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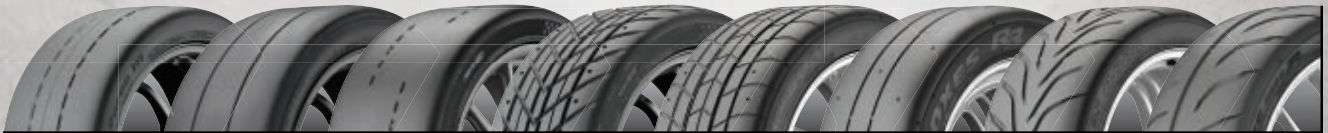
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# CONTENTS

## FEATURES

### 18 THE 2019 RUNOFFS

The best road racers traveled to VIRginia International Raceway to battle for the ultimate prize of becoming SCCA's next National Champions

## DEPARTMENTS

- 4 SCCA MOMENT**  
A snapshot from the Runoffs
- 6 FROM THE PRESIDENT**  
SCCA President and CEO Mike Cobb
- 8 LATE BRAKING**  
News from around SCCA and the world
- 14 VOLUNTEER INCENTIVE PROGRAM**  
Recognizing those who make it happen
- 16 POBST POSITION**  
Racing Champ Randy Pobst speaks
- 80 INSIDE SCCA**
  - 80 ROAD RACING**  
From CRB member John LaRue
  - 82 AUTOCROSS**  
Inside the world of Solo with Paul Brown
  - 84 RALLYCROSS**  
Matt Wolfe talks RallyCross
  - 86 ROADRALLY**  
Rick Beattie explains RoadRally
- 90 MARKETPLACE**  
You want it, someone has it
- 94 CARS FOR SALE**  
Your next racecar is here!
- 96 CALENDAR**  
Thousands of events you need to attend
- 100 TOP GEAR**  
Essential tools, accessories, and gear
- 102 FROM THE EDITOR**  
Thoughts that fell out of the editor's head

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**PIXEL WIZARDRY** Sean Rice



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#### BEHIND THE SCENES

All National Championship Runoffs races are streamed on [scca.com](http://scca.com), but some will also broadcast on CBS Sports Network. For those select races, like Spec Miata, pre-race previews include gatherings with several of the top players in the class.

**DATE** Oct. 9, 2019

**LOCATION** Virginia International Raceway, Alton, Va.

**WHAT** Runoffs race coverage

**PHOTOGRAPHER**  
Rupert Berrington





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**MIKE COBB**

PRESIDENT & CEO, SCCA INC.

## AN EXPERIENCE TO REMEMBER

As I write this, the SCCA has executed three out of four events in the 2019 National Championship season, and we are one week out from executing the 56th running of the SCCA National Championship Runoffs at VIRginia International Raceway - the results of which are covered in this issue. These National Championships have a profound impact on the SCCA experience that we deliver - but no greater impact than that which individual Region events, Region leaders, SCCA Staff, Board members, and the membership collectively deliver every year. In fact, it's the sum of all these component parts delivered consistently over time that represent the *collective* SCCA experience that supports our Mission and fuels our growth as an organization.

*"Our Mission: 'We exist to fuel a safe, fun, and exciting motorsports experience for enthusiasts.'"*

I believe "experience" is the key going forward in differentiating our organization and our events vs. competing sanctioning bodies or other competing interests that might pull enthusiasts away from the SCCA. However, defining and tracking the notion of "experience" can be somewhat illusive. With this in mind, I'm going to pivot from trying to define what an inspired SCCA experience looks like in my own words and let a few participants from the 2019 Tire Rack SCCA Time Trials Nationals powered by Hagerty paint a picture of an experience to remember in their own words:



I think it was John Keats who said, "Nothing ever becomes real 'til it is experienced." Well, here's to all the tireless members, drivers, workers, leaders, and staffers who give their all every day to deliver an SCCA experience that is not only real, but one that is so good it is hard to forget or forgo in the future.

Have some thoughts on the SCCA experience? Feel free to share them with me at [president@scca.com](mailto:president@scca.com) 📧



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# LATE broking

## RALLYCROSS NATIONALS HEADS TO ROAD AMERICA

After two consecutive years at National Balloon Classic Memorial Balloon Field in Indianola, Iowa, the 14th annual DirtFish RallyCross National Championship will make its first-ever visit to Road America in Elkhart Lake, Wis. For more information about the event, which will take place in August 2020, head to [scca.com/rallycross](http://scca.com/rallycross).

Rupert Barrington



# ELITE THREE: SCCA'S 2019 SUPER SWEEP WINNERS

The SCCA Road Racing Super Sweep is the most challenging award a Club racer can achieve. To earn the award in 2019 a driver had to, in a single class, win a U.S. Majors Tour Conference Championship, a Hoosier Racing Tire SCCA Super Tour Points Championship, and the National Championship Runoffs. A handful of drivers were in the hunt to claim a Super Sweep title this year, but only three left the Runoffs having earned the coveted award.



Jeff Loewe

## DERNEHL CLAIMS GT-3 CHALLENGE CHAMPIONSHIP

In clinching his first SCCA National Championship title at the 2019 Runoffs, Jeff Dernehl also locked up the GT-3 Challenge presented by MPI championship, a GT-3-specific series that is supported by Mazda, Max Papis Innovations, Penske Racing Shocks, AiM Sports, and Hoosier. More information about the GT-3 Challenge, as well as its pending 2020 schedule, can be found at [mzdamotorsports.com](http://mzdamotorsports.com).



Jeff Loewe



Jeff Loewe

Cooper MacNeil (LEFT) earned the Super Sweep in T2 after a dominating win during the Runoffs, also claiming the Southeast Conference's T2 championship and the Hoosier Racing Tire SCCA Super Tour Points Championship.

John Phillips (TOP) earned his first Super Sweep title in a B-Spec car new to him. Only a month before the National Championship event, Phillips purchased his competition vehicle from friend and fellow B-Spec competitor David Daughtery. Prior to the Runoffs, Phillips drove to a B-Spec championship in the Southern Conference as well as taking the Hoosier Super Tour Points Championship.

And, finally, things looked dodgy momentarily at the Runoffs for STL driver Danny Steyn (ABOVE) after he slid his MX-5 into the dirt with only a handful of laps remaining. However, Steyn held the lead and brought home both the National Championship and Super Sweep title, combining his success with that of his STL Southeast Conference title and Hoosier Super Tour points win. 🏆

Rupert Berrington



Jay Bonvulture

## GOING GREEN

Runoffs Grand Marshal McKeel Hagerty unleashed the STL field at VIR.

## RUNOFFS GRAND MARSHAL: MCKEEL HAGERTY

McKeel Hagerty, CEO of Hagerty, SCCA's official insurance partner, served as the Grand Marshal for the 2019 National Championship Runoffs at VIR. This was the first time McKeel had attended the Runoffs, and he wanted to make the most of his visit. As such, he waved the green flag for the STL race and then toured the paddock, the control tower, Timing & Scoring, the safety steward's office, met with the race chair, and then rode in the pace car for the GT-3 race. And that was

only Friday. On Saturday, McKeel took another big step and helped flag at station 10 with SCCA President and CEO Mike Cobb.

"To a car guy, being the Grand Marshal for the Runoffs is a huge thrill," McKeel says. "These drivers are the real deal."

This year, Hagerty created a special contingency opportunity for drivers and workers involved in the 2019 Runoffs. The winner, selected at random, received a trip for two to the 2020 Scottsdale Auction Week in Arizona. 🏆





## TRANS AM WEST TITLE WINNERS

The Trans Am Series West Coast Championship saw Simon Gregg clinch the TA class championship, Brad McAllister (RIGHT) pick up the TA2 title, Roger Eagleton claim the GT win, and Carl Rydquist top the SGT points.



Leigh Denham



Chris Clark

### DOUBLE UP

**Marc Miller** claimed a pair of TA2 wins, one at VIR and the other at COTA (LEFT). Meanwhile, **Boris Said** scored a TA class win at VIR (BELOW), with the same car scoring the TA win at COTA with Adam Andretti behind the wheel.



Chris Clark

to the final podium position.

At COTA in Austin, Tex., driving the same Pancho Weaver-built car that Boris Said drove to Trans Am victory just two weeks prior at VIR, Adam Andretti reeled off a series of fast laps late in the race, closing nearly an eight-second gap and securing his maiden victory in the TA class. "This race was for my wife and brother John," said a teary-eyed Andretti. "There was a lot of good stuff going on this weekend, a lot of good vibes, all the people who support us made this possible, without you, none of this is possible."

The SGT race was fierce from the green. In the end, Ken Thwaits claimed his first series win, with polesitter Cindi Lux fighting him every step of the way.

In TA2, Marc Miller went flag to flag for the win, and in the process clinched the class championship with one round left to go. 📍

## TRANS AM DOUBLE TIME

As summer wound down, the Trans Am series visited a pair of legendary tracks, stopping at VIRginia International Raceway on Sept. 21-22 and Circuit of the Americas on Oct. 4-6.

Chris Dyson claimed the TA pole position at VIR, and was fast off the start, but began facing mechanical issues by lap three and pulled into the pits. This left the door open for Boris Said, who drove with a vengeance, storming to a dominating win some 10 seconds ahead of Ernie Francis Jr. "I was just driving as hard as I could," commented Said.

Fall-Line Motorsports Porsches swept the podium in the SGT feature with Tim Kezman in first, Mark Boden in second, and Tom Herb in third. Steve Davison finished first in the GT class, despite various mechanical issues.

The TA2 powered by AEM class delivered another outstanding show for the fans on hand at VIR with an action-packed race, which would provide a controversial finish. After a dramatic race, Thomas Merrill would cross the finish stripe first,

but his part in contact with Scott Lagasse Jr. would strip him of the win. Championship leader Marc Miller was promoted to

first, nudging him ever closer to the title. Dillon Machavern moved up to second, while Misha Goikhberg was promoted

## TRANS AM UNVEILS 2020 SCHEDULE



Chris Clark

Building on an all-star roster of events, the 2020 Trans Am Series presented by Pirelli schedule will feature a 12-race schedule for the National Championship that features

outstanding venues and boasts healthy consistency year on year.

The opening rounds of the 2020 season are nearly identical to 2019, with Trans Am kicking off its season at Sebring International Raceway on Feb. 29-March 1. The series will then head to Michelin Raceway Road Atlanta on March 28-29.

Trans Am travels to the West Coast on May 1-3 at WeatherTech Raceway Laguna Seca. The home of the infamous Corkscrew will

once again play host for the first of two Trans Am National and West Coast Championship combined races.

Trans Am then heads back east to hit such challenging circuits as Lime Rock Park, Detroit, Indianapolis Motor Speedway, and more.

For more details, as well as to find out more about the 2020 Trans Am Series West Coast schedule, head to [gotransam.com](http://gotransam.com). 📍

### TRANS AM CHAMPIONSHIP BY PIRELLI 2020 SCHEDULE

DATE	LOCATION
Feb. 29-Mar. 1	Sebring International Raceway, Fla.
March 28-29	Michelin Raceway Road Atlanta, Ga.
May 1-3	WeatherTech Raceway Laguna Seca, Calif.
May 22-25	Lime Rock Park, Conn.
May 29-31	Detroit Grand Prix, Mich. (TA2 only)
June 19-21	Indianapolis Motor Speedway, Ind.

DATE	LOCATION
June 26-28	Mid-Ohio Sports Car Course, Ohio
July 10-12	Brainerd International Raceway, Minn.
Aug. 7-9	Road America, Wis.
Sept. 11-13	Watkins Glen International, N.Y.
Sept. 25-27	VIRginia International Raceway, Va.
Nov. 6-8	Circuit of The Americas, Texas

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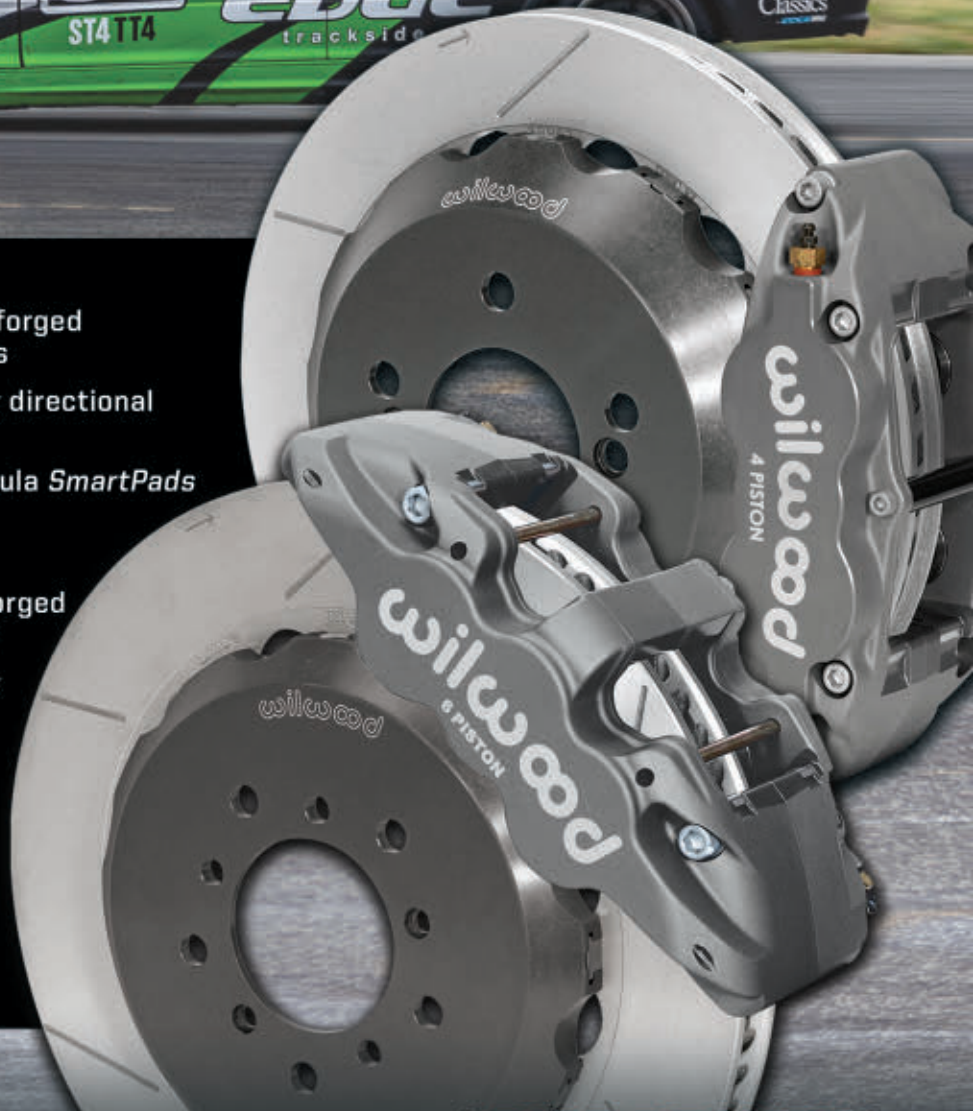
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## STREET TOURING STRUT BARS

The Solo Events Board is seeking member input regarding a change to the Street Touring category strut bar and definition found in Section 12 of the Solo Rules. Interested parties should check out the October edition of *Fastrack*, and then send related correspondence to the SEB via [www.crbcca.com](http://www.crbcca.com).



Perry Bennett



Calvin Baker

### SWEEPING THROUGH

Benjamin Pedersen owned the F3 Americas 2019 season finale, claiming all three wins that weekend.

## PEDERSEN SWEEPS F3'S FINALE

Battling extreme weather conditions that ranged from lightning storms and heavy rains to extreme heat and humidity, the F3 Americas Championship Powered by Honda drivers overcame everything that Mother Nature threw at them to put on a great season finale at the historic Sebring International Raceway on Sept. 13-15.

One thing not in question going into the weekend was the drivers' title, which Dakota

Dickerson had wrapped up during the Road America weekend. Benjamin Pedersen, however, ruled the event with his first career clean sweep, earning three huge wins that secured the F3 Americas Vice Championship.

In the opening round on Saturday, Jacob Abel and Mathias Soler-Obel shared the podium with Pedersen, finishing second and third, respectively. In the second race of the weekend, Dickerson grabbed second, with John Paul

Southern Jr. completing the top three. The final race of the weekend again saw Dickerson in second, and Abel in third.

"What a fantastic way to finish off the year," said Pedersen. "Global Racing Group sealed off first and second in the championship. Huge congrats to my teammate Dakota [Dickerson] for taking the championship. Really just happy for the team that we could pay them back for the hard work they've put in for us all year." 🍷

## 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](http://www.scca.com/pages/membership-referral-program)

### MEMBERSHIP REFERRAL LEADERS FOR SEPTEMBER 2019

NAME	REF	REGION
Jose De Miguel	22	Puerto Rico
Warren Leach	17	San Diego
Jim Berg	9	Houston
Carol Deborde	9	Reno
Kristi Brown	8	Northwest
Daniel Cutrer	8	SW Louisiana
Marco Vazquez	8	San Diego
Justin Batten	7	Tennessee
David Dreezer	7	South Carolina
Jeff Kurtz	7	Houston
Carl Somerton	7	Snake River

1,680 additional members have at least one referral.

### REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Atlanta	4.9%
Central Florida	3.2%
Houston	1.9%
<b>LARGE REGIONS (401-799):</b>	
Steel Cities	10.6%
Cincinnati	10.2%
Buccaneer	7.6%
<b>MEDIUM REGIONS (200-400):</b>	
Utah	20.8%
Lone Star	14.8%
NE Oklahoma	7.9%
<b>SMALL REGIONS (&lt;200):</b>	
Puerto Rico	50.0%
Eastern Idaho	37.0%
Old Dominion	34.4%

## Joshua Car clinches F4 title early

The Formula 4 United States Championship Powered by Honda drivers battled inclement weather throughout the weekend during the penultimate tripleheader at Sebring International Raceway Sept. 13-15. Three different drivers emerged victorious, with Joshua Car receiving the ultimate prize, clinching the F4 U.S. Championship title.

In the weekend's opening round, Jose Blanco started

on pole and would go on to his first win of the season. Heavy rains saturated parts of the track prior to the second round of racing, creating uneven racing conditions. Excelling in the slick conditions, was Christian Brooks, as he was first to the checker. Car claimed victory during the weekend's final round, and with a solid performance all weekend, Car locked up the season



Calvin Baker

### WIN WON

Joshua Car got to celebrate his 2019 F4 U.S. Championship title early.

championship prior to the series finale at Circuit of the Americas in early November.

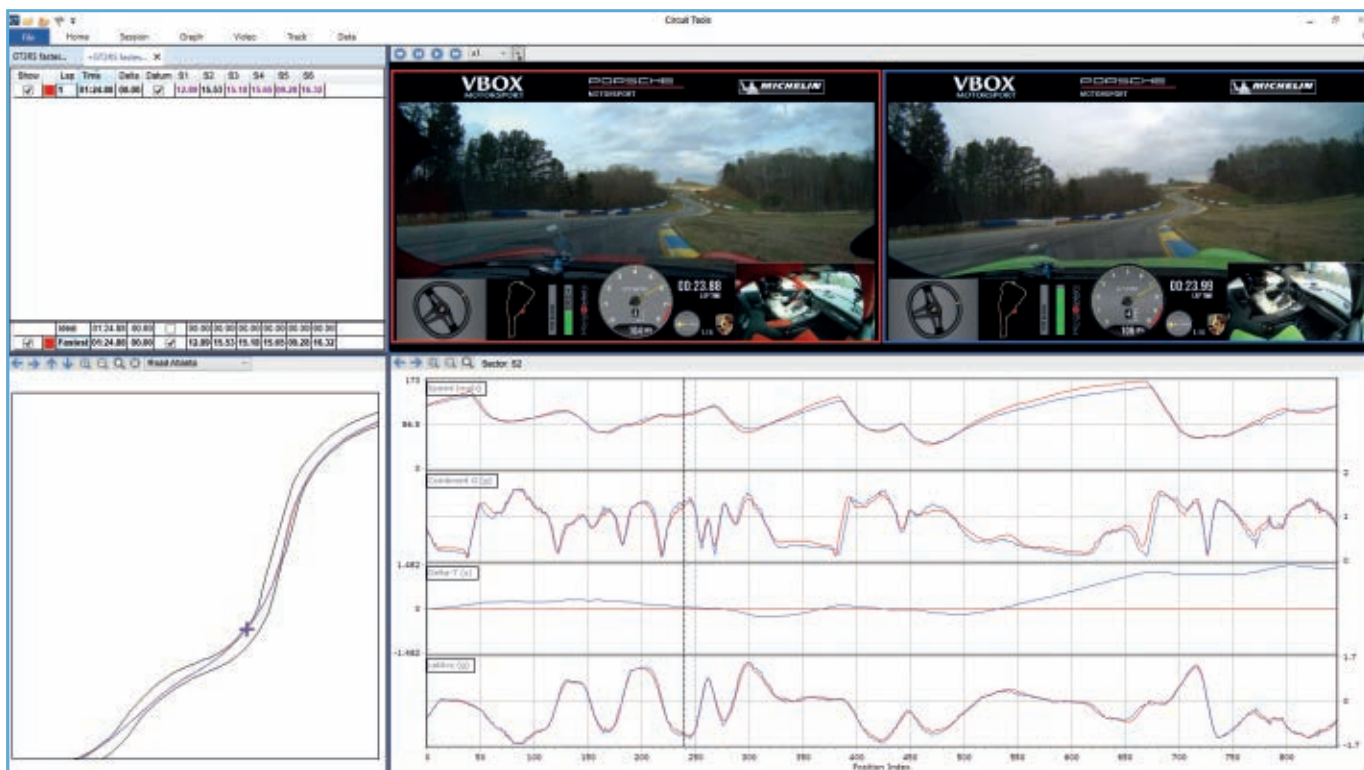
"I can't believe it," said Car as he jumped out of his sunshine yellow Ligier. "It feels so great to win the championship. I've put everything I had this year into this moment and am so happy to have achieved it. My wonderful team Crosslink/Kiwi Motorsport deserves it as much as me for all the hard work they have done." 🍷



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Peter Krause, Professional Racing Coach,  
Virginia International Raceway.



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# LATE broking

## MAZDA UNVEILS TCR CAR & SPEC MX-5 CHALLENGE

Mazda announced its newest racecar, a Mazda3 built to TCR rules. Mazda's TCR car will qualify to race in Club Racing's GTX class. Also, Mazda's NC-based Spec MX-5 Challenge car has been classified in Club Racing's Super Touring Lite. Details can be found in the GCR and at MazdaMotorsports.com.



Courtesy Mazda

# THE VOLUNTEER INCENTIVE PROGRAM

## 12-19 DAYS

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David Fyffe Cal Club  
Douglas A. Gall Ohio Vly  
Paul Gauzens Atlanta  
Jim Gillen Land O'Lakes  
Kathy Gillen Land O'Lakes  
Brian Glaze C Florida  
Joseph H. Gray Susquehanna  
Sandra L. Gray Susquehanna  
Michael Guess San Francisco  
Darren Gunn C Florida  
Deb Hamilton Ohio Vly  
Mark B. Hansen San Francisco  
Al P. Harhay C Florida  
Janet Harhay C Florida  
Michael A. Harwood Ohio Vly  
Frederick J. Hawley W Michigan  
William H. Heath C Florida  
John D. Heffington Mississippi  
Breanna Heilicher Chicago  
Todd A. Heilicher Chicago  
Dave Hermann Blackhawk Vly  
George T. Heyl San Francisco  
Taryn L. Hodge Ohio Vly  
Donald Holmen Chicago  
Brian R. Holmes Susquehanna  
N. Peter Horansky Buccaneer  
Peggy Horansky Buccaneer  
Bob Hudson Atlanta  
Bert A. Hultman Milwaukee  
Sheila P. Hunter Washington DC  
Robert S. Jacobsen Oregon

Theodore T. Johns  
Charlie Johnson  
Kim Joiner  
Gordon L. Jones  
Joyce E. Jones  
Ken Jones  
Michael Jorgensen  
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Edward Kajko  
Phil Kelley  
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Kenneth R. Killam  
Frank Killian  
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Rod Kramer  
Paul Krysiak  
Paul Jeffrey Kurtz  
Don Landers  
Bonnie Lawler  
Timothy Scott Lee  
Jessica Link  
Michael J. Lombardi  
Therese M. Lombardi  
Ron Long  
Linda Louie  
Lizabeth K. Lowy  
Marianne C. Lyons  
Douglas A. Mains  
George Jack Marinos  
Bruce C. Marshall  
Gregory L. Martin  
Barbara A. Mayes  
Robert F.P. Mayes  
Donna P. McDonough  
Kathy L. McLeod  
Gary Meeker  
Alan J. Mertens  
Helga Meyer  
Douglas B. Mitchell  
Larry Joseph Morgan  
Steve Mortimer  
Daniel W. Mullin  
Douglas T. Myers  
William Odie O'Dell  
Elizabeth Offutt  
John H. O'Hara  
R. Allen Olmstead  
Jamey Osborne  
Phillip Osborne  
Michael Mo Overstreet  
Jennifer Paradis  
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Paul Parsons  
Denise M. Patten  
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Lois Petersen  
Chuck Phillips  
Tom Phillips  
Patrick Prevenas  
Jeffery Reglin  
Kathie Reisinger  
Holly Ann Remington  
Patricia A. Ricker  
Terry Roberts  
John Rock  
Richard P. Rock  
Sharon Rollow  
Bill Roper  
Mark Russell  
Ari Schanz  
James H. Schmuck  
Janet E. Schmuck  
Susan Schuster  
Tobin Schuster  
Jennifer Schwartzott  
Gloria Sheets  
E. Ronald Shellenberger  
Laurie J. Sheppard  
James J. Shoemaker  
Stephen R. Spector  
Betsy Speed  
Cal Steffen  
Marge Steffen  
Catherine Stegeman  
David W. Sterling  
John R. Sutton  
Courtney Swanson

Dixie  
Blackhawk Vly  
Blackhawk Vly  
Oregon  
Northwest  
Northwest  
Milwaukee  
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Milwaukee  
Oregon  
North Carolina  
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N New Jersey  
Bruce P. Kosakoski  
Atlanta  
New England  
Texas  
San Francisco  
Cal Club  
Florida  
San Francisco  
Oregon  
Oregon  
Cincinnati  
N New Jersey  
Milwaukee  
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Texas  
San Francisco  
South Jersey  
San Francisco  
South Carolina  
South Carolina  
Steel Cities  
Washington DC  
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Buccaneer  
Utah  
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Lone Star  
Ohio Vly  
Washington DC  
Atlanta  
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Cal Club  
New England  
Des Moines Vly  
Des Moines Vly  
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Milwaukee  
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C Florida  
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Washington DC  
New England  
Mahoning Vly  
Washington DC  
C Carolinas  
Land O'Lakes  
Land O'Lakes  
Chicago  
Washington DC  
Chicago  
Blackhawk Vly

Jorma Takala  
Charles Tanck  
Graham P. Taylor  
Donna Tonkin  
James P. Tornetta  
Judith Troemel  
Benjamin Tyler  
Megan Tyler  
Connie J. VanSchuyver  
William W. Von Suskil  
Michael J. Wahl  
Stanley Wantland  
Lyn Hodges Watts  
Michael L. West  
Roberta F. West  
James C. Wheeler  
Ashlyn E. White  
David P. White  
Nathan Wesley White  
George I. Witman  
Dave Yahn  
Everett J. Zane  
Scot Zediker

## 20-29 DAYS

Bonnie Lines Aarseth  
Blondie Anderson  
Paul Anderson  
Robert Anderson  
James H. Averett  
Collins Barber  
Kathleen Barnes  
Donna Bastrzycki  
Bruce H. Bettinger  
Kenneth E. Blackburn  
George J. Bloeser  
Judith Bloeser  
Bruce Brunner  
Helga Brunner  
Larry Buell  
Edward M. Capullo  
Linda M. Capullo  
Sheryl Ann Carter  
Margaret (Maggie) Clark  
Jan Coleman-Mitchell  
Nan Conant  
Kevin Coulter  
Stuart S. Cowitt  
Robert Crawford  
Robert Lee Crawford  
Teresa Marie Daly  
Linda Dent  
Donald Drennon  
Patty L. Dwyer  
John Fred Frank  
Dave Fredrick  
Alan Garside  
Dale Lee Gogel  
Jim Grafy  
Susan W. Green  
Lynne Hanushek  
G. (Smokey) Harper  
Joseph L. Helsner  
Wanda Helser  
Rick Henschel  
James R. Hildock  
Paula Hildock  
Mark J. Hirt  
Dale S. Hoag  
Dan Hodge  
Robert J. Horansky  
Douglas R. James  
Dennis E. Joyce  
Barry Kaplan  
Steve Kearney  
Suzanne J. King  
Joseph Kirby  
Bill Kirkwood  
Jim Kosco  
Jean Kurkowski  
Larry H. Kurkowski  
Karen O. Lamm  
Mick Levy  
Darlyn Linka-Pettenati  
Christopher A. Linkous  
Gayle S. Lorenz  
S. Marlis-Ronshausen  
Susan C. Marshall  
Fran Martin  
Thomas McLeod  
Meg Meyer  
Randi Miller-Graffy

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South Jersey  
Milwaukee  
Cincinnati  
Cincinnati  
Houston  
South Jersey  
North Carolina  
Washington DC  
C Florida  
Mid South  
Mid South  
Glen  
C Carolinas  
New England  
Blue Mountain  
Milwaukee  
South Jersey  
San Francisco

Oregon  
Land O'Lakes  
Washington DC  
New England  
Lone Star  
C Florida  
New England  
New England  
Wichita  
North Carolina  
Philadelphia  
Philadelphia  
San Francisco  
San Francisco  
Buccaneer  
New England  
New England  
C Florida  
Cal Club  
Atlanta  
San Francisco  
Chicago  
Florida  
San Francisco  
Washington DC  
San Francisco  
Fort Wayne  
C Carolinas  
San Francisco  
Continental Div  
C Florida  
Ohio Vly  
Philadelphia  
Northwest  
Blackhawk Vly  
South Jersey  
Northwest  
Blackhawk Vly  
Blackhawk Vly  
Buccaneer  
C Florida  
C Florida  
Chicago  
San Francisco  
Ohio Vly  
Buccaneer  
Oregon  
C Florida  
Steel Cities  
C Florida  
South Jersey  
San Francisco  
San Francisco  
Buccaneer  
C Florida  
C Florida  
San Francisco  
C New York  
San Francisco  
San Francisco  
Washington DC  
C Florida  
South Jersey  
C Florida  
Washington DC  
South Jersey  
Oregon

Margaret Mitchell  
Bridget C. Moeller  
Paul J. Moeller  
John Molak  
Alice Montgomery  
Ron Offutt  
Laura Osborn  
Morris A. Pendleton  
Karen Petersen  
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Ginny Peterson  
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Karen J. Stewart  
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Arthur K. Tapley  
Dennis Troemel  
Barb Turner  
D. Bruce Turner  
Joshua Underwood  
Peter Watson  
Heidi S. Weir  
David C. Welsh  
John (Skip) H. Yocom  
Ute Zeitlitz

## 30-39 DAYS

Stephan Bastrzycki  
C. Bayer-Broning  
Bill Blake  
Sandra L. Carreiro  
Wanda K. Cecil  
Marcy H. Crawford  
Jim Creighton  
Kevin S. Cullen  
Dana E. DeShong  
Bruce Dover  
Nancy L. Eubel  
Michael Finn  
William Lowe Gilliland  
Bev Heilicher  
Paul D. Helberg  
Stephanie G. Helberg  
Patricia S. Hill  
Claire Kelly  
David J. Kettler  
Scott M. Lucas  
Steve Pence  
Sharon Priep  
Seth A. Reid  
Jim Rogaski  
Linda Rogaski  
David G. Rollow  
Paul A. Schwemmer  
Sara F. Snider  
Patti D. Socher  
Sylvia Jayne Springer  
Marcia L. Ulise

## 40+ DAYS

Joyce P. Bakels  
Patrick M. di Natale  
William J. Dwyer Jr.  
Terry Hanushek  
Charles Leonard  
Carol B. Reber  
Bob Ricker  
Steven D. Roberts  
William P. Skibbe  
Lori Vitagliano

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## RANDY POBST

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

# SHOOTING STAR SARA

A bright light in this world has suddenly gone out. Sara Edge – a shooting star that blazed across my life and these pages over the last 10 months, 30 track days, two races, and six autocrosses – has left this worldly plain in a car crash on a foothills road in North Georgia while she was on her way home from work at Discovery Parts at Atlanta Motorsports Park. Ron and Seanie Zappendorf say

that exploded like Jack's beanstalk when Sara finally got her own chance to drive Granddaddy's Porsche on track. Just like me, and many of you, she got bit hard by the racing bug, addicted from that first event.

