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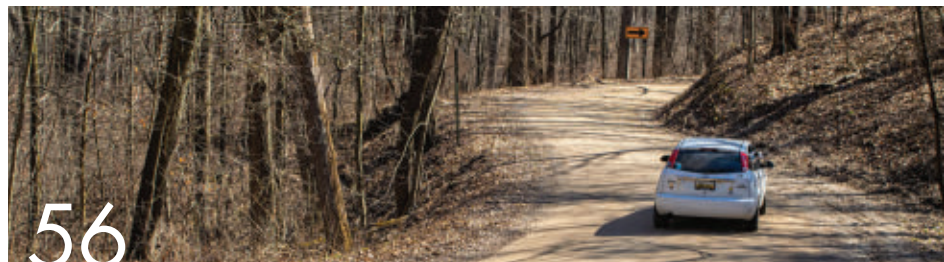
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DEANNA FLANAGAN

SCCA DIRECTOR OF ROAD RACING

CHALLENGING YEAR, SAME OL' RUNOFFS AT HEART

A new normal, but what *is* that exactly? Can normal be new? Is this another mind-boggling contradiction like driving on a parkway and parking on a driveway? Whatever it is, it's safe to say that 2020 has been anything but normal.

Like most, this year began as expected. January included my typical activities such as the SCCA National Convention, baseball practices, and a visit to Sebring for the year's opening round of the Hoosier Racing Tire Super Tour series. February was good, too, with more events and excitement building for a National Championship Runoffs return to Road America.

Then the calendar flipped to March and, well, we all know what happened. Canceled events, staff furloughs, stay-at-home orders, and Zoom meetings with kids and dogs in the background were an unforeseen reality. There was uncertainty, fear of the known and unknown, and a total and complete change to our lives. At that point, January and February seemed almost as if they weren't part of 2020.

"After so much time planning [the National Championship Runoffs], I'm excited to see this event come to life"

Unexpectedly, there were bright spots that emerged from the dark. As a family that's always on the go, we found ourselves with nowhere to go. We were able to spend more time together in one place than we had in a very long time. Projects were completed at home, we played more, we cooked more, and I ate more cookies! The dog got more exercise and so did I,

which was needed after the substantial increase in cookie consumption. The point being that even though things were different and not our "normal," bright spots existed.

As we prepare to head to Road America for the Runoffs, which takes place Oct. 3-11, I'm excited! I'm excited to return to a track the Runoffs called home for five years. After so much time planning, I'm excited to see this event come to life. I'm excited to see our workers, drivers, crew, and their families and friends come together for the sport we all love. (Full transparency: I'm also excited to visit all of the awesome concessions at Road America. Oh, how I've missed you Gearbox Melt.)

Will this year bring the normal Runoffs experience? No, not quite. It will look a little different and perhaps feel strange at times, but the SCCA is committed to making sure everyone has a great experience despite the differences. Of course, we've asked those in attendance to wear face coverings when they enter buildings with the intent of mitigating coronavirus exposure. It has also been decided to cut out many of the social gatherings and awards dinners in order to avoid large group gatherings. Note, however, that awards will still be handed out, just not in the usual setting.

But here's what *won't* be different this year. We will still get to see old friends and make new ones. There may not be as many hugs, but there will be ample hand waves, elbow knocks, and fist bumps to accomplish the same thing. We'll watch racers tackle an amazingly challenging circuit. We'll be entertained with remarkable driving at a track that delivers excitement turn after turn, and we'll crown more than two-dozen SCCA National Champions. And, at the end of the week, we'll return home with new stories and memories, fulfilled by our SCCA relationships - and as always, we'll be grateful we were there. 🍪

A photograph of four sports cars racing on a track. In the foreground, a white car with blue and red stripes and the number '48' is on the left, and a blue and red car is on the right. In the background, a silver Porsche and a blue and white car are visible. Above the cars, a white bridge structure features the slogan 'Never stop driving' in large, bold, black letters. The sky is clear blue.

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LATE breaking

SCCA PRO TO HEADLINE COTA WEEKEND

With the cancellation of F1's U.S. round at COTA in October, SCCA Pro Racing has announced that it will turn the Oct. 23-25 race weekend into a full SCCA Pro Racing weekend. The weekend will now feature both the F4 United States and Formula Regional Americas Championships with other series such as the Blue Marble Radical Cars and Pro Spec Racer Ford 3 Series supporting the weekend.

Cavin Baker



Due to coronavirus concerns, the SCCA was forced to cancel the 2020 Tire Rack Solo National Championships and ProSolo Finale, both of which were set to take place the first week of September at Lincoln Airpark. While entries were proving strong with the Solo Nationals peaking at well over 700 registered prior to the cancellation announcement on Aug. 5, the Club opted to call off the event due to the unpredictable

nature of COVID-19 in the Lincoln, Neb., area.

