we anticipate eight-time Runoffs winner Andrew Aquilante (LEFT, 33) will record Runoffs win number nine. (BELOW) Even with 10-time Champ Joe Huffaker contending, we believe Peter Shadowen and his Honda will be victorious in GT-Lite.



Mark Boden, and Tim Kezman into the mix. Scott Rettich (usually a Formula Atlantic racer), in a TA2 Camaro, could be a wildcard in this battle.

It's anyone's race in GT-2, but we're predicting Aquilante, Allen, and Kezman on the podium when the dust settles.

GT-3

Just like in GT-1, we're predicting Tony Ave for the win, this time in GT-3. Ave will be behind the wheel of Joe Kristensen's "old" Acura, as Kristensen has spent 2019 developing a new Honda Civic. Ave has his eye on a group of competitors, all with one thing in common - the engine.

"Jeff Dernehl will be tough, Stacy Wilson should be tough, my buddy Rob Warcocki is going to be

fast," Ave tells us, adding, "Anyone in a good Mazda has a chance.

"It might be the race to watch of the weekend," Ave concludes.

"I wish I could say I'd run away with it, but there's no way."

GT-LITE

Would anyone in their right mind bet against Peter Shadowen or Joe Huffaker for the GT-Lite race? Shadowen has two Runoffs championships and Huffaker has a total of 10. That is to say, both know how to win, and we expect them to be wheel-to-wheel for the duration of the GT-L race.

According to Shadowen, both Ryan Kristoff and Troy Ermish (last year's GT-L champion) are fast and will be in the hunt for a podium finish,

if not a win. One other competitor to consider is Wilson Wright Jr., who has three GT-4 championships and won in the same car he's bringing this year.

Even with the other competitors in the mix, the toughest challenge that Shadowen and Huffaker will face is probably themselves. Both are entered in two different classes, which is always a difficult task. Huffaker will compete in FP in the same Midget, which means he will be making changes to fit the class rules throughout the week. Shadowen, meanwhile, will split his weekend between GT-L and P2, a new class for him, driving a West WX10. It is likely that both are relieved that the GT-Lite race is on Saturday afternoon and their other races are not until Sunday morning. 📍



SPEC RACER FORD GEN3, FORMULA ENTERPRISES, FORMULA ENTERPRISES 2

WORDS Jeff Zurschmeide | MAIN IMAGE Clark McInnis

PODIUM PREDICTIONS

SRF3

1. Tray Ayres ★
2. Robeson Clay Russell ★
3. Brian Schofield ★

FE

1. James Libecco
2. Mark Snyder ★
3. Justin Huffman

FE2

1. Liam Snyder
2. Scott Rettich ★
3. Paul Schneider

SPEC RACER FORD GEN3

With more than 60 entries (and counting), the competition is still certain to be fierce in SRF3 this year. Tray Ayres is one of the top East Coast drivers, but to finish first, he'll have to carve a path around several other leaders, and he quickly reeled off a long list of drivers who could complicate his path to the podium.

"Robeson Clay Russell always runs well at VIR," Ayres says, "and Brian Schofield as well.

The three of us have had epic battles at that track. Then you've got Bobby Sak coming from out of Division, and Cliff White. Denny Stripling was up there testing for the pro race. There's plenty of fast guys who could end up on the pole position."

A few others who could contend at the front include multi-time Champions Scott Rettich, as well as John Black.

Black is making the tow from California, but he's taking a

relaxed attitude. "I am just going to the race to hold onto my car number," Black jokes. "I would put my money on Robeson Russell or Brian Schofield. Russell seems to be nearly unbeatable. Schofield loves drafting tracks and always seems to put himself in the right spot at the end. The other person I would watch is Denny Stripling. I was at the back of the lead pack at the Watkins Glen Super Tour. I watched him race, and he will be right in there."



CARVING A PATH

(LEFT) While Spec Racer Ford Gen3 is an impossible class to predict, that's not going to stop us from saying Tray Ayres will be the one to beat at this year's Runoffs. (BELOW) We think James Libecco will have the speed to win Formula Enterprises at VIR.



Jeff Loewe



Mark Weber

Another driver who could make a play for the front in FE is Justin Huffman, who finished second last year. Huffman hails from Herndon, Va., and could benefit from home track advantage.

FORMULA ENTERPRISES 2

Liam Snyder finished second in FE2 at Sonoma. That's a respectable performance, but it's not where he wanted to be, especially because his brother Mark won the FE championship in the same race group. This year, we think Liam Snyder has what it takes to win. The young driver has been working hard on strategy and race craft to earn the top step this time.

"I'm absolutely ready," he declares. "I've been doing testing and racing in F4 this year. We've also done days of testing in the FE2 to get ready for Virginia."

The race won't be easy. The field will also include Scott Rettich, who has claimed a record six championships in FE over the years. Last year, Rettich finished third in FE2, so he will also be looking for a win.

"It's quite a big race, right?" Snyder jokes. "One race, you get one shot. Don't mess it up on the first lap. My strategy is to keep my head in it in the first couple of laps and hopefully just pull away."

Other drivers who are likely to contend for the lead include Paul Schneider, who has claimed three podiums in FE, and finished fourth last year at Sonoma. Tom Burt finished fifth last year and could also work his way to a podium finish. 🏆

FORMULA ENTERPRISES

Mark Snyder is heading to Virginia to defend his 2018 championship in Formula Enterprises. Since his 2018 victory at Sonoma Raceway, the 16-year-old driver has been working hard to maintain his edge, and he's determined to repeat his performance on the opposite coast.

"I'm going to try to go out of the gates just as hard as possible," Snyder says. "I want to set that pace and let everyone know who is boss on the track, because me

and James Libecco, I think, is what the race is really going to be."

Libecco is our pick to take top honors this year, but Snyder doesn't plan to easily relinquish the crown. Still, Snyder knows who he's up against. "Libecco is a silent killer," Snyder declares. "He's a really talented driver, methodical, and really good at starts - I don't understand how he's so good at starts. He finds gaps that I can't find. Maybe I need to put on glasses when I drive - he taught me a lot this year."

MOVING UP

(ABOVE) Liam Snyder is looking to improve upon his 2018 FE2 runner-up finish at Sonoma, and all signs indicate that he'll be the driver to beat come October.



FORMULA ATLANTIC, 1000, CONTINENTAL, AND MAZDA

WORDS Tom Schultz | MAIN IMAGE Mark Weber

WINGS UP

(ABOVE) The Formula Atlantic race is certain to be an exciting one, and we think Keith Grant will record his third win. (RIGHT) We think Tim Minor will get the nod in Formula Continental. (BOTTOM RIGHT) Look for Mike Anderson to claim his second Formula Mazda title.

PODIUM PREDICTIONS

FA

1. Keith Grant ★★
2. Flinn Lazier ★★
3. Lee Alexander ★★

FC

1. Tim Minor
2. Charles Moran
3. Carlos Franca

FM

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

FB

Err, we don't know!

FORMULA ATLANTIC

In Formula Atlantic, the early line favors Keith Grant. He won two years ago and has always been a frontrunner. He has entered and has loads of experience at VIR. He reports that he will only be there on Tuesday to qualify and Saturday to race. However, that should not be an impediment. "I am very familiar with the track and have been running VIR for 10-plus years," he says.

Any car out of Mirl Swan's shop will be there to challenge, and to that end, it's easy to see 2013 CSR National Champion Lee Alexander make it onto the podium in a Swan car. But we foresee Alexander's main challenge coming from 2018 FE2 National Champion Flynn Lazier, who'll be contesting FA this year. We anticipate Lazier claiming that second step on the podium, one up from Alexander.

That said, if our past FA predictions have taught us anything, it's that we could be completely wrong on all counts.

FORMULA CONTINENTAL

Tim Minor is the early favorite for FC this year, with Charles Moran

and Carlos Franca expected to challenge. A potential dark horse is seven-time FV Champion Michael Varacins, who is coming to grips with a new car and class. If they all show, others to be considered include Rob Allaer, who knows how to win at the Runoffs, Misha Goikhberg, who has been victorious in his occasional outings, and two-time winner Brian Tomasi, who is back after several years out of the driving seat.

FORMULA MAZDA

Defending FM Champion Bryce Cornet fully intends to retain his crown. He has limited familiarity with VIR, but he says he will maximize his practice and dive deep into the data and hit the track fast and early.

"I have never raced at VIR but will spend time on the simulator in preparation in the next few weeks," he says. "It can be hard to have a better weekend than I did at Sonoma Raceway in 2018, but I know that it's possible to build upon last year."

As for who he'll be contending with, Cornet has a good idea. "Mike Anderson, Mel Kemper, and Bill



Barbara Protes



Jay Bonvillian

Weaver can race, and no doubt they will be at the top as my strongest competition," he says.

As confident as Cornet is, we think Anderson is due, thus he receives our pick for the gold.

FORMULA 1000

It remains to be seen who will contend Formula 1000 this year. While we could list names of potential winners, we'll just say this is anyone's race to win. 🍷



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THE EDGE

(BELOW) Tyler O'Connor is looking for the win in Formula F during his rookie appearance at the Runoffs. (BOTTOM) Past champions will be dueling for the top step of the podium in Formula 500, and we think Wiley Clinton McMahan will have the edge.



Barbara Photos

FORMULA VEE, FORMULA F, FORMULA 500

WORDS Jason Isley | MAIN IMAGE Mark Weber

A NEW WINNER

(ABOVE) Track knowledge should aid Andrew Whitston in his quest for Formula Vee gold at VIR.

FORMULA VEE

When Formula Vee hits the track for its championship race, there will be a notable absence in the field as perennial front-runner and defending National Champion Michael Varacins has opted to instead try his hand in Formula Continental. But even if he were racing in FV this year, we might give the nod to Andrew Whitston anyway. You see, Whitston holds the track record at VIR, and has a pair of silver Runoffs medals in the class already.

Jonathan Weisheit has been quick this year and could easily find himself standing on the podium come the end of the race. Similarly, Mitchell Ferguson came out on top at the VIR Super Tour on one day, so it's very likely he could join Whitston and Weisheit when it comes time to spraying the Mazza sparkling wine on the podium.

As is always the case with a class that lives and dies by the draft, there are a number of dark horses

who could shake things up. Keep an eye on Donnie Isley, and past National Champions Steven Davis, Roger Siebenaler, and Rick Shields.

FORMULA F

Tyler O'Connor is a Runoffs rookie, and we think he has the stuff to get it done at VIR. O'Connor scored a podium both days at the VIR Super Tour and has recorded wins at Road Atlanta and Watkins Glen. He's fast, and we think he'll be SCCA's next FF National Champion.

David Livingston Jr. was on the podium at the Mid-Ohio Super Tour and has shown strong this season, positioning himself for a Runoffs podium run. Alex Scaler is moving over to FF this year after a podium finish at Sonoma in Formula Vee, and while he's still learning the intricacies of the car, we think he will get himself sorted in time to find the final step on the podium.

Wildcards, should they enter, include Runoffs rookies Misha Goikhberg and Dexter Czuba.



Jeff Loeve

FORMULA 500

By all accounts, the F500 race at VIR should be one of the best in recent years, as we will see 2017 National Champion Wiley Clinton McMahan face off with 2015 National Champ Calvin Stewart. McMahan scored first blood pulling off a pair of wins at the VIR Super Tour, resetting a track record that previously belonged to Stewart.

Eric McRee has had a great season, with Super Tour wins at Road Atlanta and Mid-Ohio, along with podium finishes at VIR, making him our choice for third place.