I met Sara just last November when a good friend called and said I *had* to come down and give her a hot lap at a track day at Road Atlanta (I live nearby). I arrived minutes before closing time and took this bright-eyed 19-year old for two quick laps in the 911 she'd been lapping.

"This thing is *looo-hooo-hooose!*" I exclaimed, as we drifted Turn 7. "Be careful on your entries," I warned.

I was quite surprised she'd let some stranger take her around in that high-dollar car. Well, Sara's no fool, she'd done her Google research on this "Randy" guy, and saw that I was probably OK, combined with a probable sales pitch from my buddy, too, no doubt. I also considered that car's handling to be quite a challenge for a new driver. I told her so, said thank you and pleased to meet you, and went on my way.

Two days later, I'm out of town

and there's a knock at my house. My roommate, and close friend, Bill Boye answers the door, and there stands a striking young lady, all of five-three and maybe a hundred pounds. Well, nobody comes to our doors anymore, right? Bill's first reaction – Girl Scout cookies? Nope. "Is Randy here?" she inquires, sweet as a flower. "Well no, but he'll be back in a couple of days," says Bill, a bit bewildered.

And, sure enough, once I'm home, there's another knock in the middle of the day. That *never* happens.

What about Facebook Messenger, Instagram, text, or call? Nope, there she is in person, and we talk racing and driving for nearly three hours before she tentatively mentions coaching. We kick that around awhile before I offer, "Well, I might be interested in working with you."

Sara was smart, serious, and sensible, and she had a burning desire for the racetrack. She wanted it more than anything. Hmmm, sounds like a certain skinny 19-year old I knew way back when, after his first autocross fun-run in Florida in 1977. Track soulmates already.

*"Those of you who've known the shock of the instant loss of one close to you will understand the deep sorrow"*

she was a great boost to their rapidly growing business, even throwing a Sara Appreciation Day in her honor, and she loved working for them and being at AMP.

Sara's patron, and the one who hired me at her recommendation, is her Granddaddy Dexter, and she is/was the apple of his eye. He always said they had a special relationship, from serving her ice cream from his finger as a baby, to many trips to DE-style track events all over. These visits planted a seed



Courtesy Randy Robst

My hands are heavy on the keys as I write. It's been a month today since the accident, which was on Sept. 11, of all days, just two days after Sara's 20th birthday. She had an amazing birth date, 9/9/99, and she liked that a lot - and my truck's license plate is xxx9999. I'm keeping that tag forever now.

Those of you who've known the shock of the instant loss of one close to you will understand the deep sorrow. I've been so lucky. This is a first in my life, and I wish for you that it never happens. I've come to realize that I have three close friends who've lost a 20-year-old child. Just gone forever. It's hard, leaving a gaping hole in life and heart. Sara was "only" my respected dear friend and prized protégé. I cannot imagine losing a child.

Sara loved autocross, one of the many things I admired about her, in spite of her many racetrack miles this year. I know it's not for everyone, but I've always loved the intensity, pure car control, and aggression it involves, and it appeals to those who are drawn to the hardcore driving experience. And, this spring, we ran a lot of tracks in the

rain, and Sara was quite comfortable with a slick track - another good sign. She was also born ready for WOT - wide-open throttle - and late braking. Fearless Princess of the Late Brakers, very rarely making a mistake there. She would kid me about hitting the imaginary brake pedal on my side of the car. Good peripheral vision, another useful quality in a racing driver. Many times I muttered subconsciously, "We're off." Then, "Hey, we made it!"

The 911 had a disturbing tendency to snap-oversteer at turn-in, but it did make a good trainer and Sara rarely spun it, to her credit. We talked at length about weight management, and it made me so proud when I heard her teaching it as a coach to novices at autocrosses. Same with skid control. After just a little skidpad work, she picked up some correct-pause-recover and fast hand speed, and it brought joy to my heart when she caught a slide.

But Sara's crowning glory - or maybe my own as coach - was her gentle, precise footwork. The way she'd go to the brake like a lioness,

"I know [autocross is] not for everyone, but I've always loved the intensity, pure car control, and aggression it involves"

but then ease slowly off as the car aimed toward the apex, then invisibly apply the throttle "like a butterfly landing on a leaf," before rolling it smoothly to WOT to come blasting out of the corner like a moonshot. Literally brought tears to my eyes a few times. Her natural ability and willingness to learn sizzled together.

So much potential that Sara will not get to realize and so much life she will not get to experience. Such a loss to the entire Edge and Jones clans, and this earth. It's still so fresh. All at the same time, I feel lucky to have made it this far myself, and dark and lonely to have lost an enthusiastic and entertaining track buddy. Granddaddy Dexter, and family, and Sara, and I, had big plans, and Sara had the world by the tail. She was an amazing, smiling, enthusiastic, passionate, relentless, and talented person. I'm so glad to have known you, Special Sara, so sad to say goodbye so soon. 📍

**GONE TOO SOON**  
(ABOVE) While relatively new to racing and the SCCA, Sara Edge was a quick study. Sadly, the world will never see what her talent and enthusiasm held in store.



# THE 2019 RUNOFFS AT VIR

Intense racing punctuated by photo finishes defined a spectacular 2019 SCCA National Championship Runoffs

**WORDS** Jason Isley, J. Michael Hemsley, Richard S. James, Philip Royle, Reece White, and Jeff Zurschmeide



As Oct. 11 dawned, the world took notice as the SCCA crowned its first champion during the National Championship Runoffs at the historic VIRginia International

Raceway. This spectacular opening race set the tone for the weekend's excitement, which culminated in three days of ground-pounding, edge-of-your-seat racing on the

beautiful, flowing circuit that first saw SCCA racecars grace its tarmac in August 1957. In all, some 591 competitors tackled VIR's challenging 3.27 mile, 18-turn road course,

with 28 emerging with the coveted title of being SCCA's next National Champions.

In addition to the racers, 454 diehard workers made the trek to take part in the National



## RUNOFFS SCHEDULE

### FRIDAY, OCT 11

CLASS	RACE TIME	PAGE
T4	8:15 a.m.	20
EP	9:15 a.m.	22
P1	10:15 a.m.	24
SRF3	11:15 a.m.	26
STL	1:00 p.m.	30
F500	2:00 p.m.	32
AS	3:00 p.m.	34
GT3	4:00 p.m.	36
FE2	5:00 p.m.	38
FE	5:00 p.m.	40

### SATURDAY, OCT 12

CLASS	RACE TIME	PAGE
T3	8:15 a.m.	44
STU	9:15 a.m.	46
HP	10:15 a.m.	48
FV	11:15 a.m.	50
SM	1:00 p.m.	52
GT-2	2:00 p.m.	56
FC	3:00 p.m.	58
GTL	4:00 p.m.	60
FA	5:00 p.m.	62
FB	5:00 p.m.	62

### SUNDAY, OCT 13

CLASS	RACE TIME	PAGE
BS	8:15 a.m.	64
T2	9:15 a.m.	66
P2	10:15 a.m.	68
FP	11:15 a.m.	70
GT-1	1:00 p.m.	72
FF	2:00 p.m.	74
T1	3:00 p.m.	76
FM	4:00 p.m.	78

Richard S. James

## GO TIME

Nearly 600 SCCA racers took to the challenging VIR road course in the hunt for the elusive National Championship Runoffs title.

The Runoffs opened with the Touring 4 championship bout; a showdown that saw Runoffs legend John Heinricy battle for his 16th title against Nick Leverone, a racer hungry for his first Runoffs podium. Later, Spec Miata posted the event's largest field, with 58 drivers taking the green flag in what would prove to be an intense 15-lap, nose-to-tail battle. Up front in that skirmish was Todd Buras, nursing broken ribs, racing to a checkered flag that would see a 0.185sec margin of victory.

In Formula Enterprises, it was a true photo finish as the class crowned its final champion. The official margin of victory at the stripe was 0.000sec - but the story didn't end there.

Fans also witnessed history in the making as, for the first time since Bob Endicott last pulled off the "double" in 1999, Eric Prill won the Tire Rack Solo National Championships and the National Championship Runoffs in the same year, claiming the D Modified title at the Solo Nats and F Production at the Runoffs.

When you've finished reading our coverage of the 2019 Runoffs, head over to [www.scca.com/runoffs](http://www.scca.com/runoffs) to watch replays of your favorite races. But for now, flip the page and find out who emerged from VIR as SCCA's next National Champions, and how they achieved their dreams.... 🏆

Championship event, and the picturesque flowing grounds of VIR showed it, with cars, trucks, RVs, and tents decorating the landscape for the duration of the Oct. 8-13 mega event.

With an abnormally long stretch of Runoffs going without significant rainfall, many had predicted a wet 2019 event. But, as it turns out, the majority of racers

faced perfect conditions, with the only exception being those racing on Sunday afternoon. Even then, the racers put on a spectacular show.



**RACE 1 | FRIDAY | OCT. 11, 2019 | 8:15 A.M.**

# TOURING 4

“Unbelievable! Woooo!” Nick Leverone shouted into the camera poking into the window of his Flatout Motorsports Inc. Subaru BRZ following a fantastic run to the Runoffs double checkers. Leverone, while he has had much success in motorsports from autocross to pro, had yet to stand on the podium at the SCCA National Championship Runoffs. Now he’s won an SCCA National Championship in Touring 4.

The T4 field was close, with the top 10 qualifying within a second, led by 15-time National Champion John Heinricy in his Hoosier/Mobil 1/Hawk Toyota 86 on the Tire Rack pole. Leverone was starting next to him, and Stephen Blethen was starting third in his RST Performance Koni Precision Mazda RX-8.

Heinricy, on the Hoosier A7s, kept his advantage at the green and began to put a small gap on Leverone. Four laps in, the top five – which now included Tyler Quance’s Drake Motorsports/Miata Graveyard Mazda MX-5, up from his ninth-place starting position – had put a pretty significant gap behind them. Up front, Heinricy was resetting the T4 lap record for VIR with times that were quicker than qualifying, and Quance shortly moved into fourth past Owen Schefer, who had heretofore been doing his best to pressure Blethen for third.

By lap 7, though, Heinricy’s gap was shrinking. Leverone, on the Hoosier R7s, was clearly faster on parts of the track, the reason for which would become more apparent as the laps went

on. It turns out, tire selection being trumped by a driveline issue with Heinricy’s Toyota.

“I would say better than halfway through the race it appeared he was struggling to get into fifth gear,” explained Leverone. “I had seen it a little bit in qualifying late in the session. [During the race] it looked like I was gaining a little bit, more on the back straight especially, on the four-five shift.”

Leverone was soon on Heinricy’s bumper and, on lap 10, Leverone was close enough to make a move into

“The T4 field was close, with the top 10 qualifying within a second, led by 15-time National Champion John Heinricy”

## T4 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. John Heinricy/DET (2018 Toyota 86) 2:11.257; 2. Nick Leverone/NER (2013 Subaru BRZ) 2:11.285; 3. Stephen Blethen/NER (2004 Mazda RX-8) 2:11.305; 4. Owen Schefer/WDC (2004 Mazda RX-8) 2:11.462; 5. Thomas Fowler/Atl (2004 Mazda RX-8) 2:11.469; 6. Tommy Boileau/CDR (2004 Acura RSX Type-S) 2:11.823; 7. Raymond Blethen/NER (2009 Mazda RX-8) 2:11.936; 8. Jared Lendrum/MHR (2013 Subaru BRZ) 2:12.067; 9. Tyler Quance/Hous (2006 Mazda MX-5) 2:12.134; 10. Steve Bertok/SCR (2006 Mazda MX-5) 2:12.151; 11. Brian Reilly/NER (2004 Mazda RX-8) 2:12.301; 12. Kevin Fryer/WDC (2006 Mazda MX-5) 2:12.389; 13. Bryan Horowitz/FLA (2013 Scion FR-S) 2:12.627; 14. Felix Borodaty/NNJ (2017 Toyota 86) 2:12.782; 15. Morgan Mehler/NCR (2006 Mazda MX-5) 2:13.344; 16. Brian

Nelson/NCR (2006 Mazda MX-5) 2:13.657; 17. Brent Simonson/WDC (2005 Mazda RX-8) 2:13.686; 18. Derrick Ambrose/Ore (2015 Mazda 3) 2:14.041; 19. Steve Strickland/BRR (2006 Mazda MX-5) 2:14.201; 20. Ron Munnerlyn/CCR (2014 Mazda MX-5) 2:14.392; 21. Sergio Zlobin/LnSt (2004 Mazda RX-8) 2:14.437; 22. Tim Mullen/NER (2004 Mazda RX-8) 2:15.091; 23. Jonathon Collins McLendon/NCR (2006 Mazda MX-5) 2:16.198; 24. Mike Burke/DET (2007 Mazda MX-5) 2:17.271; 25. Christopher Collins/WDC (2006 Mazda MX-5) 2:21.269

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

*Fowler - Loss of qualifying 3 times per SOM - GCR 6.11.1.A-E*

## T4 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps); 1. Nick Leverone (15);**

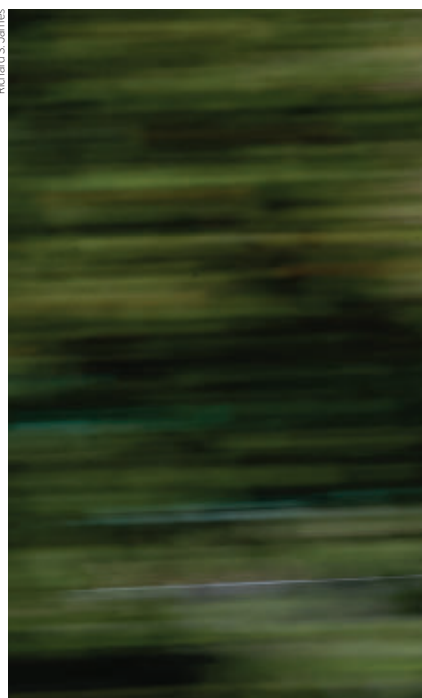
2. Tyler Quance (15); 3. Stephen Blethen (15); 4. Owen Schefer (15); 5. John Heinricy (15); 6. Brent Simonson (15); 7. Raymond Blethen (15); 8. Kevin Fryer (15); 9. Steve Bertok (15); 10. Tommy Boileau (15); 11. Felix Borodaty (15); 12. Brian Nelson (15); 13. Bryan Horowitz (15); 14. Ron Munnerlyn (15); 15. Tim Mullen (15); 16. Derrick Ambrose (15); 17. Sergio Zlobin (15); 18. Jonathon Collins McLendon (15); 19. Steve Strickland (15); 20. Christopher Collins (14); 21. Mike Burke (13); 22. Jared Lendrum (9); 23. Brian Reilly (6); 24. Morgan Mehler (6); 25. Thomas Fowler (1)

**Overall Time of Race:** 33:05.327;  
**Average Race Speed:** 88.943mph;  
**Margin of Victory:** 04.349sec;  
**Fastest Race Lap:** Leverone 2:10.959 (89.891mph); **Lap Leaders:** Heinricy laps 1-9; Leverone laps 10-15; **Sunoco Hard Charger:** Simonson

## RUNNING FLAT OUT

(BELOW) Nick Leverone kept the pressure on 15-time champion John Heinricy, and as Heinricy’s steed faded, Leverone capitalized, collecting his first Runoffs win. (RIGHT) Tyler Quance survived to collect the silver medal. (FAR RIGHT) Stephen Blethen overcame ailing suspension to claim the final step on the podium.

Richard S. James



## T4 CHAMPION

**NICK LEVERONE**  
 New England Region  
 Flatout Motorsports Inc.  
 Subaru BRZ



Rick Cowine

Jay Bonvoulour



Jay Bonvoulour



Turn 1. The pair went side by side through the next several turns until Heinrich had the advantage and resumed the lead. But entering Rollercoaster off the long back straight, Leverone maneuvered past. Heinrich wasn't done, though, and came back at Leverone. But by lap 12, Heinrich was fading backwards, with first Quance, now past Blethen, and then Blethen going by.

Heinrich, however, wasn't done trying to get back on the podium, and came back at Blethen, who was having his own struggles. "I wanted to work with Nick," Blethen said of his fellow New England Region racer. "Then I broke a swaybar and it all went out the window. I was hoping for a top 10 at that point. Then I saw John break and then I got by him. I couldn't go through the turns, but he

couldn't go down the straights. So, we battled back and forth."

Heinrich would eventually fade back to fifth, while Leverone sailed to a 4.349sec margin of victory over Quance, with Blethen third.

"I was choking up on the last lap, because I couldn't believe that I was going to win a National Championship," Leverone admitted. "The field this weekend in T4, how much closer could it

**"I was choking up on the last lap, because I couldn't believe that I was going to win"**  
**NICK LEVERONE**

get? This class is unbelievable; we were all within a second. I couldn't believe how hard I was pedaling in qualifying and I couldn't even get to the front."

**Richard S. James**



RACE 2 | FRIDAY | OCT. 11, 2019 | 9:15 A.M.

# EP PRODUCTION

Jesse Prather builds very fast Mazdas; apparently, he builds fast BMWs, too. From day one in qualifying, Prather was the one to beat, qualifying his JPM/Hoosier/Carbotech BMW Z3 2.5L on the Tire Rack pole, just over a second faster than Kip Van Steenburg and his extremely fast German Excellence Porsche 944 S2. But it's not like the talent dropped off after that. Third on the grid was three-time EP Champion Matt Reynolds, followed by John Hainsworth, and two-time EP champion Greg Ira. Prather is a three-time National Champion, Van Steenburg won EP at the Indy Runoffs two years ago, and while Hainsworth is new to this elite group, he showed he had serious speed at the VIR Super Tour in April.

To say the least, this was a very competitive and fast group of drivers.

Prather's decision to race a BMW resulted from his building a BMW engine for a customer and being impressed with the design and quality. Consequently, he acquired a car that had been racing for 15 years and refined it to his standard. As such, it was no surprise when Prather pulled away at the green flag with Reynolds behind. Van Steenburg was having none of that and passed Reynolds for second on the first lap. The racing temporarily stopped there, however, as a full course caution was thrown

for a car with a blown engine and a resulting car fire.

Prather led the field to the green slowly on lap five and quickly pulled another lead over Van Steenburg. As Prather tells the story: "The start of the race was perfect; the restart was where I had my problem. The tires weren't quite warm enough to do what I wanted to do up in Turn 10."

What did he do? Prather exited Turn 10 too fast and dropped his outside tires off, resulting in a long, dusty spin after being momentarily blinded by dirt entering his helmet. "I just put in the clutch and stepped on the brakes and hoped I didn't hit the wall," Prather recalled. "Down the back straight it was like driving down a dirt road with all the dirt coming out of the car. [Then] I just put my head down and pushed for all the car had."

Considering he was now halfway back in the EP field, chances of a podium finish were slim. Apparently, no one told Prather that.

Through the dust emerged Van Steenburg in the lead, drawing away from second-place Hainsworth very slowly, with Ira and Reynolds in full pursuit. Prather was shown in 12th place when he crossed the line on lap seven, then he was in sixth the next lap, where he remained until lap 12. On that lap, Peter Norton lost grip and gave a position to Prather, who was now 11.8sec behind Reynolds.

Prather eventually caught and passed Reynolds, putting Prather in third, behind Van Steenburg and Hainsworth - and that was how the race ended.

Hainsworth, finishing just one second back from Van Steenburg, was elated with his silver medal. "I was sitting there in third [during the race]; I've got two National Champs in front of me and two National Champs behind me - which of these doesn't belong," Hainsworth laughed after the race.

Hainsworth didn't have an easy week of it, though. Early in the week he blew an engine in his Maximum Attack/Hoosier/Carbotech Mazda RX-7, but others in the paddock helped him rebuild the motor and make the race. Proof, once again, that the SCCA community comes together to ensure everyone stands a fighting chance once the track goes green.

For the winner, the defining moment of the race offered a bit of déjà vu. "I had a great restart - got a jump, but made a bad shift in Turn 1," Van Steenburg said, adding, "Then Jesse did the same thing I had done in qualifying [at Turn 10]." But even with Prather out of contention for the win, Van Steenburg quickly pointed out that Hainsworth raced like a champ. Of that sprint to the checker, "I had no chance to relax," Van Steenburg admitted.

**J. Michael Hemsley**



Rick Conyne



## EP CHAMPION

### KIP VAN STEENBURG

Central Florida Region

German Excellence

Porsche 944 S2



Jeff Lavee

## EP QUALIFYING

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

**Best Time:** 1. Jesse Prather/KAN (1999 BMW Z3 2.5L) 2:00.987; 2. Kip Van Steenburg/CFR (1991 Porsche 944 S2) 2:02.001; 3. Matt Reynolds/Almo (1999 Mazda Miata) 2:02.786; 4. John Hainsworth/SJR (1990 Mazda RX-7) 2:02.935; 5. Greg Ira/FLA (1974 Nissan 260Z) 2:03.200; 6. Peter Norton/NCR (2000 Caterham 7 America) 2:04.223; 7. Kevin Leigh/WDC (1999 BMW Z3 2.5L) 2:04.750; 8. Rick Kavitski/NEP (1994 Mazda Miata) 2:04.782; 9. Aaron Downey/SFR (1976 Mazda RX-3) 2:05.018; 10. Joe Moser/DET (2010 Mazda



Jeff Loewe



Jeff Loewe

#### TOUGH CROWD

(BELOW and FAR LEFT) Kip Van Steenburg stayed on track in his quest for a second championship title. (LEFT, CENTER) John Hainsworth was a quick study, finding his place near the front of the pack and earning his first visit to the Runoffs podium. (LEFT) Jesse Prather went from first to mid pack with a Turn 10 spin. He recovered and finished third.



MX-5) 2:05.250; 11. Robert Garrison/ETR (1990 Mazda Miata) 2:07.094; 12. James Rogerson/Hous (1999 BMW Z3 2.8L) 2:08.547; 13. Jeff Young/NCR (1980 Triumph TR8) 2:08.975; 14. Steve Rose/NCR (1984 Mazda RX-7) 2:09.033; 15. Don Girven/FLR (1977 Mazda RX-3) 2:09.079; 16. Heikki Silegren/CHA (1973 Nissan 240Z) 2:10.304; 17. Don Tucker/MIDS (1995 Mazda Miata) 2:10.514; 18. Greg Amy/NER (2008 Honda Civic Si) 2:11.210; 19. Miner Wilcox/WDC (2001 Caterham 7 America) 2:11.510; 20. Steve Smyczek/Milw (2004 Mazda RX-8) 2:11.980; 21. Joe

Carr/SFR (1999 Mazda Miata) 2:12.136; 22. Charles Vaccaro/NYR (1979 Mazda RX-7) 2:12.350; 23. Dan Rolfe/WDC (1989 Nissan 240SX S13) 2:13.581; 24. Anthony Black/STC (2000 Acura Integra Type-R) 2:14.713; 25. Darryl Pritchett/CFR (1997 BMW Z3 2.5L) 2:16.485; 26. Donald Walsh/SUS (Mazda RX-7) 2:20.430; 27. Anthony Parker/NER (1979 Mazda RX-7) 2:21.706; 28. Michael Cooke/NCR (1988 Mazda RX-7) 2:34.245; 29. Dwight K Cooke JR/NCR (1963 Triumph TR4) 2:41.505

*Black - Loss of qualifying 1 times per SOM - GCR 6.11.1.A,B,D*

#### EP RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Kip Van Steenburg (15); 2. John Hainsworth (15); 3. Jesse Prather (15); 4. Matt Reynolds (15); 5. Greg Ira (15); 6. Rick Kavitski (15); 7. Aaron Downey (15); 8. Joe Moser (15); 9. Peter Norton (15); 10. Steve Rose (15); 11. Don Girven (15); 12. Miner Wilcox (15); 13. Joe Carr (15); 14. Don Tucker (15); 15. Steve Smyczek (15); 16. Darryl Pritchett (14); 17. Charles Vaccaro (15); 18. James Rogerson (14); 19. Donald Walsh (14); 20. Kevin Leigh (13); 21. Anthony Black (12); 22. Jeff Young (10);

23. Anthony Parker (10); 24. Greg Amy (1); DNS. Robert Garrison; DNS. Heikki Silegren; DNS. Dan Rolfe; DNS. Michael Cooke; DNS. Dwight K Cooke Jr.

*Vaccaro - Loss of one finishing position per Chief Steward - GCR 6.1.1.B*

**Overall Time of Race:** 38:45.223;  
**Average Race Speed:** 75.941mph;  
**Margin of Victory:** 1.209sec;  
**Fastest Race Lap:** Prather 2:01.631 (96.785mph); **Lap Leaders:** Prather laps 1-5; Steenburg laps 6-15; **Sunoco Hard Charger:** Pritchett



**FINALLY FIRST**

(RIGHT) Todd Slusher collected the gold medal that had eluded him in his previous Runoffs starts. (BELOW) Slusher (62) led from green to checkers, while Chip Romer (29) followed for second. (BOTTOM) Jason Miller made his return to the podium, a place he last stood in 2013.



Rick Convine

**RACE 3** | FRIDAY | OCT. 11, 2019 | 10:15 A.M.

# PROTOTYPE 1

This year's Prototype 1 Runoffs race can best be described as one of redemption, and the man seeking that redemption was Todd Slusher. In his two previous Runoffs appearances, Slusher had started on the front row only to have his championship bids ended with spins. To that end, Slusher did everything right from the get-go this year, posting the quickest lap every qualifying session and securing his ability to lead the field to the green from the Tire Rack Pole position.

As the green flag waved, Slusher put the throttle down on the Hemsun Farms Elan DPO2 Mazda and never looked back, controlling the race from flag to flag, going seemingly unchallenged for his first Runoffs title. "This was a fantastic drive today," said Slusher following his victory lap. "I have to give it up for One Motorsports. They're one heck of a team. They've been with us all year and have done a fantastic job."

One of the intense on-track battles was for the final step of the podium. Defending champion Jim Devenport made a jump from his sixth starting position to take third before the field entered Turn 1 for the first time. But Devenport would not have an easy go of it, as third-place qualifier Todd Vanacore applied pressure as he tried to retake the coveted spot in the lineup.



Richard S. James

Jason Miller started seventh in his Kohler/Hoosier/Millennium/Redpaw WynnFurst, and was on a mission, methodically working his way forward. Miller's quest was aided on lap seven as Darryl Shoff dipped a tire and spun entering the Lower Esses while chasing Miller. Close behind were John McAleer and Jean-Luc Liverato, both taking evasive action and spinning off track, too.

Just when it looked like Vanacore might have to shift from offense to defense as Miller closed in on the fourth-place runner, he found his way around Devenport to claim third. Now third through fifth place were effectively nose-to-tail.

Back up front, teammates

Slusher and Chip Romer, driving the Stella Artois Elan DPO2 Mazda, continued to pull away from the field, but as laps clicked off, Romer struggled to match Slusher's pace, allowing Slusher to build a comfortable gap.

Devenport soon fell victim to Miller, who was gunning for a podium finish - a place he last visited at Road America in 2013 when he claimed the silver medal. By Lap 12, the battle for third was at a boiling point, but Vanacore would not be passed easily.

As the white flag waved, Miller made a move on Vanacore in Turn 1 but couldn't make it stick - but his persistence paid off on the back stretch and he held the spot to the line. "I didn't see the white flag - I didn't know it was the last lap," Miller admitted.

Out front, Slusher took the double checkers some 13 seconds clear of Romer, marking Romer's first visit to the Runoffs podium in just his third start.

**Jason Isley**

**PROTOTYPE 1 CHAMPION****TODD SLUSHER**

Las Vegas Region  
 Hemsun Farms  
 Elan DPO2 Mazda

**P1 QUALIFYING**

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Todd Slusher/LV (Elan DPO2 Mazda) 1:42.674; 2. Chip Romer/LV (Elan DPO2 Mazda) 1:43.486; 3. Todd Vanacore/CFR (Elan DPO2 Mazda) 1:44.070; 4. Darryl Shoff/NEP (Elan DPO2 Mazda) 1:44.172; 5. John McAleer/Atl (Elan DPO2 Mazda) 1:44.180; 6. Jim Devenport/SFR (Norma M20FC Honda) 1:44.383; 7. Jason Miller/Milw (WynnFurst Kohler) 1:44.697; 8. Jean-Luc Liverato/Atl (Elan DPO2 Mazda) 1:44.828; 9. Greg Bell/FLR (Stohr WF1 Suzuki) 1:46.043; 10. Garry Crook/GuCo (Elan DPO2 Mazda) 1:48.324; 11. Glenn Cooper/Atl (LSR2 P1 Suzuki) 1:48.581; 12. Doug Piner/NCR (West WR1000 Suzuki) 1:51.406; 13. Jim Downing/Atl (Elan DPO2 Mazda) 1:52.266; 14. Keith Carter/WNY (Stohr WF1 BMW) 1:52.285

**P1 RACE**

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Todd Slusher (15); 2. Chip Romer (15); 3. Jason Miller (15); 4. Todd Vanacore (15); 5. Jim Devenport (15); 6. Greg Bell (15); 7. Darryl Shoff (15); 8. Jean-Luc Liverato (15); 9. Garry Crook (15); 10. Doug Piner (14); 11. Glenn Cooper (8); 12. John McAleer (6); 13. Jim Downing (3); 14. Keith Carter (0)  
**Overall Time of Race:** 26:09.427;  
**Average Race Speed:** 112.512mph;  
**Margin of Victory:** 13.200sec;  
**Fastest Race Lap:** Slusher 1:43.498 (113.741mph); **Lap Leaders:** Slusher laps 1-15; **Sunoco Hard Charger:** Miller

Richard S. James



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**RACE 4** | FRIDAY | OCT. 11, 2019 | 11:15 A.M.

# SPEC RACER FORD GEN3



**T**he way this class works is that there's a whole lot of chess, and then some hardcore racing on the last two laps," said second-place finisher Denny Stripling, driver of the Southeast Spec Racer/Lightspeed SRF3.

That's how it played out this year as Robeson Clay Russell

claimed his second consecutive SRF3 championship driving the Angry Llama/Comprent SRF3; the first two-time champion in the five years of SRF3 Runoffs history. Two-time SRF champion Brian Schofield finished in third place in the PM Racing SRF3.

The chess game began with Schofield on the Tire Rack pole, while Russell sat on the outside of the front row. Charles Russell Turner and Bobby Sak made up the second row, while Stripling and Tray Ayres were fifth and sixth. At the green flag, Schofield took the lead

with Russell in second, but that lasted only two laps before Russell moved into the lead.

The next 10 laps were classic Spec Racer Ford action, with chess moves and lead changes that never held for long. Turner grabbed the lead in the fifth lap, but was quickly shuffled



Rick Corvino

#### YOUR MOVE

(LEFT) As the green flag waved, 54 competitors began plotting moves that would take them to the front of the SRF3 pack. (BELOW) Denny Stripling got to the finish line 0.017sec shy of the win. (BOTTOM) Robeson Clay Russell claimed back-to-back SRF3 championships.