"This was a difficult decision for all involved," Lee Hill, Chairman of the SCCA Board of Directors, said. "Our ultimate responsibility is to the safety of our members and the long-term health of the Club and this event. There are too many circumstances beyond our control to confidently say that we can assure a safe environment for our members and, therefore, we have chosen

to cancel the 2020 event.

We're thankful for our strong relationship and support from Lincoln and Tire Rack, which has allowed us to make this decision solely about health and safety."

With that strong entry count, however, it was obvious many SCCA members desired to compete, so the Solo department quickly worked to extend the National Solo season. In all, four Championship Tour events and a ProSolo were added to the 2020 calendar,

extending the autocross season into December.

While the Sept. 4-6 Champ Tour at Bristol Motor Speedway will have already taken place, depending on when this issue reaches mailboxes, members could still take advantage of the Sept. 18-20 Champ Tour at Toledo Express Airport in Ohio, the Oct. 16-18 Champ Tour at GrandSport Speedway in Texas, and the Dec. 4-6 Champ Tour at South Georgia Motorsports Park. The additional Champ Tours will

SEASON EXTENDS WITH CHAMP TOURS AND PROSOLO





Jeff Loeve

SPEC MX-5 BOASTS FRESH CONTINGENCY

Toyo Tires has added a significant 2020 contingency program for SCCA road racers competing in the Spec MX-5 (SMX) racecars. The contingency offering is backdated to May of 2020 and includes awards for select SMX vehicles competing in STL races at SCCA U.S. Majors Tour events and select Regional STL races, as well as Spec MX-5 Challenge Series races, with prizes paying up to \$1,000 for a win.

QUADRUPLE THE FUN

Colorado Region will host a quad-Regional at LaJunta Raceway on Oct. 17-18.

Rupert Berrington



Colorado to host October quad-Regional at LaJunta

It came to our attention that despite what we printed in the August issue of *SportsCar*, LaJunta Raceway is located in the city of LaJunta, Colo. - the city is also a fervent supporter of racing. Therein, Colorado Region will be hosting a quad-Regional at LaJunta Raceway on Oct. 17-18.

"The LaJunta 'In Pursuit of the Great Pumpkin' Regional races are held over two days, with Saturday qualifying setting the grid for

race number one, which goes off late morning," Colorado Region's *Redline* magazine editor David Muramoto explains of the quad-racing weekend. "Race number two lines up with the best times from the race - or qualifying - on Saturday afternoon. Sunday is similar in format with the fastest times setting the grid.

"The track itself is like Sebring - built onto old runways leftover from training World War II pilots," Muramoto continues.

"But the track manager has made continuous improvements and Colorado and Continental Divide Regions want to continue supporting him."

The mid-October event offers points for both the 2020 and 2021 RMDiv seasons, making this event a must-attend for anyone campaigning for season championships."

For more information, head to coloradoscca.org and click the Road Racing link. 📍

THE RETURN TO NELSON LEDGES

After a seven-plus-year hiatus, the Aug. 1-2 return to Nelson Ledges Race Course was a great new beginning. The entry count for the joint Neohio-Cincinnati Regions Regional exceeded expectations with 108 entries, and volunteers came out in droves.

When the Region left Nelson Ledges Race Course long ago, everyone wondered if they would ever return. Drivers love the circuit - it is one of the fastest in North America. So, the return to the facility was greatly appreciated.

Some familiar buildings had been demolished and removed, so the Regions put together an impromptu tech area in impound.

The facility has seen improvements over

HELLO AGAIN
SCCA is back at Nelson Ledges.



Jeff Loeve

the years, too. Tires have been restacked, new barriers have been installed - especially around corner stations - the grass is well groomed, and paddock spots are easier to negotiate.

As with any race weekend, unforeseen problems did arise, but while smiles couldn't be seen thanks to masks, eyes gleamed showing the pleasure most people had in returning to this favorite track.

Lauri Burkons

feature a 200-competitor cap. The ProSolo, which takes place Nov. 6-7 at Atlanta Motor Speedway in Georgia, will utilize the modified single-course version of the traditional ProSolo and will have an entry cap of 150 participants.

For the latest information, check out scca.com/solo. 📍

FULL CALENDAR

(BELOW) The Solo Nationals was canceled, but between an extended National Solo season and Regional events, there's plenty to keep autocrossers busy.

Jeff Loeve



AMERICAN SEDAN APPROVES TIRES

Pending Board approval, American Sedan will introduce a tire inclusion list for 2021. Racers will choose between BFG R1 and R1S; Hankook Z214 C51; Hoosier R7, R6; Kumho V700; Nitto NT101; Toyo R888, RA1, and RR; and Yokohama A048 dry-weather tires, with a wet tire allowance.