Russell Strate Jr. and John Walbran will be in the hunt should any of our frontrunners slip up. 📍

PODIUM PREDICTIONS

FV

1. Andrew Whitston
2. Jonathan Weisheit
3. Mitchell Ferguson

FF

1. Tyler O'Connor
2. David Livingston Jr.
3. Alex Scaler

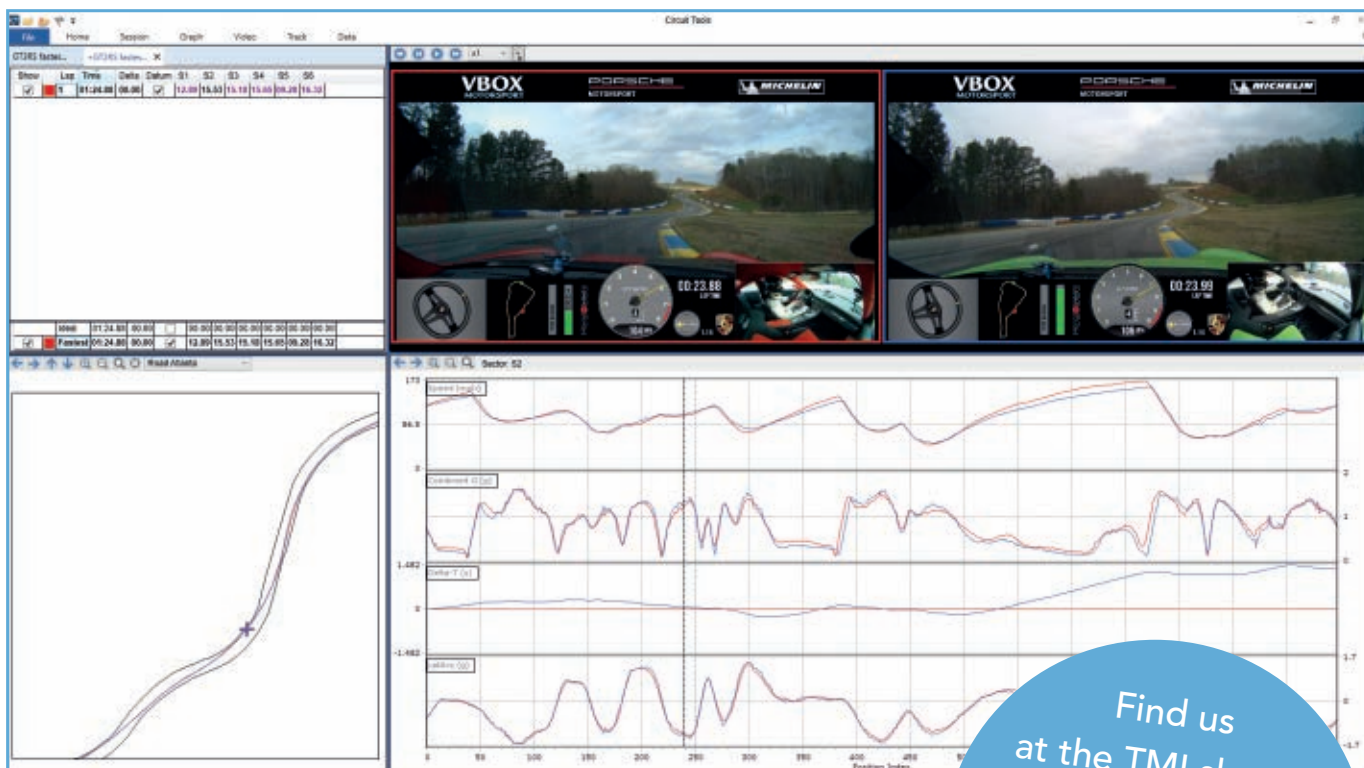
F500

1. Wiley Clinton McMahan ★
2. Calvin Stewart ★
3. Eric McRee

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PROTOTYPE 1, PROTOTYPE 2

WORDS Tom Schultz | IMAGES Doug Berger

DEFENDING IT

Our championship picks go to the defending champs, with James Devenport (ABOVE) in Prototype 1, and Tim Day Jr. (RIGHT) in Prototype 2.

PROTOTYPE 1

Defending P1 National Champion Jim Devenport has a target on his back. He won last year in an astounding run from well back in the pack. Devenport ran VIR at the Super Tour, so he's not a complete rookie to the circuit. "I just loved the track," he tells us. "I was third, so I feel that I know the track fairly well and will get better with the test days. But my Norma is the only two-seater in P1 and thus lacks the top speed because of the significantly bigger frontal area. The long straights will be challenging to us. I will have to make up for that in braking and cornering speeds but doing so through a lower down force configuration. We are focused on aero, chassis, and tire development to try and repeat."

Devenport will face strong opposition. Jean-Luc Liverato has adapted well to his new Elan, and Todd Slusher has always shown fine speed

in his Elan. In the words of Devenport, "Slusher has been 'the man' this season and has many big wins."

Darryl Shoff is also in an Elan and will be a force. The dark horse, once again, is Jason Miller. He swept the June Sprints in his Wynnurfst-Kohler and will be fast. However, the reliability culture is always perched on Miller's shoulder.

PROTOTYPE 2

In P2, the man to watch is Tim Day - he has a National Championship and two seconds in the past few years and figures to be on the top step once again. His Stohr is both fast and reliable. He was also at VIR in April and learned a lot. "We were fortunate and won Sunday's race - the plan is to build on what we learned," he says. "Usually, when we come to a track for the second time, we are faster. I will spend time on the simulator



and video before arrival and hopefully it will all come together."

We are going with Tray Ayers, the 2014 SRF3 National Champion, to give Day a strong run, and Day sees it that way as well. "This is Tray's first year running in P2 and he has been strong with a bunch of Super Tour wins."

Robert Iverson has taken the road less traveled regarding his mount and has been very strong in a Ligier JS-49 and will be right up there. Others to consider include Sherman Chao, should he enter, plus Mike Reupert. 📍

PODIUM PREDICTIONS

P1

1. James Devenport ★
2. Jean-Luc Liverato
3. Todd Slusher

P2

1. Tim Day Jr. ★★
2. Tray Ayres ★★
3. Robert Iverson

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THE BIG BANG THEORY

It's said that to finish first, first you must finish. But without the right fluids circulating through your performance vehicle, your race will end before you know it

WORDS *SportsCar* staff | IMAGE Beverlee Larsson

Through the years, we've filled numerous performance vehicles and racecars with a plethora of oils, coolants, and a countless number of random fluids. *SportsCar* project vehicles have utilized everything from Lucas to Driven to Mobil 1 to Red Line and beyond. We've poured coolant additives into our radiators that did the trick, flushed brake fluids that weren't up to snuff, and tried

motor oils that either saved our bacon or cost us a motor. Yes, friends, we've tried them all, and what we've learned the hard way is something that can benefit us all.

So, what's the major takeaway from our years of trial and error? We hate to say it, but you need to read the label, you need to follow the directions and, finally, you get what you pay for. That's not to say there's not a hidden gem brake fluid

out there that has no recognizable label and cost \$1 per quart, we're just saying we have yet to find it. And, like every budget-oriented SCCA racer, we've looked long and hard.

There are other lessons we've learned, too. Like the fact that while race-quality oil is expensive, it proves far more expensive not to use it. Case in point, several years ago we hit the track in one of our project cars that had the wrong oil in the motor. We

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even knew it was the wrong oil, but we figured things would hold together for the weekend. Long story short, 33 minutes later, *boom*. On the plus side, we discovered our fire suppression system worked as advertised.

Regarding brake fluid, it's one thing to purchase pricey Motul or StopTech brake fluid designed for racing applications, but no wet or dry boiling point is high enough for you to never need to bleed the

brakes. The problem is, unless you have some slick one-man brake bleeding setup, this is a two-person job, and many SCCA racers head to the track alone. That said, we've discovered that SCCA paddocks are filled with excellent brake bleeding assistants, as long as your ice chest is filled with the correct beverages or you have burgers on the grill. Go on, talk to your paddock neighbor, they won't bite.

The bottom line is: Pick the right fluids for your specific application. To that end, the pages that follow contain a special advertising section dedicated to performance fluids for performance and race vehicles. Which of those fluids is best? The answer comes via online research, as well as talking to fellow racers and prep shops. Just don't follow our lead and knowingly use the wrong fluids. That is, unless you get your kicks from changing motors. 🎯





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THE PROGRESSION

Young Oregon Region's Matthew Butson jumps from SRF3 to TA2, with encouraging success | **WORDS** James Heine | **IMAGE** Austin Bradshaw

By the time you read this, Matthew Butson will be beginning his first year of college at Robert Morris University in suburban Pittsburgh. There, he will embark on a pre-med course of study with the aim of making medicine his lifetime profession. But while medicine may be his future, that's not his only desired course.

In a sense, this 18-year-old Oregon Region member and honor student from a longtime SCCA family has two careers already, one as a nationally ranked AAA hockey player with the Seattle Sno-King Thunderbirds, a perennial USA Hockey contender on both regional and national levels in youth competition, and now also as an up-and-coming SCCA Pro Racing Trans Am driver, having this year moved from racing an SRF3 in Regional and U.S. Majors Tour events to piloting a TA2-class Camaro for Butson Racing in West Coast Trans Am events.

Basically, all of his life, Matthew says, he has been around both the racetrack and the hockey rink. His dad, Tim Butson, has been an SCCA racer for some two decades, and "my family's been oriented around hockey most all of my life," Matthew adds. "My dad grew up on the East Coast. He played hockey all his life and into college. I started when I was about age 3, so I'm about 14 years into it now."

Matthew added racing to his resume in 2017, when he enrolled in a Pro Drive driver's school at Portland International Raceway, where he proved to be a quick study; quick enough, that is, to be named Oregon Region's novice driver of the year that year.

"I enjoy the atmosphere of racing and the thrill it gives me every time I hit the track," he says. "Being a part of SCCA has taught me clean competitive racing."

He began his SCCA career in SRF and graduated to SRF3, Matthew notes. Both classes have taught him a lot, as has racing with the West Coast SCCA family. "Spec Racer Ford was really a key for me to learn



momentum and how to drive a car to the limit," he explains. "So, going to TA2, it was really easy to start driving a bigger car."

The only thing, he adds, "was learning how to get off the throttle, and how to shift a dog box."

The recipient of multiple Washington state MVP hockey awards, and ranked as an elite forward by USA Hockey, he sees a connection between the ice rink and the racetrack. "Both sports require total concentration 100 percent of the time, he explains. "In hockey, I take one shift at a time, playing my absolute hardest. In racing, I focus on each lap, trying to make every shift and corner the same. That is the only way to learn and get faster."

Also, Matthew adds, "Seat time in the racecar is just like time on the ice rink in hockey. The more you practice, the more muscle memory you build. And, of course, being physically in shape for both helps for endurance during long races and hockey games."

As for who has helped him in his young motorsports career, Matthew points to his parents and to Pro Drive owner Todd Harris, who helped him get started in SRF3 and who, like his father, Matthew notes, has been a source of advice and insight about racing.

"Matthew started his racing career a couple of years ago with the Pro Drive Racing Team at age 15," Harris says. "He is mature beyond his years both on and off the track. He is becoming one seriously fast racecar driver."

Racing requires a lot of personal motivation and a very supportive family, Matthew observes, and he is especially thankful for the latter.

"All my friends and family are helping me," Matthew says. "Racing is my life now, and it's the only thing I look forward to. From my mom and my dad to all our friends who have pitched in to help, especially in creating our Trans Am team. Along with my girlfriend, they are such a blessing to me. They are all just so supportive." 📍



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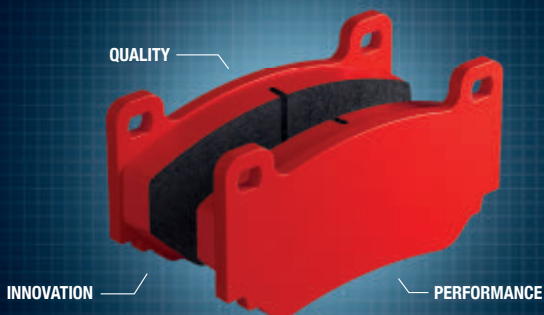


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**ACHIEVING PARITY**

Utilizing spec tires helps equalize performance and reduce costs, and it's a popular formula several SCCA Road Racing classes already take advantage of. Recently, more classes have been contemplating a move to spec tires, including B-Spec (LEFT) and American Sedan (BELOW).

SPEC'ING RUBBER

Spec tires in SCCA Road Racing is a complex topic that, when instituted correctly, can benefit everyone. So what are the hurdles?