Rick Corvino



Jay Bonvillian

back again. Schofield came back to make a play for the top spot in lap 10, but couldn't make it stick. But no matter what happened, Russell came back to the lead by the time the field crossed the start line. Then came the last two laps.

"Russell was struggling in

Oak Tree," Schofield said. "On the last lap, I thought I was all set up, but he really struggled and I had nowhere to go. I went wide to avoid hitting him, which made us three-wide down the back straight. Halfway down the back straight I decided to lift and get behind him. I didn't

have the speed. We were all out of control out there."

Stripling was watching and waiting for his moment. "When we got onto the back straightaway and Clay and Brian were next to each other, I had to choose: Do I want to back one of those two guys

and push them into first and me into second?" Stripling said.

"I thought, nope, it's the last lap of the Runoffs. Let's take this bad boy three wide!"

The decision worked out, allowing Stripling to move up to second place, and almost to the win.





Richard S. James

**SRF3 CHAMPION****ROBESON CLAY RUSSELL**

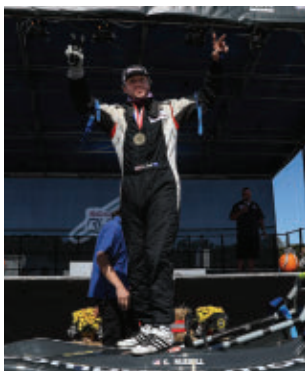
Central Carolinas Region

Angry Llama/Comprent

Spec Racer Ford Gen3

**CHECKMATE**

Brian Schofield (61) claimed the Tire Rack pole award, but he could not match Robeson Clay Russell's (31) gamesmanship on the run to the checkered flag.



Rick Convine

"I got a really spectacular run out of the Hog Pen," Stripling said. "Good enough that I had to lift for two or three seconds to not run into the back of Clay, and that was the difference from first to second. I got alongside of him for about 250 yards, but they were the wrong 250 yards. He got me by about eight inches."

At the line, Russell was ahead of Stripling by 0.017sec.

"I thought Denny had me," Russell said. "I got pretty loose coming through the Hog Pen and I saw Denny on my tail. I guess, unfortunately for Denny, I was so bad through it that he had to lift. If I was any better through that lap, he might have gotten around."

Five drivers bested the existing lap record during the race, with 11th place finisher Bobby Sak setting a

new lap record of 2:04.755.

On the podium, Russell was generous with praise for his competitors. "Today was by no means an easy win," he said. "These guys raced me hard, but clean, and that's what Spec Racer Ford is all about. On those final laps, my adrenaline kicked in and I knew I had to just finish this race - and what a spectacular finish it was."

**Jeff Zurschmeide****SRF3 QUALIFYING****Qualifying Pos. Driver/Region (Car)**

**Best Time:** 1. Brian Schofield/CFR 2:04.624; 2. Robeson Clay Russell/CCR 2:04.796; 3. Charles Russell Turner/WDC 2:04.956; 4. Bobby Sak/DET 2:05.179; 5. Denny Stripling/Tex 2:05.198; 6. Tray Ayres/Atl 2:05.217; 7. S.Sandy Satullo III/NEO 2:05.299; 8. John Black/SFR 2:05.363; 9. Raffaele Sammut/NYR 2:05.439; 10. Dave Ogburn III/WTex 2:05.454; 11. Richard Stephens/LnSt 2:05.469; 12. Scott Rettich/OVR 2:05.569; 13. Cliff White/TVR 2:05.637; 14. Todd Vanacore/CFR 2:05.745; 15. John Greene/Atl 2:05.840; 16. Richard Baldwin/Delt 2:06.022; 17. Derek Kulach/Colo 2:06.118; 18. Matthew Harper/CCR 2:06.152; 19. David Dickerson/SJR 2:06.270; 20. Bruce Myers/NER 2:06.271; 21. Alan Olson/WDC 2:06.308; 22. Max King/SJR 2:06.383; 23. James Libecco/NEO 2:06.757; 24. Michael Greene/Atl 2:06.772; 25. Justin Claucherty/

DET 2:06.891; 26. Darryl Wills/Hous 2:06.910; 27. Dan McBreen/Atl 2:07.026; 28. Joseph Sammut/NYR 2:07.038; 29. Chris Current/WDC 2:07.107; 30. John Hall/WDC 2:07.171; 31. Chuck Newman/Atl 2:07.178; 32. Justin Weir/CFR 2:07.210; 33. Thomas W Burt/Nwst 2:07.309; 34. Thomas Weir/SCR 2:07.402; 35. Matt Gray/LOL 2:07.778; 36. Thomas A Panaggio/CFR 2:07.855; 37. Brian Cates/WDC 2:07.944; 38. Allen Massey/NCR 2:08.023; 39. David Anzalone/NYR 2:08.559; 40. Charles Devier/CCR 2:08.742; 41. Bob Gardner/Bucc 2:09.234; 42. Mark Fickenscher/MVR 2:09.605; 43. Jason Pintar/NNJ 2:09.977; 44. Kurt Breitingner/Bucc 2:10.080; 45. Bryan Yates/NCR 2:10.463; 46. Roy Hillenburg/Hous 2:10.700; 47. Wade White/TVR 2:11.205; 48. Steven Minkon/SJR 2:11.219; 49. Greg Miller/OVR 2:11.337; 50. Thomas Kirchman/NER 2:11.513; 51. Darrel Stein/PHL 2:11.867; 52. J Mark Wendling/NNJ

2:12.403; 53. Steve Owens/NER 2:13.263; 54. David De Bolt/IND 2:18.738

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

**SRF3 RACE****Race 15 laps, 49 Miles: Pos. Driver**

**(Laps):** 1. Robeson Clay Russell (15); 2. Denny Stripling (15); 3. Brian Schofield (15); 4. Tray Ayres (15); 5. Charles Russell Turner (15); 6. John Black (15); 7. Dave Ogburn III (15); 8. Richard Stephens (15); 9. Cliff White (15); 10. Scott Rettich (15); 11. Bobby Sak (15); 12. Alan Olson (15); 13. Max King (15); 14. David Dickerson (15); 15. S.Sandy Satullo III (15); 16. James Libecco (15); 17. Todd Vanacore (15); 18. Matthew Harper (15); 19. Justin Weir (15); 20. Justin Claucherty (15); 21. Thomas Weir (15); 22. Thomas W Burt (15); 23. Darryl Wills (15); 24. Dan McBreen (15); 25. David Anzalone (15); 26. Chris Current (15); 27. Michael

Greene (15); 28. Chuck Newman (15); 29. Brian Cates (15); 30. Allen Massey (15); 31. Kurt Breitingner (15); 32. Matt Gray (15); 33. John Hall (15); 34. Roy Hillenburg (15); 35. Mark Fickenscher (15); 36. Bryan Yates (15); 37. Wade White (15); 38. Bob Gardner (15); 39. Derek Kulach (15); 40. Darrel Stein (15); 41. Jason Pintar (15); 42. Greg Miller (15); 43. Thomas A Panaggio (15); 44. J Mark Wendling (15); 45. Thomas Kirchman (15); 46. Steve Owens (15); 47. David De Bolt (15); 48. John Greene (10); 49. Richard Baldwin (10); 50. Raffaele Sammut (5); 51. Bruce Myers (5); 52. Charles Devier (5); 53. Joseph Sammut (4); 54. Steven Minkon (0)

**Overall Time of Race:** 37:27.543;  
**Average Race Speed:** 78.566mph;  
**Margin of Victory:** 0.017sec; **Fastest Race Lap:** Sak 2:04.755 (94.361mph); **Lap Leaders:** Schofield laps 1-2; Russell laps 3-15; **Sunoco Hard Charger:** Anzalone

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**RACE 5** | FRIDAY | OCT. 11, 2019 | 1:00 P.M.

# SUPER TOURING LITE

Super Touring Lite racers always put on a good show, and this year was certainly no exception. Defending STL National Champion Danny Steyn qualified on the Tire Rack pole in the Nelson/OPM/G-Loc Brakes Mazda MX-5, with Runoffs veteran Cliff Ira in the Gordon Ira, Jr./MD Acura Integra GSR on the outside of the front row. Chris Haldeman in his Miata and Greg Maloy in his Honda CRX made up the second row.

Steyn moved into the lead at the green flag and held that position through to the end. However, Haldeman was not about to let Steyn drive away. Haldeman kept the pressure on Steyn while Ira watched from the third position.

In the seventh lap, Ira caught up to Haldeman and briefly passed for second place, but then went deep into a corner and slipped out wide, allowing Haldeman to regain the position. While Ira and Haldeman did their dance, Steyn extended his lead to 2.5secs.

Haldeman and Ira continued their close race for another two laps until they encountered lap traffic. Ira got the worst of it, and sixth-place qualifier Bob Beede caught up to challenge for third place in his Honda Civic Si.

By the 12th lap, it looked like Steyn would run away with the win. He navigated lap traffic brilliantly and held more than a six second lead over the field when he suddenly spun off

the track at Oak Tree corner.

"I went into Oak Tree just a little hot and it got away from me," Steyn admitted. "The rear end stepped out and I parked the car, switched it off, and sat waiting for the dust to disappear so I could figure out which direction to go. Fortunately, it started immediately. I put it in first and took off just in front of Chris."

Steyn held his lead, but his cushion was gone. With two laps to go, he led by just 0.895sec.

But Haldeman and Ira weren't done with each other just yet. Ira came up to challenge Haldeman for second in the final laps of the race and made the pass for second. Ira clocked the fast lap of the race, breaking the lap record with a 2:07.273.

At the flag, Steyn carried a margin of 2.721sec over

Ira, with Haldeman another 1.8sec back for third.

The race and the podium finish had a special significance to Ira, whose father and two brothers are all Runoffs veterans. "My dad got this all started, and he was on the podium in G Production in 1970," Ira explained. "He passed away this year, and at the end of the day, I want to thank him."

For Steyn, he extended a fairly philosophical view of the class during a post-race interview. "STL is turning out to be a really beautiful class that keeps a lot of different people interested," he said. "Everybody's lending a hand to everybody, and I feel privileged to be part of a group of racers who do that. We are one big family."

**Jeff Zurschmeide**

## GOING IN HOT

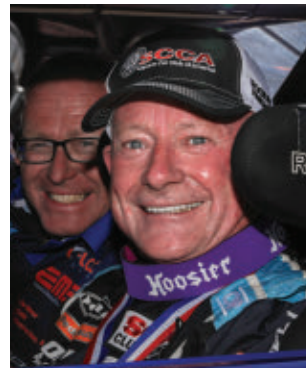
(TOP RIGHT) Danny Steyn backed up his 2018 STL title with a near flawless run. (BELOW) 2014 STL champ Cliff Ira reset the lap record on his way to the runner-up finish. (BOTTOM RIGHT) Chris Haldeman kept the pressure on Steyn in the early running, but his pace suffered in the late stages of the race and he fell to third behind Ira.



## STL CHAMPION

### DANNY STEYN

Florida Region  
Nelson/OPM/G-Loc Brakes  
Mazda MX-5





FitzGerald/GLN (Honda Civic Si) 2:16.461; 23. Ken Haughwout/Atl (Honda Civic HB) 2:17.255; 24. Bernie Naegele/GLN (Acura Integra GSR) 2:17.386; 25. Peter Keane/CFR (Honda Civic Si) 2:18.479; 26. Gale Corley/Hous (Mazda Miata) 2:18.853; 27. Christopher Deen/NCR (Nissan Sentra SE-R) 2:19.075; 28. David McPherson/ODR (Mazda Miata) 2:19.311; 29. Greg Abel/Hous (Mazda Miata) 2:19.560; 30. Whitfield Gregg/NYR (Mazda Miata) 2:19.878; 31. Joe Schubert/NER (Mazda Miata) 2:20.142; 32. William Keeling/Hous (Mazda Miata) 2:20.349; 33. Joe Stadelmann/NER (Mazda Miata) 2:21.214; 34. Brian Hooper/NCR (Acura Integra) 2:21.341; 35. Hugh McHaffie/NER (Subaru BRZ) 2:21.659; 36. Dan Harding/NEO (Mazda RX-7) 2:21.870.

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

#### STL RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Danny Steyn (15); 2. Cliff Ira (15); 3. Chris Haldeman (15); 4. Bob Beede (15); 5. Greg Maloy (15); 6. Max Gee (15); 7. Mike Taylor (15); 8. Chuck Hines (15); 9. Robert Garrison (15); 10. Eric Thompson (15); 11. Jon Sewell (15); 12. Marcos Vento (15); 13. Darin Treacle (15); 14. Michael Sperber (15); 15. Christopher Childs (15); 16. Brian FitzGerald (15); 17. Stephen Wheeler (15); 18. Peter Keane (15); 19. Alan Cross (15); 20. Bernie Naegele (15); 21. John Schmitt (14); 22. Ken Haughwout (14); 23. Brian Hooper (14); 24. Gale Corley (14); 25. Greg Abel (14); 26. David McPherson (14); 27. Hugh McHaffie (14); 28. Dan Harding (14); 29. William Keeling (14); 30. Whitfield Gregg (14); 31. Joe Stadelmann (14); 32. Craig McHaffie (10); 33. Steve Eckerich (8); 34. Joe Schubert (3); 35. Christopher Deen (1); DNS. Garret Dunn

**Overall Time of Race:** 32:12.046;  
**Average Race Speed:** 91.395mph;  
**Margin of Victory:** 2.721sec;  
**Fastest Race Lap:** Ira 2:07.273 (92.494mph); **Lap Leaders:** Steyn laps 1-15; **Sunoco Hard Charger:** Hooper



#### STL QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Danny Steyn/FLA (Mazda MX-5) 2:07.203; 2. Cliff Ira/KCR (Acura Integra GSR) 2:07.850; 3. Chris Haldeman/Tex (Mazda Miata STL) 2:07.946; 4. Greg Maloy/DET (Honda CRX) 2:08.953; 5. Darin Treacle/WDC (Honda Civic Si) 2:08.981; 6. Bob Beede/NER (Honda Civic Si) 2:09.092; 7. Max Gee/NEO (Honda Prelude) 2:09.157; 8. John Schmitt/OVR (Honda Prelude) 2:09.413; 9. Garret Dunn/DET (Honda CRX Si) 2:09.688; 10. Craig McHaffie/NER (Mazda MX-5) 2:10.142;

11. Mike Taylor/Atl (Honda Civic) 2:10.543; 12. Chuck Hines/NCR (Mazda MX-5) 2:11.260; 13. Robert Garrison/ETR (Mazda RX-7) 2:11.467; 14. Jon Sewell/FLA (Acura Integra) 2:12.317; 15. Steve Eckerich/CCR (Mazda RX-7) 2:12.386; 16. Marcos Vento/GPR (Toyota Celica) 2:12.400; 17. Alan Cross/Atl (Mazda RX-8) 2:12.501; 18. Stephen Wheeler/FLR (Honda Civic Si) 2:12.512; 19. Eric Thompson/SJR (Toyota Celica GT-S) 2:13.534; 20. Christopher Childs/WDC (Mazda Miata) 2:14.366; 21. Michael Sperber/NCR (Ford Focus ZX3) 2:15.226; 22. Brian



**RACE 6** | FRIDAY | OCT. 11, 2019 | 2:00 P.M.

# FORMULA 500

Simulation laps. A lot of them. Fifty-two hundred sim laps of VIR, in fact, plus laps practicing defensive moves and other situations. "I was ready for anything," said Wiley Clint McMahan, the freshly crowned and now three-time Formula 500 National Champion. As it turns out, the only thing he needed to be ready for was a little bit of lapped traffic as he led from Tire Rack pole and turned steady 1:57 laps - a second faster than anyone else's fast lap - to run to a 30.163sec margin of victory.

McMahan showed up with a trick new nose for his Satellite Racing/Jim Murphy Scorpion FDS 007 Suzuki that he said was worth about 0.6sec a lap. Unfortunately, that nose was destroyed in a testing mishap, so the old nose went back on. Still, he qualified nearly a second quicker than Calvin Stewart (SabbathTruth.com/Hoosier Novakar Blade F600 Suzuki) and two seconds ahead of third qualifier Eric McRee (John E. Green/Fastrack Motorsports Novakar J10 Suzuki). Then he proceeded to reel off lap after near-perfect lap, honed from his years in professional open-wheel series.

"Coming from the Road to Indy, I learned what competition really was at the top, McMahan explained. "Those guys out there refer to it as inch perfect. My very first experience with my engineer, he slammed his hand down on the table and

said I was six inches off the apex, and I thought, 'Hey, that's pretty good.' He slammed his hand down and looked at me again and repeated himself, and I realized he was not nearly as enthusiastic about that as I was. You learn to start being inch perfect."

With McMahan pulling into the distance, that left Stewart and McRee to duke it out for the remaining podium positions. While McRee was in the clutches of David Lapham in the early going, eventually he broke away from Lapham and was able

to hound Stewart. It came to a head on the last lap when McRee passed Stewart into Rollercoaster at the end of the penultimate lap. Stewart, though, counterattacked in Turn 1, finally completing the pass by Turn 4. When they came upon lapped traffic heading into the Uphill Esses, Stewart made it by before the Esses and put the lapped car in between him and McRee, ending any hope for McRee to repeat the move in Rollercoaster.

"We had a little bit more in the top end," said Stewart. "Eric had me pretty much on the low speed stuff near the end when my car started pushing, but I saw him coming and I knew that if I didn't get by [in Turn 1] then it wasn't going to happen. We came up on a lapped traffic guy going up into the Esses, and I had to pass him



Jay Benavolar

## VIRTUALLY UNTOUCHABLE

(RIGHT) Time spent on the racing simulator prior to the VIR Runoffs race only made the 2017 F500 champion that much more potent. In the end, Wiley Clint McMahan would best the field by some 30secs. In what would be a very close battle in the closing laps, Calvin Stewart (BELOW) got the best of Eric McRee (ABOVE) when it came to second place.



Jay Benavolar

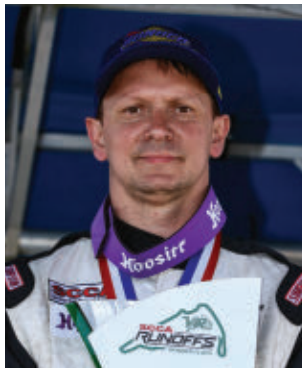
Rupert Berrington



## F500 CHAMPION

### WILEY CLINT MCMAHAN

Middle Georgia Region  
 Satellite Racing/Jim Murphy  
 Scorpion FDS 007 Suzuki



Rick Corvine



on the outside about 130, and it was on the edge. Had I not gotten by him I think I would have been on the other side of the podium.”

Added McRee: “We had a good battle going. We were pretty much matched on pace for the longest time. He got a little bit of a gap and I guess his tires started going away toward the end, and I picked it up; it’s like a dog chasing a rabbit.”

**Richard S. James**

#### F500 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Wiley McMahan/MGA (Scorpion FDS 007 Suzuki) 1:57.361; 2. Calvin Stewart/DET (Novakar Blade F600 Suzuki) 1:58.269; 3. Eric McRee/DET (Novakar J10 Suzuki) 1:59.302; 4. David Lapham/NYR (Novakar J10 Suzuki) 2:01.041; 5. Aaron Ellis/LOL (Ellis Motorsports AE13 Suzuki) 2:01.152; 6. James Weida/IND (Scorpion S1 Rotax) 2:01.269; 7. Jeff DeLong/Atl (KBS Mk V Suzuki) 2:03.837; 8. H Cory McLeod/CCR (Red Devil Red Devil Rotax) 2:05.080; 9. Jeremy Morales/IND (Scorpion S1 Suzuki)

2:05.225; 10. Jay Beckley/SJR (Quadrini Racing Invader QC1 Rotax) 2:05.979; 11. Robert Gray/NYR (Quadrini Racing Invader QC1 Rotax) 2:07.508; 12. F. Russell Strate Jr./WNY (Scorpion S1 Rotax) 2:08.063; 13. Jack Walbran/Atl (Scorpion S1 Suzuki) 2:14.235; 14. Chuck McAbee/Bucc (Quadrini Racing Invader QC1 Rotax) 2:16.851; 15. Timothy Friest/KCR (KBS Mk VII Rotax) 2:16.913.

#### F500 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps):** 1. Wiley McMahan (15);

2. Calvin Stewart (15); 3. Eric McRee (15); 4. Aaron Ellis (15); 5. David Lapham (15); 6. Jeremy Morales (15); 7. Jeff DeLong (15); 8. Jay Beckley (14); 9. H Cory McLeod (14); 10. Jack Walbran (14); 11. Timothy Friest (13); 12. F Russell Strate Jr. (8); 13. James Weida (3); 14. Robert Gray (2); 15. Chuck McAbee (1)

**Overall Time of Race:** 29:31.207;  
**Average Race Speed:** 99.695mph;  
**Margin of Victory:** 30.163sec;  
**Fastest Race Lap:** McMahan 1:57.572 (100.126mph); **Lap Leaders:** McMahan laps 1-15; **Sunoco Hard Charger:** Friest



**RACE 7** | FRIDAY | OCT. 11, 2019 | 3:00 P.M.

# AMERICAN SEDAN

**V**IRginia International Raceway's 18 corners were always going to be tough on American Sedan cars, as well as being a hardcore workout for the drivers. Learning the circuit takes time and determination and, in the end, it was local track experience that helped decide the outcome.

At the start, Gregory Eaton of Woodbridge, Va., held the Tire Rack pole position in the Eaton Racing and Development Ford Mustang. Sitting outside on the front row was Daniel Richardson of Derwood, Md., in his Chevrolet Camaro. The second row included past champion Andy McDermid in his familiar Ford Mustang, and the Jost Iron Works/Yanek Custom Gun Ford Mustang GT of James Jost. John Heinrich was gridded fifth in his Hoosier/Mobil 1/Hawk Chevrolet Camaro.

"I kind of got held up at the start," Jost said of his race. "Richardson broke in Turn 1 and I missed a shift. It walked me back about six spots."

With both Richardson and Jost shuffled back, Eaton grabbed the lead and McDermid and Heinrich moved up to take second and third.

"I ended up in a good spot where I could shoot out and take third," Heinrich said of the early laps. "Watching Eaton and Andy, they were kind of duking it out and going in too deep into Turn 1. I was just watching what was going on there."

The two Mustangs began to open a lead while Jost caught up to Heinrich. "I got a run and just kept going," Jost said.

Following an aggressive attack on the track, McDermid faded early and dropped back, leaving Heinrich to chase Eaton, with Jost in third. "I just kept

driving, trying to keep my head in my turn-ins and just keep going, and hopefully get there," Jost said.

Jost passed Heinrich for second place a few laps later, before a full course caution allowed the field to gather up behind Eaton.

"I was pretty anxious," Eaton admitted. "I knew John [Heinrich] was back there and I didn't know what he was doing."

At the restart, McDermid made a heroic effort to take third from Heinrich, while Eaton reconstructed his lead, although a spin or two ultimately stymied McDermid's charge.

During the long middle of the race, the three leaders pulled away from the field and focused on each other. "I just hung with those guys,

*"I wasn't completely confident, but I thought I'd put myself in the best spot I could"*  
**GREGORY EATON**



Jeff Levee

## LOCAL KNOWLEDGE

(RIGHT) Gregory Eaton went from the Tire Rack Pole to the winner's circle, thanks in large part to his knowledge of the challenging VIRginia International Racing circuit. (BELOW) James Jost fought valiantly, beating six-time American Sedan Runoffs champion John Heinrich (ABOVE) to the finish line. Jost and Heinrich collect second and third place, respectively.



Jeff Levee



Rupert Berrington

## AS CHAMPION

### GREGORY EATON

Washington DC Region  
 Eaton Racing and Development  
 Ford Mustang



Rick Corvine



and then I was hoping that Jost would be able to go up and fight with Eaton a little bit, but he wasn't able to get up there," Heinricy said.

In the final laps, Heinricy made a play to get around Jost, but no one could catch Eaton.

"[Heinricy] was in my mirrors for the last two or three laps," Jost said. "I was just trying to keep from looking in the mirror. He got around me and I thought, 'Oh boy, here we go,' and I stayed behind him to see what happened. He just lost a bit, and I got back around him."

"It almost worked," Heinricy commented.

At the checker, it was Eaton with a margin of 5.079sec back to Jost, then Heinricy. Jost set the fast race lap and set the track record, however, with a time of 2:03.900

"I've had a lot of hard fights here," Eaton admitted. "Fighting for the pole was a big deal, but once we got going, I was thankful I was able to get out in front. I wasn't completely confident, but I thought I'd put myself in the best spot I could."

And, indeed he did.  
**Jeff Zurschmeide**

#### AS QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Gregory Eaton/WDC (Ford Mustang) 2:02.938; 2. Daniel Richardson/WDC (Chevrolet Camaro) 2:03.106; 3. Andrew McDermid/Milw (Ford Mustang) 2:03.434; 4. James Jost/PHL (Ford Mustang GT) 2:03.588; 5. John Heinricy/DET (Chevrolet Camaro) 2:03.712; 6. Bryan Long/CHI (Ford Mustang) 2:04.259; 7. Amy Aquilante/CFR (Pontiac Firebird) 2:05.129; 8. Beth Aquilante/PHL (Pontiac Firebird) 2:06.886; 9. Andrew Gardner/SFR (Ford Mustang SMG) 2:08.591; 10. Stephen Ott/PHL (Ford Mustang) 2:09.026; 11. Jason Smith/MHR (Ford Mustang) 2:09.228; 12. Ted Warning/WDC (Chevrolet Camaro) 2:09.562; 13. Christopher Qualls/CSCC (Ford Mustang Cobra) 2:09.984; 14. Jim Wheeler/KCR (Pontiac Firebird) 2:10.817; 15. Kelly Lubash/NER (Chevrolet Camaro) 2:16.530; 16. Andy Schniedermeyer/STL (Chevrolet Camaro) 2:18.777; 17. Kevin Fandozzi/DET (Chevrolet Camaro SS) 2:33.024.

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

*Ott - Loss of qualifying 3 times per Chief Steward - GCR 9.1.6.D.1.e.1.b.2*

#### AS RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Gregory Eaton (15); 2. James Jost (15); 3. John Heinricy (15); 4. Stephen Ott (15); 5. Bryan Long (15); 6. Beth Aquilante (15); 7. Jason Smith (15); 8. Kevin Fandozzi (15); 9. Ted Warning (15); 10. Andrew McDermid (15); 11. Andrew Gardner (15); 12. Jim Wheeler (15); 13. Andy Schniedermeyer (15); 14. Christopher Qualls (11); 15. Amy Aquilante (4); 16. Kelly Lubash (4); 17. Daniel Richardson (0)

**Overall Time of Race:** 37:06.263;  
**Average Race Speed:** 79.317mph;  
**Margin of Victory:** 5.079sec;  
**Fastest Race Lap:** Jost 2:03.900 (95.012mph); **Lap Leaders:** Eaton laps 1-15; **Sunoco Hard Charger:** Smith



**RACE 8** | FRIDAY | OCT. 11, 2019 | 4:00 P.M.

# GT-3

The GT-3 race was almost immediately dubbed the race that nobody wanted to win. Chad Bacon, who ended up finishing second, called it, "One of the weirdest races I've ever been in." But the fact is, lots of racers wanted to win; it was the racecars that were refusing to cooperate.

The race started as a heavyweight prizefight, with Mike Lewis and Tony Ave scrapping for the lead. Lewis' Goodyear Mazda RX-7 started from the Tire Rack pole and cleared Ave's Acura through the opening three laps, with Ave eventually slowing and maintaining the gap. Jeff Dernehl then took over the chase for Lewis, making his move down the front straight to take over the lead on lap six.

Ave, with a car ready for a second attack, launched back to the front and around Lewis and Dernehl to take the lead on lap nine. Then it turned bizarre.

Lewis pulled off course with a stuck throttle while Dernehl spun going into Oak Tree on lap 10, elevating Joe Kristensen to second behind Ave. As Ave crossed the stripe to begin lap 11 while leading, driving what is Kristensen's second car, he pulled off with engine troubles. Kristensen drove past to take the lead, but no more than 50 yards past Ave, Kristensen's engine expired in an impressive plume of smoke.

That elevated Dernehl, who had recovered quickly from his

spin and was coming up behind Kristensen, back to the lead. The cleanup for Kristensen's Civic and Ave's RSX ended the race under yellow and Dernehl, a long-time GT-3 class stalwart and three-time Runoffs runner-up, finally had that elusive National Championship.

"I really poured my heart and soul into developing the car and getting it faster. That paid off"

**JEFF DERNEHL**



Richard S. James

## NEVER GIVE UP

(RIGHT) After three runner-up finishes, plus a spin in this year's Runoffs race, Jeff Dernehl finally got the National Championship title he has long been chasing. (BELOW) As GT-3 cars began experiencing issues, Chad Bacon (18) hung in and found himself standing second on the podium. (ABOVE) Stacy Wilson persisted to the finish line and picked up a third-place trophy.

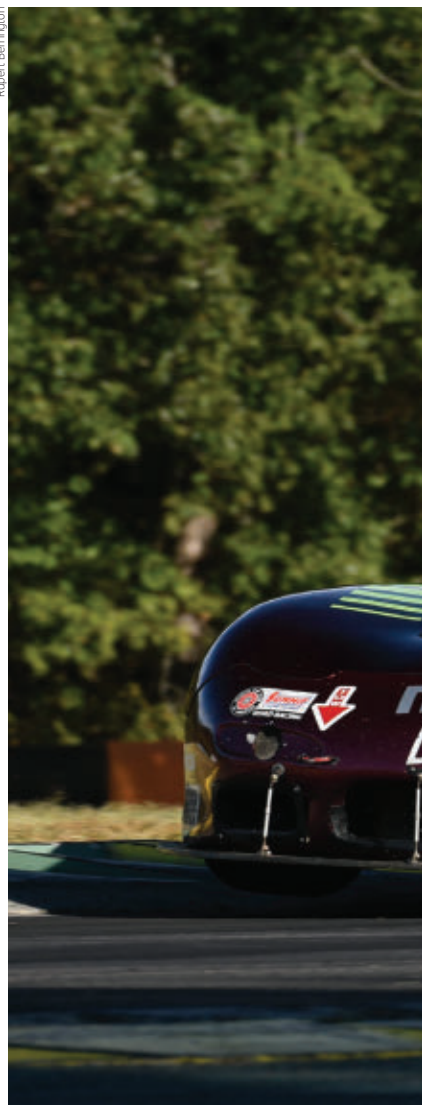


Jay Bonvillian

Dernehl was trailed across the finish line by Chad Bacon in his CB Motorsports/TRD Toyota Celica, with Stacy Wilson crossing the stripe in third. Wilson also noted that his Hoosier/Mazda/ Wilson Racing Mazda RX-7 was not quite on song. "My car wasn't the way it should have been," Wilson explained. "I was off the pace that I know I can run, but that's what it was. That's what I had, and I just had to make the best of it and drive it as clean as I could."

On the top step of the podium, Dernehl was ecstatic. "I've dreamed of coming here to win this race," he said after the race. "I've finished second a couple of times in absolutely heartbreaking fashion. There was always a little something that wasn't right."

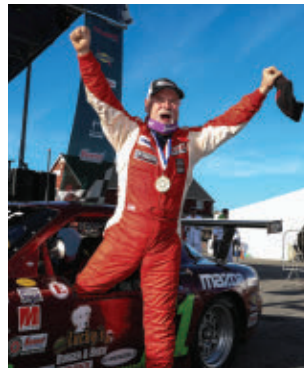
Rupert Berrington



## GT-3 CHAMPION

### JEFF DERNEHL

Atlanta Region  
 Roswell Outback Auto/Hoosier/RRE  
 Mazda RX-7



Rick Corwine



This time, Dernehl's car was right. And that wasn't an accident. Though he won four out of five Majors races this season, the focus was all on his Roswell Outback Auto/Hoosier/RRE Mazda RX-7. "I didn't spend a lot of time at the regular races," Dernehl admitted. "I really poured my heart and soul into developing the car and getting it faster. That paid off."