Jeff Lawrence

TRANS AM WEST THUNDERS INTO 2020

The 2020 SCCA Pro Racing Trans Am Series presented by Pirelli West Coast Championship opened its competition season during the Aug. 1-2 weekend on Thunderhill Raceway Park's three-mile, 15-turn circuit. There, Greg Pickett claimed an overall and TA victory.

Finishing second overall, defending West Coast Championship winner Simon Gregg marked his XGT Class debut with a strong run to the class win.

The TA2 powered by AEM class saw Ethan Wilson claim a flag-to-flag victory.

In SGT, Carl Rydquist also led flag-to-flag, while Joe Bogetich finished on top in GT.

Three weeks later, the Trans Am West Coast Championship raced at Sonoma Raceway. There, Greg Pickett was once again in a league of his own.

Racing from pole-position, TA2 rookie Matthew Butson mastered the Sonoma circuit early, checking out from the other drivers to take his maiden victory.

In SGT and GT, both Carl Rydquist and Joe Bogetich remained unbeaten. 📍

STRONG START

Greg Pickett claimed two wins early on.



Seth DeBoes



Chris Clark

Trans Am's Road America round sees an unforgettable conclusion

Mike Skeen (ABOVE) emerged as the winner following a dramatic SCCA Pro Racing TA2 Powered by AEM race on Aug. 8 at Road America. Skeen's third TA2 victory this season followed a multi-car incident in the high-speed kink that red-flagged the event with 16 minutes still on the clock. With at least 20 minutes of cleanup required, the race activity was halted.

Despite having lost the position on the unscored final lap, Skeen led all 13 scored laps in the Liqui



Chris Clark

Moly Chevrolet Camaro and extended his lead in the season championship after four races. Sam Mayer finished second, with Rafa Matos netting the final podium position in a race that included multiple incidents at the high-speed Wisconsin fan favorite track.

"We had good battles early on, and the Stevens-Miller Racing Liqui Moly Chevrolet Camaro was just great," said Skeen. "We had to [defend] the lead with challenges, a lot with restarts, more than we want for sure."

Earlier in the day, Chris Dyson (BELOW LEFT) led the TA class from green to checker, surviving a pair of restarts to capture his first SCCA Pro Racing Trans Am Series presented by Pirelli victory of the season.

Driving the No. 20 Plaid Ford Mustang, Dyson held off Ernie Francis Jr. to win by 8.19sec for his fifth career TA victory, and first since beating reigning champion Francis Jr. in the 2019 season finale at Daytona as the duo fought for the title.

That multi-class race group also saw action deep through the field, as Ken Thwaits (XGT), Lee Saunders (SGT), and Tim Horrell (GT) each claimed class victories.

The Trans Am Series returns to the track on Sept. 24-27, as TA, TA2, XGT, SGT, and GT head to VIRginia International Raceway. 📍

SCCA BOD ELECTION NEARS

No, not *that* election, the one for the SCCA National Board of Directors (BoD). The election period for SCCA's Area Directors serving in Areas 3, 4, 9, and 11 takes place Oct. 15-Nov. 16, 2020, and your vote is needed.

Area 3's current Director is Lee Hill, who is timing out of his position. Meanwhile, Area 4's Director Marcus Merideth, Area 9's Director Charlie Davis, and Area 11's Director Jason Isley are up for reelection.

This year's voting will be facilitated via the Member Account Portal at my.scca.com, with election results audited by Mize CPAs Inc. If there is only one candidate in an Area, only one ballot will be sent. If there is more than one candidate, the voting will be opened in the Member Account Portal for eligible members. Eligible members are defined as those who are in good standing with the Club as of Oct. 1, 2020, as

well as members with a Region of Record in the prescribed Area.

If a paper ballot is preferred, you must opt out of electronic balloting on or before Oct. 1 by clicking "Edit Contact Info" on the profile page at my.scca.com, then selecting "Edit Subscriptions" and clicking "Opt out of electronic balloting" and selecting "Save." Otherwise, e-mail membership@scca.com and request to "opt out of electronic balloting." 📍

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T2 STEPS UP THE PACE

Several T2 racecars have received competition adjustments, including the C5 Chevrolet Corvette and 2010-'14 Camaro SS/1LE both receiving 50-pound weight breaks. Also, the 2011-'14 Ford Mustang GT 5.0 and 2012-'13 Mustang Boss 302 can now utilize use up to 295mm tires.



Jeff Leawe



Cavin Baker

CUTTING EDGE

At Barber Motorsports Park, Hunter Yeany (LEFT) scored two F4 wins, while Linus Lundqvist (BELOW) continued his FR Americas domination with a clean sweep.