WORDS Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Barbara Protos

Recent Club Racing Board (CRB) *SportsCar* articles have discussed the process that's followed for rule changes. Hopefully, the last few issues have helped to clarify that process and assist members in their understanding of the time it takes to review and process a letter. For this month's column, we're going to deviate from that and cover one particularly hot topic that's brewing at the committee level; namely, spec tires.

Before we dive in, it should be noted that as of this writing, the CRB has not received a formal recommendation for any spec tires from the respective Advisory Committees - but that doesn't mean there's nothing for us to discuss in this month's column.

Recently, several of SCCA's Road Racing classes (namely American Sedan and B-Spec) have discussed the possibility of implementing a spec tire, and to that end, the SCCA National Staff and the CRB have

formalized a procedure to select a spec tire for classes that request them in the future.

To begin the process that has been put into place for SCCA Road Racing classes, an Advisory Committee (AC) determines the need for a spec tire, establishes basic parameters (slick, DOT, minimum UTQG rating, compound range, and so forth), and forwards that request to the CRB. A specific tire may also be included in the recommendation.

The CRB then looks to the SCCA National Staff to investigate opportunities based on the AC request, and the SCCA National Staff will contact tire manufacturers to gauge product availability and interest via a Request for Proposal (RFP). This would include product information such as construction details, compound characteristics, and product lifespan, as well as test tire availability and pricing. The SCCA National Staff then evaluates RFP responses and informs the CRB of the various options.



Jeff Loeve

The next step depends on the size of the class and the number of potential tire options. For a large class with the potential for a high number of sales and multiple suitors, a comparison test (to be managed by SCCA staff in coordination with the CRB/AC) may be conducted. For smaller, low-volume classes, tire companies may be asked to provide product for private testing to be overseen by CRB or AC members.

At this point, the AC provides its feedback to the CRB, and the CRB makes a recommendation to the SCCA staff. SCCA then negotiates an agreement with a tire manufacturer, with standard agreements usually covering a three-year time period. And as with every rule change, the recommendation goes to the National Board of Directors for final approval.

The CRB requests any member input that will help improve SCCA Road Racing and, of course, encourages your feedback. All letters should be submitted at crbscca.com. 📧

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"On the final race of the weekend I had 2 laps to go and felt the front tires losing grip. I figured the record setting was over since my tires were burnt up. But on the final lap I pushed just as hard into turn 1 as I normally would. To my surprise I looked at the CD-7 and I was 0.1 sec up on my best lap time. I got to the next corner and slid the front of the car through the apex with the tires barely hanging on....0.2 seconds up. I remember thinking, 'I'm just going to keep sliding the front of this car through every apex!' I came across the finish line 0.46 seconds faster than the track record I set previously that day! **Without the CD-7 providing that instant feedback, showing me I was actually faster when I thought I was slower, I wouldn't have even tried to reset the record.**"

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**SET UP**

One of the easiest ways to set yourself up for a successful autocross run is to stage correctly.

BEGINNING TO END

Presenting two simple tips to knock a few tenths of a second off your time during your next autocross run | **WORDS** Paul Brown | **IMAGE** Jeff Loewe

My wife Meredith usually works as a starter at our Regional autocross events and, after a recent event, she mentioned something that only starters seem to notice: Drivers at Regional events can be amazingly careless about how they stage. Since this is the simplest aspect of an autocross run to get right, let's dive into this topic, and we'll end the column with, err, the end.

At events with a tight corner between staging and the lights, drivers often line up anywhere along the width of the staging line, yet those not lined up at the outer edge are failing to maximize the radius of that first turn. Meanwhile, at events where a launch is possible, Meredith says she sees drivers not paying attention and staging a foot or two past the staging line. Once again, those drivers lose speed (and therefore add time) once they hit the course.

Discussions with those drivers back in the grid reveal that they have not been thinking about how they staged but given that there is no particular urgency in the drive from grid to the start line, this seems like something that warrants a few seconds of thought.

When I have the opportunity to ride with other autocrossers, I always seem to need to discuss how they've staged, and they usually say that's the first time they've thought about it. When I'm walking a course, I always want to know where we're actually being staged, and where the start beam is located and then, whenever I approach the start line, I work to get the car in the optimal position.

Now, at Tire Rack Solo Championship Tours and Tire Rack ProSolos, this isn't an issue - everyone pretty much stages where they ought to. Consequently, it's curious that at local events this is not necessarily the case. We are timed to the thousandth of a second at both Regional and National events - why are people so willing to give up tenths at a Regional for no reason? Now that this is foremost on your mind, take an extra moment to make sure you get the best start to every autocross run. With that resolved, let's jump to the end, as there are mistakes aplenty to be made at the finish.

Let's assume the course is set up with adequate runoff space so that drivers get to accelerate through the finish lights. I've driven more than a few courses that had

us on the brakes before the finish. For that matter, I've been responsible for such a layout at least once. Let's be clear: this is not a driver error, it's a design error.

On a course not featuring such a gaffe, we've all seen drivers lift, or even brake, before the finish trips. All that work to get to the finish so quickly, and now you give up a second or two with a premature lift? This error dwarfs any mistakes made at the start. I've admonished my share of student drivers about this - don't quit early!

Getting the finish right requires knowing where the finish line is found, which is something to learn on the course walk. Most Regions have cones of different colors that make finding that essential line easier - a pair of big green cones is easy to see in anger, even for a new driver. The flip side is that once you pass those cones, slow down safely and immediately.

There's time to be lost everywhere on course. Before the start is one of the easier ones to correct. Before the finish isn't much more difficult. The stuff between those, however, is a touch harder. 🚫



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**FLAVOR**

(LEFT and BELOW)
Hosting a RallyCross in the evening or at night can build excitement even among the most frequent of participants.



ADDING SPICE

RallyCross is anything but boring, yet with a little creative thinking, events can become spectacular | **WORDS** Matt Wolfe | **IMAGES** Philip Royle

While RallyCross is one of the newer programs the SCCA offers, the overall event formula should feel familiar to anyone who has attended a RallyCross before. But while event familiarity is a positive, too much familiarity can sometimes breed contempt (or at least indifference). To that end – even if you’re restricted by your site selection – there’s still plenty of ways to inject variety into your Region’s RallyCross program.

One of Detroit Region’s signature RallyCross events is the day/night event. The Region traditionally holds this event at one of its dirt oval sites with lighting in the bowl and limited lighting outside of it. While you don’t necessarily need a site with lights to run at night (Western Ohio and Ohio Valley Regions have run events without artificial light), Detroit Region has found external lights make event logistics and safety significantly easier.

Detroit Region’s event usually starts with a test and tune in the morning, followed

by regular timed runs in the afternoon, then more timed runs after the sun sets. Even if the same course is run in both the afternoon and the evening, running under the lights presents a new challenge and makes for a very unique experience.

RallyCross schools, something Susquehanna Region has been hosting for years, are also good ideas for alternative events. School events are a great way to bring new enthusiasts into the sport so that they can learn the basics of car control and how an event operates in a non-competitive environment. Schools are also an opportunity to train new specialty workers so that you’re not always relying on the same pool of people to work critical assignments.

Some other non-traditional events are regional in nature. In the northern parts of the country, where the temperatures are frigid enough to freeze inland lakes, it’s not out of the ordinary to find a group of enthusiasts racing on them, with several SCCA Regions sanctioning ice racing

during the winter months. The classes offered will suit just about anything you already have in your driveway. The biggest differentiator, however, will not be what wheels are being used, but if you are running with studded tires or not. Both present their own unique set of challenges.

Even at regular Regional events, there are ways to provide variety. Many sites allow enough flexibility that course designers can set a course that runs one way in the morning and then flips for the afternoon. While easier said than done, this is a great way to provide variety at events. And even gestures such as providing a lunch or dinner during an event (perhaps around a bonfire) are great ways to promote comradery and fun. At two-day events in the Great Lakes Division, the Saturday night RallyCross bonfire is a time-honored tradition.

Truly, there’s no need to reinvent the wheel when it comes to spicing up your Region’s RallyCross program – all you need is an open mind. 🍷

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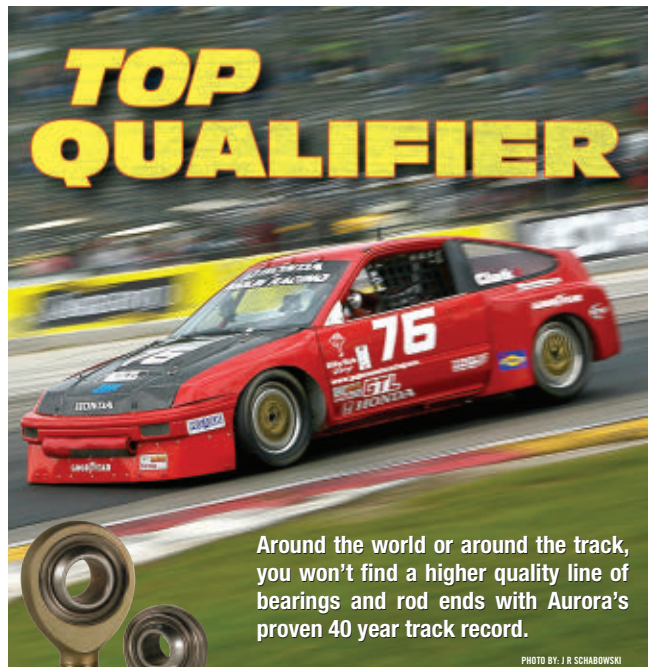
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GOT YOU COVERED
(LEFT) Adam Spieszny driving for Piotr Roszczenko in the 2018 Covered Bridge Rally. (BELOW) The view from a Sno-Go rally checkpoint.

MISERY BAY AT 50

Keeping active in the winter is easy with this SCCA Region and its RoadRally program. | **WORDS** Rick Beattie | **IMAGES** Courtesy Misery Bay Region

Named for the hard winter of Commodore Perry's fleet in 1813-1814, Lake Erie's Misery Bay gave SCCA's 104th Region its name and many reasons to celebrate a 50th anniversary. And to that end, the November Covered Bridge Rally and the February Sno-Go RoadRallies are great ways to keep driving skills sharp while celebrating the Region's historic past.

Board Secretary Bill Stewart is the contact and organizer for the events with help periodically from next-door neighbor, Neohio Region's Gregory Lester. Stewart explained the event's history starting with Covered Bridge.

For every one of the Region's 50 years, there has been a Covered Bridge rally. Last year, for at least the second time, the team of Adam Spieszny driving for Piotr Roszczenko took first overall and first in Stock honors.

Like the 49 past events, this year's Nov. 3, 2019, running follows the same format and style. The rally is typically held on Halloween Sunday, and is usually organized into Equipped, Limited, Stock, and Tourist. Tourist Class allows teams

to included members of the entire family instead of the typical two-person limit.

"Over those 50 years, Erie County, Pa., has lost two of its four covered bridges to vandalism, but neighboring Ashtabula County, Ohio, has recognized the attraction of their picturesque bridges enough to rebuild several, and even build brand-new ones," says Stewart, noting that Harrington Bridge, west of Albion, Pa., is the only covered bridge left in Erie County that can take traffic, forcing most of the event west into Ohio.

Ashtabula County has 18 covered bridges. Both this event and the 2017 rally included Smolen-Gulf Bridge in Ashtabula, the longest in the nation, with "the shortest on [West] Liberty Street in Geneva, Ohio," later in the day, Stewart says. All told, this year's event will visit 12 to 14 bridges.

The event is also a part of the Great Lakes Division Rally Championship.

Misery Bay Region works hard to feature first-rate hospitality. "The lunch stop is inside Covered Bridge Pizza, a covered bridge that had been moved to North Kingsville or a



similar one in Andover," says Stewart. "The day ends at Valenza Restaurant in Albion with prizes and sparkling wine from Mazza Vineyards, the same folks who supply the SCCA Runoffs and the Hoosier Super Tours."

Stewart's work doesn't end there - for the last six years, Misery Bay has also hosted their Sno-Go Rally at the end of February.