Reece White

#### GT-3 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Michael Lewis/SanD (Mazda RX-7) 1:58.194; 2. Tony Ave/CCR (Acura RSX) 1:58.915; 3. Jeff Dernehl/Atl (Mazda RX-7) 1:58.962; 4. Taz Harvey/SFR (Mazda RX-7) 1:59.611; 5. Joe Kristensen/DET (Honda Civic Si) 2:00.354; 6. Stacy Wilson/Atl (Mazda RX-7) 2:00.383; 7. Chad Bacon/NCR (Toyota Celica) 2:00.795; 8. Paul Young/DET (Ford Probe) 2:02.905; 9. Mike Henderson/CSCC (Mazda RX-7) 2:03.193; 10. Rob Warkocki/CHI (Mazda RX-7) 2:06.305; 11. Guy Laidig/SFR (Mazda RX-7)

2:06.360; 12. Richard Smith/FLA (Mazda RX-7) 2:06.720; 13. Christopher Howard/NER (Mazda Miata) 2:07.150; 14. Ray Stephenson/FLA (Mazda RX-7) 2:08.050; 15. Ken Nelson/DET (Nissan 200SX) 2:08.456; 16. Sam Moore/CCR (Volvo 142) 2:10.153; 17. William Davis/CCR (Pontiac Sunfire GT) 2:11.652

#### GT-3 RACE

**Race 12 laps, 39 Miles: Pos. Driver (Laps);** 1. Jeff Dernehl (12); 2. Chad Bacon (12); 3. Stacy Wilson (12); 4. Paul Young (12); 5. Mike Henderson (12); 6. Rob Warkocki

(12); 7. Ken Nelson (12); 8. Ray Stephenson (12); 9. Sam Moore (12); 10. Richard Smith (12); 11. Tony Ave (10); 12. Joe Kristensen (10); 13. Michael Lewis (8); 14. Taz Harvey (6); 15. Christopher Howard (4); 16. Guy Laidig (3);

*DNS. William Davis*

**Overall Time of Race:** 27:22.603; **Average Race Speed:** 86.000mph; **Margin of Victory:** 1.229sec; **Fastest Race Lap:** Ave 1:59.045 (98.887mph); **Lap Leaders:** Lewis laps 1-5; Dernehl laps 6-8, 11-12; Ave lap 9; **Sunoco Hard Charger:** Nelson



**RACE 9** | FRIDAY | OCT. 11, 2019 | 5:00 P.M.

# FORMULA ENTERPRISES 2

Formula Enterprises 2 has become a class for up-and-coming drivers and, as such, it's guaranteed to provide plenty of close racing action. Last year's runner-up, Liam Snyder, earned the Tire Rack pole position in his Snyder Brothers Racing FE2, with Rhett Barkau on the outside. On the second row, last year's third-place finisher and six-time SCCA National Champion Scott Rettich held the inside slot with Sandy Satullo completing the second row.

The race started with a big push for the front, and Barkau emerged in the lead in his Barkau Automotive/JH Barkau & Sons FE2, followed by nine more cars in a tight train. At the end of the first lap, it was Barkau, Snyder, Satullo, and fifth-place qualifier Paul Schneider. Meanwhile, Rettich and his Alliance Autosport/Red Line Oil FE2 had been shuffled back to fifth place.

"I had an OK start," Rettich pointed out. "I just wanted to make sure I made it through the first turn. It took a couple laps for the tires to come up to temperature."

The field spread out a bit in the early laps, but the four leaders kept a tight pack and settled into the race. Snyder took over the lead in the seventh lap, and held it to the final laps, setting a very quick pace in the process.

A full-course caution in the ninth lap allowed the field

to take a long breath, and the cleanup delayed green flag racing until the start of lap 12. When the green flew, Snyder quickly jumped, followed by Barkau and Rettich into Turn 1.

"I got up into third and I was getting ready to run them down," Rettich said of his eventual third-place finish. "Then we encountered some traffic and the full-course caution came out. At that point, the car was feeling really good. It was a long caution and I had a great restart, but my car just fell off the last couple of laps. I did my best, but it's not quite what we wanted."

The last lap proved decisive as Barkau chased Snyder up to the Oak Tree hairpin.

Snyder explained it like this: "There was a whole lot of sun

there in Oak Tree. I've got size 16 feet, and my foot kind of laid down on my throttle. I missed my apex and dropped one wheel off and had a horrible straightaway. Then we went side by side for the rest of the race."

From Barkau's seat, opportunity presented a chance and he took it. "I was behind Snyder," Barkau recalled, "and I saw he was getting slick through a lot of the corners. I knew I just had to drive a safe race and stick to him where I could. I didn't want to do anything dumb, so I waited for his one mess-up where I could take advantage of him, and that's what happened. I drafted him down the back straight after he messed up in Oak Tree, and at Hog Pen I pulled out in front and came across the finish line."

## WHEN IT COUNTS

(RIGHT) Rhett Barkau (01) bided his time, snatching victory when the opportunity presented itself in the form of a misstep by Liam Snyder (28) on the final lap of the National Championship race. (BELOW) Scott Rettich (17) battled with Paul Schneider (73) and others, with Rettich successfully navigating traffic for a third-place finish.



Jay Bonvillian



Rupert Berrington

## FE2 CHAMPION

### RHETT BARKAU

Blackhawk Valley Region  
 Barkau Automotive JH Barkau & Sons  
 Formula Enterprises 2



Rick Covine



"I waited for his one mess-up where I could take advantage of him, and that's what happened"  
**RHETT BARKAU**

Barkau crossed the line with a margin of 0.483sec over Snyder, leaving both Snyder and Rettich in the same finishing positions they had last year in Sonoma.

**Jeff Zurschmeide**

#### FE2 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Liam Snyder/Tex 1:51.062; 2. Rhett Barkau/BVR 1:51.646; 3. Scott Rettich/OVR 1:52.120; 4. S Sandy Satullo III/NEO 1:52.240; 5. Paul Schneider/CCR 1:52.312; 6. Dean Oppermann/CHI 1:53.165; 7. John Yeatman/SFR 1:53.573; 8. Kelton Jago/WDC 1:53.636; 9. Todd Vanacore/CFR 1:53.916; 10. Thomas Green/CFR 1:54.105; 11. Thomas W Burt/Nwst 1:54.343; 12. Robert Vanman/Tex 1:54.595; 13. Eric Cruz/NCR 1:54.634; 14. Alastair McEwan/NCR 1:55.024; 15. Jeff Beck/CHI 1:55.508; 16. Jim Devenport/

SFR 1:56.496; 17. Craig Haltom/ETR 1:57.256; 18. Bryan Scheible/FLR 1:57.504; 19. Keith McDonald/WDC 1:58.133; 20. Mark Schneider/FLA 1:58.240

*Oppermann - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1.B*

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

#### FE2 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Rhett Barkau (15); 2. Liam Snyder (15); 3. Scott Rettich (15); 4. S Sandy Satullo III (15); 5. Kelton Jago (15); 6. John Yeatman (15); 7. Thomas W Burt (15); 8. Todd

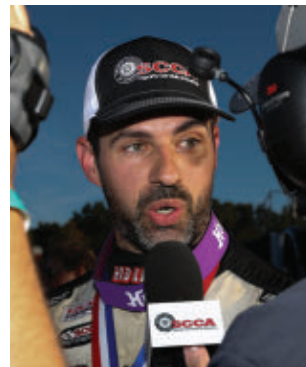
Vanacore (15); 9. Alastair McEwan (15); 10. Robert Vanman (15); 11. Jim Devenport (15); 12. Bryan Scheible (15); 13. Keith McDonald (15); 14. Paul Schneider (14); 15. Dean Oppermann (12); 16. Eric Cruz (11); 17. Craig Haltom (11); 18. Thomas Green (8); 19. Jeff Beck (6); 20. Mark Schneider (0)

**Overall Time of Race:** 35:20.647;  
**Average Race Speed:** 83.267mph;  
**Margin of Victory:** 0.483sec;  
**Fastest Race Lap:** Snyder 1:52.154 (104.963mph); **Lap Leaders:** Barkau laps 1-6, 15; Snyder laps 7-14;  
**Sunoco Hard Charger:** Scheible



**DEAD HEAT**

James Libecco (98, RIGHT and BELOW) came out the victor over Mark Snyder (1) in a photo finish. Ultimately, Snyder would be dropped to third place for contact elsewhere during the race, promoting Ray Mason (BOTTOM) to the runner-up position.



Rick Convine

**RACE 10** | FRIDAY | OCT. 11, 2019 | 5:00 P.M.

# FORMULA ENTERPRISES

Formula Enterprises ran concurrently with Formula Enterprises 2, but until the final laps, the two classes remained mostly separated on track. Defending National Champion Mark Snyder held the Tire Rack pole position for the class in his Snyder Brothers Racing FE.

At the start, James Libecco charged forward to an early lead, but by the time the field came around again, Snyder had retaken his qualifying position - and that's the way it stayed until the 11th lap, when a full course caution bunched the field.

"I knew there were going to be problems as soon as we had that restart," Libecco said. "With us in the FE class catching up to the back of the FE2 field, I knew it was going to be a giant melee headed down into Turn 1."

The restart shuffled the field, with Snyder falling to third behind Russell Turner and Libecco.

"The next two laps, I think we passed each other four, five, or six times," Libecco said. "We went four-wide down into Turn 3 [and] three-wide into Oak Tree multiple times"

At the Runoffs, no one wants to give up a win without giving everything to the race, and that's what Snyder did on the final lap. He came back to second and followed Turner up to the Oak Tree corner.

"Turner got a little loose in front of me because of the FE2 in front of us," Snyder pointed out. "I blinked and I was three feet in



Jay Banvour



Jeff Loebe

"I think we passed each other four, five, or six times. We went four-wide down into Turn 3"

**JAMES LIBECCO**

the air. And then I wasn't three feet in the air. And then I was going straight on the straightaway with no mirrors, no wing, no engine cowl, and fiberglass everywhere."

The impact between Snyder and Turner sent Turner off track and ended his race. Snyder continued without his front wing and nose cone. He and Libecco crossed the line side by side, followed by Ray Mason in his Alliance Autosport FE. Photo review determined that Libecco's Allied Dermatology/Alliance Autosport FE held the thinnest of leads at the line. In fact, the

margin of victory was noted on the official results at 0.000sec.

"That's what it has come down to all season," Libecco said, "Being able to race side by side with Mark, two inches apart from each other and riding on the edge. This is why we're all out there."

Unfortunately for Snyder, a steward review of the last lap contact between Snyder and Turner resulted in a shuffle of the podium finishers, sliding Snyder to third and Mason into second place.

**Jeff Zurschmeide**

**FE CHAMPION****JAMES LIBECCO**

Neohio Region

AlliedDermatology/AllianceAutosport

Formula Enterprises

**FE QUALIFYING****Qualifying Pos. Driver/Region (Car)**

**Best Time:** 1. Mark Snyder/Tex 1:54.710; 2. Charles Russell Turner/WDC 1:54.927; 3. Justin Huffman/WDC 1:55.594; 4. James Libecco/NEO 1:55.756; 5. Ray Mason/OVR 1:56.050; 6. Matthew Cutter/BVR 1:56.482; 7. Lee Rackley/NCR 1:56.655; 8. Bailey Monette/Atl 1:57.646; 9. Samuel Harrington/WDC 1:58.671

**FE RACE****Race 15 laps, 49 Miles: Pos. Driver**

**(Laps):** 1. James Libecco (15); 2. Ray Mason (15); 3. Mark Snyder (15); 4. Lee Rackley (15); 5. Matthew Cutter (15); 6. Charles Russell Turner (14); 7. Samuel Harrington (14); 8. Bailey Monette (14); 9. Justin Huffman (12)

*Snyder - Loss of one position per SOM - GCR 6.11.1*

*Monette - Loss of one position per SOM - GCR 6.1.1.B*

**Overall Time of Race:** 35:45.527;  
**Average Race Speed:** 82.301mph;  
**Margin of Victory:** 2.708sec;  
**Fastest Race Lap:** Snyder 1:55.648 (101.792mph); **Lap Leaders:** Libecco laps 1, 15; Snyder laps 2-11; Turner laps 12-14; **Sunoco Hard Charger:** Libecco



**Winners Keep Their Head in the Game with Roux**

# **Congratulations to the SCCA Runoffs Champions!**



**SM**  
(Spec Miata)  
1st Place  
**Todd Burras**  
2nd Place  
**Preston Pardus**



**GT1**  
1st Place  
**Ernie Francis jr.**



**GT2**  
2nd Place  
**Kevin Allen**



**GT3**  
1st Place  
**Jeff Durnehl**



**AS**  
(American  
Sedan)  
1st place  
**Greg Eaton**

**Congratulations to all the SCCA competitors  
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**ROUX R-IC**  
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We're taking the Runoffs to Road America October 5-11, 2020.



# Congratulations to our 2019 National Champions!



GT-1

ERNIE FRANCIS JR.



GT-2

ANDREW AQUILANTE



GT-3

JEFF DERNEHL



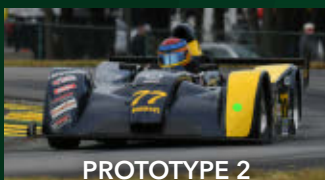
GT-LITE

PETER SHADOWEN



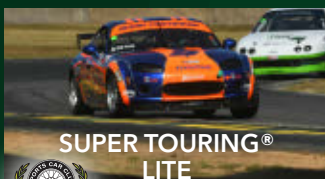
PROTOTYPE 1

TODD SLUSHER



PROTOTYPE 2

TRAY AYRES



SUPER TOURING®  
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DANNY STEYN



TOURING 1

MARK BODEN



TOURING 2

COOPER  
MACNEIL



TOURING 3

BRODERICK  
BAUGUESS



TOURING 4

NICK LEVERONE

It takes great focus,  
dedication and skill to  
win the Runoffs, as well as  
tremendous support from  
friends and family.

Thank you to the  
volunteers, drivers, fans  
and friends who made  
this year a success.



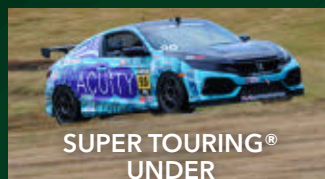
SPEC MIATA

TODD BURAS



SPEC RACER® FORD  
GEN 3

CLAY RUSSELL



SUPER TOURING®  
UNDER

KEVIN BOEHM



**RACE 11** | SATURDAY | OCT. 12, 2019 | 8:15 A.M.

# TOURING 3

Runoffs rookie Broderick Bauguess knew he had a good shot at the Touring 3 podium. After all, Bauguess resides in Laurinburg, N.C., so VIR is his home track, and he knew his Morehead Speedworks BMW Spec E46 was fast at the track. Reinforcing that was the fact that he qualified in second position, sitting outside defending champion Marshall Mast and his Phoenix Performance/Hawk/Hoosier Ford Mustang GT. Behind them were Jason Ott and Scotty B White, both of whom are fully capable of claiming a podium position.

Bauguess took the lead at the green flag, followed by Mast, White, and Ott. Mast quickly made the pass for the lead, followed by White into third. Bauguess and Mast immediately formed a draft

and began opening a gap, while Ott kept the pressure on White.

Ott made it around White in the third lap as White's Mustang faded back quickly. At that point, the focus of the race shifted back to the lead as Bauguess looked for a way around Mast's larger Mustang. There was a five-second gap between the leaders and Ott in third place. In the sixth lap, Bauguess found his way around in the Rollercoaster section of the track.

Maneuvering around Mast was a mixed blessing, as the Mustang now filled Bauguess' mirrors, looking for any mistake to retake the lead. The two went nose-to-tail for several laps, with Mast getting alongside Bauguess on the front straight in the 11th lap. In the 12th

## A DRIVING MACHINE

(BELOW) Jason Ott has been gunning for the Runoffs gold for several years. In 2019, he clicked off consistent lap after consistent lap on his way to yet another solid podium finish.



Rick Corwin

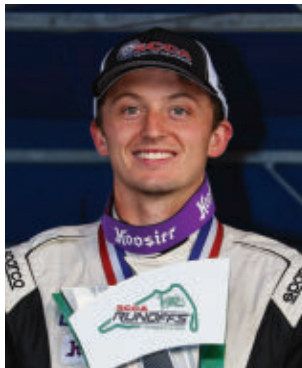
Rick Corwin



## T3 CHAMPION

### BRODERICK BAUGUESS

North Carolina Region  
 Morehead Speedworks  
 BMW Spec E46



Rick Corwin

lap, Mast made another run and got around Bauguess, putting two wheels off in the Esses and giving Bauguess a good dusting from the dry grass.

As the race drew close to the end, the two leaders went side-by-side through Turns 1, 2, and 3 in a fantastic display of race craft. Bauguess dogged Mast that entire lap and made it around in Turn 1 just after the white flag. With fading tires,



Mast slid off track in Turn 3, managing an epic save along the way. This wobble allowed Bauguess to stretch out a lead of several car lengths, and that was the game. At the checker it was Bauguess with a margin of 0.396sec over Mast, and Ott some 18 seconds back.

Sitting third, Ott's Alpine Auto Sport/Hoosier BMW Z4 M offered the best view of the race. "I was watching Marshall

and Broderick fight in the distance for most of the race," he chuckled. "I was setting relatively the same lap times, but I just wasn't able to close the gap."

Mast was philosophical about his second-place result. "This race was very comparable with the Sonoma [Runoffs] race last year," he said. "I just didn't win this time. My last lap I had to give it all she's got to try to pull a Hail Mary, but [I] just couldn't take

back first before the checkered."

"It was a bar fight," Bauguess declared from the top step of the podium. "We set out this year with a goal. We were able to achieve that goal, and I am absolutely elated. We are just a father-son team and my favorite part is being able to share this moment with my dad. It was special for both of us and I wouldn't be up here without him."

**Jeff Zurschmeide**

#### BAR FIGHT

(LEFT) Lap after lap, Broderick Bauguess and Marshall Mast (31) battled nose-to-tail in what was one of the best races of the 2019 Runoffs. Bauguess came out on top this year, but until the checkered flags flew, who would win was anyone's guess.

#### T3 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Marshall Mast/PHL (2010 Ford Mustang GT) 2:04.918; 2. Broderick Bauguess/NCR (2001 BMW SpecE46) 2:05.436; 3. Jason Ott/Colo (2007 BMW Z4 M) 2:05.781; 4. Scotty B White/Nwst (2012 Ford Mustang V6) 2:05.892; 5. Dan March/SUS (1997 BMW E36 M3) 2:06.035; 6. Travis Washay/NER (2015 Volkswagen GTI) 2:07.167; 7. Rob Hines/WDC (2002 BMW SpecE46) 2:07.224; 8. Jared Lendrum/MHR (2005 Subaru WRX STI) 2:08.014; 9. Todd Buras/FLA (2004 Mazda Miata) 2:08.078; 10. Daniel Bender/CHI (2019 Mazda MX-5 Global Cup Miata) 2:09.463; 11. Antonio Suppa/NER (2004 BMW M3) 2:09.600; 12. Philip Di Pippo/NYR (2010 Ford Mustang GT) 2:10.370; 13. T O Johnson/FLA (2001 BMW SpecE46) 2:10.918; 14. Philip Cunningham/TVR (2011 Ford Mustang V6) 2:11.175; 15. Nicole Jacque/SFR (2005 Ford Mustang GT) 2:11.945; 16. Tomas Ballester/FLA (2004 BMW SpecE46) 2:12.283; 17. Daniel Spirek/Colo (2007 BMW Z4 M) 2:12.369; 18. Rodney King/NCR (1997 BMW E36 M3) 2:12.905; 19. Frank Garcia/CFR (1999 Porsche Spec Boxter) 2:23.231; 20. Dana DeShong/CFR (2003 BMW 330i/Ci) 2:24.379.

#### T3 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps):** 1. Broderick Bauguess (15); 2. Marshall Mast (15); 3. Jason Ott (15); 4. Travis Washay (15); 5. Rob Hines (15); 6. Jared Lendrum (15); 7. Todd Buras (15); 8. Scotty B White (15); 9. Tomas Ballester (15); 10. Antonio Suppa (15); 11. Daniel Bender (15); 12. Philip Di Pippo (15); 13. T O Johnson (15); 14. Daniel Spirek (15); 15. Rodney King (15); 16. Nicole Jacque (15); 17. Philip Cunningham (14); 18. Dana DeShong (14); 19. Frank Garcia (14); 20. Dan March (3)

**Overall Time of Race:** 31:40.274;  
**Average Race Speed:** 92.923mph;  
**Margin of Victory:** 0.396sec;  
**Fastest Race Lap:** Bauguess 2:05.354 (93.910mph); **Lap Leaders:** Mast laps 1-5, 8, 12-13; Bauguess laps 6-7, 9-11, 14-15;  
**Sunoco Hard Charger:** Ballester



**RACE 12** | SATURDAY | OCT. 12, 2019 | 9:15 A.M.

# SUPER TOURING UNDER

It was almost a picture-perfect race for Kevin Boehm. Apart from a moment of sliding panic at the start, Boehm led every lap in his HPD/Carbotech/Red Line Oil Honda Civic and brought home his second STU victory in a row, and his fourth career Runoffs championship.

In fact, the entire podium settled into their positions on the first lap and held their spots to the checkered flag. Following Boehm in second place was four-time National Champion Elivan Goulart in his Lotus Exige, and then "Irish Mike" Flynn in the Irish Mikes BMW 330 in third place.

"I knew Elivan was going to give it a good go in the first couple of turns," Boehm explained. "That's what I would do if I was in the Lotus. So I tried to warm my tires up the best I could to make it hard on him, and I just didn't quite get the rears there, which is pretty common for this car because there's so little weight back there. It's hard to get them working in one lap."

Boehm was quick to recognize his fellow drivers for their heads-up response to his first-lap slide in Turn 3.

"There was a lot of luck involved there," he admitted. "I gave it everything I had to keep the car on the track and basically just barely didn't run out of road to keep it on track. Fortunately, Mike was just as interested in not crashing as

I was and we didn't have any contact, so thanks to Mike for that. After that, it was just kind of trying to chase Elivan down and trying to get back in front of him as quick as possible. It was a very difficult first lap. I don't think I breathed until lap three."

For his part, Goulart knew what he was up against.

"I knew my only shot was to try to get away in the beginning and hope for the best," Goulart said. "Kevin got sideways in Turn 3 - I was hoping he'd be a little more sideways, but it wasn't quite enough. Then he got by, clean, down the back straight and just totally checked out. From that point on, I knew there was no catching him. I knew Mike was back there, so I just tried to maintain that gap."

Flynn was also circumspect

about his chances. "The car behind me tried to take me on in Turn 4, trying to get in," Flynn said. "I blocked him going in there...[but] I couldn't catch Elivan."

On the podium, Boehm offered high praise to his competitors. "We have a lot of great cars," he said. "The top three cars vary widely in what they are and how to fly them fast. To be able to win with these great drivers, honestly, it's just incredibly exciting. I couldn't be any happier than I am."

However, Boehm's greatest appreciation went to someone off the track. "I want to thank my wife," said the champion. "Basically, I'm powered by her smiles."

**Jeff Zurschmeide**

## KEEPING PACE

(RIGHT) The STU race was essentially decided in the first lap, as the racers quickly settled into the positions they would hold for the duration of the Runoffs race. Kevin Boehm (90) drove from the Tire Rack pole to the win, some 25sec clear of Elivan Goulart (70), who claimed second. (BELOW) Michael Flynn took the final step on the podium.



Richard S. James

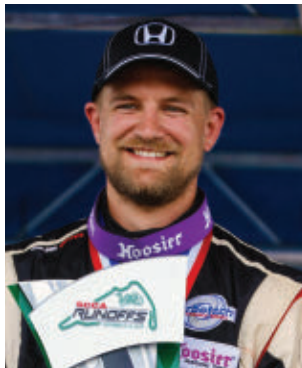
Rupert Berrington



## STU CHAMPION

### KEVIN BOEHM

Ohio Valley Region  
HPD/Carbotech/Red Line Oil  
Honda Civic



Rick Corvine



#### STU QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Kevin Boehm/OVR (Honda Civic) 1:59.948; 2. Elivan Goulart/NER (Lotus Exige) 2:01.354; 3. Chris Haldeman/Tex (Honda Civic) 2:03.053; 4. Michael Flynn/CFR (BMW 330i) 2:03.163; 5. Steve Eich/OVR (Honda Civic Si) 2:03.479; 6. David Brand/NYR (Lotus Exige) 2:03.690; 7. Mark Liller/WDC (Dodge Neon SRT-4) 2:03.904; 8. David Fiorelli/Tex (Subaru BRZ) 2:04.069; 9. Eric Thompson/SJR (Toyota Celica GT-Four ST165) 2:04.415; 10. Paul Azan/FLA (BMW 330ci) 2:04.754; 11. Jeronimo Guzman/CFR (BMW Z4) 2:06.884; 12. Dinah Weisberg/FLR (Mazda MX-5)

2:08.857; 13. John Schmitt/OVR (Acura NSX) 2:09.038; 14. Kevin Lachance/CSCC (Acura Integra) 2:09.385; 15. Raymond Philibert/CFR (Mazda Miata) 2:10.024; 16. Luis Rivera/Hous (Mazda Miata) 2:10.141; 17. Willie Phee/Atl (Acura TSX) 2:11.035; 18. John Weisberg/FLR (Mazda Miata) 2:11.631; 19. Mark A. Johnston/WDC (Nissan 240SX) 2:12.149; 20. Edward Werry/SJR (Honda Civic Si) 2:13.561; 21. Angelica Sprehe/Tex (Subaru BRZ) 2:13.644; 22. James Slechts/SJR (Nissan 300ZX) 2:16.078; 23. Matthew Benazic/NYR (Honda Prelude) 2:16.595; 24. Christopher DeShong/CFR (Honda Prelude) 2:16.947;

25. Whitfield Gregg/NYR (Mazda Miata) 2:17.582

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

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

*Rivera - Loss of qualifying 3 times per Chief Steward - Supp. 9.13*

#### STU RACE

**Race 15 Laps, 49 Miles: Pos. Driver (Laps);** 1. Kevin Boehm (15); 2. Elivan Goulart (15); 3. Michael Flynn (15); 4. Chris Haldeman (15); 5. Mark Liller (15); 6. David Brand (15); 7. Steve Eich (15); 8. Paul Azan (15); 9. David Fiorelli

(15); 10. Eric Thompson (15); 11. Kevin Lachance (15); 12. Dinah Weisberg (15); 13. Luis Rivera (14); 14. Jeronimo Guzman (14); 15. Willie Phee (14); 16. Christopher DeShong (14); 17. Matthew Benazic (14); 18. Angelica Sprehe (14); 19. Whitfield Gregg (14); 20. James Slechts (13); 21. Raymond Philibert (11); 22. John Schmitt (6); 23. John Weisberg (6); 24. Edward Werry (5); 25. Mark A. Johnston (1)

**Overall Time of Race:** 30:23.713;  
**Average Race Speed:** 96.824mph;  
**Margin of Victory:** 25.747sec; **Fastest Race Lap:** Boehm 2:00.483 (97.707mph); **Lap Leaders:** Boehm laps 1-15; **Sunoco Hard Charger:** DeShong



**RACE 13** | SATURDAY | OCT. 12, 2019 | 10:15 A.M.

# H PRODUCTION

**S**portsCar may have gotten its prediction for who will win the H Production Runoffs race wrong, but it was only by a little bit. In the October issue, we picked Will Perry and his Rivergate5speed.com Honda CRX Si to stand atop the HP podium, with Vesa Silegren and his Hoosier/svtek.com/Koni/Carbotech Honda CRX crossing the line in second. Turns out, Silegren was determined to prove we had the finishing order wrong.

There were a few surprises in qualifying. Seven-time National Champion Steve Sargis was one of them - he took pole in his Carbotech Triumph Spitfire, but it was by less than a half-second over Silegren. Another shocker was that Perry qualified sixth. In between Silegren and Perry were two-time HP champ Ron Bartell, determined racer Chris Albin, and Christopher Schaafsma.

Qualifying had been hard on Bartell. On Thursday, after setting his best time, he and another HP car made contact, removing the nose from Bartell's MG. Thankfully, longtime racer and current pace car driver Kent Prather knew that Frank Jones had a Bugeye Sprite nose, which he loaned to Bartell. So, Bartell's car became the ultimate Spridget - Bugeye in front and Midget in back.

At the green flag, Sargis lost speed and was immediately pounced on by Silegren, Bartell,

and Perry. For his part, Perry got a great start. "I run autocross tires, so it's ready to go, right now," he said. "I knew I could get around some of them."

At the end of the first lap, it was Silegren, Perry, and Bartell moving away from a slowing Sargis. Problems for Sargis began in qualifying where a fuel odor led to horsepower-robbing repairs - turns out, the problem was actually with his kill switch. The combination of these problems caused the Tire Rack polesitter to finish 14th in his Carbotech Triumph Spitfire.

**"The double yellow [on lap six] bunched up the field, and I had to do it all over again"**  
**VESA SILEGREN**

## RACING TO THE FRONT

(RIGHT) Vesa Silegren (68) took the lead on the opening lap and never looked back. And when a caution regrouped the field, he proved he was the class of the field by doing it once more. Will Perry (36) lurked close behind Silegren, but could not mount a challenge for the win. (BELOW) Enrik Benazic moved up from seventh on the grid to finish third.

Up front, Enrik Benazic moved his All Star Sheet Metal Honda Civic Si from seventh on the grid to challenge and pass Bartell. "The car was happy," Benazic noted. Bartell, meanwhile, raced hard with Christopher Riley Salyer and Albin, but Bartell's and Albin's race ended on lap 13 when they suddenly came upon Sargis' slowing car and both the Midget and VW spun.

With the exception of the first two laps, when Bartell held onto third, Silegren, Perry, and Benazic ran in that order until the end. Still, it was not a boring race. Perry finished less than half a second behind Silegren. Benazic, only two seconds behind Perry, gapped the rest of the field by nearly 18 seconds.

Rupert Berrington



## HP CHAMPION

### VESA SILEGREN

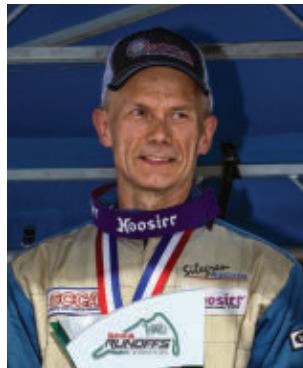
Chattanooga Region

[Hoosier/svtek.com/Koni/Carbotech](http://Hoosier/svtek.com/Koni/Carbotech)

Honda CRX



Rick Corvine



Rick Corvine



"[After taking the lead], I tried to stay mistake free," Silegren said. "I had a bit more speed on the back straight - Will would catch me by Oak Tree, then I pulled him down the straight. The double yellow [on lap six] bunched up the field, and I had to do it all over again."

Perry agreed that both he and Silegren had to have mistake-free races. "One little mistake could have changed [the race], like missing the apex by six inches." But none of the top finishers made a mistake, and all three got their first podium finish.