This last-day-of-February event challenges the best teams with either ice and snow or mud and water.

"Departing from Erie, with luck, the afternoon rally may visit the ski slopes of Peak 'n' Peak near Clymer, N.Y., or travel south along French Creek toward Meadville," Stewart explains. The scenery, he says, is a collection of woods and farms and trips through the Pennsylvania State Game Lands. "This past event was challenging with freezing rain followed by sleet, then light snow," he adds.

Help celebrate 50 years of the programs SCCA has to offer and keep your rally skills at their peak with a trip to Erie, Pa., to see what Misery Bay has known about for 50 years. 📍

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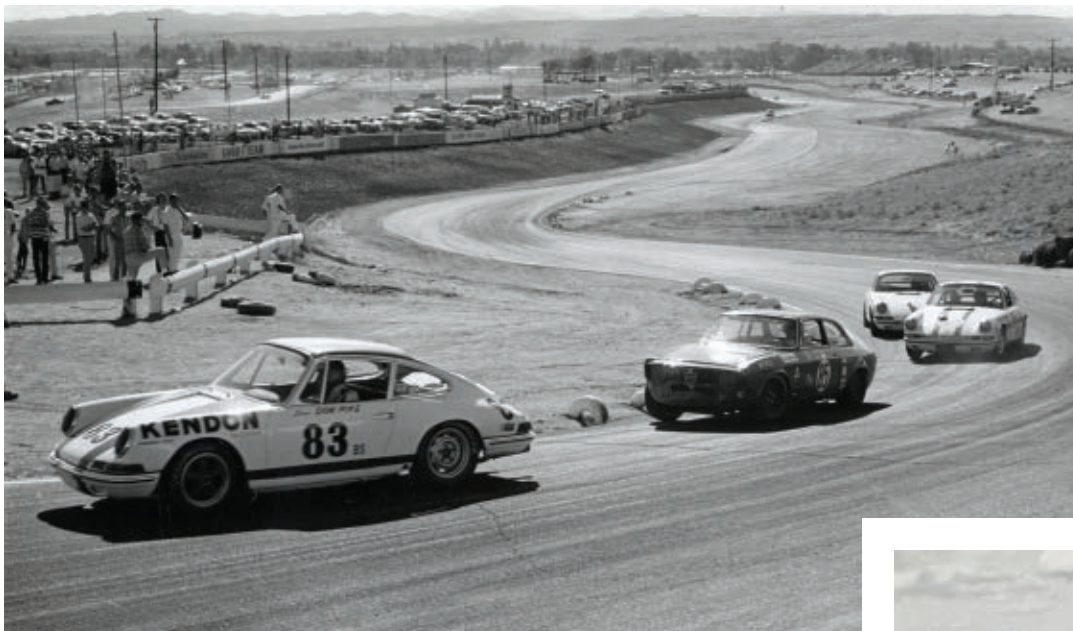
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**COAST TO COAST**

The first SCCA Runoffs, then called the American Road Race of Champions, took place in 1964 at Riverside International Raceway (LEFT) in Southern California. The following year, the event headed east to Daytona International Raceway (BELOW), which offered a very different course configuration compared to when the Runoffs returned to the World Center of Racing in 2015. All of these memories, and more, are preserved in the SCCA Archives.



RUNOFFS PAST

The history of the Runoffs is alive and well in the SCCA Archives

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

This year we celebrate the 75th Anniversary of the SCCA by bringing the Club's most prestigious championship event, the SCCA National Championship Runoffs, to VIRginia International Raceway for the first time. It might surprise some members to learn that it wasn't until nearly 20 years into the Club's history that a formal road racing championship event was organized. And, with funding from the SCCA Foundation, the SCCA Archives at the International Motor Racing Research Center in Watkins Glen documents this event's prestigious history, from initial planning to its participants and their results.

An article by John M. Bishop in the January 1964 issue of *SportsCar* records that the proposal for the championship event was first made by the Eastern Tennessee Region more than year before.

"Publication of the proposal resulted in a wave of favorable comment from all over the country," reported Bishop. A 1964 press release from the SCCA National Office announced the "first inter-divisional runoff, scheduled for Nov. 12-15, 1964," at Riverside International Raceway. "The runoff, designed to bring class champions

from six SCCA Divisions face-to-face in an 'American Road Race of Champions,' is being sponsored by Petersen Publishing Co., publishers of *Sports Car Graphic* magazine."

The press release explains there would be a mileage-based expense reimbursement for participants. There would be 17 classes with the top six Divisional class competitors invited. The race weekend would include practice on Thursday and Friday followed by 45-minute races on Saturday and Sunday.

Bishop's article goes on to detail the several provisions being made to help the competitors who would be traveling great distances and incurring significant expense to compete. "Every entrant will receive a free double-room for four nights in Riverside as guests of the sponsors," he explains. The weekend would include "at least one party," in addition to one free lunch and three free dinners. All competitors would be provided with free access to working garage space and mechanical assistance. Perhaps most interestingly, Bishop's article also announced: "There will be no entry fees."

SCCA Archives technician Joe Cali recounts his personal recollection of the announcement

of the first championship. "In high school study hall, instead of reading my math and science books, I read *Sports Car Graphic*. It was an exciting day when I read John Christy's column in the February 1964 issue announcing the American Road Race of Champions would be held at Riverside," says Cali. Today he works with a team of professionals to preserve that very edition of *Sports Car Graphic*, along with official SCCA records, meeting minutes, driver applications, scoring records, and result files associated with the Runoffs.

Fellow technician Rick Hughey notes that the SCCA Archives collection could benefit from more. "One thing we would like to have is more video footage of the Runoffs, if members could send us copies," says Hughey.

The SCCA Foundation is raising funding to ensure the preservation and ongoing growth of this important part of the SCCA Archives. One way members can support the effort is by participating in the "75 for the 75th" campaign, which seeks 75 members (or Regions, Divisions, or corporations) to pledge \$1,000 toward the SCCA Archives. For details, head to sccafoundation.org and click on the "Fundraising" tab. 📍

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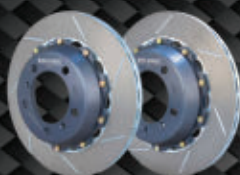
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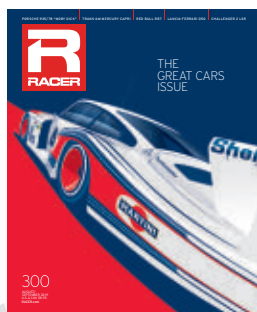
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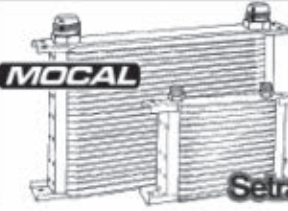



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<p>February 2020</p> <p>The 2014 Pro Racing Trans Am Wrap Up and ARRC issue / Brake Systems Guide Materials due: Dec 18 Issue mails: Jan 14</p>	<p>November 2019</p> <p>Solo Nationals/Holiday Gift Guide/SEMA Guide Materials due: Sep 18 Issue mails: Oct 14</p>
<p>March 2020</p> <p>Safety Issue/ Safety Equipment & Apparel Guide Space: Dec 20 Materials: Jan 3 Mailing: Jan 27</p>	<p>December 2019</p> <p>The National Championship Runoffs issue/PRI Show Guide Materials due: Oct 16 Issue mails: Nov 11</p>
<p>April 2020</p> <p>The Going Faster issue Materials due: Feb 1 Issue mails: Feb 25</p>	<p>January 2020</p> <p>RallyCross National Championship issue/ Driving School Directory Materials due: Nov 6 Issue mails: Dec 10</p>

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month, and can be downloaded
at scca.com/fastrack

20 COMPETITION | STREET ▼



A TRIBUTE > made famous by Mark Donohue in the Trans Am Series. The modern features built into this car includes a 700hp 500 M Donovan aluminum V-8 engine. It also has unequalled safety features and includes a high tech driver air-conditioning system (call for full specs). This car will compete with the best found in any racing venue. SCCA and HSR log books. Buy it today, race it tomorrow! This is a show quality build by one of the area's leading restoration and racecar constructors. \$135,000. **Phone (727) 424-6801**



1972 DATSUN 240Z > 2018 CVAR Group 7 champion 2.4L Rebello Racing inline 6 w/20 hrs, car repainted/rebuilt 2017 @ \$75k-cost/ Yates ported cyl. Head, Rebello cam, 13.5:1 pistons, MSD, ATL 15-gal. fuel safe, Accusump, Koni adj. coil overs, Datsun com 444 LSD. Alum radiator, oil cooler, 280ZX vented rotors, Billet hubs, Lexan side/rear windows, cool suit setup, FIA seat, 2020 harness. Includes running Datsun 280 motor, 3 sets wheels, 1 w/Toyo tires \$35,000 OBO. **Contact Stefan: 210-383-9242 (TX); stefanschluter@live.com**



2017 CAMARO SS T2 > Logbook, cage, fire system, data and video, 2 sets of wheels. \$55,000. **Contact: Bob Demers at (603) 312-5374 or midwayracingteam@ttlc.net**



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**

20 COMPETITION | STREET ▼



2005 CORVETTE C6 T1-LP, T2 > Fresh LS3 motor. Penske shocks and StopTech brakes. Spare motor, trans, torque tube, half shafts, plus more. 2010 Grand Sport bodywork. **Contact: John R Buttermore at (313) 617-3546 or jb48302@aol.com**



1978 ALBATROS FORMULA VEE > Garage find! Aluminum aerodynamic shaped body, extra wheels, spare noses, roll bar updated. Owned since 1989, used only for Solo events. Car had brief racing history with builder. Has custom engineered rear suspension that works like zero roll. New fuel cell a few years ago but never had fuel in it. Solo I 1990 National Champion. Located in Indianapolis. \$3,000 cash. Photos at metzphotos. smugmug.com in sellvees gallery. **Contact: lrmetz@comcast.net**



LOTUS 23 > Replica roller, C-Sports racer or track-day car. PAECO Stage 4 Toyota 3-SFE engine & transaxle. Ready to install, many extras, should be ferociously fast. Health problem forces quick sale for \$12,000. **Contact: (205) 823-7278**



GT3 NISSAN 240SX > NASPORT history. Windshield, master cylinders, long shifter and linkage, battery and clutch all new in 2019. \$30,000 - 3 sets of wheels, extra body parts, gears, spares. 24' enclosed Hallmark trailer available. Complete info: bit.ly/SC09_240SX. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com**

20 COMPETITION | STREET ▼



MT. WASHINGTON HILLCLIMB RACECAR > Intercooled turbocharger, twin cam, 257 torque @ 6,500rpm, dry sump, Quaife 5-speed sequential trans. Tube frame, Racefab suspension, Watts-link rear, Wilwood brakes, Preston Racing Celica body (available separately for \$2,900). 99" wheelbase, rains on new wheels. 1,588 lbs. \$19,900 everything. **Contact: Lester (203) 226-0123**



CHEVY COBALT SS > Built by Phoenix Performance. Supercharged, 268hp at the wheels. Logbook. Equipped for cool suit, radio, and in-car camera. Removable Recaro passenger race seat. Spare supercharger, tires, wheels, brakes, radiator, and more. \$15,000. Enclosed 20ft Carmate race trailer available. **Contact: Al Gambetti at (916) 532-8303 or agambetti@yahoo.com**



1994 MAZDA MIATA > SCCA ITA. Current logbook. Lots of spares. \$6,500 firm. **Contact: (937) 294-1533**



1972 ZINK C4 SOLO VEE > Garage find! 1,600cc engine with Gene Berg parts, Weber 40, extended oil pan and large oil cooler, stainless Roxanne Exhaust. Has 13-inch alloy wheels as well as 15-inch wheels for autocross, as well as original stock Formula Vee wheels. Has zero roll suspension, but can be returned to Z-bar as a vintage Formula Vee. Many extra parts including two motors. Nice car, full history of car with original logbook, updated roll bar. 1989 Solo Divisional Champion. Photos at metzphotos.smugmug.com in sellvees gallery. Located in Indianapolis. \$5,000 cash, firm. **Contact: lrmetz@comcast.net in Indianapolis**

26 TOW VEHICLES | TRAILERS ▼



FAMOUS Q MOTORSPORTS RACE RIG > Peterbuilt Motorhome plus 2-car stacker Haulmark trailer. A steal at \$65,000. Sleeps four, nicely equipped kitchen and shower/bathroom. TV with traveling satellite dish, room for golf cart, absolutely race ready, 60,000 miles on updated newer motor. Titled as a 1991 motorhome (no CLD required). Downsizing racing program. **Call (727) 424-6801**

PARTS FOR SALE > Aluminum Formula car set-up platform for standard scale types, with ramps, \$1,200 plus freight. Ten sets of Hewland MK9 gears, \$1,300 plus freight. Scranton, Pa. **Contact: Steve at (908) 419-7560 or stas@monoposte.biz**

30 OTHER ▼



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

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CALENDAR

SPORTS CAR CLUB OF AMERICA **OCTOBER 2019**
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LegalShield
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LegalShield is offering a discounted group rate for SCCA members.

AVIS

Save 5-25 percent on the lowest promotional rates available from **Avis**.

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

PRO RACING



TRANS AM gotransam.com

Mar 1-3 Sebring Int'l Raceway, Fla.
Loshak (TA); Matos (TA2); Saunders (SGT); Courtney (GT)
Mar 29-31 Road Atlanta, Ga.
Loshak (TA); Matos (TA2); Kleeman (SGT)
May 3-5 Laguna Seca, Calif.
Francis Jr. (TA); Merrill (TA2); Leuenberger (SGT)
May 24-27 Lime Rock Park, Conn.
Kleeman (TA); Merrill (TA2); Boden (SGT); Davison (GT)
May 31-Jun 2 Detroit Grand Prix, Mich.
Goiikhberg (TA2); Ave (TA2)
Aug 1-4 Indianapolis Motor Spdwy, Ind.
Dyson (TA); Miller (TA2); Kezman (SGT); Davidson (GT)
Aug 8-10 Mid-Ohio Sports Car Course
Francis Jr. (TA); Miller (TA2); Boden (SGT); Funk (GT)
Aug 22-24 Road America, Wis.
Sep 5-8 Watkins Glen International, N.Y.
Sep 20-22 VIRginia International Raceway, Va.
Oct 4-6 Circuit of the Americas, Texas
Nov 14-16 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Apr 12-14 Thunderhill Rcw Park, Calif.
Pickett (TA); McAllister (TA2); Eagleton (GT)
Apr 26-28 Auto Club Speedway, Calif.
Gregg (TA); Rosseno (TA2)
May 3-5 Laguna Seca, Calif.
Gregg (TA); McAllister (TA2); Marcosh (GT)
Jun 14-16 Sonoma Raceway, Calif.
Gregg (TA); Kraus (TA2); Rydquist (SGT); Nunes (GT)
Jun 26-28 Portland Int'l Raceway, Ore.
Pickett (TA); McAllister (TA2); Borders (GT)
Oct 4-6 Circuit of the Americas, Texas



FORMULA 4 f4uschampionship.com

Apr 18-20 Road Atlanta, Ga.
Wilson; Porto; Car**
Jun 21-23 Pittsburgh International Race Complex, Pa.
Leist; Porto; Car
Jul 26-28 VIRginia International Raceway, Va.
Car; Leist; Brooks
Aug 8-10 Mid-Ohio Sports Car Course,
Porto; Car; Car
Sep 13-15 Sebring International Raceway, Fla.
Nov 1-3 Circuit of the Americas, Texas
* provisional race results



FORMULA 3 f3americas.com

Apr 5-7 Barber Motorsports Park, Ala.
Pedersen; Dickerson
Apr 18-20 Road Atlanta, Ga.
Abel; Abel; Dickerson
Jun 21-23 Pittsburgh International Race Complex, Pa.
Dickerson; Dickerson; Dickerson
Jul 26-28 VIRginia International Race Complex, Va.
Pedersen; Pedersen; Obel
Aug 22-24 Road America, Wis.
Sep 13-15 Sebring International Raceway, Fla.



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Apr 18-20 Road Atlanta, Ga.
May 10-12 Watkins Glen, N.Y.
Jun 28-30 Mid-Ohio Sports Car Course, Ohio
Jul 26-28 VIRginia Int'l Raceway, Va.
Aug 2-4 Pittsburgh Int'l Race Complex
Aug 23-25 Summit Point, Motorsports Park, W. Va.
Sep 13-15 New Jersey Motorsports Park - Thunderbolt, N.J.*
* F1600 and F2000 only



RADICAL CUP

radicalsportscars.com

Apr 26-28 VIRginia Int'l Raceway, Va.
May 17-19 Barber Motorsports Park, Ala.
Jun 20-23 Road America, Wis.
Aug 9 Portland Int'l Raceway, Ore.
Sep 27-29 Sonoma Raceway, Calif.
Nov 14-16 Circuit of the Americas, Texas

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour
2020 schedule to be announced



U.S. MAJORS sccamajors.com
2020 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 8-13, 2019 VIRginia Int'l Raceway, Va.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Sep 7-8 Palmer Motorsports Park/New England
Sep 21-22 Watkins Glen/Finger Lakes
Sep 28-29 Summit Point/Washington DC
Oct 4-5 Thompson Speedway/New England
Oct 26-27 NJMP/South Jersey
Oct 26-27 Pitt Race/Steel Cities
Finger Lakes (585) 326-2617
Glen (607) 268-9481
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 335-5690

SOUTHEAST sedivacing.org

Sep 14-15 # Homestead/Florida
Sep 28-29 # Daytona Int'l Speedway/Central Florida
Oct 18-20 v Sebring/Central Florida
Nov 1-3 Road Atlanta/Atlanta
Nov 9-10 # PBIR/Florida
Nov 16-17 Roebeling Road/Buccaneer
Nov 30-Dec 1 Sebring/Central Florida
Alabama, Tennessee (256-200-5541)
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Carolinas (704) 898-0141
Central Florida (407) 415-8714
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

Sep 7-8 Blackhawk Farms/Chicago
Chicago (920) 377-1926

GREAT LAKES greatlakes-scca.org

Oct 26-27 Mid-Ohio/Ohio Valley
Ohio Valley (330) 460-6706

MIDWEST midiv.org

Sep 13-15 Gateway Motorsports Park/St Louis, South Illinois

ROCKY MOUNTAIN coloradoscca.org

Oct 26-27 La Junta Raceway/Continental Divide
Continental Divide
amstine45@gmail.com

NORTHERN PACIFIC norpac-scca.org

Sep 14-15 Portland Int'l Raceway/Oregon
Oct 25-27 Thunderhill/San Francisco
Oregon (503) 730-9007
San Francisco (530) 934-4455

CHALLENGING THE CIRCUIT

The SCCA Pro Racing Trans Am Series hits Circuit of the Americas in October.



Chris Clark

SOUTHERN PACIFIC

Sep 21-22 Buttonwillow Raceway/Cal Club

Oct 26-27 Buttonwillow Raceway/Cal Club

Nov 9-10 Buttonwillow Raceway/Cal Club
Cal Club (661) 304-9382

REGION DRIVER'S SCHOOLS**NORTHEAST nediv.org**

Oct 26-27 (alternate school) NJMP/
South Jersey

South Jersey (609) 784-5317

SOUTHWEST sowdivscca.org

Sep 20-22 Motorsports Ranch Cresson/
Texas

Texas (469) 878-1584

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Nov 9-10 Buttonwillow Raceway/Cal Club

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simracewaydrivingschool.com

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springmountainmotorsports.com

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AND EVENT CREDIT

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bmwperformancecenter.com

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Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

LevelUp Racing School

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levelupracingschool.com

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(503) 285-4449 prodrive.net



Philip Royce

ROAD RACING

WHAT SCCA Runoffs

WHEN Oct. 8-13, 2019

WHERE Alton, Va.

Hundreds of competitors will flock to VIRginia International Raceway this October to do battle at the National Championship Runoffs.

ProFormance Racing School

(253) 630-5130

proformanceracingschool.com

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simracewaydrivingschool.com

Skip Barber Racing School

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Spring Mountain Advanced Driving School

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springmountainmotorsports.com

Thompson Speedway Motorsports Park

(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS

NORTHEAST nediv.org

Sep 14-15 TT/TE Summit Point/
Washington DC

Sep 14-15 HC Weatherly, Pa./
Northeastern Pennsylvania

Oct 19-20 TT/TE Summit Point/
Washington DC

Oct 25 TE NJMP/South Jersey

Nov 11 TE Summit Point/Washington DC

Blue Mountain (610) 608-3978

Finger Lakes (585) 328-2617

Northeastern Pennsylvania

(570) 655-0576

Steel Cities (412) 771-2277

SOUTHEAST sediv.org

Sep 14-15 TE Homestead/Florida

Oct 5-6 TT Talladega Grand Prix/
Alabama, Tennessee Valley

Oct 11 TE Sebring/Central Florida

Oct 18-20 TE Sebring/Central Florida

Nov 3 TE Road Atlanta/Atlanta

Nov 16-17 TT/TE Roebeling Road/
Buccaneer

Nov 29 TE Sebring/Central Florida

Alabama, Tennessee Valley

(256) 200-5541

Atlanta (770) 617-0801

Central Carolinas (704) 898-0141

Central Florida (407) 415-8714

CENTRAL cendiv-scca.org

Sep 15 TE Autobahn/Chicago

Sep 21 TT/TE Milwaukee Mile/Milwaukee

Chicago (847) 729-2211

GREAT LAKES greatlakes-scca.org

Oct 25 TT Mid-Ohio/Ohio Valley

Ohio Valley (330) 460-6706

MIDWEST midiv.org

Sep 10 TE Gateway Motorsports Park/
St. Louis

Sep 13-15 TT Gateway Motorsports

Park/St. Louis, Southern Illinois

Oct 8 TE Gateway Motorsports Park/
St. Louis

AVRG btymartin@aol.com

DMVR, Nebraska (515) 290-0460

St. Louis, Illinois registrar@stlscca.org

SOUTHWEST sowdivscca.org

Sep 20-22 TT Motorsports Ranch

Cresson/Texas

Dec 7 TT MSR Cresson/Texas

Texas (951) 283-5680

NORTHERN PACIFIC norpacscca.org

Sep 14-15 TT Portland Int'l Raceway/
Oregon

Oct 12 TT/TE Thunderhill Raceway

Park/Reno

Oregon (503) 730-9007

Reno (775) 450-1393

SOUTHERN PACIFIC

Sep 21-22 TE Buttonwillow Raceway/
Cal Club

Nov 9-10 TE Buttonwillow Raceway/
Cal Club

Cal Club (661) 304-9382

TIME TRIALS NATIONAL TOUR

Sep 27-29 (TT Nationals) NCM

Motorsports Park, Ky.

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga./Sept. 11

Blackhawk Farms, Ill./Sept. 11

Carolina Motorsports Park,

S.C./Sept. 10, Oct. 16

Dakota County Technical College Driver

Training Facility, Minn./Sept. 13

Dominion Raceway, Va./Sept. 19

GingerMan Raceway, Mich./Sept. 12

**Harris Hill Raceway, Texas/
Sept. 18, Oct. 16**

Heartland Motorsports Park,

Kan./Sept. 19, Oct. 17

High Plains Raceway, Colo./Sept. 18

Memphis International

Raceway, Tenn./Sept. 10

**MotorSport Ranch, Texas/
Sept. 17, Oct. 15**

CALENDAR KEY

All dates/events subject to change

= 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

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

TS = TrackSprint

v = Vintage

Contact information for registrars and

event organizers available at scca.com.

For changes, e-mail sanction@scca.com.

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Barbara Polius

ROAD RACING

WHAT Regional race
WHEN Oct. 26-27, 2019
WHERE Millville, N.J.
South Jersey Region hosts its final road race of the season with a battle to the checker at New Jersey Motorsports Park.