**J. Michael Hemsley**

#### HP QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Steve Sargis/BVR (1975 Triumph Spitfire) 2:14.822; 2. Vesa Silegren/CHA (1987 Honda CRX) 2:15.204; 3. Ron Bartell/NER (1962 MG Midget) 2:15.503; 4. Chris W Albin/SILR (1985 Volkswagen Golf) 2:15.742; 5. Christopher Schaafsma/CHI (1986 Volkswagen Golf) 2:15.939; 6. Will Perry/CHA (1987 Honda CRX Si) 2:16.099; 7. Enrik Benazic/NYR (1986 Honda Civic Si) 2:16.346; 8. Eric Vickerman/DET (1960 Austin-Healey Sprite) 2:16.588; 9. Christopher Riley Salyer/Hous (1984 Honda Civic Si) 2:18.074; 10. William Trainer/CHI (1987 Volkswagen Scirocco) 2:19.143; 11. Tom Broring/WDC (1977 Triumph Spitfire) 2:19.316; 12. Michael H Miller/CCR (1967 Austin-Healey Sprite) 2:20.092; 13. Jason LaManna/FLR (1983 Volkswagen Rabbit) 2:20.342; 14. Rob Horrell/MIDS (1989 Honda CRX) 2:22.676; 15. Vincent LaManna/FLR

(1982 Volkswagen Rabbit) 2:23.272; 16. Joe Camilleri/WNY (1976 Volkswagen Scirocco) 2:23.333; 17. Mike Kelley/WDC (1986 Volkswagen Golf) 2:23.664; 18. Jack Schulz/OZMT (1970 MG B) 2:25.006; 19. Andrew Wright/TEN (1967 Triumph Spitfire) 2:25.062; 20. Roger Troxell/WDC (Austin-Healey Sprite) 2:25.176; 21. Michael Cummings/SFR (1964 Austin-Healey Sprite) 2:26.493; 22. Michael MacQueen/WDC (1972 MG Midget) 2:26.683; 23. Frank Schwartz/DET (2011 Mini Cooper) 2:26.757; 24. Leanna Wright/TEN (2004 Mini Cooper) 2:28.321; 25. John Fine/Atl (1984 Honda Civic Si) 2:29.272; 26. Carolyn Bayer-Broring/WDC (1983 Volkswagen Rabbit) 2:29.309; 27. Darryl Saylor/TEN (1984 Honda CRX) 2:29.679; 28. Ian Sullivan/Colo (1972 Nissan 1200) 2:32.319; 29. David Yeager/BMR (2010 Honda Fit) 2:37.255

*Yeager - Loss of qualifying 3 times per Chief Steward - GCR 6.11.1*

#### HP RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Vesa Silegren (15); 2. Will Perry (15); 3. Enrik Benazic (15); 4. Christopher Riley Salyer (15); 5. Tom Broring (15); 6. Eric Vickerman (15); 7. Michael H Miller (15); 8. Mike Kelley (15); 9. Jack Schulz (15); 10. Rob Horrell (15); 11. John Fine (15); 12. Joe Camilleri (15); 13. Vincent LaManna (15); 14. Steve Sargis (15); 15. Michael MacQueen (15); 16. Roger Troxell (15); 17. Jason LaManna (14); 18. Frank Schwartz (14); 19. Ian Sullivan (14); 20. David Yeager (14); 21. Chris W Albin (13); 22. Ron Bartell (12); 23. Michael Cummings (12); 24. Carolyn Bayer-Broring (8); 25. Leanna Wright (8); 26. William Trainer (5); 27. Andrew Wright (4); 28. Darryl Saylor (2); 29. Christopher Schaafsma (0)

**Overall Time of Race:** 35:32.758;  
**Average Race Speed:** 82.794mph;  
**Margin of Victory:** 0.453sec; **Fastest Race Lap:** Bartell 2:15.062 (87.160mph); **Lap Leaders:** Silegren laps 1-15; **Sunoco Hard Charger:** Fine



**RACE 14** | SATURDAY | OCT. 12, 2019 | 11:15 A.M.

# FORMULA VEE

"I knew once we got back into the Hog Pen area, whoever was leading wasn't going to win." That is the story of one of the closest top-three finishes in Runoffs history, uttered by Hunter Phelps-Barron, a young Formula Vee racer in his first year of SCCA competition.

It was Zachary Whitston who was leading entering Hog Pen, and although Andrew Whitston started on Tire Rack pole in his Subway/RocketRon/Hoosier/Carbotech Protoform P2 and led the most laps, he was third when he really wanted to be.

"If there was going to be three of us, I wanted to be third," Andrew Whitston noted. "I felt like I had enough of an advantage. So, we were coming through there, they both passed me coming off the back straight into Rollercoaster. I said, 'OK you guys, go ahead.' I opened up the gap so I could get a really nice run and just run the corner the way I like to do it, and going into the corner, I'm thinking, 'Don't screw this up, don't screw this up!' I nailed it and got a great run and they gave me a great draft all the way down the straightaway right to the finish. It was beautiful."

In the beginning, after a mid-pack melee that ended several drivers' races yet cleared quickly enough to avoid a full-course caution, it appeared that the race was going to be a contest between Andrew Whitston and Andrew Abbott, as the two traded places

regularly with Roger Siebenaler also taking a turn up front on occasion. Siebenaler would run wide in Turn 1 on the fifth lap, falling back to the fight for third with Phelps-Barron and Zachary Whitston; a few laps later, he lost a wheel in Turn 3, ending his day.

Andrew Whitston and Abbott continued to battle, but there were signs of trouble aboard Abbott's Vector. A bit of smoke that started emitting from the engine around lap six became heavier as the race went on; Andrew Whitston was cleaning

his visor with his gloves every chance he got, a telltale sign that there was oil along with the smoke. With no more oil pressure, Abbott pulled into the pits on lap eight, leaving Andrew Whitston alone up front, if only briefly. The track was now very different.

"The whole track was covered in oil," said Andrew Whitston. "There was absolutely no traction anywhere."

With Andrew Whitston no longer having a drafting partner, Phelps-Barron and Zachary Whitston quickly caught him, and the three-way finish began to take shape.

On the final lap, the trio exited Oak Tree with Andrew Whitston in the lead, Zachary Whitston's Whitmoore and Assoc LLC Protoform P2 in second, and Phelps-Barron's



Rick Convine

## DRIVEN TO PLAN

(RIGHT) Andrew Whitston (12) knew what he had to do for the win, and the race went almost exactly to plan. (BELOW) Hunter Phelps-Barron finished second, a heartbreaking 0.080sec shy of the win. (ABOVE) Zachary Whitston (21) held tight for third, but even then, he was only a scant 0.097sec off of the leader at the flying checkers.



Jay Bonveau

Rupert Berrington



## FV CHAMPION

### ANDREW WHITSTON

Milwaukee Region  
 Subway/RocketRon/Hoosier/Carbotech  
 Protoform P2

Rick Convine





Barron Racing/Noble Engines Mysterian M3 in third. Entering the braking zone for Rollercoaster, Zachary and Phelps-Barron pulled out to make it three-wide, both nosing ahead of Andrew. Zachary had the inside line and came down through the left-hander in the lead, with Phelps-Barron second. But Andrew was right where he wanted to be and let the two in front have a little gap.

"It feels awesome, because I've been so close so many times," said Andrew. "All year long we've worked really hard to put everything together come race day,"

**Richard S. James**

#### FV QUALIFYING

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

**Best Time;** 1. Andrew Whitston/Milw (Protoform P2) 2:15.712; 2. Andrew Thomas Abbott/DET (Vector AM-7) 2:15.740; 3. Roger Siebenaler/NNJ (Mysterian M3) 2:16.388; 4. Hunter Phelps-Barron/Tex (Mysterian M3) 2:16.948; 5. Zachary Whitston/Milw (Protoform P2) 2:17.203; 6. Stevan Davis/Atl (Vortech FV) 2:17.433; 7. Brian Farnham/NEO (Silver Bullet SB1) 2:17.464; 8. Dennis Andrade/Nwst (Vortech FV) 2:17.814; 9. Jonathan Weisheit/WDC (J.K Technologies LLC XP1) 2:17.819; 10. Jeff Loughhead/OVR (Vortech FV) 2:17.958; 11. Rick Shields/STC (VDF) 2:18.061; 12. Mitchell Ferguson/Atl (Vorscha GB4) 2:18.091; 13. Russell Fredericks/FLA (Protoform P3) 2:18.404; 14. Donnie Isley/CCR (Agitator 16) 2:18.554; 15. Andy Pastore/NER (FV VW EV3) 2:19.121; 16. Laura

Hayes/CCR (Caracal D) 2:19.125; 17. Jeff Filipkowski/PHL (Womer EV-3) 2:19.224; 18. Ron Whitston/Milw (Protoform P2) 2:19.243; 19. Stuart Delaney/DET (Caracal C) 2:19.693; 20. Gregory Bruns/CCR (Vorscha GB3) 2:20.065; 21. Gary Kittell/GLN (Caracal D) 2:20.435; 22. Alexander Bertolucci/INR (Citation XTC-41) 2:20.665; 23. Dean Curtis/NEP (Womer EV-3) 2:20.921; 24. Charlie Rogers/CCR (Protoform P3) 2:21.850; 25. Chris Caruso/LV (Vector GB-4) 2:25.119; 26. Charlie Turner/CSCC (Vortech FV) 2:29.040.

*Phelps-Barron - Loss of qualifying 1 times per Chief Steward - GCR 9.1.1.C.2*

#### FV RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Andrew Whitston (15); 2. Hunter Phelps-Barron (15); 3. Zachary Whitston (15); 4. Brian Farnham (15); 5. Donnie Isley (15);

6. Jeff Loughhead (15); 7. Jeff Filipkowski (15); 8. Andy Pastore (15); 9. Charlie Rogers (15); 10. Stuart Delaney (15); 11. Alexander Bertolucci (15); 12. Dennis Andrade (15); 13. Charlie Turner (14); 14. Laura Hayes (11); 15. Gary Kittell (9); 16. Ron Whitston (9); 17. Andrew Thomas Abbott (7); 18. Roger Siebenaler (6); 19. Jonathan Weisheit (1); 20. Stevan Davis (0); 21. Mitchell Ferguson (0); 22. Russell Fredericks (0); 23. Chris Caruso (0); 24. Dean Curtis (0); DNS. Rick Shields; DNS. Gregory Bruns

**Overall Time of Race:** 35:09.214;  
**Average Race Speed:** 83.718mph;  
**Margin of Victory:** 0.080sec;  
**Fastest Race Lap:** Whitston 2:18.289 (85.126mph); **Lap Leaders:** Whitston laps 1-3, 5-6, 8-15; Abbott laps 4, 7; **Sunoco Hard Charger:** Rogers





RACE 15 | SATURDAY | OCT. 12, 2019 | 1:00 P.M.

# SPEC MIATA

“What a good time,” exclaimed Todd Buras on the Spec Miata podium. “Cover your ears,” he warned before letting out a deafening whoop. “I’m way beyond happy!” Buras has been racing for just over two decades, and this win marked his first National Championship.

“21 years ago, I started racing SCCA,” he explained. “I ran a couple years and then went pro for 12 years, but I couldn’t wait

to get back to SCCA and Spec Miata to race with these guys, because this is what it is. We all had a blast. It was extremely clean; it was just awesome. I couldn’t wait to get back because it’s panic, we all have a good time, and then we laugh.”

Buras started his Hoosier/East Street/KKD 2001 Miata on the pole, with 2017 champion Preston Pardus outside in the Danus Utilities/East Street Racing

2003 Miata. The second row was 2012-13 champion Jim Drago and three-time E Production champion Matt Reynolds.

As expected, the field went four and five cars wide into the first turn, with Buras and Drago emerging in a leading draft. Pardus, meanwhile, was shuffled back several positions. Third place eventually went to seventh-place starter Brian Henderson. Then, a 13-car train formed

and began to pull away from the balance of the 58-car field.

In the fourth lap, Danny Steyn went off track and lit the dry grass on fire, bringing out a full-course caution and giving the leaders a moment to catch their breath; Buras led, followed by Drago, Henderson, and Michael Ross in fourth. Pardus, meanwhile, was holding sixth place, just behind four-time Runoffs champion Elivan Goulart.



Richard S. James

#### WHOOO IT UP

(LEFT) Todd Buras (56) started from the Tire Rack pole and led the 58-car field on a wild ride, which would see Buras (BELOW) collect his first Runoffs title. (BOTTOM LEFT) 2017 champion Preston Pardus (42) made his way to the front, but came up 0.185sec short at the finish line, relegating him to the runner-up position.

After the restart, Drago went off-and-on and was shuffled to fourth, ending up side-by-side with Goulart. Goulart's charge took him to second place, still followed by Ross. Goulart looked for a way around Buras, and briefly took the lead in the eighth lap before Buras and Ross swept by to retake the lead. Then on the 10th lap it was Ross, Henderson, and Drago who drafted by Buras for the lead.

The 11th lap saw Buras take it back, going three-wide with Drago coming back to third place behind Henderson. The shuffling continued behind Buras as the race came to its closing laps. Drago fell back again, leaving Buras, Henderson, and Pardus in the lead, but on the last lap, Henderson fell back to fourth

leaving Buras, Pardus, and Ross to cross the line with a margin of victory of just 0.185 seconds. Amazingly, the gap from Buras to the X-Factor Racing/G-Loc Brakes 2001 Miata driven by Ross was just 0.536sec, with Henderson in fourth place, another 0.3sec back.

"It's incredible," Ross said after the race. "Crazy; just rat-racing."

Pardus had his own take on his performance. "Every time I made a move, I made the wrong one," he joked. "Finally, I started racing about halfway through."

It's a measure of just how busy this race was that no one broke the existing Spec Miata track record of 2:14.429. In fact, the best race lap was some two seconds off, with Goulart logging a time of 2:16.459.

That said, nearly the entire top 10 turned a fast lap within half a second of that time. To agree with Buras, from flag to flag, what a good time this race was.

**Jeff Zurschmeide**

"I...went pro for 12 years, but I couldn't wait to get back to SCCA and Spec Miata"  
**TODD BURAS**



Rick Covine



Richard S. James





Richard S. James

**SM CHAMPION****TODD BURAS**

Florida Region

Hoosier/East Street/KDD

2001 Mazda Miata

**BREAKOUT**

Michael Ross (22) spent his fair share of time alongside, or ahead of, Todd Buras (56), but Ross would finish the race in third.



Rick Corwine

**SM QUALIFYING**

**Qualifying Pos. Driver/Region (Car Year) Best Time;** 1. Todd Buras/FLA (2001) 2:14.552; 2. Preston Pardus/CFR (2003) 2:14.613; 3. Jim Drago/MIDS (2005) 2:14.659; 4. Matt Reynolds/Almo (1999) 2:14.681; 5. Michael Ross/Hous (2001) 2:14.739; 6. Elivan Goulart/NER (2003) 2:14.813; 7. Brian Henderson/WDC (2001) 2:14.948; 8. Danny Steyn/FLA (2002) 2:15.004; 9. Jonathan Davis/NEO (2000) 2:15.100; 10. Daniel Bender/CHI (1999) 2:15.284; 11. Tyler Kicera/SUS (2002) 2:15.296; 12. Nicholas Bruni/WDC (1999) 2:15.328; 13. Peter Ensor/WDC (1999)

2:15.428; 14. Jared Thomas/COL (1999) 2:15.548; 15. Clark Cambern/WMR (2003) 2:15.633; 16. Chris Haldeman/Tex (1999) 2:15.643; 17. Rob Hines/WDC (2002) 2:15.764; 18. Tyler Quance/Hous (1999) 2:15.817; 19. Charles Mactutus/SCR (2002) 2:15.890; 20. Michael Collins/WDC (1999) 2:15.900; 21. Marc Cefalo/NEP (1997) 2:16.066; 22. Konrad Czaczuk/FLA (1995) 2:16.437; 23. Charlie Campbell/MBR (1999) 2:16.472; 24. Steven Powers/AZ (1999) 2:16.860; 25. Nick Leverone/NER (Miata) 2:16.860; 26. Anthony Geraci/NYR (2002) 2:16.961; 27. Chris Ciufo/FLR (1999) 2:17.039; 28. Amy Mills/NYR (2002) 2:17.183; 29. Nils Musaeus/Hous (2002) 2:17.211; 30. Alan Cross/Atl (2003) 2:17.326; 31. Lee Thomas/LnSt (Miata) 2:17.345; 32. David Ciufo/FLR (1999) 2:17.427; 33. Caleb Bacon/NCR (1999) 2:17.430; 34. Matthew Davis/Tex (2001) 2:17.596; 35. Dave Hechler/CIN (1999) 2:17.606; 36. Michael LaMaina/SJR (2003) 2:17.685; 37. Peter Phillips/SUS (1999) 2:17.695; 38. Cooper Lilly/SIR (2000) 2:17.735; 39. Gale Corley/Hous (1999) 2:18.268; 40. Daniel Moen/NER (1999) 2:18.383; 41. Joseph Tobin/Bucc (1999) 2:18.395; 42. Christopher Shaffer/Tex (1999) 2:18.601; 43. Alan Stubblefield/Hous (1999) 2:18.722; 44. Theodore Cahall/WDC (1999) 2:18.846; 45. Charles

Habisreutinger/CCR (2001) 2:18.891; 46. Greg Abel/Hous (2000) 2:19.022; 47. Domenico Leuci/GLN (2000) 2:19.243; 48. Matt Fielding-Russell/NCR (2003) 2:19.377; 49. Whitfield Gregg/NYR (1999) 2:19.404; 50. Michael Travers/RioG (1999) 2:19.730; 51. Bailey Sigler/CCR (1991) 2:19.791; 52. Derek Luney/NCR (1999) 2:19.833; 53. William Keeling/Hous (1999) 2:20.252; 54. Joe Schubert/NER (1999) 2:20.360; 55. Jesse Singer/FLA (1999) 2:20.378; 56. Robert McDaniels/Atl (1999) 2:21.007; 57. Joe Stadelmann/NER (1999) 2:21.623; 58. John Valenta/STL (2002) 2:23.149; 59. Dan Harding/NEO (1999) 2:24.227; 60. Chalton Lane/Bucc (2002) 2:26.352

*Cambren - Loss of qualifying 2 times per Chief Steward - GCR 6.11.1*

**SM RACE**

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Todd Buras (15); 2. Preston Pardus (15); 3. Michael Ross (15); 4. Brian Henderson (15); 5. Elivan Goulart (15); 6. Jim Drago (15); 7. Jonathan Davis (15); 8. Matt Reynolds (15); 9. Jared Thomas (15); 10. Nicholas Bruni (15); 11. Peter Ensor (15); 12. Marc Cefalo (15); 13. Konrad Czaczuk (15); 14. Rob Hines (15); 15. Chris Ciufo (15); 16. Steven Powers (15); 17. Nick Leverone (15); 18. Nils Musaeus (15); 19. Dave Hechler

(15); 20. Cooper Lilly (15); 21. Alan Cross (15); 22. Anthony Geraci (15); 23. Lee Thomas (15); 24. Caleb Bacon (15); 25. Christopher Shaffer (15); 26. Joseph Tobin (15); 27. Charles Mactutus (15); 28. Jesse Singer (15); 29. David Ciufo (15); 30. Theodore Cahall (15); 31. Daniel Moen (15); 32. Peter Phillips (15); 33. Greg Abel (15); 34. Charles Habisreutinger (15); 35. Michael Collins (15); 36. Matt Fielding-Russell (15); 37. Alan Stubblefield (15); 38. Whitfield Gregg (15); 39. Domenico Leuci (15); 40. Matthew Davis (15); 41. Michael Travers (15); 42. Robert McDaniels (15); 43. Joe Stadelmann (15); 44. Dan Harding (15); 45. John Valenta (15); 46. Chalton Lane (14); 47. Bailey Sigler (11); 48. Derek Luney (11); 49. Clark Cambren (9); 50. Amy Mills (7); 51. Daniel Bender (10); 52. Michael LaMaina (7); 53. Charlie Campbell (5); 54. Tyler Quance (4); 55. Danny Steyn (3); 56. William Keeling (1); 57. Chris Haldeman (0); 58. Gale Corley (0); DNS. Tyler Kicera; DNS. Joe Schubert

*Bender - Loss of two finishing positions per Chief Steward - GCR 6.11.1*

**Overall Time of Race:** 36:49.448;  
**Average Race Speed:** 79.920mph;  
**Margin of Victory:** 0.185sec;  
**Fastest Race Lap:** Goulart 2:16.459 (86.268mph); **Lap Leaders:** Burtas laps 1-9, 12-15; Ross laps 10-11;  
**Sunoco Hard Charger:** Singer



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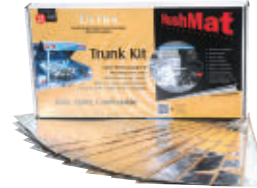
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**RACE 16 | SATURDAY | OCT. 12, 2019 | 2:00 P.M.**

# GT-2

Andrew Aquilante started on the Tire Rack pole in his Corvette, walked away from a talented field, managed his gap at the finish, and brought home his ninth career Runoffs title with 10 seconds to spare. And yet, the GT-2 class is as fun as it's ever been. In fact, it may be the most diverse class at the Runoffs these days and it takes a lot of work to make a Runoffs win look that easy.

Aquilante built his Phoenix Performance/Hoosier/Hawk Chevrolet Corvette to run in GT-2, just to see if it could be done. It could. "This was a T1 car four months ago," Aquilante said after the race. "The C7 never really got a fair shake in [Club Racing] because of the T1 rules and, regretfully, it's done at the end of the year with regard to being built by GM. It's a looker of a car, so it was quite the project to build it and get it ready."

The new car build only tells part of the GT-2 story, however. Kevin Allen's second-place finishing FGR/Hoosier/Rebello/Mallen Alley Nissan 300ZX Z32 is a tube-frame, purpose-built car long campaigned by Bob Lentz. Mark Boden's third-place finishing Fall-Line/Tropical Passage Porsche 991.1 GT3 Cup car is a factory-built racecar. Rewind to the 2018 Runoffs at Sonoma, and a Trans Am TA2 car won that race.

"If you want to go to the wild west and go racing in a sedan, GT-2 is the place to go because you can do almost

anything," Allen acknowledged.

And each platform has its plusses and minuses. Allen's car weighs significantly less and runs on slicks. Aquilante's Corvette was on DOT tires.

"It really makes for interesting races, as you have a lot of cars doing lap times in very different ways," Boden said. "What is there, a 700-pound weight difference? Differentials in weight,

differentials in tires, based on the rule set. It makes for fun racing and it's about as far from spec racing as you can get."

It makes for late nights. It makes for a challenge, trying to figure out which platform may be best, but it also gives a garage-built car an opportunity to compete against the best that major manufacturers can offer, provided you can



Jay Bonvoulier

## A NEW CHALLENGE

(RIGHT) Andrew Aquilante assembled a C7 Corvette for GT-2 competition, and it paid off with yet another Runoffs title. (BELOW) Kevin Allen showed that tube-frame cars are still a viable option in the class, with a solid run to second place. (ABOVE) Mark Boden brought additional diversity to the podium with his GT3 Cup Porsche.



Mark Weber

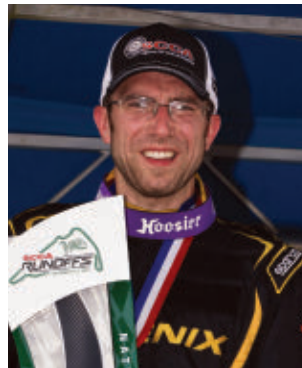


Rupert Berrington

## GT-2 CHAMPION

### ANDREW AQUILANTE

Philadelphia Region  
 Phoenix Performance/Hoosier/Hawk  
 Chevrolet Corvette



Rick Corvine



wheel the car well enough.

That's the challenge that Aquilante wanted on his way to his ninth Runoffs title. "It's a little bit of ebb and flow," Aquilante said. "When you have a quote-unquote perfect BoP and the cars do the same, you end up with basically a spec race. We see that in some of the pro series that stall out. Here, you have an opportunity to see something interesting happen. It's proven to be good for the entry numbers."

Not to mention that it's also great for a guy who wants to both build a racecar and drive it to the limit.

**Reece White**

#### GT-2 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Andrew Aquilante/PHL (Chevrolet Corvette) 1:50.182; 2. Kevin Allen/Bucc (Nissan 300ZX Z32) 1:51.851; 3. Tim Kezman/Milw (Porsche 991.1 GT3 Cup) 1:52.617; 4. Mark Boden/CHI (Porsche 991.1 GT3 Cup) 1:53.079; 5. Aaron Quine/NEO (Chevrolet Camaro) 1:54.665; 6. Maurice Hull/NCR (Ford Mustang) 1:54.731; 7. David Tuaty/FLA (Porsche 991.1 GT3 Cup) 1:54.856; 8. Pete Peterson/CCR (Toyota Celica) 1:55.009; 9. Randy Kinsland/NCR (Chevrolet Corvette) 1:55.326; 10. Lou Gigliotti/Tex (Chevrolet Corvette) 1:56.162; 11. Tom Patton/CIN (Sunbeam Tiger) 1:56.818; 12. Joe Moholland/CFR (Chevrolet Corvette) 1:57.890; 13. Stephen Kent/WDC (Ford Mustang) 1:58.188; 14. Robert Korzen/BRR (Ford Mustang) 1:58.363; 15. Kristofer Olson/SFR (Acura

NSX) 1:58.691; 16. Jorge Nazario/FLA (Chevrolet Corvette) 1:58.831; 17. Javier Vento/GPR (Chevrolet Corvette) 1:59.479; 18. Michael Flynn/CFR (Porsche 997.2 GT3 Cup) 1:59.502; 19. Danny Marshall/NCR (Porsche 991.1 Cup Car) 1:59.687; 20. Christopher Qualls/CSCC (Chevrolet Camaro) 2:00.245; 21. James Goughary/NER (Nissan 350Z) 2:02.380; 22. David Bryson/NCR (Chevrolet Monte Carlo) 2:02.576; 23. Mike Henderson/CSCC (Mazda RX-7) 2:04.866; 24. Tom Stanford/BVR (Chevrolet Camaro) 2:08.643

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

*Kent - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.B*

#### GT-2 RACE

**Race 15 Laps, 49 Miles: Pos. Driver (Laps);** 1. Andrew Aquilante (15); 2. Kevin Allen (15); 3. Mark Boden (15); 4. Randy Kinsland (15);

5. Pete Peterson (15); 6. David Tuaty (15); 7. Stephen Kent (15); 8. Robert Korzen (14); 9. Tom Patton (14); 10. Kristofer Olson (14); 11. Danny Marshall (14); 12. Maurice Hull (14); 13. Javier Vento (14); 14. Tim Kezman (14); 15. Tom Stanford (13); 16. Jorge Nazario (12); 17. David Bryson (2); 18. Lou Gigliotti (1); 19. Joe Moholland (1); 20. Aaron Quine (0); 21. Christopher Qualls (0); DNS. Michael Flynn; DNS. James Goughary; DNS. Mike Henderson

*Peterson - Loss of one finishing position per SOM - GCR 6.11.1*

**Overall Time of Race:** 28:16.755;  
**Average Race Speed:**

104.069mph; **Margin of Victory:** 10.791sec; **Fastest Race Lap:**

Aquilante 1:52.475 (104.663mph); **Lap Leaders:**

Aquilante laps 1-15; **Sunoco Hard Charger:** Stanford



**RACE 17** | SATURDAY | OCT. 12, 2019 | 3:00 P.M.

# FORMULA CONTINENTAL

Nine cars started the National Championship race in Formula Continental, but just six finished. When you're driving for a Runoffs win, just finishing the race can make all the difference.

Robert Allaer started the race from the Tire Rack pole in his Martini/Chandon/LTD Motorsports Van Diemen RF01, with Tim Minor on the outside of the front row in his Automotive Specialist/Hoosier Citation. Rick Payne started the second row in his Van Diemen, while Joe Colasacco sat outside Payne in another Van Diemen.

Half of the top four would be sidelined by the race's end. But let's see how that came about.

Allaer grabbed the lead at the green flag, followed by Payne and Minor, but it didn't last. By the fourth lap, Minor had moved to second and Colasacco had come up to take third. Payne kept up a strong fourth place, however, and it seemed like the closest race might be for third. Payne and Colasacco exchanged positions through the long middle of the race as Allaer set a new FC track record of 1:52.174.

But in the 11th lap, Allaer's car suddenly blew a cloud of smoke and he pulled off track, dropping him from the race. That left the track wide open for Minor, and he drove a perfect race thereafter. Colasacco and Payne kept racing hard for two more laps

before Payne slipped off track and into the tire wall, ending his day. Fifth-place starter Glenn Cordova then graduated to third.

When that happened, Minor carried a 10-second lead. Colasacco was now solidly in second place, 10 seconds ahead of Cordova's

*"In the 11th lap, Allaer's car suddenly blew a cloud of smoke and he pulled off track, dropping him from the race"*



Jay Benavidez

## THE RACE TO FIRST

(RIGHT) After years of trying, Tim Minor finally collected the Runoffs gold medal he had longed for. (BELOW) Joe Colasacco exceeded his own expectations, being rewarded for running a steady race with a visit to the podium to collect a silver medal. (ABOVE) Glen Cordova was content to sit back and watch the cars ahead of him duke it out. As luck would have it, this plan paid off with a third-place finish.



Richard S. James

Cordova Racing Services Citation. And that's how it stayed to the end, with Minor crossing the line 14.162sec ahead of Colasacco's Auriana Racing Van Diemen RF04; Cordova was almost 12 seconds farther back.

For his second-place finish, Colasacco was beyond pleased. "I knew at the beginning of the race that we really didn't have the speed to contend in the top two places, but I figured it was a possibility," he said. "It was just a matter of finding my place on track, and maybe where I could get an advantage."

Cordova, meanwhile, never expected to be in podium contention, and that made his third-place finish all the sweeter. "Joe and Payne

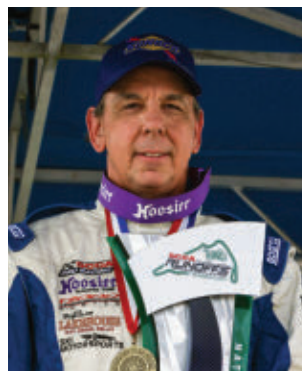
Rupert Berrington



## FC CHAMPION

### TIM MINOR

Blue Ridge Region  
Automotive Specialist/Hoosier/Citation  
US2000



Rick Corvine



were duking it out," Cordova recalled, "so I was just biding my time. I was hoping just to finish, and then I see Payne went off. I thought, 'Oh boy, podium position possibly' and I brought it in."

This was Minor's first National Championship after many years in the class. He admitted that he had his moment of doubt when Payne and Allaer grabbed the lead, but then he recalled

some old racing wisdom and got his head into the game.

"I saw them go by and I just thought, 'Here we go again. You're not going to win,'" Minor said. "But you know, the old saying is, 'To finish first, you must first finish.' Then I said, 'Well, I've got a good car. I'll just stick with Rob [Allaer] and Rick [Payne], and I could get by Rick.' And that's what we did."

**Jeff Zurschmeide**

#### FC QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Robert Allaer/CFR (Van Diemen RF01) 1:51.200; 2. Tim Minor/BRR (Citation US2000) 1:52.907; 3. Rick Payne/Nwst (Van Diemen RF99) 1:53.606; 4. Joe Colasacco/NNJ (Van Diemen RF04) 1:53.720; 5. Glenn Cordova/NYR (Citation) 1:54.289; 6. Michael Varacins/CHI (Van Diemen RF00) 1:54.299; 7. Chuck Moran/ODR (Van Diemen RF99) 1:54.761; 8. Alex Tollefsen/NER (Van Diemen RF99) 1:55.674; 9. Andrew Dobbie/Nwst (Citation F2000) 1:56.470; 10. Marc Stern/Bucc (Van Diemen RF01) 1:58.433

#### FC RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps):** 1. Tim Minor (15); 2. Joe Colasacco (15); 3. Glenn Cordova (15); 4. Chuck Moran (15); 5. Alex Tollefsen (15); 6. Marc Stern (15); 7. Rick Payne (13); 8. Michael Varacins (13); 9. Robert Allaer (10); DNS. Andrew Dobbie  
*Tollefsen - 30 second time penalty per Chief Steward - GCR 6.5.2.C.1*  
**Overall Time of Race:** 28:36.875;  
**Average Race Speed:** 102.850mph;  
**Margin of Victory:** 14.162sec;  
**Fastest Race Lap:** Allaer 1:52.174 (104.944mph); **Lap Leaders:** Allaer laps 1-10; Minor laps 11-15; **Sunoco Hard Charger:** Stern



**RACE 18** | SATURDAY | OCT. 12, 2019 | 4:00 P.M.

# GT-LITE

**S**portsCar correctly predicted the winner of this race, but only because Turn 10 took a bite out of the early leader. So, let's see how this all went down.