New Jersey Motorsports Park, N.J./Sept. 10
Palm Beach International Raceway, Fla./ Sept. 17, Oct. 22, Nov. 12, Dec. 10
Palmer Motorsports Park, Mass./Aug. 8, Sept. 5
Pittsburgh International Race Complex, Pa./Sept. 11
Pocono Raceway, Pa./Sept. 16
Ridge Motorsports Park, Wash./Sept. 12
Sebring International Raceway, Fla./Sept. 12
Thompson Speedway Motorsports Park, Conn./Sept. 12, Oct. 3
Thunderhill Raceway Park, Calif./Sept. 12
STREET SURVIVAL SCHOOLS
Sept 14 Milwaukee Area Technical College/Milwaukee
Sept 21 Fowlerville Proving Ground/Detroit
Sept 21 Yoder Autocross Site/Wichita
Sept 28 St. Charles Family Arena/St. Louis
Sept 28 Regional Public Safety training Center/Reno
Sept 28 Dragon Stadium/Houston
Oct 7 Air Force Research Laboratory, N.Y./Central New York
Oct 12 Georgetown County Airport/South Carolina
Oct 20 Portland International Raceway, Ore./Oregon
Oct 20 Saratoga Auto Museum/Mohawk Hudson
Oct 26 Dade County High School/Chattanooga
Oct 27 Des Moines Arena Community College/Des Moines Valley
Nov 2 Heartland Motorsports Park/Kansas City
Nov 9 Marana Regional Airport/Arizona Border
Nov 23 Pacific Raceways/Northwest
Dec 14 Dragon Stadium

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR
2020 schedule to be announced
TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS
Sept 3-6 Lincoln Airpark, Neb.
TIRE RACK® SCCA PROSOLO
Mar 29-31 Crows Landing, Calif
Wong (Super); Wong (Ladies)
Apr 5-7 Auto Club Speedway, Calif.
Otis (Super); Fisher (Ladies)
Apr 12-14 Grenada Municipal Arprt, Miss.
Challenges cancelled
May 3-5 New Meadowlands Sports Complex, N.J.

Challenges cancelled
May 23-25 Lincoln Airpark, Neb.
Whitener (Super); Whitener (Ladies)
May 31-Jun 2 Mineral Wells Airport, Texas
Dietz (Super); Whitener (Ladies)
Jun 14-16 Toledo Express Airport, Ohio
Conners (Super); Johns (Ladies)
Jul 5-7 Heartland Motorsports Park, Kan.
Madarash (Super); Blume (Ladies)
Jul 19-21 Hampton Mills Old Lumber Yard, Wash.
Paulson (Super); Gill (Ladies)
Aug 2-5 Oscoda-Wurtsmith Airport, Mich.
DiMarco (Super);
Aug 30-Sep 1 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR.
2020 schedule to be announced
CAM CHALLENGE
2020 schedule to be announced

STARTING LINE SCHOOLS

Sept 14 Atlanta Motor Speedway, Ga./Atlanta
Nov 16 Crows Landing, Calif./San Francisco
REGIONAL
NORTHEAST nediv.org
Sept 8 Pineview Run Auto & Country Club/Central New York
Sept 14 Pocono Raceway/NE Pennsylvania
Sept 15 Xerox Corporation/Finger Lakes
Sept 15 Pittsburgh Int'l Race Complex/Steel Cities
Sept 15 Warminster Community Park/Philadelphia
Sept 15 Splish Splash Water Park/New York
Sept 15 Bader Field/South Jersey
Sept 21 Ebensburg Airport/Allegheny Highlands
Sept 21 FedEx Field/Washington DC
Sept 22 Empire State Auto & Country Club/Mohawk Hudson
Sept 22 Jones Beach State Park/New York
Sept 22 Moore Airfield/New England
Sept 28 FedEx Field/Washington DC
Sept 29 Pittsburgh Int'l Race Complex/Steel Cities
Sept 29 Spooky Nook Sports/Susquehanna
Sept 29 Jones Beach State Park/New York
Sept 29 Centre County Public Safety Center/Central Pennsylvania
Oct 5 Jimmy Stewart Airport-Indiana County Airport/Allegheny Highlands
Oct 5 Spooky Nook Sports/Susquehanna
Oct 5 New Era Field/Western New York
Oct 6 Moore Airfield/New England
Oct 6 Warminster Community Park/Philadelphia
Oct 6 Splish Splash Water Park/New York
Oct 12 Lycoming Mall/NE Pennsylvania
Oct 13 TechCity/New York
Oct 13 Splish Splash Water Park/New York
Oct 13 Regency Furniture Stadium/Washington DC
Oct 13 Bader Field/South Jersey
Oct 19 Camp Upshur/Washington DC
Oct 19 Mid-State Regional Airport/Central Pennsylvania
Oct 26 Pittsburgh Int'l Race Complex/Steel Cities
Nov 3 Moore Airfield/New England
Nov 3 Bader Field/South Jersey

SOUTHEAST sediv racing.org

Sept 14 Atlanta Motor Speedway/Atlanta
Sept 15 Dade County High School/Chattanooga

Sept 15 James Ward Ag Center/Tennessee
Sept 21 USMC Marine Corps Air Station Cherry Point/North Carolina
Sept 22 Deeland Airport/Central Florida
Sept 22 Spence Field/Dixie
Sept 28 Daytona International Speedway/Central Florida
Oct 5 Atlanta Motor Speedway/Atlanta
Oct 13 Dade County High School/Chattanooga
Oct 19 USMC Marine Corps Air Station Cherry Point/North Carolina
Oct 19 Sebring Int'l Raceway/Central Florida
Oct 19 NCM Motorsports Park/Tennessee
Oct 27 James Ward Ag Center/Tennessee
Nov 3 Spence Field/Dixie
Nov 9 Atlanta Motor Speedway/Atlanta
Nov 17 Dade County High School/Chattanooga
Nov 17 NCM Motorsports Park/Tennessee
Nov 24 Deland Airport/Central Florida
Dec 1 South Georgia Motorsports Park/Dixie

CENTRAL cendiv-scca.org

Sept 15 Quad City Downs/Great River
Sept 28 Route 66 Raceway/Chicago
Sept 29 La Crosse Fairgrounds Speedway/Land O' Lakes
Oct 6 Iowa National Guard/Great River
Oct 13 Route 66 Raceway/Chicago
Oct 19 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

Sept 7 City of Eastlake Municipal Parking Lot/Neohio
Sept 9 Walesboro Cummins Test Site/Columbus
Sept 15 LFUCG Training Pad/Central Kentucky
Sept 15 Indiana State Fairgrounds/Indianapolis
Sept 15 Mid-American Air Center/Southern Indiana
Sept 22 Tire Rack/South Bend
Sept 22 Toledo Express Airport/Northwestern Ohio
Sept 29 LFUCG Training Pad/Central Kentucky
Sept 29 Allen County War Memorial Coliseum/Fort Wayne
Sept 29 City of Eastlake Municipal Parking Lot/Neohio
Sept 29 Walesboro Cummins Test Site/Columbus
Oct 6 Ownes Community College/Northwestern Ohio
Oct 6 Whitaker Bank Legends Stadium/Central Kentucky
Oct 6 Indiana State Fairgrounds/Indianapolis
Oct 6 Jack Barstow Airport/Saginaw Valley
Oct 6 Mid-American Air Center/Southern Indiana
Oct 13 Mid-American Air Center/Southern Indiana
Oct 13 Tire Rack/South Bend
Oct 13 Lake County Government Center/Indiana Northwest
Oct 19 City of Eastlake Municipal Parking Lot/Neohio
Oct 20 Walesboro Cummins Test Site/Columbus
Oct 20 KFEC Lot H/Kentucky
Oct 26 Grattan Raceway/Western Michigan
Oct 27 Purdue Fort Wayne/Nort Wayne
Oct 27 Grissom Aeroplex/Indianapolis
Oct 28 Whitaker Bank Legends Stadium/Central Kentucky
Nov 3 Walesboro Cummins Test Site/Columbus
MIDWEST midiv.org
Nov 5 Metropolitan Community College/Kansas City
Sept 15 Yoder Autocross Site/Wichita
Sept 15 Metropolitan Community College

Blue River Campus/Kansas City
Sept 15 Remington Park/Oklahoma
Sept 22 St. Charles Family Arena/St. Louis
Sept 22 Metropolitan Community College/Kansas City
Sept 28 Lincoln Airpark/Nebraska
Sept 28 Grenada Municipal Airport/Mississippi
Sept 29 Tanger Lot/Northeast Oklahoma
Sept 29 Remington Park/Oklahoma
Oct 5 Heartland Motorsports Park/Kansas
Oct 6 Yoder Autocross Site/Wichita
Oct 13 Metropolitan Community College/Kansas City
Oct 13 Gateway Motorsports Park/St. Louis
Oct 13 Remington Park/Oklahoma
Oct 19 East Crawford Rec Area/Salina
Oct 20 Tanger Lot/Northeast Oklahoma
Oct 26 Columbus Air Force Base/Mississippi
Oct 26 Lincoln Airpark/Nebraska
Oct 26 Metropolitan Community College/Kansas City
Oct 27 Gateway Motorsports Park/St. Louis
Oct 27 Yoder Autocross Site/Wichita
Nov 2 East Crawford Rec Area/Salina
Nov 3 Gateway Motorsports Park/St. Louis
Nov 9 Liberty Bowl Memorial Stadium/Mid South
Nov 10 Yoder Autocross Site/Wichita
SOUTHWEST sowdivscca.org
Sept 7 Waldron Naval Air Base/South Texas Border
Sept 14 Westgate Mall/West Texas
Sept 22 Texas Motor Speedway/Texas
Oct 5 Houston Police Academy/Houston
Oct 5 Waldron Naval Air Base/South Texas Border
Oct 6 Ike Hamilton Expo Center/Red River
Oct 6 Westgate Mall/West Texas
Oct 6 Texas Motor Speedway/Texas
Oct 20 Ike Hamilton Expo Center/Red River
Oct 27 Westgate Mall/West Texas
Nov 2 Houston Police Academy/Houston
Nov 2 Waldron Naval Air Base/South Texas Border
Nov 10 Lone Star Park/Texas
Nov 17 Ike Hamilton Expo Center/Red River
Dec 7 Waldron Naval Air Base/South Texas Border
Dec 8 Grandsport Speedway/Houston
ROCKY MOUNTAIN coloradoscca.org
Sept 14 Utah Motorsports Campus/Utah
Sept 14 Pine Ridge Mall/Eastern Idaho
Sept 15 Metra Park/Yellowstone
Aug 24 Rigby Middle School/Eastern Idaho
Sept 24 Pikes Peak Int'l Raceway/Continental Divide
Sept 28 Yellowstone Drag Strip/Yellowstone
Sept 28 Front Range Airport/Colorado
Oct 12 McGee Park/Rio Grande
NORTHERN PACIFIC norpacscca.org
Sept 7 Expo Idaho/Snake River
Oct 5 Expo Idaho/Snake River
Oct 6 Marina Municipal Airport/San Francisco
Oct 12 Jore Manufacturing
Oct 19 Expo Idaho/Snake River
Oct 20 Buttonwillow Raceway Park/Fresno
Nov 3 Crows Landing/San Francisco
Nov 9-10 Fresno Fairgrounds/San Francisco
Nov 16 Fresno Fairgrounds/San Francisco

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TIRES



VICTRA VR-1

Extreme Summer Radial
UTQG: 200 AA A
Tread Depth: 9/32nds
Wheel Diameter: 15" – 18"

**New improved S2
compound available in
select sizes***

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Harry G. Constant	4/1/1954	Detroit
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60-YEAR MEMBERS

Frank R. Fitch	9/1/1959	Oregon
Richard J. Pryor	9/1/1959	Arctic Alaska
Arnold Winkelman	9/1/1959	Central Florida

55-YEAR MEMBERS

John C Finger	9/1/1964	Central Carolinas
L Ann Gathings	9/1/1964	Central Carolinas
Dan Gruber	9/1/1964	Southern Illinois
Carol L Haskins	9/1/1964	Cincinnati
Patc Henry	9/1/1964	Nebraska
William Kuckenbecker	9/1/1964	Milwaukee
Brian E Little	9/1/1964	North Carolina
John Martinsen	9/1/1964	Northwest
David Stern	9/1/1964	Central Florida
Robert D Strattan	9/1/1964	Northeast Oklahoma
Thomas S Vlasak	9/17/1964	Buccaneer

50-YEAR MEMBERS

Jonathan C Beck	9/1/1969	Neohio
Walter Buettner	9/1/1969	San Francisco
William Dwight Calkins	9/1/1969	Texas
Robert A Griffith	9/1/1969	Ohio Valley
George (Smokey) Harper	9/1/1969	Northwest
David V Hupe	9/1/1969	Indianapolis
Michael D Hynd	9/1/1969	Cincinnati
Barbara A Hynd	9/1/1969	Cincinnati
Joseph J Jamros	9/1/1969	Northern New Jersey
James A. Norlin	9/1/1969	Oregon
Bette Silver	9/1/1969	San Francisco

45-YEAR MEMBERS

Bruce Harrington	9/1/1974	Western Michigan
Roy W Lopshire Jr	9/1/1974	Kansas City
Gary R Lowndale	9/1/1974	Eastern Tennessee

40-YEAR MEMBERS

Tom Caron	9/1/1979	New England
Janet Dake	9/1/1979	Milwaukee
Steven S Gilbert	9/1/1979	New England
Jane E MacArthur	9/1/1979	New England
Peter O'Shaughnessy	9/1/1979	Cincinnati
Arthur W Pearson	9/1/1979	Northern New Jersey
Craig E Richey	9/1/1979	Milwaukee
Alan C Rogers	9/1/1979	Colorado

35-YEAR MEMBERS

Richard T Brekus	9/27/1984	New England
Jack Church	9/10/1984	Land O'Lakes
Colleen A Dick	9/27/1984	Ohio Valley
Jim Duea	9/10/1984	Oklahoma
Dale Thomas Ferril	9/18/1984	Washington DC
Jeff Gadbois	9/18/1984	Land O'Lakes
John C Gorsline	9/11/1984	Finger Lakes
Jack C Hinz	9/6/1984	Arizona
Jonathan Holtzman	9/12/1984	Detroit

Ian Keith James	9/24/1984	Chicago
James V Lee	9/19/1984	Florida
Michael W Mackaman	9/12/1984	Central Carolinas
David R Ownbey	9/21/1984	Northeast Oklahoma
R Abner Perney	9/6/1984	Salina
Ron Reese	9/28/1984	San Francisco
Sheryl Reiss	9/28/1984	Northern New Jersey
Thomas M Vincent	9/6/1984	Old Dominion

30-YEAR MEMBERS

Cheryl Babbe	9/25/1989	Arctic Alaska
Robert W Clapp	9/20/1989	Wichita
Joseph P Cyzewski	9/25/1989	Land O'Lakes
William Demming	9/25/1989	Arctic Alaska
Mark J Ebert	9/27/1989	Ohio Valley
Tom Ellam	9/20/1989	San Francisco
Don Faems	9/28/1989	Chicago
Debbie Gordon	9/29/1989	Kansas
Robert P Green	9/28/1989	New England
Eugene A Irwin	9/25/1989	Des Moines Valley
L Joy Martorell	9/28/1989	New England
Melody Miller	9/20/1989	Texas
Bill L Miller	9/20/1989	Texas
Timothy S Moor	9/12/1989	Colorado
Douglas Nagy	9/7/1989	Cal Club
Daniel J Schnitta	9/12/1989	South Bend
Dean Smith	9/29/1989	Kentucky
Richard S Stewart	9/7/1989	Washington DC
Robert F. Van Epps	9/12/1989	Central Florida
John R Walsh	9/27/1989	Finger Lakes
Sue Wassersleben	9/7/1989	San Francisco
Jeffrey Wayland	9/29/1989	Finger Lakes
Donna White	9/26/1989	New England
Frederick M White	9/26/1989	New England
David Woodward	9/27/1989	Western Ohio
Bruce Wright	9/27/1989	Rio Grande

25-YEAR MEMBERS

William W Ball	9/20/1994	South Jersey
Gary Burnette	9/12/1994	Central Florida
Catherine Chiovaro	9/27/1994	Washington DC
Robey Clark	9/14/1994	Texas
Brian C Cooper	9/27/1994	Glen
Bertha R Geib	9/27/1994	Blue Mountain
Raymond J Gilman	9/14/1994	Mohawk Hudson
C Steven Hampton	9/27/1994	Central Carolinas
Derek LeBlanc	9/7/1994	Houston
Mike Mooney	9/20/1994	Cincinnati
Melissa C Perry	9/27/1994	Central Florida
William E Salie	9/7/1994	New England
Denis Schembri	9/7/1994	North Carolina
Paul Schuh	9/22/1994	Washington DC
Anthony Simmons	9/20/1994	Texas
Diane Tedeschi	9/20/1994	Ohio Valley
Jeffrey R Tyburski	9/20/1994	Mohawk Hudson
Patricia R Ziner	9/27/1994	Atlanta

SOUTHERN PACIFIC

Sep 13 Auto Club Speedway/Cal Club
Sep 14 Arizona Motorsports Park/Arizona
Sep 15 Aloha Stadium/Hawaii
Sep 22 Las Vegas Motor Speedway/Las Vegas
Sep 22 Marana Regional Airport/Arizona
Sep 27 SDCCU Stadium/San Diego
Sep 29 Aloha Stadium/Hawaii
Sep 29 Maui Motorsports Park/Hawaii
Oct 12 Aloha Stadium/Hawaii
Oct 12 SDCCU Stadium/San Diego
Oct 13 Las Vegas Motor Speedway/Las Vegas
Oct 13 Arizona Motorsports Park/Arizona
Oct 19 Maui Motorsports Park/Hawaii
Oct 20 Vidinha Stadium/Hawaii
Oct 26 Marana Regional Airport/Arizona
Oct 27 Aloha Stadium/Hawaii
Oct 27 Maui Motorsports Park/Hawaii
Nov 1 SDCCU Stadium/San Diego
Nov 2 Arizona Motorsports Park/Arizona
Nov 3 Sierra Vista Airport/Arizona Border

Nov 3 Sam Boyd Stadium/Las Vegas
Nov 8 Auto Club Speedway/Cal Club
Nov 17 Vidinha Stadium/Hawaii
Nov 17 Aloha Stadium/Hawaii
Nov 17 Marana Regional Airport/Arizona
Nov 22 SDCCU Stadium/San Diego
Nov 29 California Speedway/Cal Club
Dec 1 Arizona Motorsports Park/Arizona
Dec 6 California Speedway/Cal Club
Dec 8 Las Vegas Motor Speedway/Las Vegas
Dec 8 Marana Regional Airport/Arizona
Dec 15 Vidinha Stadium/Hawaii
Dec 15 Aloha Stadium/Hawaii

Find more events near you at
www.scca.com/solo

ROADRALLY

NATIONAL
Oct 12 NC Little Dixie, O'Fallon, Mo./St. Louis
Oct 13 NT Great River Road Tour, O'Fallon, Mo./St. Louis
St. Louis (314) 503-7411

REGIONAL/DIVISIONAL

NORTHEAST nediv.org
Sep 7 Southington Drive Inn/New England
Oct 5 The Covered Bridge Inn/New England
Oct 20 The Bagel Bunch/Philadelphia
Oct 24 Saratoga Auto Museum/New England

CENTRAL

Oct 14-15 Holiday Inn Express-Onalaska/Land O' Lakes
GREAT LAKES greatlakes-scca.org
Oct 5 Ruckle's Pier/Detroit

MIDWEST

Oct 12 Little Dixie, O'Fallon, Mo./St. Louis
Oct 13 Great River Road, O'Fallon, Mo./St. Louis

SOUTHWEST

Oct 19 Holiday Inn & Suites McKinney/Texas
Oct 19 Spring Creek Barbecue/Texas

SOUTHERN PACIFIC

Oct 4 First Friday Niter, Mission Hills, Calif./Cal Club
Nov 1 First Friday Niter, Mission Hills, Calif./Cal Club
Dec 6 First Friday Niter, Mission Hills, Calif./Cal Club
Arizona Border (314) 503-7411

Find more events near you at
www.scca.com/roadrally

RALLYCROSS

DIRTFISH NATIONAL TOUR

2020 schedule to be announced

DIRTFISH NATIONAL C'SHIP

Sep 20-22 National
 Balloon Classic, Iowa

REGIONAL

NORTHEAST

Sep 7 Spooky Nook Sports/Susquehanna
Sep 15 McDonald's, Flemington, NJ/Northern New Jersey
Sep 29 Walczyk's Park/Central New York
Oct 6 Panthera Training Center/Washington DC
Oct 13 Panthera Training Center/Washington DC
Oct 19 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
Oct 27 Panthera Training Center/Washington DC
Nov 3 Panthera Training Center/Washington DC
Nov 9 Spooky Nook Sports/Susquehanna
Nov 17 Summit Point/Washington DC
Nov 24 Summit Point/Washington DC

SOUTHEAST

Sep 8 HollyTree Off Road/Tennessee Valley
Oct 5 St. Lucie County Fairgrounds/Central Florida
Oct 6 HollyTree Off Road/Tennessee Valley
Oct 26 HollyTree Off Road/Tennessee Valley
Oct 27 Central Florida Motorsports Park/Central Florida
Dec 8 HollyTree Off Road/Tennessee Valley

CENTRAL

William's Farm/Land O' Lakes
Sep 8 CJ Speedway/Iowa Region
Oct 5 William's Farm/Land O' Lakes
Oct 6 Southern Iowa Speedway/Iowa
Oct 27 Byron Motorsports Park/Milwaukee
Nov 2 William's Farm/Land O' Lakes
Nov 24 Byron Motorsports Park/Milwaukee

GREAT LAKES

Oct 6 Geauga County Fairgrounds/Neohio

MIDWEST

Sep 8 Madison, Ill./St. Louis
Sep 14 Santa Fe Trail Cycle Park/Kansas
Sep 15 I-80 Speedway/Nebraska
Sep 29 I-35 Speedway/Kansas City
Oct 19-20 Thunder Valley Sand Drags/Kansas City
Oct 20 I-80 Speedway/Nebraska
Oct 27 Madison, Ill./St. Louis
Nov 2-3 I-35 Speedway/Kansas City
Nov 10 I-80 Speedway/Nebraska
Nov 17 Madison, Ill./St. Louis
Nov 24 Santa Fe Trail Cycle Park/Kansas
Dec 15 Santa Fe Trail Cycle Park/Kansas
ROCKY MOUNTAIN coloradoscca.org
Oct 26 Colorado National Speedway/Continental Divide

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QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

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NEW U.S. GENERAL SUPER COUPON

26" x 22" SINGLE BANK EXTRA DEEP CABINETS



- 9800 cu. in. of storage
- 1000 lb. capacity
- Weighs 175 lbs.

82765872

LIMIT 1 - Coupon valid through 1/11/20*

Customer Rating



YOUR CHOICE OF COLOR
\$299.99

SAVE \$1,450

COMPARE TO SNAP-ON
\$1,750

MODEL: KRA008FPB0

Item 64434, 64432, 64162, 56104, 56105, 56106

BRAUN SUPER COUPON

5000 LUMENS LED HANGING SHOP LIGHT

Customer Rating



NOW **\$19.99**
~~\$29.99~~



COMPARE TO INOLED
\$47
SAVE 57%
MODEL: SNT28B-12

ITEM 64410

LIMIT 3 - Coupon valid through 1/11/20*

HARDY SUPER COUPON

MECHANIC'S GLOVES

Customer Rating



SAVE 66%

COMPARE TO VALED
\$14.99

MODEL: 25521

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown



NOW **\$4.99**
~~\$5.99~~

MODEL: 25521

ITEM 62434, 62426, 62433, 62432, 62429, 64178, 64179, 62428 shown

82771474

LIMIT 5 - Coupon valid through 1/11/20*

SUPER COUPON

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

Customer Rating



NOW **\$2.99**
~~\$4.99~~

COMPARE TO BLUE HAWK
\$878
MODEL: BG8X10-Y
ITEM 69115/69121/69129/69137/69249/877 shown

82775424

LIMIT 5 - Coupon valid through 1/11/20*

PITTSBURGH SERIES 2 SUPER COUPON

*1 SELLING JACKS IN AMERICA RAPID PUMP® 3 TON STEEL HEAVY DUTY FLOOR JACK

• Weighs 70 lbs.