Peter Shadowen had his Road N Race Auto/Goodyear/HPD Honda CRX firmly on the GT-Lite pole, with Bill Ball on

the outside of the first row almost a full second ahead of Joe Huffaker and last year's champion Troy Ermish. Ball, however, had been suffering problems during qualifying, and apparently his grid time didn't represent his true speed potential.

At the start, Ball moved smartly into first and started to build a small lead over Shadowen. Shadowen, meanwhile, was not too concerned. "I'm better at the chase," he admitted.

Behind them, there was a bit of Turn 1 brouhaha. Jonathan Goodale got a good jump but ended with a locked-tire slide into the grass on the inside into Turn 1. He re-entered at the apex, making contact with Huffaker

"If I pressed [Bill Ball] enough, he'd [make a mistake], and that's what happened"

**PETER SHADOWEN**



Richard S. James

## PODIUM BATTLE

Graham Fuller (BELOW) and Taz Harvey (ABOVE) battled on track for what they thought was the final step of the Runoffs podium. After a post-race penalty befell the second-place runner, however, the duo found they had been moved up one step, with Fuller claiming a silver medal and Harvey taking home the bronze.



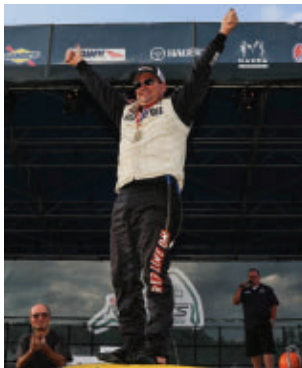
Rick Corvino



## GTL CHAMPION

### PETER SHADOWEN

Florida Region  
 Road N Race Auto/Goodyear/HPD  
 Honda CRX



Rick Corvino

and Ermish. Neither Huffaker nor Ermish were able to continue, the incident resulted in Goodale receiving a two-place penalty after the race.

Meanwhile, the two leaders built quite a lead over the cars battling for third and beyond. That third-place battle involved Graham Fuller, Taz Harvey, Ryan Downey, and Ryan Kristoff, with Fuller holding the position the longest.

Turn 10 can bite, and it bit Ball. He slid off at Turn 10 and took a long ride through the dusty grass. When he came back on track, Ball found himself well behind Shadowen,



Rupert Barrington

#### STAY THE COURSE

Peter Shadowen briefly gave up the lead after starting from the Tire Rack pole, but applying pressure to Bill Ball forced a mistake on Ball's part, and allowed Shadowen to cruise to his third Runoffs title.

#### GTL QUALIFYING

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

**Best Time:** 1. Peter Shadowen/FLA (Honda CRX) 2:06.997; 2. Bill Ball/SJR (Nissan Sentra SE-R) 2:08.250; 3. Joe Huffaker/SFR (MG Midget) 2:09.129; 4. Troy Ermish/SFR (Nissan PL510) 2:09.657; 5. Jonathan Goodale/Colo (Mazda MX-5) 2:10.982; 6. Paul Mevoli/CFR (Nissan Sentra) 2:10.983; 7. Graham Fuller/WDC (Honda CRX) 2:11.374; 8. Ryan Kristoff/DET (Honda CRX) 2:11.435; 9. Ryan Downey/WDC (Nissan 200SX SE-R) 2:11.996; 10. Charles Leonard/CFR (Nissan 200SX SE-R) 2:12.869; 11. James Gregorius/FLR (Mazda RX-7) 2:13.199; 12. Taz Harvey/SFR (Mazda Miata) 2:13.349; 13. Rick Haynes/OVR (MG Midget) 2:14.696; 14. Roy Lopshire/KCR (Toyota Tercel) 2:14.700; 15. Chris Kopley/NER (Mini Cooper) 2:16.586; 16. Bryan Scheible/FLR (Volkswagen Fun Cup Beetle) 2:19.035; 17. Edward Nicholson/KCR (Nissan 200SX) 2:19.573; 18. David Stephens/TVR (Nissan PL510) 2:21.801; 19. Robert Pharr/CCR (Nissan PL510) 2:29.670; 20. Peter Zekert/STL (Nissan 200SX SE-R) No time

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

*Haynes - Loss of qualifying 3 times per Chief Steward - Supp. 10.1*

#### GTL RACE

##### Race 14 laps, 46 Miles: Pos. Driver

**(Laps):** 1. Peter Shadowen (14); 2. Graham Fuller (14); 3. Taz Harvey (14); 4. Jonathan Goodale (14); 5. Ryan Downey (14); 6. Ryan Kristoff (14); 7. Chris Kopley (14); 8. James Gregorius (14); 9. Paul Mevoli (14); 10. Roy Lopshire (14); 11. Bryan Scheible (14); 12. Robert Pharr (10); 13. Bill Ball (7); 14. Edward Nicholson (5); 15. Peter Zekert (4); 16. Charles Leonard (4); 17. Rick Haynes (4); 18. David Stephens (2); 19. Joe Huffaker (0); 20. Troy Ermish (0)

*Goodale - Loss of 2 finishing positions per SOM - GCR 6.11.1*

**Overall Time of Race:** 35:42.573;  
**Average Race Speed:** 76.921mph;  
**Margin of Victory:** 1.474sec;  
**Fastest Race Lap:** Ball 2:07.837 (92.086mph); **Lap Leaders:** Ball laps 1-5; Shadowen laps 6-14;  
**Sunoco Hard Charger:** Harvey

but third was still a possibility. Sadly, his agricultural excursion had packed so much grass and dirt in his car's grille that he had to retire.

With Ball's early retirement, and that of several others at different places around the course, the cars were well spaced and there was little action. Shadowen remembered, "From that point on, it was damage control. Running fast enough to stay ahead; back off when I could. I've gotten lazy before and let people catch up to me."

And that is how it was until the full-course caution

on lap 11 brought all the cars back together. Shadowen was concerned, but there wasn't enough time to clean the track, and the checker flew one lap early. Goodale finished second on track but was later moved to fourth.

The win gave Shadowen his third National Championship. It was the first podium finish for Fuller and his Ostar Motorsports/Hub City Performance Honda CRX. Harvey credited his third place to good tire choice. "I was on Hoosier Medium radials that got faster as the race progressed, and I was reeling in the cars on

bias ply soft tires," Harvey said of the setup on his Hoosier/Dublin Mazda Mazda Miata.

No doubt, Ball had the capacity to win the race. After all, he held the fastest lap as well as fastest times through two of the three timed sectors. But Shadowen also turned the fastest trap speed and fastest time in one of the three sectors. As such, Shadowen's strategy was simple: "If I pressed [Ball] enough, he'd [make a mistake], and that's what happened," he said. Maybe the race wasn't a foregone conclusion after all.

**J. Michael Hemsley**



**THE FLYING FLINN**

(BELOW) Flynn Lazier moved up from third on the grid to claim the Formula Atlantic race win. (BOTTOM) Dario Cangialosi earned the Tire Rack pole, but race-long shifter issues prevented him from maintaining the lead, ultimately relegating him to second place.

**RACE 19** (Supplemental Class) | SATURDAY | OCT. 12, 2019 | 5:00 P.M.

# FORMULA ATLANTIC

It may have had the smallest multi-car field, but in the end, the Formula Atlantic race produced some of the best competition among the top contenders seen at this year's Runoffs.

Dario Cangialosi asserted himself with the quick time in qualifying in his VSGHoldings/K-Hill/OVRP/MIR Swift 016a Mazda, eight-tenths clear of three-time FA champ Keith Grant. Grant and the next two qualifiers, 2018 FE2 champion Flinn Lazier and Spencer Brockman, were quite close in time.

Lazier was into second place at the start, slotting in behind Cangialosi. On lap two, Lazier made a bid for the lead, moving inside Cangialosi in the left-hander of the Rollercoaster section. It was later revealed that Cangialosi was having a minor mechanical issue with downshifts that allowed Lazier to close quickly, a problem that would also play a part later.

Cangialosi was now having to stave off Grant, but then found his pace again and passed Lazier at the entry to Rollercoaster on lap seven. A few turns later, the shifting issue reared its head again going into Turn 1, Cangialosi went wide, and Lazier was back in the lead, with Grant following. Lazier had his own moment with an off at the exit of Turn 3 a lap later.

Grant then began attacking Lazier, but on lap 14, he put a wheel off on the inside of Hog

**FA CHAMPION****FLINN LAZIER**

Colorado Region  
 Tivoli Lodge/Bell Helmets  
 Swift 016a Mazda



Mark Weber



Mark Weber

**RACE 20 (SUPPLEMENTAL CLASS)**

Formula 1000 attracted only a single entrant this year, Pete Frost (ABOVE) in a Phoenix F1K.12 Suzuki. He took the green at the back of the FA field, completed 13 laps, and claimed the supplemental class win.

Pen and went off, elevating Cangialosi back to second and Spencer Brockman (Mazda of Milford/Hoosier Swift 014a Mazda) to third.

Lazier looked to be in the clear, but he got balked at the exit of Turn 12, and Cangialosi got a run on him. "I was trying to go in there with all I could. I just sent it in there and went into the grass," said Cangialosi.

Lazier cruised through the last few corners in his Tivoli Lodge/Bell Helmets Swift 016a Mazda to claim the win, followed by Cangialosi and Brockman. "Today was wild," said Lazier, who also claimed the Sunoco Hard Charger Award for the race. "Super unpredictable."

**Richard S. James**

**FA QUALIFYING**

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Dario Cangialosi/NNJ (Swift 016a Mazda) 1:41.545; 2. Keith Grant/Atl (Swift 016a Mazda) 1:42.381; 3. Flinn Lazier/Colo (Swift 016a Mazda) 1:42.546; 4. Spencer Brockman/NER (Swift 014a Mazda) 1:42.711; 5. Lee Alexander/TEN (Swift 016a Mazda) 1:44.316; 6. Richard Zober/PHL (Swift 016a Mazda) 1:44.674; 7. Bob Corliss/Atl (Swift 014a Toyota) 1:45.078; 8. Kent Vaccaro/MHR (Ligier/Crawford JS F3 Honda) 1:45.914.

**FA RACE**

**Race 15 laps, 49 Miles: Pos. Driver (Laps):** 1. Flinn Lazier (15); 2. Dario Cangialosi (15); 3. Spencer Brockman (15); 4. Richard Zober (15); 5. Lee Alexander (15); 6. Kent Vaccaro (15); 7. Keith Grant (14); 8. Bob Corliss (9)

**Overall Time of Race:** 26:01.749;  
**Average Race Speed:** 113.066mph;  
**Margin of Victory:** 6.695 seconds;  
**Fastest Race Lap:** Cangialosi 1:43.107 (114.173mph); **Lap Leaders:** Cangialosi laps 1, 7; Lazier laps 2-6, 8-15; **Sunoco Hard Charger:** Lazier

Rick Corvino

Rupert Berrington

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## KDD 2019 Runoffs Scorecard

- Tim Minor – Gold – FC
- Jim Libecco – Gold – FE
- Ray Mason – Silver – FE
- Chuck Moran – 4th – FC
- Brian Farnham – 4th – FV
- Rick Shields –  
Q 5th FV in Q1 – withdrew
- Stu Delaney – 10th – FV
- Alex Scaler – Q 3rd, 8th – FF
- Jim Libecco –  
16th – SRF3
- Roger Siebenaler –  
Q 3rd, DNF (mech.)

## 2019 Formula Race Promotions Championship Series

- Scott Rubenzer  
Masters Champion – Pro F1600
- Bob Reid – Masters Runner-Up – Pro F1600
- Tim Minor – VIR Pole, Win – Pro F2000
- Chris Horan  
Pitt Race Podium – Pro F1600
- Alex Scaler – Mid-Ohio Poles,  
Podium – Pro F1600

## 2019 SCCA Majors

- Chuck Moran – 3 wins FC
- Alex Scaler – 2 wins FF

## 2019 Right Coast Formula Ford Series

- Will Velkoff – 2 wins

## KDD WALL OF FAME

- |  |   |   |   |
|--|---|---|---|
| <ul style="list-style-type: none"> <li>• Rick Shields<br/>Gold – FV – 2010; Kimberly Cup<br/>Gold – FV – 2014;<br/>Bronze – FV – 2015</li> <li>• Steve Jenks<br/>Bronze – FM – 2012</li> <li>• Gary Blanarik<br/>Bronze – FV – 2012; Bronze – FV – 2016</li> </ul> | <ul style="list-style-type: none"> <li>• Tim Minor<br/>FRP Pro F2000 Champion – 2013<br/>FRP Pro F2000 Champion – 2014<br/>Bronze – FC – 2017</li> <li>• Jeremy Grenier<br/>Gold – FF – 2014 – Mark Donahue Award<br/>FRP Pro F1600 – 3rd in Points 2012</li> </ul> | <ul style="list-style-type: none"> <li>• Brian Linn<br/>Gold – HP – 2016 – President's Cup</li> <li>• Jim Hallman<br/>Bronze – P1 – 2016</li> <li>• Tim Paul<br/>FRP Pro F2000 – 3rd in Points 2017<br/>Mazda MX-5 Cup – Pole – Sebring 2015</li> </ul> | <ul style="list-style-type: none"> <li>• Brian Farnham<br/>Bronze – FV – 2017</li> <li>• Alex Scaler<br/>Bronze – FV – 2018 (fast race lap)</li> <li>• Justin Huffman<br/>Silver – FE – 2018</li> </ul> |
|--|---|---|---|

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**RACE 21 | SUNDAY | OCT. 13, 2019 | 8:15 A.M.**

# B-SPEC

John Phillips has been coming to the Runoffs for decades, but this year's B-Spec win was his first National Championship in 29 attempts. As you can imagine, it was an emotional moment for the longtime contender.

"I love the sport, I love the community, I love coming to events and having fun," Phillips said, choking up just a little. "There are times in your life when you think you should be doing other things. But this is where my heart is."

When you want to win, it helps to have a plan. Phillips' race partner was 10-time National Champion David Daughtery, and their plan was to qualify at the front, hook up early, and run away from the pack. The plan worked, mostly.

Frank Schwartz qualified on the Tire Rack pole in his AACS/Race Track Maps/Mini USA Mini Cooper, with Brandon Vivian on the outside of the front row. The second row had Phillips on the inside with Tony Roma next to him. Daughtery qualified sixth.

At the green flag, the partnership of Vivian and Roma shot past Schwartz on the outside and went side by side through Turn 1, with Phillips sitting in fourth. That put Daughtery in position to create a draft with Phillips, and the veteran winner kept the nose of his Honda glued to the rear bumper of Phillips as they drove to the front of the pack.

By the end of the first lap, the strategy was working perfectly. Phillips and Daughtery led the field for the next 12 laps with Roma and then Schwartz bringing up third, and Vivian also racing hard for the last step on the podium. While that brawl was playing out, Phillips and Daughtery kept clocking off fast laps, opening a gap of nearly 12 seconds.

The final laps delivered the biggest surprises of the race. First, Schwartz spun out of his podium position, parking his Mini in Turn 5. That let Roma

come up to third, with Vivian still fighting hard right behind him. Then with two laps to go, Daughtery broke off and coasted into the pits, stating he had broken third gear.

As the field came around to the checker, it was Phillips with a margin of 11.748sec over Roma's Mr. Peel/Mobil 1 Chevrolet Sonic and Vivian's Mobil 1/Charlie's Still on Main Chevrolet Sonic.

"This is my second time at the Runoffs," Roma said. "I've done Regional racing and autocross and all that other stuff for years. I decided I wanted to see what it was like on a bigger stage. Last year, my Runoffs was two laps and I ended up falling back. I just wanted to finish this year. So, mission accomplished."

This was also Vivian's second



Jeff Levee

## A PLAN COMES TOGETHER

(TOP RIGHT) John Phillips not only picked up David Daughtery as a teammate for the 2019 Runoffs, he also swapped cars with him – and the planning paid off when Phillips claimed an SCCA National Championship title.

(BELOW) Tony Roma found redemption after a disappointing 2018 Runoffs.

(ABOVE) Brandon Vivian visited the podium in just his second trip to the Runoffs.



Jeff Levee

Rupert Berrington



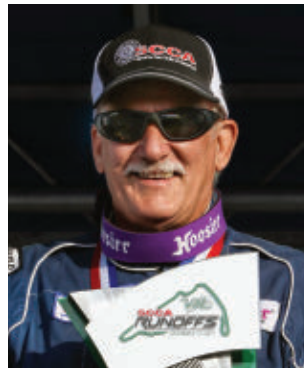
## BS CHAMPION

### JOHN PHILLIPS

Houston Region

Hoosier/PRP/HPD/KTuner/G-Loc

Honda Fit



Rick Corvine



Runoffs appearance, and his first podium. "We knew we couldn't catch John [Phillips] with the lap times he was running," Vivian said. "So, I decided that I was going to pressure Frank [Schwartz] as much as I could. My strategy was pressure, pressure, pressure - and I finally got by."

Up front, the plans came together and, finally, Phillips was able to spray Mazza bubbly on the top step of the podium. "I ran every race I could all over the country to turn up to get here today," said Phillips. "How many more years can I do it? I don't know, but I've got it now."

**Jeff Zurschmeide**

#### BS QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Frank Schwartz/DET (2008 Mini Cooper) 2:22.368; 2. Brandon Vivian/DET (Chevrolet Sonic) 2:22.806; 3. John Phillips/Hous (2016 Honda Fit) 2:22.927; 4. Tony Roma/DET (2012 Chevrolet Sonic) 2:22.937; 5. Alex Ratcliffe/WDC (2007 Mini Cooper) 2:23.150; 6. David Daughtery/CCR (2015 Honda Fit) 2:23.437; 7. Justin Barbry/NCR (Honda Fit) 2:24.191; 8. Robert Bax/CIN (2009 Mini Cooper) 2:24.236; 9. Christopher Riley Salyer/Hous (2017 Honda Fit) 2:24.399; 10. Kent Carter/Hous (2015 Honda Fit) 2:24.647; 11. Billy Parrott/CKY (2013 Mini Cooper) 2:24.747; 12. Chris Taylor/LnSt (2011 Ford Fiesta) 2:25.236; 13. David Rosenblum/PHL (2012 Ford Fiesta) 2:25.370; 14. Stewart Black/NCR (2013 Chevrolet Sonic) 2:25.587;

15. Joseph Gersch/Hous (2009 Toyota Yaris) 2:25.720; 16. Drew Strickland/BRR (Honda Fit) 2:26.064; 17. Cherie Storms/Nwst (2013 Honda Fit) 2:26.642; 18. Brad Davis/SCR (2012 Mini Cooper) 2:27.003; 19. Bruce Shelton/SJR (2014 Ford Fiesta) 2:29.049; 20. WC Storms/Nwst (2011 Mazda 2) 2:30.174; 21. William Black/NCR (2013 Chevrolet Sonic) 2:30.892; 22. Edward Werry/SJR (2010 Honda Fit) 2:31.503; 23. James Rogerson/Hous (2013 Mazda 2) 2:31.542; 24. G Brian Metcalf/GLN (2011 Mini Cooper) 2:34.543; 25. Matthew Davis/Tex (2012 Honda Fit) 2:35.651; 26. Travis Washay/NER (2007 Mini Cooper) 2:37.903

#### BS RACE

**Race 15 laps, 49 Miles:**  
**Pos. Driver (Laps);** 1. John Phillips (15); 2. Tony Roma (15); 3. Brandon Vivian (15); 4. Travis

Washay (15); 5. Justin Barbry (15); 6. Christopher Riley Salyer (15); 7. Robert Bax (15); 8. Joseph Gersch (15); 9. Kent Carter (15); 10. Chris Taylor (15); 11. David Rosenblum (15); 12. Stewart Black (15); 13. Drew Strickland (15); 14. Bruce Shelton (15); 15. Billy Parrott (15); 16. Brad Davis (15); 17. Cherie Storms (15); 18. Edward Werry (15); 19. WC Storms (15); 20. James Rogerson (15); 21. William Black (14); 22. G Brian Metcalf (14); 23. David Daughtery (13); 24. Frank Schwartz (12); 25. Alex Ratcliffe (0); DNS. Matthew Davis  
**Overall Time of Race:** 35:50.123;  
**Average Race Speed:** 82.126mph;  
**Margin of Victory:** 11.748sec;  
**Fastest Race Lap:** Daughtery 2:22.094 (82.847mph); **Lap Leaders:** Roma lap 1; Phillips laps 2-15; **Sunoco Hard Charger:** Washay



**RACE 22 | SUNDAY | OCT. 13, 2019 | 9:15 A.M.**

# TOURING 2

In between IMSA's Petit Le Mans at Michelin Raceway Road Atlanta and the Ferrari Challenge Finali Mondiali at Circuit Mugello in Italy, Cooper MacNeil stopped by VIRginia International Raceway to win the Touring 2 National Championship. OK, it wasn't quite that casual. In fact, it turns out that MacNeil puts the importance of winning the Runoffs on the same footing as winning most of these iconic professional races.

MacNeil, who races the WeatherTech Ferrari 488 GT3 in the WeatherTech SportsCar Championship and is also the defending Ferrari Challenge champion, got his start racing SCCA, as did his father. He'd come close to winning the Runoffs before, but he was still missing that SCCA National Championship.

To that end, MacNeil put his WeatherTech Porsche 911 Carrera S 997.2 on the Tire Rack pole on Thursday by more than a second over two-time champ Kurt Rezzetano. MacNeil then jetted off to Road Atlanta to begin practice and qualifying for the 10-hour Petit Le Mans on Saturday. After three hours of drive time in that race, he headed back to VIR for the T2 championship race on Sunday, albeit a little sore and mentally tired.

Still, he jumped out to an early lead, eventually pulling

out to a 13.142sec margin of victory and setting a new track record in the process. Rezzetano eventually lost fourth gear, lost a spot to Tim Kezman right off the bat, but came back at him to put the pressure on. But he was getting hounded by Mark Boden in fourth as well.

Boden made it by Rezzetano in Rollercoaster on the second lap and then set out after Kezman. There were now three Porsches prepared by Fall-Line, of which Boden is a principal, in the top three. But while Kezman

is a customer and teammate, Boden wasn't going to sit idly by and let Kezman beat him. On lap seven, Boden put the same move on Kezman that he did on Rezzetano, getting his Fall-Line Motorsports Porsche 997 into second. Kezman's Fall-Line/Lemons of Love Porsche 997.2 was now in third – and the race was settled.

"I caught up with Tim and I identified a couple of places where I was a little bit stronger," Boden said. "We race together, we're teammates in almost everything we do, and I was wondering how far he was going to take me into the Rollercoaster. Are we going to have two cars wadded up here, or are we going to be OK? Because this



Mark Weber

## TEAMWORK

(RIGHT) Cooper MacNeil soundly won the T2 pole and the Runoffs championship on the back of a busy weekend, which included a lengthy stint at Petit Le Mans the previous day. (BELOW) Mark Boden and his Fall-Line team had the measure of the T2 field, with Boden finishing second and his team locking down the podium. (ABOVE) Tim Kezman drove to a solid third-place finish.



Jay Bonveaut



Rupert Berrington

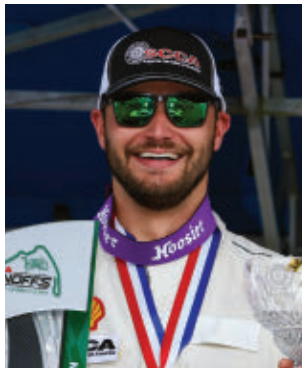
## T2 CHAMPION

### COOPER MACNEIL

Chicago Region

WeatherTech

Porsche 911 Carrera S 997.2



Rick Corvine



isn't my car." Indeed, Boden had borrowed a car from a customer after his lost third gear early in the week.

On the top step, meanwhile, MacNeil had finally accomplished his goal. "This has always been one of the biggest boxes I wanted to tick off," MacNeil revealed. "I've won [the 12 Hours of] Sebring, I've won Petit [Le Mans]. I've finished on the podium twice at Le Mans and been second at Daytona, so those are two races I still want to win - the third one was the Runoffs. For me to accomplish that, is a huge check off of my list as a driver."

**Richard S. James**

#### T2 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Cooper I MacNeil/CHI (2010 Porsche 911/ Carrera S 997.2) 1:57.537; 2. Kurt Rezzetano/PHL (2001 Chevrolet Corvette C5) 1:58.795; 3. Tim Kezman/Milw (2011 Porsche Carrera S 997.2) 1:59.311; 4. Mark Boden/CHI (2011 Porsche 997) 1:59.458; 5. Alan Kossof/CHI (Porsche 996) 2:00.900; 6. David Sanders/PHL (2003 Chevrolet Corvette C5 Z06) 2:00.952; 7. Thomas Herb/CHI (2011 Porsche Carrera S 997.2) 2:01.092; 8. Michael Lavigne/NER (2011 Ford Mustang GT) 2:02.329; 9. Marty Grand/WDC (2018 Honda Civic Type-R) 2:02.700; 10. James Leithauser/Colo (2011 BMW E92 M3) 2:03.253; 11. Gregory Schermer/GtRv (2011 Porsche Carrera S 997.2) 2:03.351; 12. Quirt Smith/Tex (Porsche

Cayman GTS) 2:03.751; 13. Bill Collins/LOL (2004 Chevrolet Corvette C5) 2:03.909; 14. James Candelaria/NNJ (2005 Chevrolet Corvette C6) 2:04.119; 15. William Moore/NEO (2014 Chevrolet Camaro 1LE) 2:05.867; 16. Daniel Spirek/Colo (2011 BMW E92 M3) 2:05.981; 17. John LoGiudice/Milw (1998 Chevrolet Corvette C5 Z06) 2:06.755; 18. Christopher Qualls/CSCC (2001 Chevrolet Corvette C5) 2:10.130; 19. Richard Kulach/TEN (2009 Nissan 370Z Nismo) 2:10.744  
*Moore - Loss of qualifying 3 times per SOM - GCR 9.3.54*  
*Boden - Loss of qualifying 1 times - car change*

#### T2 RACE

**Race 15 laps, 49 Miles:**  
**Pos. Driver (Laps);** 1. Cooper I MacNeil (15); 2. Mark Boden (15); 3. Tim Kezman (15);

4. Kurt Rezzetano (15); 5. Thomas Herb (15); 6. Alan Kossof (15); 7. David Sanders (15); 8. Michael Lavigne (15); 9. James Leithauser (15); 10. Bill Collins (15); 11. Marty Grand (15); 12. Gregory Schermer (15); 13. Quirt Smith (15); 14. James Candelaria (15); 15. William Moore (15); 16. John LoGiudice (14); 17. Daniel Spirek (14); 18. Richard Kulach (13); DNS. Christopher Qualls

**Overall Time of Race:** 29:55.526; **Average Race Speed:** 98.344mph; **Margin of Victory:** 13.142sec; **Fastest Race Lap:** MacNeil 1:58.551 (99.299mph); MacNeil laps 1-15; **Sunoco Hard Charger:** Collins



**RACE 23 | SUNDAY | OCT. 13, 2019 | 10:15 A.M.**

# PROTOTYPE 2

When a Prototype race is close enough to look like an SRF3 battle, bet on the guy with years of experience running wheel-to-wheel to win out. So, at the end of this 15-lap battle, Tray Ayres captured his second Runoffs title and first in P2, mixing it up in a way that's seldom seen in the Prototype category.

The opening of the race was derailed by contact in the middle of the field as the pack jumped on the brakes for the tight Turn 1. A full course caution was needed, so the race really got underway with the lap three restart.

Tire Rack polesitter Robert Iverson led the field to the second green in his Ten Crow Bbq Liegier JS 49 Honda for the single-file run with 13 laps to go in the race, and just pinched off Ayres from second to hold the lead. But just deeper, Lucian Pancea, who had enough contact on the original restart to knock his wing and rear deck lid loose, whipped around two positions to climb into third in spectacular fashion.

Pancea gave Ayres all he could handle early, allowing defending champion Tim Day to close back up and move around Pancea on the front straight to start lap four, and around Ayres with a power move into Oak Tree. Ayres used his horsepower to pull slightly in front on the back straight, but Day stayed in

front under braking in his lighter Suzuki-powered machine.

Amazingly - and importantly - the five cars running in a line up front (with Greg Gyann also involved in the battle) were racing in a way that allowed them to keep pace with Iverson out front. So, when Ayres used his

automotive-based power to move around Day down the back straight, the opportunity was there to make the move to first around Iverson on the front straight. Once in the lead, Ayres kept his Ayres Racing/Mazda Van Diemen RFOO Mazda out front to the finish.

"There was some tight racing



Jay Bonvulture

## FAR FROM SPEC

(RIGHT) 2017 SRF3 champion Tray Ayres had to make big adjustments when he ventured into P2, as the cars and the racing were very different - but it didn't prevent him from collecting his second Runoffs title. (ABOVE) Lucian Pancea leapt from fifth on the grid to claim second at the cheker. (BELOW) Greg Gyann set the fast lap of the race on his way to a third-place finish.



Rick Corvine

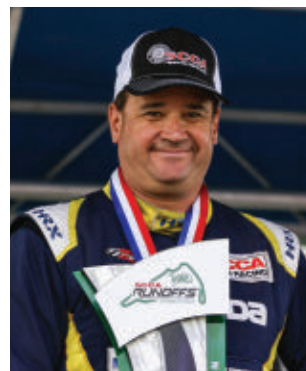


Jay Bonvulture

## P2 CHAMPION

### TRAY AYRES

Atlanta Region  
 Ayres Racing/Mazda  
 Van Diemen RFOO Mazda



Rick Corvine



out there," Ayres said. "I'm not used to this class in general, but I'm really not used to five or six of us battling for the first few laps. That doesn't happen that often. So it was fun."

Behind him, the tight racing continued. Day found the back of Iverson's car on lap 10, spinning Iverson and slowing Day the rest of the way. That allowed Pancea to finish the run to second in his Luckormotors/Young Racing Stohr WF1 Suzuki, and Gyann to recover from a mid-race spin to claim third in his Argus Magnetics/Gyco International Stohr WF1 Suzuki.

It was the first Runoffs

in the class for Ayres, who began the P2 project to do "something different."

"I was worried it wouldn't be competitive, but we took on the program after Indy and saw it through," Ayres explained. "We've done everything we can to get the most out of the car - as long as the driver could hold up his end of the deal because it is a completely different car than a spec racer."

The driver certainly held up his end of the bargain - and has decided to try to do it again at Road America in 2020 and Indianapolis in 2021, at least.