NOW **\$89.99**
~~\$99.99~~

COMPARE TO POWERBUILT
\$135.27
MODEL: 647593
ITEM 56621/56622/56623/56624 shown

82778376

LIMIT 1 - Coupon valid through 1/11/20*

CENTRAL MACHINERY SUPER COUPON

12 TON INDUSTRIAL HEAVY DUTY FLOOR SHOP PRESS

• Extreme heavy duty steel construction



NOW **\$99.99**
~~\$129.99~~

COMPARE TO STRONGWAY
\$199.99
MODEL: 46220
ITEM 33497/60604 shown

82780470

LIMIT 1 - Coupon valid through 1/11/20*

PITTSBURGH AUTOMOTIVE SUPER COUPON

1250 LB. VEHICLE POSITIONING DOLLY

• Fits up to 32" x 9" tires



NOW **\$64.99**
~~\$89.99~~

COMPARE TO SUMMIT RACING
\$149.99
MODEL: SUM-918045
ITEM 62234/61917 shown

82781904

LIMIT 2 - Coupon valid through 1/11/20*

HaulMaster SUPER COUPON

1000 LB. CAPACITY SWING-BACK TRAILER JACK

Customer Rating



• Lift range: 12-1/2" to 20-1/2"



SAVE 62%
NOW **\$18.99**
~~\$25.99~~

COMPARE TO REESE TOWPOWER
\$49.99
MODEL: 74410
ITEM 69780/41005 shown

82788803

LIMIT 4 - Coupon valid through 1/11/20*

drillmaster SUPER COUPON

18 VOLT, 3/8" CORDLESS DRILL/DRIVER KIT WITH KEYLESS CHUCK

Includes one 18V NiCd battery and charger.



SAVE 71%
NOW **\$16.99**
~~\$59.99~~

COMPARE TO BLACK+DECKER
\$59.99
MODEL: G61801
ITEM 68239/69651/62868/62873 shown

82789206

LIMIT 4 - Coupon valid through 1/11/20*

SCISSOR SUPER COUPON

FREE

OVER 5,000 5 STAR REVIEWS

WITH ANY PURCHASE

SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel
- Hook for Hands-Free Operation
- 3-A AA Batteries (included)
- 144 Lumens

ALL IN A SINGLE SUPER POWERFUL LIGHT

COMPARE TO PERFORMANCE
\$1352
MODEL: W2364

ITEM 63878/63991 64005/69567/60566 63601/67227 shown

82764365

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 1/1/20 while supplies last. Limit 1 FREE gift per customer per day.

SCISSOR SUPER COUPON

20% OFF

ANY SINGLE ITEM*

82765594

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 1/1/20 while supplies last. Limit 1 FREE gift per customer per day.

GOOD SUPER COUPON BETTER

CENTRALPNEUMATIC 21 GALLON OIL-LUBE AIR COMPRESSOR

125 PSI

STANDARD LIFE

STANDARD NOISE LEVEL

STANDARD RUN TIME

STANDARD OIL-LUBE MOTOR

ITEM 61454/69091 62803/63635 67847 shown

82771710

LIMIT 1 - Coupon valid through 1/11/20*

BETTER McGRAW

20 GALLON OIL-LUBE AIR COMPRESSOR

135 PSI

2X LIFE*

25% QUIETER*

27% MORE RUN TIME*

SUPERIOR CONSTRUCTION OIL-LUBE MOTOR

ITEM 56241 64857 shown

82773485

LIMIT 1 - Coupon valid through 1/11/20*

PITTSBURGH AUTOMOTIVE SUPER COUPON

5 PIECE TRIM AND MOLDING TOOL SET

Customer Rating



NOW **\$5.99**
~~\$9.99~~

COMPARE TO OEM
\$17.99
MODEL: 25314
ITEM 64126/67021 shown

82779782

LIMIT 5 - Coupon valid through 1/11/20*

VIKING SUPER COUPON

JUMP STARTER AND POWER PACK

Customer Rating



NOW **\$69.99**
~~\$79.99~~

COMPARE TO SCHUMACHER ELECTRIC
\$139.99
MODEL: SL1
ITEM 56797/56798 64412/62749 shown

82780014

LIMIT 1 - Coupon valid through 1/11/20*

ZURICH SUPER COUPON

OBD2 CODE READER WITH ABS/SRS/FixAssist® ZR13

Customer Rating



NOW **\$169.99**
~~\$199.99~~

COMPARE TO BLUE-POINT
\$338
MODEL: EECR3A
ITEM 63806

82784804

LIMIT 1 - Coupon valid through 1/11/20*

CENTRALPNEUMATIC SUPER COUPON

1/4" AIR ANGLE DIE GRINDER

Customer Rating



NOW **\$9.99**
~~\$12.99~~

COMPARE TO HUSKY
\$49.98
MODEL: H4230C
ITEM 93088/62439/32046 shown

82787450

LIMIT 4 - Coupon valid through 1/11/20*

PITTSBURGH SUPER COUPON

LIFETIME WARRANTY 130 PIECE TOOL KIT WITH CASE

SAE AND METRIC

Customer Rating



NOW **\$29.99**
~~\$39.99~~

COMPARE TO ANVIL
\$66.99
MODEL: A137HOS
ITEM 68998/63248/64080/64263/63091 shown

82797646

LIMIT 3 - Coupon valid through 1/11/20*

HaulMaster SUPER COUPON

18" WORKING PLATFORM STEP STOOL

Customer Rating



• 350 lb. capacity



NOW **\$19.99**
~~\$29.99~~

COMPARE TO GPL
\$51.45
MODEL: H-21
ITEM 62515/66911 shown

82798240

LIMIT 3 - Coupon valid through 1/11/20*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 1/11/20.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

NEW PRODUCTS



K&N HOME AIR FILTER

The newest member of the K&N product line, K&N washable home air filters help capture dust, pollen, bacteria, spores, allergens, and other contaminants, and offer high airflow to help maintain a/c system efficiency. Instead of fully replacing a disposable filter several times a year, simply wash and reinstall as needed. Every K&N home air filter is protected by the K&N lifetime limited warranty. knfilters.com



ACTRON WI-FI BORESCOPE

Actron has introduced a new Wi-Fi Borescope Camera that gives users the ability to view and playback photos and videos with the download of an app on their smart device. The 8mm camera includes the adjustable brightness of four tube-mounted camera LEDs with eight brightness settings, and the flexible 3.3-foot tube can be shaped to meet any viewing requirement, allowing for optimal viewing in hard-to-reach areas. bosch.com



DEI COOL COVER GOLD

DEI's Cool Cover Gold solves the problem of heat soak into air tubes and cold air intakes. High temperature metalized polyimide lamination, bonded to a robust 20oz heat-treated glass fiber base material, Cool Cover Gold reflects radiant heat from air tubes and promotes a cooler, denser, more powerful air charge. With a unique, full-length hook-and-loop closure design, Cool Cover Gold can be removed in seconds. designengineering.com

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DRIVER/MONITOR APP

Driver/Monitor is an iOS app that displays real-time timing and scoring information to allow the driver to understand the race status at a glance in order to alter their performance accordingly. Driver/Monitor runs on any iOS device with internet connectivity, including iPads and iPhones running iOS 9.3 or later versions. Driver/Monitor supports all races that are available from Race Monitor timing and scoring services. Available in the Apple iOS app store. drivermonitor.app



FAST XR SERIES IGNITION COILS

The Fast XR Series Coils are constructed from premium, ultra-pure copper alloy windings, resulting in firing performance approaching 40,000 peak volts and are ideal for any street or racing application where reliable, powerful ignition output is needed. These coils are direct replacements in factory Ford Modular and Coyote engines for an easy install. fuelairspark.com



WILWOOD TEMPERATURE STRIPS

Wilwood's Temperature Strips provide an easy, accurate, and affordable method of recording observed on-track temperatures of brake calipers or other components on a racecar. The adhesive-backed strips can be attached to any clean, smooth surface to record peak temperatures that occur during any session. The temperature range is from 250-536 degrees F and 121-280 degrees C. wildwood.com

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

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

GOING FOR GOLD

A significant portion of this issue celebrates those who may win gold come the 2019 SCCA National Championship Runoffs. But, while the jury's still out regarding our prognostications for the upcoming Oct. 8-13 title event at VIRginia International Raceway, one thing I do know is that *SportsCar* magazine is currently celebrating a gold-medal performance of its own.

Through the years, *SportsCar* has received a number of awards. Notably, *SportsCar* contributor J. Michael Hemsley's 2015 H Production Runoffs coverage won second place in the AARWBA (American Auto Racing Writers & Broadcasters Association) awards for best magazine event coverage, but since then I've felt that the magazine has been in a bit of an award doldrums. That is, until July 28 of this year.

SportsCar's most recent journalistic recognition is certainly notable, with the story dating back to our May 2018 issue where we presented a five-page retrospective on the life of racing legend Dan Gurney, who passed away earlier that year. The article featured interviews with the likes of Roger Penske, Brian Redman, John Morton, Robin Miller, Marshall Pruett, and more; weaving those memories of the illustrious Dan Gurney into a fantastic account of Gurney's incredible motorsports journey.

As you can imagine, coverage of racing great Dan Gurney was plentiful at the time of his passing, but despite this, our retrospective was unique enough to receive praise.

"Our mission," reads the mission statement of the Automotive Heritage Awards, "is to honor those individuals, organizations, and institutions working to preserve, present, appreciate, and understand automotive heritage - that is, those involved with automotive history and culture, antique, classic, and collectible vehicles, and related fields."

The Automotive Heritage Awards, which are presented annually by the Automotive Heritage Foundation, recognizes achievements in the automotive world, including the Future Collectible Vehicles of the Year, the Lifetime Achievement Award, the Concept Vehicle of the Year, and the Automotive Heritage Journalism Awards. It's the latter where *SportsCar* received the praise that I am honored to be a part of.

Longtime *SportsCar* contributor (and current Director for SCCA's Area 13) Jeff Zurschmeide performed the thorough legwork for the article, covering the story of motorsports inspiration and determination that was Dan Gurney's life. Titled *Never Take No for an Answer*, Zurschmeide's work involved speaking with some of the best racers and team owners in the world of motorsports about one of their dear friends. And this is where it got tricky - to most motorsport enthusiasts, Dan Gurney was a renowned racer and determined engineer, but to the likes of Penske and Morton, he was a friend.

To that end, our goal was to present the story of Dan Gurney with both honor and respect, and perhaps this is what made these pages of *SportsCar* stand above the others when it came to being awarded an AHA gold medal for Best Heritage Personality Profile.

Truly, we don't produce *SportsCar* for the awards, but - as I'm sure the racer in Dan Gurney would attest to - it sure is nice when you win the gold. 🏆

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FROM THE ARCHIVES

10 YEARS AGO... **OCTOBER 2009**



- We took an in-depth look at the Spec Miata compliance program, which was wrapping its second season. The program included a traveling SCCA Compliance Team armed with specialty tools, and is still active today.

25 YEARS AGO... **OCTOBER 1994**



- We took an educated guess at the podium and championship winners for that year's 24 Runoffs races.
- SCCA Hall of Fame member Bobby Rahal stepped in to help with the *Hot Lap* of Mid-Ohio for the upcoming Runoffs.

50 YEARS AGO... **OCTOBER 1969**



- The Can-Am series visited Mid-Ohio and a battle of attrition ensued. In the end, Denny Hulme found his way to victory lane.
- Laguna Seca hosted the Trans Am series, which saw Mark Donohue claim the win in his Penske Camaro.

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