**Reece White**

#### P2 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Robert Iversen/GuCo (Ligier JS 49 Honda) 1:49.111; 2. Tray Ayres/Atl (Van Diemen RF00 Mazda) 1:49.548; 3. Tim Day Jr/SFR (Stohr WF1 Suzuki) 1:49.576; 4. Greg Gyann/CHI (Stohr WF1 Suzuki) 1:49.681; 5. Lucian Pancea/Almo (Stohr WF1 Suzuki) 1:49.953; 6. Bryan Yates/NCR (West WX10 Kawasaki) 1:51.885; 7. Mike Reupert/Milw (Stohr WF1 Suzuki) 1:52.467; 8. Naris Nilubol/WDC (Stohr WF1 Suzuki) 1:54.577; 9. Peter Shadowen/FLA (West WX10 Suzuki) 1:54.848; 10. Thomas Kaufman/FLA (Stohr WF1 Suzuki) 1:55.579; 11. Michael Moulton/NCR (Stohr WF1 Suzuki) 1:57.068; 12. Richard Colburn/CHI (Nostendo 1 Suzuki) 1:58.087; 13. Charlie DiPasquale/WOR (Stohr WF1 Suzuki) 1:58.484; 14. Frank Clark/NCR (Van Diemen ESR Mazda) 2:02.753

#### P2 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Tray Ayres (15); 2. Lucian Pancea (15); 3. Greg Gyann (15); 4. Mike Reupert (15); 5. Robert Iversen (15); 6. Tim Day Jr (15); 7. Thomas Kaufman (15); 8. Peter Shadowen (15); 9. Michael Moulton (15); 10. Charlie DiPasquale (14); 11. Frank Clark (14); 12. Richard Colburn (15); 13. Naris Nilubol (5); 14. Bryan Yates (0)

*Colburn - Loss of two finishing positions per Chief Steward - GCR 6.1.1.B*

*Day Jr - Loss of two finishing positions per Chief Steward - GCR 6.1.1.B*

**Overall Time of Race:** 30:16.396;  
**Average Race Speed:** 97.214mph;  
**Margin of Victory:** 3.812sec;  
**Fastest Race Lap:** Gyann 1:50.258 (106.768mph); **Lap Leaders:** Iverson laps 1-5; Ayres laps 6-15;  
**Sunoco Hard Charger:** Pancea



**RACE 24** | SUNDAY | OCT. 13, 2019 | 11:15 A.M.

# F PRODUCTION

There were six official lead changes in the F Production race, but the consensus was that the actual number was double that – at least. No question about it, this was one of the most exciting races of the weekend. But that's getting ahead of the story.

At the front of the grid were Eric Prill and Charlie Campbell, separated by only a quarter of a second. The second row included two former National Champions, Kevin Ruck and Craig Chima.

The start, as usual, was a bit hectic. Chima's Lotus was a lightweight rocket at the start, and he quickly moved into second. Ruck tried on the inside, but Campbell held onto third and quickly regained second from Chima. And that began a breakaway for Tire Rack polesitter Prill and Campbell that ended on the second lap when Joe Huffaker pulled off causing a full-course caution.

The green came out a lap later, and Prill and Campbell took off once more, quickly gapping the battle for third among Robert Garrison, Chima, and Ruck. On the next lap, Garrison and Chima came together with both going off, rejoining the race well back.

In addition to the lead, there was another fierce battle going on, this one for fourth among Garrison, Ken Kannard, Mason Workman, and David Bednarz. That race involved nearly as much passing as with the leaders. On lap 13, Ruck was

out – pulled off on the side of the course with a failed tire. That same lap, Kannard took third. On the last lap, Garrison fell to sixth.

Up front, it was a spectacular race. Prill's MaxtonsFight.org/JPM/Hoosier Mazda Miata was faster from Turn 1 through the lower Esses. Campbell, meanwhile, could dice his JPM/Carbotech/Hoosier/Barrington Mazda Miata quicker through Turn 10 and Oak Tree. It was Hog Pen that would be the final decider, though.

"Eric [Prill] and I knew

we needed a good start to get away from everybody in order to have a good race," Campbell explained. "When I was behind, I was watching to see what Eric had, and when he was behind, I'm sure he was doing the same thing."

"About four laps from the end, I knew Hog Pen was going to be important," Prill said. "[Campbell] was more consistent than me in Hog Pen, but there were a few times I went through and nailed it and actually drafted by him at the stripe. It was all about car positioning."

That last lap, indeed, turned out to be the decider – although several factors wrote the ending story. "I dropped a wheel coming out of Oak Tree," Campbell said after the race. "Prior to that, I had been getting a pretty good



Jay Benavolar

## MIXING IT UP

Eric Prill (RIGHT) started from the Tire Rack pole but had to work hard for the win, as Charlie Campbell (BELOW) challenged him throughout the entire race. (ABOVE) Ken Kannard (51) came out on top of a four-way battle for the final step on the podium.



Rick Corwine

Rupert Barrington



## FP CHAMPION

### ERIC PRILL

Kansas Region  
MaxtonsFight.org/JPM/Hoosier  
Mazda Miata



Rick Corwine



launch out of Oak Tree, and I was kind of counting on it. The draft was huge there. Then [Prill] had the little bobble in Hog Pen, and I had to lift a little bit because I wasn't sure what was going to happen. But that's racing."

The result? Prill took the win. The margin of victory? 0.096sec at the stripe. Some 21 seconds later, Kannard's Northwest Cable/Mazda/Hoosier/G-Loc Brakes Mazda Miata crossed the line in third, barely edging out Workman.

"We've run like that before, and it's been great," Prill summed up. "Hats off to [Campbell], it was so much fun. It's just a great feeling."

**J. Michael Hemsley**

#### FP QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Eric Prill/KAN (1990 Mazda Miata) 2:07.436; 2. Charlie Campbell/MBR (1993 Mazda Miata) 2:07.678; 3. Kevin Ruck/OVR (1990 Acura Integra) 2:07.682; 4. Craig Chima/NEO (1962 Lotus Super Seven) 2:07.890; 5. Robert Garrison/ETR (1990 Mazda Miata) 2:08.048; 6. Ken Kannard/Atl (1990 Mazda Miata) 2:08.647; 7. Bill Hingston/Colo (1990 Mazda Miata) 2:08.808; 8. Mason Workman/OVR (1992 Mazda Miata) 2:09.074; 9. Joe Huffaker/SFR (MG Midget) 2:09.189; 10. David Bednarz/DET (1993 Mazda Miata) 2:09.731; 11. John Baucom/CCR (1974 Fiat 124 Sport Spider) 2:10.260; 12. Charles Mathis/SILR (1978 Volkswagen Rabbit) 2:12.409; 13. Mark McAllister/FLR (1992 Mazda

Miata) 2:13.217; 14. Les Chaney/CCR (1997 Acura Integra) 2:13.661; 15. Mark Weber/STL (1993 Mazda Miata) 2:16.533; 16. Gerald Lamb/Milw (1963 MG B) 2:16.993; 17. Andrew Wright/TEN (1962 Triumph Spitfire) 2:20.637; 18. Terry Wagner/NCR (1990 Acura Integra) 2:31.029; 19. Keith Church/NCR (1973 Toyota Corolla) 3:02.343.

#### FP RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Eric Prill (15); 2. Charlie Campbell (15); 3. Ken Kannard (15); 4. Mason Workman (15); 5. David Bednarz (15); 6. Robert Garrison (15); 7. Craig Chima (15); 8. Charles Mathis (15); 9. Mark McAllister (15); 10. Les Chaney (15); 11. Gerald Lamb (15); 12. Mark Weber (15); 13. Terry Wagner (14); 14. Kevin Ruck (13);

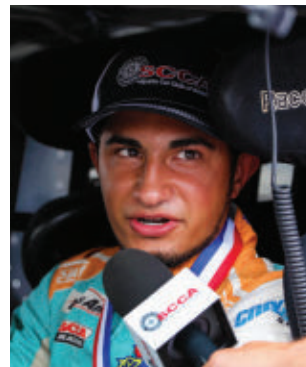
15. Andrew Wright (11); 16. Bill Hingston (9); 17. John Baucom (6); 18. Keith Church (5); 19. Joe Huffaker (0)

**Overall Time of Race:** 35:19.435; **Average Race Speed:** 83.315mph; **Margin of Victory:** 0.096sec; **Fastest Race Lap:** Prill 2:08.076 (91.914mph); **Lap Leaders:** Prill laps 1-6, 8, 11-12, 15; Campbell laps 7, 9-10, 13-14; **Sunoco Hard Charger:** Bednarz



**SLIP AND SLIDE**

(BELOW) Trans Am champ Ernie Francis Jr. drove a quick but cautious pace during the abbreviated GT-1 race to claim a National Championship title in his first Runoffs outing. (BOTTOM LEFT) Tony Ave started on the Tire Rack pole but was one of the first victims of the oil slicked track. He recovered for a runner-up finish. (BOTTOM RIGHT) 2017 GT-1 champion David Pintaric motored to the final step on the podium.



Rick Convine

**RACE 25 | SUNDAY | OCT. 13, 2019 | 1:00 P.M.**

# GT-1

The rain clouds were coming for VIR by Sunday afternoon's GT-1 race but, as it turned out, there were other plans for a slippery surface. You see, a car at the rear of the field ran the pace lap and took the green with oil leaking on the surface, giving the ground-pounders a touch of lightning with their thundering engines.

With the surface slick in a variety of places, four cars slid off track on the opening lap, including the Tire Rack polesitting Ave Motorsports Inc. Chevrolet Corvette of Tony Ave. That allowed four-time SCCA Pro Racing Trans Am class champion Ernie Francis Jr., making his first Runoffs start, to take over the race lead.

"The conditions out there were definitely the ones where you want to be second in the race for most of it to see what the guy in front of you does and what the conditions are like," Francis said.

Ave charged back and was in front when a big off by Ron Malec tossed him into the guardrail in dramatic fashion (Malec quickly jumped out of the car). At that point, the field was brought to pit lane under a red flag and sat for nearly 30 minutes as oil dry was laid down throughout the length of the 3.27-mile circuit.

The field marched back out for two pace laps and a three-lap race to determine this year's National Champion.

**GT-1 CHAMPION**

**ERNIE FRANCIS JR.**  
 Florida Region  
 Frameless Shower Doors  
 Ford Mustang



Jay Bonvillian



Rick Convine

1:55.397; 11. Juan Vento/GPR (Chevrolet Corvette) 2:00.137; 12. Paige Monette Alexander/Atl (Chevrolet Corvette) 2:00.467

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

Pintaric - Loss of qualifying 3 times per Chief Steward - GCR 9.3.50

**GT-1 RACE**

**Race 9 laps, 29 Miles: Pos. Driver (Laps);** 1. Ernie Francis Jr. (9); 2. Tony Ave (9); 3. David Pintaric (9); 4. Todd Peterson (9); 5. J Richard Grant (9); 6. David Fershtand (9); 7. Paige Monette Alexander (9); 8. Ron Fariss (9); 9. Juan Vento (9); 10. Ron Malec (1); 11. Zachary Monette (1); 12. Michael Lewis (0); 13. John Baucom (0)

**Overall Time of Race:** 53:54.686;  
**Average Race Speed:** 32.754mph;  
**Margin of Victory:** 1.838sec;  
**Fastest Race Lap:** Ave 1:48.562 (108.436mph); Francis Jr. laps 1, 7-9; Ave laps 2-6; **Sunoco Hard Charger:** Alexander

**GT-1 QUALIFYING**

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Tony Ave/CCR (Chevrolet Corvette) 1:43.857; 2. Ernie Francis Jr./FLA (Ford Mustang) 1:44.061; 3. Ron Malec/CCR (Ford Mustang) 1:47.102; 4. Michael Lewis/SanD (Jaguar XKR) 1:47.365; 5. David Pintaric/MVR (Cadillac CTS-V) 1:48.358; 6. Todd Peterson/Colo (Ford Mustang) 1:50.709; 7. J Richard Grant/Atl (Chevrolet Corvette) 1:52.282; 8. David Fershtand/Tex (Chevrolet Corvette Z06) 1:52.639; 9. Zachary Monette/Atl (Ford Mustang) 1:52.911; 10. Ron Fariss/NCR (Chevrolet Corvette)

Ave was cautious, knowing he had a hungry and brave 21-year old on his tail.

"When we got going again, I did the best I could," Ave said. "I got to Hog Pen and it was the only part of the racetrack where I couldn't sort of test the grip on the pace lap in the oil dry and I just was going too fast and I couldn't stop it."

Ave slid off in the final corner and continued, but

Francis had taken over the lead in his Frameless Shower Doors Ford Mustang. Ave marched his way to the back of Francis, who was waffling between cautiousness and speed, but Ave ran out of time before he could challenge for the lead. David Pintaric, driving the Kryderacing Cadillac CTS-V, crossed the strip in third, some 24 seconds back.

The win gave Francis a title in his first Runoffs after jumping quickly to SCCA Pro Racing as a 15-year old. "The Runoffs were always a place I wanted to go and win at," Francis said. "Growing up, I watched my dad race in Club Racing, and then I started racing Spec Miata in SCCA and went to a bunch of Majors races. I still watch Spec Miata, and that's what got me going about the Runoffs. I thought that our TA car fits right in, and it was something I really wanted to do. It was a week-long party out here, it was really great."

Ave, always the voice of reason, wasn't mad - just disappointed. "I just feel bad for the competitors who come here for a week and, unfortunately, we have a race like that," Ave said. "Nobody does the stuff on purpose, it's just that we spend a lot of time here and a lot of effort spent, and it's not really much of a race. I'm a little bummed out about that."

**Reece White**

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**RACE 26** | SUNDAY | OCT. 13, 2019 | 2:00 P.M.

# FORMULA F

This was no average Formula F race. The FF championship bout took place after GT-1, and during that race, oil had unfortunately covered an abundance of the circuit. To ensure safe track conditions for the drivers, it was decided that the FF field would take two pace laps to begin the race. That would end up being a moot point, however, as on the first pace lap, the skies opened up in dramatic fashion and the race was black flagged to enable teams to change to wet weather tires.

On pit lane, all but one in the field changed to wets, while six teams decided to make additional suspension adjustments to their cars, forcing officials to move those drivers to the back of the pack. Robert Gross, meanwhile, moved himself to the absolute back, presumably as a courtesy to everyone else since he was starting on drys.

By the time the field returned to the track for its second attempt, the event was running 45 minutes behind, so to recover time, officials announced this race would only go half distance.

The new grid order saw Jonathan Kotyk, Robert Perona, and Derek Ketchie up front, with Tire Rack polesitter Tyler O'Connor now in fifth, as he had opted to make suspension changes.

At the green, Kotyk jumped

into an early lead, but it didn't take long for O'Connor to make up lost ground. By Oak Tree, Kotyk and O'Connor were running 1-2 and had gapped the field. Into lap two, Kotyk led O'Connor by a scant 0.747sec, with Perona seven seconds back, trailed closely by Alex Scaler

*"I got a little bit of an advantage with the other guys making changes [on pit lane]"*  
**JONATHAN KOTYK**



Rick Corvino

## CLEAR VISION

(RIGHT) Jonathan Kotyk made the most of the reshuffled starting order, which offered him a front row starting position and much clearer visibility, helping him defend his 2018 title. (BELOW) Tyler O'Connor had the speed to get the win, but one misstep was all it took to relegate him to second. (ABOVE) Derek Ketchie stayed the course, kept his nose clean, and claimed the bronze medal.



Rick Corvino

and Ketchie. David Livingston, Joe Colasacco, Jonathan Lee, and Zachary Rivard constituted the next pack.

O'Connor was on a mission, as he passed Kotyk at the end of the back straight of lap two, turning a lap a full second faster than Kotyk. With one lap to go, however, O'Connor slid wide into Turn 1, allowing Kotyk to retake the lead and, ultimately, claim the win. Around this time, the third-place-running Scaler also slid wide, leaving Livingston to battle Ketchie and Perona for third. That race ended with Ketchie taking home the bronze.

The decision to change the car's setup on pit lane was a relatively easy one for O'Connor. "I wouldn't call

Rupert Berrington



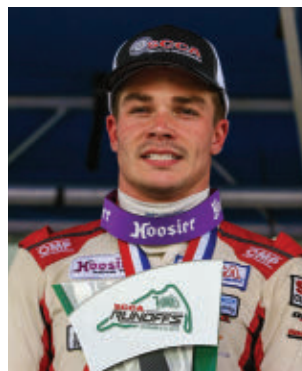
## FF CHAMPION

### JONATHAN KOTYK

Buccaneer Region

K-Hill Mygale SJ14

Honda



Rick Corvino



myself an amazing rain driver, so any change we could make to help, we were going to go for it," he said. As for his last-lap excursion, O'Connor blamed no one but himself. "I was looking in my mirror and probably missed the brake mark by a car length, and that's all it took," he said, adding, "It's the mistake that cost [me] the win."

An elated Ketchie noted that "third feels like a win to me." He'd been fighting handling issues all week and was originally gridded 11th. "We got lucky when everybody made changes [during the black-flag all]," he admitted of

the turn of events that moved him up to fourth on the grid.

Like Ketchie, Kotyk was also happy to take any advantage he could in order to claim gold. "I got a little bit of an advantage with the other guys making changes [on pit lane]," he said, adding that given the opportunity, he would make the same decision not to change his setup during the black flag situation. "I've never been around [VIR] in the wet, so I wanted to have clear sight so I could see where I was going, and then just hold on and hope for the best."

His decision certainly paid off.  
**Philip Royle**

#### FF QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Tyler O'Connor/NER (Mygale SJ14 Honda) 1:59.563; 2. Jonathan Kotyk/Bucc (Mygale SJ14 Honda) 2:00.210; 3. Alex Scaler/SJR (Mygale SJ13 Honda) 2:00.565; 4. David H. Livingston Jr./MIDS (Spectrum 14H Honda) 2:00.704; 5. Joe Colasacco/NNJ (Van Diemen RF00 Honda) 2:00.918; 6. Zachary Rivard/OVR (Mygale SJ13 Honda) 2:01.301; 7. Jonathan Lee/FLA (Swift DB6 Ford) 2:01.395; 8. Robert Perona/IIND (Piper DF3D Honda) 2:01.732; 9. Rick Payne/Nwst (Mygale SJ11 Honda) 2:01.823; 10. Ray Rivard/OVR (Van Diemen RF99 Honda) 2:02.398; 11. Derek Ketchie/CCR (Van Diemen RF01 Ford) 2:02.750; 12. Donald Baggett/Atl (Swift DB6 Ford) 2:04.087; 13. Tim Voth/CCR (Mygale SJ-12 Honda) 2:04.099;

14. Robert Gross/DET (Piper DL7 Honda) 2:08.192

*Colasacco - Loss of qualifying 1 times per Chief Steward - GCR 9.1.1.R Table 4*

#### FF RACE

**Race 8 laps, 26 Miles: Pos. Driver (Laps);** 1. Jonathan Kotyk (8); 2. Tyler O'Connor (8); 3. Derek Ketchie (8); 4. Zachary Rivard (8); 5. David H. Livingston Jr. (8); 6. Joe Colasacco (8); 7. Rick Payne (8); 8. Alex Scaler (8); 9. Jonathan Lee (8); 10. Ray Rivard (8); 11. Tim Voth (8); 12. Robert Perona (7); 13. Donald Baggett (7); 14. Robert Gross (7)

**Overall Time of Race:** 39:04.436;  
**Average Race Speed:** 40.170mph;  
**Margin of Victory:** 4.315sec;  
**Fastest Race Lap:** Kotyk 2:20.474 (83.802mph); **Lap Leaders:** Kotyk laps 1-4, 8; O'Connor laps 5-7;  
**Sunoco Hard Charger:** Ketchie



**RACE 27 | SUNDAY | OCT. 13, 2019 | 3:00 P.M.**

# TOURING 1

Sunday afternoon's racers faced unusual conditions. During the GT-1 race, oil had been spread across virtually every mile of the track. By the time the cleanup had concluded, and the GT-1 cars performed their abbreviated sprint to the checker, the schedule was some 45 minutes behind. When the next set of racers, Formula F, took the track, it began to rain. The next group up was Touring 1. So, with 16 large, powerful racecars on the grid ready to go out on a potentially oily and wet track, what could go wrong? The answer: absolutely nothing. Well, except for one unbelievable game changer on the last lap.

Andrew Aquilante was very fast throughout qualifying and had put his Phoenix Performance/Hoosier/Hawk Ford Mustang on the Tire Rack pole. He was, in fact, 0.7sec clear of Mark Boden on the grid, and they were trailed by last year's class champion Kristofer Olson and Tim Myers, who holds the VIR T1 lap record.

The start was very wet, and Myers decided to gamble and start the race on dries but moved himself to the back of the pack off grid. That decision left those in his row trying to figure their starting position, but Hugh Stewart got it right, quickly positioning his Hi Speed Motorsports BMW M3 in third.

"The start was a little chaotic," Stewart admitted. "When we got the green, I was just trying to pick spots where

I could see because the rain was coming off the lead cars and things were getting a bit hairy."

Stewart may have gotten third at the start with Boden second, but Aquilante didn't hang around to find out. During the race, Aquilante was fastest in all three sectors of the track, set the fastest race lap, and had the highest trap speed. At the start of the last lap, Boden was some 20 seconds back of Aquilante - and that's when everything changed.

"You can't back off in these types of conditions because you lose your concentration," said



Jay Benavolar

## LONG GONE

(RIGHT) As predicted, T1 was a runaway - although no one saw this last lap coming. Regardless, Mark Boden was happy to collect his second Runoffs title. (BELOW) Andrew Aquilante started from the Tire Rack pole and looked to have the race well in hand until a mechanical issue slowed him to a second-place crawl. (ABOVE) Hugh Stewart drove a clean race and picked up third.



Jay Benavolar

Aquilante. "So, we kept pounding. All of a sudden on the white flag, things started to get rough. I started flipping through the gauges on the dash and realized it was the engine. I tried to reset it a few times, but it didn't work. I asked how big my gap was and I thought we could hold on, so I went flat out the entire way, but just couldn't hang on to first."

By the time they reached the Oak Tree turn, Boden had his Fall-Line Motorsports BMW M3 on Aquilante, passing soon thereafter. At the finish, Boden clinched the win over a slowing Aquilante with some 19 seconds to spare. Stewart was another 40-some-seconds back.

For Boden, this was his second National Championship (his first coming in 2009), but interestingly, it completed a podium's worth of medals

Rupert Berrington



## T1 CHAMPION

### MARK BODEN

Chicago Region  
 Fall-Line Motorsports  
 BMW M3



Rick Corvine



just from the 2019 Runoffs, as he added this gold to his bronze medal from the GT-2 race and the silver he earned during the T2 race.

"It's always a race to the very end - there is no giving up no matter what," Boden said after the race. "Everybody works so hard, every member

of the crew puts so much effort into it, including all the corner workers and all the staff to put [the Runoffs] on, to not put the equal effort in all the way

to the end would be wrong. I hate to win on someone else's demise, but I'll take it where I can get it. It's been 10 years!"

**J. Michael Hemsley**

#### T1 QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Andrew Aquilante/PHL (2014 Ford Mustang) 1:54.771; 2. Mark Boden/CHI (2008 BMW E92 M3) 1:55.425; 3. Kristofer Olson/SFR (1991 Acura NSX Turbo) 1:56.521; 4. Tim Myers/Atl (2010 Dodge Viper ACR-X) 1:57.552; 5. James Candelaria/NNJ (2004 Chevrolet Corvette) 1:57.920; 6. Hugh Stewart/NER (2003 BMW E46 M3) 1:58.065; 7. Joseph Gaudette/WDC (2002 Chevrolet Corvette) 1:58.795; 8. Jonathan Vasquez/NYR (2003 BMW E46 M3)

1:58.889; 9. Ross Murray/CSCC (2005 Ford Mustang) 1:58.993; 10. Zachary Kelly/NER (2002 BMW E46 M3) 1:59.330; 11. Bill Baten/IND (2014 Chevrolet Camaro) 2:00.862; 12. Timothy Rubright/WDC (2012 Ford Mustang) 2:01.218; 13. Christina Lam/WDC (2002 BMW E46 M3) 2:01.821; 14. Chris Edens/ARK (1990 Mazda Miata) 2:02.363; 15. Bill Collins/LOL (2004 Chevrolet Corvette) 2:03.903; 16. Paolo Salvatore/Hous (2017 Ford Mustang) 2:04.336; 17. Joe Aquilante/PHL (2008 Chevrolet Corvette) 2:04.949; 18. Eric

Thompson/SJR (1988 Toyota Celica) 2:07.531; 19. Cheyne Daggett/WDC (2011 Ford Mustang) 2:08.009.

*Baten - Loss of qualifying 1 times per Chief Steward - GCR 9.1.9.L.4*

#### T1 RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps):** 1. Mark Boden (15); 2. Andrew Aquilante (15); 3. Hugh Stewart (15); 4. Zachary Kelly (15); 5. Bill Baten (15); 6. Chris Edens (15); 7. Jonathan Vasquez (15); 8. James Candelaria (15); 9. Kristofer Olson (15); 10. Ross

Murray (15); 11. Timothy Rubright (15); 12. Christina Lam (15); 13. Eric Thompson (15); 14. Paolo Salvatore (14); 15. Cheyne Daggett (14); 16. Tim Myers (0); DNS. Joseph Gaudette; DNS. Bill Collins; DNS. Joe Aquilante

**Overall Time of Race:** 34:44.829; **Average Race Speed:** 84.698mph; **Margin of Victory:** 18.998sec; **Fastest Race Lap:** Aquilante 2:14.413 (87.581mph); **Lap Leaders:** Aquilante laps 1-14; Boden lap 15; **Sunoco Hard Charger:** Edens



**RACE 28 | SUNDAY | OCT. 13, 2019 | 4:00 P.M.**

# FORMULA MAZDA

If you need to run a race in conditions that make it almost impossible to see, it's probably helpful if you know the racing surface inside and out. At least, that's the lesson to take away from Victor Seaber's 33.950-second Formula Mazda win in the final race of this year's Runoffs.

Seaber was a longtime operator of the Virginia Institute for Performance Engineering and Research (VIPER), a program operated by the ODU Research Foundation as a place for Old Dominion University and Patrick Henry Community College students to utilize classroom lessons in the motorsports world. Based just outside of the VIR gates, Seaber was the leader in a group that allowed him to take lap upon lap around the circuit.

So, when the skies opened up on Sunday afternoon, he was ready. Even then, conditions were downright wicked as he chased Tire Rack polesitter and defending champion Bryce Cornet early in the race.

"I actually ran off the track because I had no idea where the track was at one point in time," Seaber said of his race behind the wheel of his Bob Wheeler/VIPER FM. "I think we were only a couple of feet off at times, but I had no idea - I couldn't even see his car. Visibility was a big deal."

It was a very big deal

when, in a race with grip at a premium, Cornet clearly had less than his competitors. Cornet's Formula Mazda was struggling with grip even down the straights, hydroplaning while pointing forward. So, when Cornet spun coming out of Turn 5 on the eighth lap, Seaber was there to capitalize and move to the front.

It was treacherous throughout the field. Robert Noell almost lost control of his 1stPencil/Carl Burke Racing FM several times, taking a steady



Mark Weber

## CLOSING IT OUT

(RIGHT) The Formula Mazda race concluded the 2019 Runoffs, where Anthony Seaber (09) utilized his intricate knowledge of VIR to take the win. (BELOW) Robert Noell took a steady approach to the race, and it paid off with a runner-up finish. (ABOVE) Owen McAllister waded his way to a podium finish.



Mark Weber

approach to stay on the track and finish in second. "I've never been in conditions this bad," Noell said. "With five laps to go, it just kept getting more and more rain...I almost lost it several times."

"The rain just kept coming and coming, and it progressively got worse throughout the session," 14-year-old bronze medalist Owen McAllister said of his run to the checker in his Access Medical/William Snyder/JDRF FM. "The visibility was horrible. I was hydroplaning on the straightaways. It was not easy conditions, but it all worked out well."

The Runoffs win was the first for Seaber, who was an SCCA Club racer in the early 2000s before trying a

Rupert Berrington



## FM CHAMPION

### ANTHONY SEABER

North Carolina Region

Bob Wheeler/VIPER

Formula Mazda



Rick Corwine



variety of professional series. This year's return was the culmination of a yearlong effort for Seaber. "I've been chasing this for a very long time," Seaber said. "It's been a long time since I've been to the Runoffs. I'm very happy to be back. I focused on this for the entire year to be able to get up here on the podium and win. I could not be happier."

**Reece White**

#### FM QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. Bryce Cornet/OKLA (Star Formula Mazda) 1:55.124; 2. Anthony Seaber/NCR (Star Formula Mazda) 1:55.493; 3. Nathan Ratton/Tex (Star Formula Mazda) 1:57.145; 4. Robert Noell/NCR (Star Formula Mazda) 1:57.427; 5. Owen McAllister/Tex (Star Formula Mazda) 1:57.432; 6. Stephen Thomas/WTex (Star Formula Mazda) 1:59.479; 7. William Snyder/Tex (Star Formula Mazda) 2:02.323; 8. James Stewart/Tex (Star Formula Mazda) 2:03.886

*Cornet - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1.B*  
*Seaber - Loss of qualifying 1 times per Chief Steward - GCR 9.1.1.E.7.A*  
*Noell - Loss of qualifying 1 times per Chief Steward - GCR 9.1.1.E.12.A,B,C*  
*Thomas - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.F.12.B*  
*Stewart - Loss of qualifying 3 times per Chief Steward - Supp. 9.12*

#### FM RACE

**Race 15 laps, 49 Miles: Pos. Driver (Laps);** 1. Anthony Seaber (15); 2. Robert Noell (15); 3. Owen McAllister (15); 4. Bryce Cornet (15); 5. William Snyder (15); 6. Nathan Ratton (13); 7. James Stewart (8); 8. Stephen Thomas (7)  
**Overall Time of Race:** 35:30.824;  
**Average Race Speed:** 82.869mph;  
**Margin of Victory:** 33.590sec;  
**Fastest Race Lap:** Cornet 2:15.816 (86.676mph); **Lap Leaders:** Cornet laps 1-7; Seaber laps 8-15; **Sunoco Hard Charger:** McAllister



**TWEAKING IT**

The same way tub cars helped revitalize a number of the GT classes, allowing newer cars that are outside of the traditional "formula" are potentially the future of open-wheel classes in Club Racing.

# A FITTING FORMULA

The CRB's John LaRue dives into the "formula" of SCCA Formula racing | **WORDS** John LaRue; Club Racing Board member, member of Formula/Sports Racer Advisory Committee | **IMAGES** Doug Berger

SCCA's current open-wheel classes include Formula 500, Formula Vee, Formula F, Formula Continental, Formula Mazda, Formula Enterprises, Formula Enterprises 2, and Formula Atlanta. A formula class features a general set of rules to which a car is built - a "formula," if you will. FM and FE/FE2, however, feature a set of rules for their open-wheel classes, and competitors are not permitted to design or construct their own cars within those rules and are not given the freedom to choose from a variety of components to use in competition - they are "spec" open-wheel classes. And, considering the participation levels we see across the country, there certainly is a demand for both spec and formula open-wheel classes within SCCA.

From time to time, the Formula/Sports Racer Advisory Committee (FSRAC) and Club Racing Board (CRB) sometimes receive requests to "class" a new open-wheel car that does not comply with any class formula or rule set. These cars are normally ones that have migrated from a pro series that features "spec" cars, and they are offered

up to SCCA as being good equipment at a bargain, which will boost existing grids. They are presented as a car that offers "like performance" to cars otherwise built to the rules of an existing class. Why shouldn't SCCA embrace these cars?

While additional car classing seems like a straightforward request, the issue is actually quite complex. SCCA's formula classes are devoid of performance criteria, so the best combination wins. There is no provision for "giving" a boost to the slower car to equalize performance; there is no Balance of Performance. If and when a car that is not built to the established formula is permitted, the class is no longer a "formula" class, but becomes a hybrid, which features spec cars that offer "similar" performance. When that new "spec" car is not competitive, or proves to be too competitive, the FSRAC and CRB take action and level the playing field.

The allowance of one outlier effectively changes the DNA of an entire class, requiring active management by the FSRAC and CRB of car-specific performance. Because true formula cars are open to



development, performance management will be ongoing. This invites competitors to lobby for speed rather than finding it through improved engineering and driving. Performance management is rarely perfect, even at the top levels of our sport, and is not likely to satisfy the class stakeholders.

Undoubtedly, spec cars that are not constructed in compliance with the GCR will continue to be built in small batches and will eventually seek a home in SCCA's Road Racing program. They will not exist in sufficient quantities to populate a class by themselves and are likely not capable of being balanced on performance with other cars or classes to a degree that the SCCA would find acceptable. The FSRAC and CRB, in recognizing this as an opportunity, are busy working on a solution to embrace these cars without displacing or distorting the rules of our core formula classes that continue to serve open-wheel competitors, and which provide the last bastion for freedom of design, engineering and development of open-wheel cars in North America. 📍



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# STRAPPED

With a little knowledge, safely towing your autocross car to events is easy

| WORDS Paul Brown | IMAGES Philip Royle

Let's make assumptions. First, we'll say that your trailer has adequate capacity to safely haul your autocross car, the axles are of sufficient capacity, the bearings are maintained, the tongue weight is correct, *yada yada yada*. We'll also figure that you're using proper tie-down equipment, and well-engineered tie-down points on the trailer. But as with so much in life, it's not the equipment that lets you down, it's the way you use it. To that end, let's look at *how* to strap your car to a trailer.

Let's consider over-the-tire straps. This method allows the car's suspension to move while towing down the road, and it will undoubtedly help damp the trailer's movements, but it seems that this will result in a certain amount of wear to the car's shocks from the constant movement. On the other hand, locking the car down will allow repeated movement through a smaller range. Maybe it's a wash.

With tying to the chassis, there's plenty to consider. Tying a car down going front-to-back is fine, but this doesn't eliminate side-to-side motion. Over a thousand-mile trip, that car may migrate. Crossed straps solve this, as triangles are magical things. The concern with crossed straps, however, is if a ratchet comes loose, the car could shift sideways, loosening up other straps

in the process. This is never good.

Tying to the chassis is also complicated by the arrangement of tie-down points on the car. Tie-down slots in the front of the rear tires or behind the front tires pretty much dictate crossing the rear straps. To that end, sometimes a hybrid solution is the only one available, with straight straps on one end and crossed on the other.

If you are dealing with factory tie-down points, you have to find the tie-down points. Sometimes they are obvious, accessible, and usable, while other times they're covered by plastic plugs, placed somewhere you can't get to with the car on the trailer, or are in otherwise unfortunate locations. For a dedicated track-only car, you can largely do whatever you want as far as tie-down points. Rings, hooks, slots, whatever – just put them somewhere you can get to.

## FIRSTHAND EXPERIENCE

In the 35 years I've been running National Solo events, I've towed at least 13 different vehicles. Let's go through some highlights.

Conquests had loops on the front, but nothing at the back. I looped a strap over the rear cross-member but found that the cross-member would saw through the webbing in a few miles. A visit to the shoe repair shop to get a leather pad sown over a

## CRANK IT

Whether utilizing an enclosed (ABOVE) or open trailer (BELOW), making sure the straps are secure is essential – and they should be checked every time you stop.



new strap, and we had a long-term solution.

The Neon was a bit of an adventure. It had T-hook slots on the subframe in the front, right under the front seats. It had slots in the rear subframe just inside the bumper. A bit of pondering resulted in loading the car on the trailer backwards.

Second-generation MR2s are pretty easy, as they have T-hook slots up front and wire loops below the rear bumper. I used a chain with J-hooks at the back of the car, and ratchet straps on the front. The benefit of this was that the chain was a fixed length, and the car always ended up in the same location, so the trailer balance never changed.

And, finally, J-hooks seem to fit in Porsche jack points, and the BMW M2 hides its T-hook slots in the plastic jack adaptors.

But no matter how you tie down your car, just make sure it's still on the trailer when you get to the autocross event. 🚗



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**SUPPORT SYSTEM**

Durable wheels are a must-have item for RallyCross.

# ROUND AND ROUND

Believe it or not, wheel selection is key to building even the most stock of RallyCross cars | **WORDS** Matt Wolfe | **IMAGE** Rupert Berrington

With all of the work involved in prepping even the most basic of RallyCross cars, it's easy to overlook a few important details, and a key piece in that puzzle is wheels. Selecting the correct set of wheels for your RallyCross vehicle could easily be the difference between landing on the podium or ending up with a max time because your car became a lawn dart thanks to an untimely failure.

There are a few basic items to consider when it comes to wheel selection for RallyCross. One of the universal "don'ts" involves steel wheels. While steelies may be fine for a novice on a tight budget, especially one wheeling a light vehicle, they aren't recommended. The strength of a steel wheel cannot match that of a well-constructed aluminum one. While steel wheels are easier to straighten in a pinch (assuming you have a big enough hammer), they are also easier to damage. The loads that your wheels will experience at a typical RallyCross from bumps and ruts are just too much for them to take.

Failures can range from simple bends

and dents to catastrophic failures. One example of this occurred earlier this year at the DirtFish Great Lakes RallyCross Challenge, where a competitor driving an Impreza loaded his car on the trailer only to discover the center section of one of his steel wheels had become convex instead of concave, presumably the result of a now-misshapen wheel. We've also seen cases where the lugholes can rip on steel wheels. To this end, using a cheap aftermarket aluminum wheel in place of an OEM or properly constructed aftermarket unit is also a poor decision. The prices of some gravity cast wheels may look attractive, but this is not a part you should skimp on.

Something that is a definite "do" concerning RallyCross wheels is cleaning and inspecting. While most RallyCross cars probably aren't attending car shows on off weekends, you should be checking wheels for damage and fatigue. Replacing a worn wheel before it breaks is much cheaper than what could happen if it breaks on course.

As for which wheels are a good pick for RallyCross, often OEM aluminum wheels

with the right offset and width will do the job just fine. Most OEM wheels are inexpensive to acquire, strong enough to handle significant abuse, and while they may not be the lightest option, weight is not quite as important a consideration for competition on dirt as it is on pavement. While not necessary, a dedicated rally-specific wheel is never a bad pick. Plenty of middle-of-the-road options exist as well, just pay careful attention to the wheel's construction.

Something else to consider in wheel selection is the pattern of the spokes. Unlike in road racing or autocross where the design of the wheel often prioritizes getting heat out, a good RallyCross wheel should keep debris from getting in. This is especially true if you compete in a snowy, icy, or muddy climate, where all three can cling to the inner barrel of the wheel.

Selecting the proper wheel for your RallyCross car shouldn't be difficult. A properly constructed, designed, and inspected wheel will give you peace of mind and allow you to focus on driving and having #funwithcars. 📍



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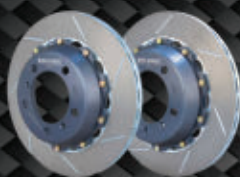
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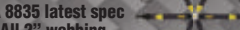
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**CHECKING IN**

Fred Rosevear (left) and Mike Thompson played hosts to two creative RoadRallies sporting different kinds of controls.

# RALLYING DIFFERENTLY

Land O' Lakes Region hosts a pair of RoadRallies featuring a new kind of control | **WORDS & IMAGES** Rick Beattie

What could reasonably be characterized as a pair of Tour RoadRallies proved to be much more than that to the nine teams that entered this year's Land O' Lakes Region Oktoberally and Pursuing Purple Cows National RoadRally events headquartered in La Crosse, Wis. The start happened at 8:31 a.m. on Sept. 14 as the first car tried to solve rallymaster Mike Thompson's latest rally puzzle. Thompson used only the paved roads of Vernon County for the rally route with a promised trip to Wildcat Mountain. The rally stopped for lunch at The Goose Barn, which, as was noted at the event, "is close to absolutely nothing."

Truth be known, Oktoberally rallymaster Thompson characterized this rally as a Tour, but the description hid the National Course rally logic it contained. Fred Rosevear took over rallymaster duties for a typical National Tour event with John Emmons acting as registrar for the weekend. Both events used the Richta CP Timing system.

That first day, the course following was very much like a Tour with no off-course loops, no main road, and the use of the "principal road" definition, but

the similarities ended about there.

Jim Crittenden, who navigated for Chuck Larouere to take first in Class E and first overall with just 85 points, explained the concept as the need to determine what he called the "unidentified road." Thomson used "Onto" and multiple "Onto" roads, a "Default Rule" (to "default [to] that of the most recently acquired Onto"). Points were based on whether or not an instruction caused you to "go away" from a *single* "Onto".

For Pursuing Purple Cows, Rosevear's rally the following day, a more traditional Tour event appeared. It was advertised as "speeds are brisk," and in addition it challenged drivers with both paved and unpaved roads, favoring the cars better equipped for that type of run.

Rosevear's Tour rally had 81 scored controls on a 203-mile rally to couple with Thompson's 25 scored controls in 211 miles. Both were made possible by using the Richta CP Timing system.

Thompson is the first to use that system on an SCCA National Course Rally, necessitating a number of sanction exceptions to the current RoadRally Rules.

In effect, it allowed the rally to be run without checkpoint crews. To compete, contestants used their smart phone to run the app, and timing was in seconds, not the typical hundredths. Additionally, the timing controls were identified by a checkpoint symbol in the route instructions, and many times there was no sign on the course.

The Oktoberally controls were located using a Dual SkyPro XGPS 160 GPS receiver that typically could report to an accuracy of 1.8 meters. As teams passed a control, their phone would give a "ring-ding tone," as someone described it, and the display would show the arrival time and the leg score, and whether they were early or late. Then it was on to the next restart at a CZT (Car Zero Time). Contestant would receive the critiques at the next Observation Control (OBS).

The system for teams in Pursuing Purple Cows was very similar but included multiple controls between the CZTs. That event was scored in tenths of a second. That timing system added precision to the time recorded upon entering the control.

Reportedly, no one saw a purple cow - but no one hoped to see one. 🐮



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## ADVERTISER INDEX

AiM	63
Apex Performance	85
Borg Warner	83
Harbor Freight Tools	101
HMS Motorsport	15
Intercomp Racing	29
Ivey Engines	87
K&K Insurance	83
Kearney	63
Lucas Oil	25
MAXXIS	99
NecksGen	87
Nissan	104
Pagid Racing	73
Racelogic	13
RaceQuip	81
RACER Magazine	95
SCCA	42-43
Skip Barber Racing School	103
Speedcom	41
Sube Sports	7
Summit Racing	55
Tire Rack	2
Wilwood Engineering	11

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Leigh Denham

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**WHEN** 2020 race season  
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**Mar 29-31** Road Atlanta, Ga.  
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**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.  
Goikhberg (TA2); Ave (TA2)  
**Aug 1-4** Indianapolis Motor Spdw, Ind.  
Dyson (TA); Miller (TA2); Kezman (SGT); Davidson (GT)  
**Aug 8-10** Mid-Ohio Sprrts Car Course  
Francis Jr. (TA); Miller (TA2); Boden (SGT); Funk (GT)  
**Aug 22-24** Road America, Wis.  
Francis Jr. (TA); Matos (TA2); Kezman (SGT); Courtney (GT)  
**Sep 5-8** Watkins Glen International, N.Y.  
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**Sep 20-22** VIRginia International Raceway, Va.  
Said (TA); Miller (TA2); Kezman (SGT); Davison (GT)  
**Oct 4-6** Circuit of the Americas, Texas  
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**Nov 14-16** Daytona Speedway, Fla.

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**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.  
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**Aug 8-10** Mid-Ohio Sports Car Course, Ohio  
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**Sep 13-15** Sebring International Raceway, Fla.  
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**Jul 26-28** VIRginia International Race Complex, Va.  
Pedersen; Pedersen; Obel  
**Aug 22-24** Road America, Wis.  
Roe Jr.; Pedersen  
**Sep 13-15** Sebring International Raceway, Fla.  
Pedersen; Pedersen; Pedersen  
**Champion:** Dickerson



Garvin Baker

### PRO RACING

**WHAT** F3 Americas  
**WHEN** 2020 race season  
**WHERE** The best tracks in America  
Dakota Dickerson ran to the F3 Americas title in 2019. As he moves on, who will step up to fill his shoes?



**F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES**

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

**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](http://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](http://scca.com/supertour)  
2020 schedule to be announced



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)  
2020 schedule to be announced

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Oct 5-11, 2020** Road America, Wis.

### REGIONAL/DIVISIONAL

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

2020 schedule to be announced

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

**Nov 9-10** # PBIR/Florida  
**Nov 16-17** Roebeling Road/Buccaneer  
**Nov 30-Dec 1** Sebring/Central Florida  
Buccaneer (912) 398-0147  
Central Florida (407) 415-8714  
Florida (561) 654-3396

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

2020 schedule to be announced

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

2020 schedule to be announced

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

2020 schedule to be announced

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

2020 schedule to be announced

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

2020 schedule to be announced

**NORTHERN PACIFIC** [norpac-scca.org](http://norpac-scca.org)

2020 schedule to be announced

**SOUTHERN PACIFIC**

2020 schedule to be announced



Rupert Berrington

### UP NEXT...

Road America will host the 2020 RallyCross National Championship in August and the National Championship Runoffs in October. Why not attend both?

### REGION DRIVER'S SCHOOLS 2020 schedules to be announced

#### SCCA ACCREDITED SCHOOLS FULL COMPETITION LEVEL

**Allen Berg Racing School**  
(888) 722-3220  
[allenbergdrivingschools.com](http://allenbergdrivingschools.com)

**AMG Driving Academy**  
(888) 604-1766 [amgacademy.com](http://amgacademy.com)

**Bertil Roos Racing School**  
(800) 511-7606 [racenow.com](http://racenow.com)

**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)

**Bob Bondurant School**  
(800) 842-7223 [bondurant.com](http://bondurant.com)

**Lucas Oil School of Racing**  
(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Sport Driving School**  
(888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Simraceway Performance Driving Center**  
(800) 733-0345  
[simracewaydrivingschool.com](http://simracewaydrivingschool.com)

**Skip Barber Racing School**  
(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School**  
(800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

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

**Allen Berg Racing School**  
(888) 722-3220  
[allenbergdrivingschools.com](http://allenbergdrivingschools.com)

**Bertil Roos Racing School**  
(800) 722-3669 [racenow.com](http://racenow.com)

**BMW of North America**  
(888) 345-4269  
[bmwperformancecenter.com](http://bmwperformancecenter.com)

**Bob Bondurant School**  
(800) 842-7223 [bondurant.com](http://bondurant.com)

**Kaizen Autosport Racing School**  
(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

**LevelUp Racing School**  
(920) 838-6612  
[levelupracingschool.com](http://levelupracingschool.com)

**Lime Rock Driver's Club**  
(860) 435-5000 [limerockclub.com](http://limerockclub.com)

**Lucas Oil School of Racing**  
(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Primal Racing School**  
(770) 573-1010 [primal.racing](http://primal.racing)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**  
(253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

**Simraceway Performance Driving Center**  
(800) 733-0345  
[simracewaydrivingschool.com](http://simracewaydrivingschool.com)

**Skip Barber Racing School**  
(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**NOVICE PERMIT / SCHOOL CREDIT**

**Allen Berg Racing School**  
(888) 722-3220  
[allenbergdrivingschools.com](http://allenbergdrivingschools.com)

**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)

**EXR - Exotics Racing Series**  
(702) 802-5662 [exrseries.com](http://exrseries.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**Spring Mountain Advanced Driving School**  
(800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**Thompson Speedway Motorsports Park**  
(877) 226-7223 [theracingschool.com](http://theracingschool.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

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

**NORTHEAST** [nediv.org](http://nediv.org)  
**Nov 11 TE** Summit Point/Washington DC

**SOUTHEAST** [sedivrracing.com](http://sedivrracing.com)  
**Nov 16-17 TT/TE** Roebbling Road/  
Buccaneer

**Nov 29 TE** Sebring/Central Florida  
**Atlanta** (770) 617-0801  
**Central Florida** (407) 415-8714

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Dec 7 TT** MSR Cresson/Texas  
**Texas** (951) 283-5680

**SOUTHERN PACIFIC**  
**Nov 9-10 TE** Buttonwillow Raceway/  
Cal Club

**Nov 30** Las Vegas Motor Speedway/  
Las Vegas  
**Cal Club** (661) 304-9382

### TIME TRIALS NATIONAL TOUR 2020 schedule to be announced

### TRACK NIGHT IN AMERICA

**Palm Beach International**  
**Racing, Fla./Nov 12, Dec 10**

### STREET SURVIVAL SCHOOLS

**Nov 9** Marana Regional Airport/Arizona  
Border

**Nov 24** Pacific Raceways/Northwest

**Dec 14** Dragon Stadium

### 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](http://scca.com). For changes, e-mail [sanction@scca.com](mailto:sanction@scca.com).



### OFFICERS

Chairman **LEE HILL**  
Vice Chairman **DANIEL HELMAN**  
Secretary **ARNIE COLEMAN**  
Treasurer **K.J. CHRISTOPHER**  
Assistant Treasurer **PETER JANKOVSKIS**

### SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055  
Main: (785) 357-7222  
6620 SE Dwight St., Topeka, KS 66619  
[www.scca.com](http://www.scca.com)

### EXECUTIVE LEADERSHIP

President & CEO  
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Vice President & Chief Operations Officer  
**ERIC PRILL**

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**MINDI PFANNENSTIEL**

Senior Director of Solo and Rally  
**HOWARD DUNCAN**

Director of Road Racing  
**DEANNA FLANAGAN**

Senior Director, Marketing & Experiential Programs  
**HEYWARD WAGNER**

Director of Region Development  
**CHRIS ROBBINS**

### SCCA PRO RACING

Toll Free: (800) 770-2055  
Main: (785) 357-7222  
6620 SE Dwight St., Topeka, KS 66619  
[www.sccapro.com](http://www.sccapro.com)

### SCCA ENTERPRISES

Phone: (303) 693-2111  
14550 E. Easter Ave., Suite 400  
Centennial, CO 80112  
[www.scca-e.com](http://www.scca-e.com)

President & CEO **ROBEY CLARK**

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(503) 330-3010; [jzurschmeide@scca.com](mailto:jzurschmeide@scca.com)



## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

Fredric Aibel 11/11/1959 Northern New Jersey

## 55-YEAR MEMBERS

Sylvan C. Barlow 11/1/1964 Finger Lakes  
 Aaron J. Deer 11/1/1964 Milwaukee  
 Raymond Marty MD 11/1/1964 Northwest  
 George R. Shafer 11/1/1964 Steel Cities  
 Wilbur A. Zobbe 11/1/1964 Indianapolis

## 50-YEAR MEMBERS

David K. De Bolt 11/1/1969 Indianapolis  
 Robert Kosky 11/1/1969 Great River  
 Michael Phillips 11/1/1969 Washington DC  
 Chris H. Ronson Sr. 11/1/1969 Buccaneer

## 45-YEAR MEMBERS

John W. Huffman 11/1/1974 Fort Wayne  
 J.R. Mills 11/1/1974 Arkansas  
 William E. Patterson 11/1/1974 Cal Club  
 Michael E. Sturm 11/1/1974 Milwaukee  
 Ron Y. Wake 11/1/1974 San Francisco  
 Michael L. West 11/1/1974 Mid South

## 40-YEAR MEMBERS

Richard C. Brooks 11/1/1979 Fort Wayne  
 Michael Campanelli 11/1/1979 Central Florida  
 M.E. Halley 11/1/1979 Northeast Oklahoma  
 James B. Kolhoff 11/1/1979 Detroit  
 Jose G. Rodriguez 11/1/1979 Florida  
 Pasquale F. Scopelliti 11/5/1979 Glen  
 Rod Susman 11/1/1979 Cal Club

## 35-YEAR MEMBERS

David E. Dobry 11/9/1984 Detroit  
 Paul J. Eklund 11/19/1984 Oregon  
 Michael Jorgensen 11/9/1984 Milwaukee  
 Russ McBride 11/20/1984 Atlanta  
 Greg Rice 11/20/1984 Glen

## 30-YEAR MEMBERS

Robert Anderson 11/9/1989 New England  
 Robert Barnes 11/14/1989 Cal Club  
 Bob Clark 11/8/1989 Milwaukee  
 Toby Cook 11/14/1989 Finger Lakes  
 William K. Emery 11/28/1989 Ohio Valley  
 Thomas A. Ennis 11/30/1989 San Francisco  
 John A. Kish 11/8/1989 Arizona  
 Bob Klingler 11/30/1989 Continental Divide  
 William Love 11/9/1989 Washington DC  
 Bob Marmon 11/14/1989 Des Moines Valley  
 R. Steve Masters 11/22/1989 New England  
 Robert B. Nowlan 11/8/1989 Kansas  
 William B. Perry 11/7/1989 Chattanooga  
 Bob Pozniak 11/28/1989 Finger Lakes  
 Mark Wagner 11/6/1989 New England

## 25-YEAR MEMBERS

Dennis L. Barnes 11/9/1994 Cincinnati  
 Peg Dowd 11/8/1994 New England  
 James Wyatt Henriksen 11/29/1994 Houston  
 Matthew Wesley Henriksen 11/29/1994 Life  
 Charles Horn 11/22/1994 San Francisco  
 Bert A. Hultman 11/30/1994 Milwaukee  
 Jeanne Irving 11/15/1994 Central Florida  
 Josef Jahelka 11/9/1994 Northwest  
 Pat Johnson 11/9/1994 Atlanta  
 Jon Raymond Krolewicz 11/1/1994 South Carolina  
 David Ligon 11/30/1994 Alamo  
 Richard McAfee 11/3/1994 New England  
 Dermot J. O'Donovan 11/17/1994 San Francisco  
 George Plsek 11/15/1994 Cal Club  
 Alex Reynolds 11/22/1994 Alamo  
 Matthew D. Reynolds 11/22/1994 Alamo  
 Lynne Tornetta 11/30/1994 South Jersey  
 James P. Tornetta 11/30/1994 South Jersey  
 Larry Wilson 11/9/1994 Florida  
 Mark Wood 11/17/1994 Washington DC



Rupert Berrington

## RALLYCROSS

**WHAT** Regional RallyCross

**WHEN** Right now

**WHERE** Near you

RallyCross competition runs year round, meaning you can have fun with your car any time of the year. Just don't be afraid of a little dirt.

## SOUTHERN PACIFIC

**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 Mtr Spdw/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](http://www.scca.com/solo)

## ROADRALLY

## NATIONAL

2020 schedule to be announced

## REGIONAL/DIVISIONAL

## SOUTHERN PACIFIC

**Dec 6** First Friday Niter, Mission Hills, Calif./Cal Club

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

## RALLYCROSS

## DIRTFISH NATIONAL TOUR

2020 schedule to be announced

## DIRTFISH NATIONAL C'SHIP

**August 2020** Road America, Wis.

## REGIONAL

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

**Nov 17** Summit Point/Washington DC

**Nov 24** Summit Point/Washington DC

SOUTHEAST [sedivacing.com](http://sedivacing.com)

**Dec 8** HollyTree Off Road/Tennessee Valley

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

**Nov 24** Byron Motorsports Park/Milwaukee

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

**Nov 10** I-80 Speedway/Nebraska

**Nov 17** Madison, Ill./St Louis

**Nov 17** 81 Speedway/Wichita

**Nov 24** Santa Fe Trail Cycle Park/Kansas

**Dec 15** Santa Fe Trail Cycle Park/Kansas

NORTHERN PACIFIC [norpac-scca.org](http://norpac-scca.org)

**Nov 9** Alaska State Fairgrounds/Arctic Alaska

**Dec 7** Alaska State Fairgrounds/Arctic Alaska

## SOUTHERN PACIFIC

**Nov 9** Glen Helen Raceway/Cal Club

**Nov 9** MC Motorsports Park/Arizona Border

## SOLO

## TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2020 schedule to be announced

## TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

**Sep 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)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

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*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

*Whitener (Super); Whitener (Ladies)*

**May 31-Jun 2** Mineral Wells Airport, Texas

*Dietz (Super); Whitener (Ladies)*

**Jun 14-16** Toledo Express Airport, Ohio

*Connors (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); Blume (Ladies)*

**Aug 30-Sep 1** Lincoln Airpark, Neb.

*Dietz (Super); Fisher (Ladies)*

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

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**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)

**Champions:** Dietz (Super); Fisher (Ladies)



Jason Isley

## AUTOCROSS

**WHAT** Regional Solo

**WHEN** Now

**WHERE** Here, there, everywhere

It may be the "off season," but

the Solo National Championships

will be here before you know it.

Stay sharp by autocrossing often.



Philip Royle

## ROADRALLY

**WHAT** Regional RoadRally

**WHEN** This weekend

**WHERE** That road

RoadRally keeps your driving skills and your mind sharp. When's the last time you ran an event and were accurate to 100th of a minute?

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

**Nov 9** Liberty Bowl Memorial Stadium/Mid South

**Nov 10** Yoder Autocross Site/Wichita

**Nov 11** Crowder College/Ozark Mountain Region

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

**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](http://coloradoscca.org)

2020 schedule to be announced

NORTHERN PACIFIC [norpac-scca.org](http://norpac-scca.org)

**Nov 9-10** Fresno Fairgrounds/San Francisco

**Nov 16** Fresno Fairgrounds/San Francisco

# ENDURE AND CONQUER.

**MAXXIS®**  
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\***

**\*visit [Maxxis.com](http://Maxxis.com) for more details**





## NEW PRODUCTS



### MAGNUM-F 6-SPEED

Made from 100-percent brand-new OEM quality parts and designed to match the quality of today's OEM muscle and sports cars, the Magnum-F features increased face-width on all gears, a robust combination of double and triple cone synchronizers, enhanced webbing in the main case, and provisions for a cooler circuit. The shifter is an isolator-type unit, which reduces in-cabin noise and vibrations while providing precise and communicative shift feel.

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



### MAHLE SPEC MX-5 PISTON

Mahle Motorsport introduces a new piston developed for the Mazda Motorsports Spec MX-5. The MX-5 forged piston is developed from 4032 alloy, and features Mahle's proprietary Grafal anti-friction skirt coating to reduce friction drag, scuffing, and cylinder bore wear, as well as a phosphate dry film lubricant to protect pin bores from galling and ring grooves from micro-welding. The forged pistons have a machined crown, designed with exacting tolerances for a motorsport-specific application.

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



### DEI VAPOR BLOCK SLEEVING

DEI's Vapor Block Fuel Line Sleeve reflects heat away from fuel lines to prevent fuel from vaporizing prior to reaching the motor. Designed with a convenient split design and adhesive flap that allows for easy installation, DEI's Vapor Block provides quick heat protection without the need to disconnect the fuel line. Simply wrap the Vapor Block Sleeve around the fuel line, remove the adhesive liner, and press the adhesive flap into place.

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

# TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



### MOROSO REMOTE OIL FILTER ADAPTER

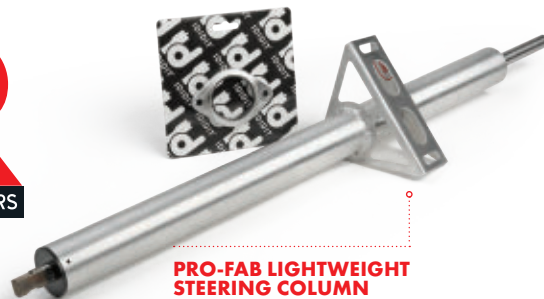
Moroso introduces its Ford Coyote remote oil filter adapter, replacing the factory spin-on oil filter mount, which is ideal when chassis restrictions don't allow the use of a block-mounted filter or when a larger filter is desired. Constructed from billet aluminum, the unit has marked 10 AN "in" and "out" ports, as well as an NPT port for a supercharger/turbo oil feed or an oil pressure sender. Includes mounting hardware and engine block sealing O-rings.

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



### INTECH COLD AIR INTAKE

Intech's line of cold-air intakes has expanded to include coverage for all year ranges of C5 Chevy Corvettes. Styled to match the rest of the engine compartment and developed exclusively for 5.7L LS1-powered C5s, they boost power by as much as 22hp and torque by as much as 19lb-ft across a wide power band. A unique dual filter "hammerhead" style intake tube delivers maximum airflow and velocity.



### PRO-FAB LIGHTWEIGHT STEERING COLUMN

Mustang racers can gain a weight-saving advantage with the new Pro-Fab Lightweight Steering Column for the 2005-'14 Ford Mustang from Iddit Performance. The ultra-lightweight race column weighs 3.85lbs, and when paired with an Iddit Performance quick-release steering hub and aftermarket lightweight steering wheel, the 6.8lb combination offers a 15.2lb weight savings over the factory column. Designed for drag, autocross, and road course racing, the column is a direct factory replacement, bolting directly to the factory mounting points and factory steering shaft.

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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## RESETTING THE BAR

The 2017 National Championship Runoffs was like no other, and to commit editorial hyperbole, the excitement amongst racers in the paddock that year was palpable. It was, after all, Indy. The location was ripe with history, and nary a soul in the SCCA was unfamiliar with what had taken place amid those hallowed grounds over the previous 100 years. Granted, my Runoffs attendance as a spectator and on-and-off-again driver only dates back to 2005, but the buzz during the 2017 Runoffs was unlike any I'd experienced. Until this year.

I'm not about to suggest that VIRginia International Raceway is as significant to motorsports as Indianapolis Motor Speedway - but I won't say it isn't. The Oak Tree bend that begins the run down into Rollercoaster is one of the most recognizable in American motorsports (albeit admittedly a little less visually stimulating now that the actual oak tree is no more), and VIR's Esses are known for both their beauty and treachery. Indeed, Indy was "Indy," but from blind turns to full-commitment corners, VIR's challenges represent the finest in road racing.

*"To commit editorial hyperbole, the excitement amongst racers in the paddock this year was palpable"*

If I had to name other North America road racing circuits that house features as well-known as VIR's Esses and Oak Tree, the list would be remarkably short. The Corkscrew at WeatherTech Raceway Laguna Seca is an obvious selection, as are Road America's Turns 5 and

the Kink. And Mid-Ohio's Madness sits near the top of the list, as does Michelin Raceway Road Atlanta's Esses. There's more - but not much more.

Back to VIR and the 2019 Runoffs (coverage of which is in this issue). Since I wasn't competing at this year's National Championship event at VIR, I had ample time to stroll the paddock and speak with rookie and veteran SCCA racers alike, and every one of them was in awe of the 18-turn circuit that sits amidst the rolling Virginia countryside. The long straights enabled the cars to stretch their legs, they said, while the technical segments of NASCAR Bend, Rollercoaster, and Hog Pen tested car setup and driver skill. Overall, some noted, the circuit equalized the strengths of each vehicle, allowing horsepower cars to race alongside those attuned for handling.

The Runoffs races backed up this analysis. This year saw an inordinate amount of extraordinary finishes, with one class coming down to a photo finish and others being decided by a tenth-of-a-second or less. And race after race, I noticed, the battle for the checker came down to the racer's best placement into the Esses and the final pass through the Oak Tree complex. Turns out, these are iconic corners for a reason.

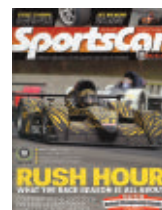
Of the 15 Runoffs I've attended in one capacity or another, it's obvious to me that this year truly represented racing at its best, coming courtesy of an extraordinary racing circuit, incredible driving talent, and meticulous vehicle prep. That's not to discount what has come in the past or what the future holds for the Runoffs. What it is, however, is yet another resetting of the bar. 🍷

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### FROM THE ARCHIVES

#### 10 YEARS AGO... **DECEMBER 2009**



- For only the sixth time in the 46-year history of the Runoffs, the event visited a new track with 596 competitors taking on Road America.
- We tested the waters in Street Touring Xtreme with our Mazda RX-8 project car.

#### 25 YEARS AGO... **DECEMBER 1994**



- After 24 years at Road Atlanta, the Runoffs visited Mid-Ohio for the first time.
- It was announced that the Solo Nationals was heading to Topeka, Kan., after having spent the previous 12 years in Salina, Kan.

#### 50 YEARS AGO... **DECEMBER 1969**



- 351 drivers took the green flag as the American Road Race of Champions graced Daytona International Speedway.
- SCCA member and FV racer Charles "Pete" Conrad was setting off on the Apollo 12 mission to the moon.



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