Cavin Baker

F4 AND FR AMERICAS THRILL

Both the SCCA Pro Racing F4 U.S. Championship and FR Americas Powered by Honda series tackled the 15-turn Barber Motorsports Park circuit in Birmingham, Ala., logging an astounding seven races over the course of the Aug. 1-2 weekend. In all, four separate drivers would stand atop the podiums, with one driver continuing his FR Americas domination.

In F4's opening round of its quad-race weekend,

Velocity Racing Development driver Hunter Yeany survived a two-lap shootout with Sam Paley to claim his fourth win of the season. In a photo finish, Yeany crossed the stripe just 0.101 sec ahead of the Jay Howard Driver Development rookie. In race two, Crosslink/Kiwi Motorsport pilot Jose Blanco survived two restarts to claim his first F4 win of the season, while race three saw Crosslink/Kiwi Motorsport rookie Spike Kohlbecker

survive a heated race-long battle with Yeany to claim his maiden F4. Meanwhile, the final F4 race of the weekend capped the weekend the way it began with Yeany's return to the top step of the podium.

In FR Americas competition, the story was one of domination as Linus Lundqvist continued to blitz the opposition with another emphatic lock-out of FR Americas victories, taking his tally of consecutive wins up to eight. 🟡

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

MEMBERSHIP REFERRAL LEADERS FOR JULY 2020

NAME	REF	REGION
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Scott Rettich	6	Ohio Valley
Gayle Jardine	5	Cal Club
Robin Bonanno	4	Central Florida
Jose De Miguel	4	Puerto Rico
Adam Miller	4	New York
James George	3	South Carolina
Meg Meyer	3	South Jersey
John Zuccarelli	3	Florida

825 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Houston	5.3%
Atlanta	3.0%
Detroit	2.0%
LARGE REGIONS (401-799):	
Indianapolis	12.0%
Land O' Lakes	8.2%
Steel Cities	7.7%
MEDIUM REGIONS (200-400):	
NE Pennsylvania	18.8%
Nebraska	11.2%
Western Michigan	10.3%
SMALL REGIONS (<200):	
Big Island of Hawaii	62.0%
SW Montana	44.2%
Wiregrass	40.5%

CHECKERED FLAG: K.C. Van Niman

Former SCCA Board of Directors Chairman and SCCA Pro Racing President and CEO Kempton "K.C." Van Niman passed away at his home on July 25 at the age of 87. A member of SCCA and the Cincinnati Region since 1960, Van Niman was elected to the SCCA Board of Directors in 1984 and served as Chairman from 1988-'90. He later joined the SCCA staff, serving as the President and CEO of SCCA Pro Racing from 1997-'00.

A longtime steward, Van Niman was known as a fair but firm official who listened but was not afraid to make difficult decisions. He served as Chief Steward for Corvette Challenge, the Toyota Atlantic Championship, and for the Rolex 24 At Daytona.

Van Niman served in the U.S. Air Force during the Korean War and married Colette Ast at St. Joseph Church. He was a graduate of the University

of Cincinnati with a degree in engineering. Kempton was employed for 35 years at Proctor & Gamble where he worked at Ivory Dale, Winton Hill and Miami Valley.

"I have such fond memories of K.C., both as a kid growing up in Ohio and then as a staff member early in my career under his leadership in Denver," SCCA Vice President and COO Eric Prill said. "Our thoughts are with Colette and his family during this time." 🟡



CLUB SERVICE

K.C. Van Niman served the Club in many roles, including as Chairman and SCCA staff.

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Rupert Berrington

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 SCCA MEMBER SINCE 1980

MIATA: THE UNIVERSAL AMATEUR MOTORSPORTS

Miata. There's a long-running joke that it's the universal answer to any question about amateur motorsports - and it's pretty much true. The sports car that defines fun-to-drive has bookended my career thus far. I like to brag that I scored the first national championship in a Miata, with SCCA at the National Championship Runoffs at Road Atlanta, Showroom Stock C, in 1992. And that very car

looked like a slightly fatter version of the Lotus Elan, perhaps my all-time favorite pure sports car. The Miata was blue, sitting on the street in Monterey during the IMSA race week. I thought it was glorious that such a thing was about to exist, though I certainly did not imagine how good it would be, and how long its popularity would last.

I was racing a Honda Civic Si of my own about that time, chosen partly because of my pro racing with T.C. Kline in the same car. The Miata had about the same power ratings and weight, and though small, not a great aero drag coefficient, so at first most of us did not recognize its winning potential. At the Road Atlanta Runoffs of 1991, I finished second to the Mazda Protégé of old friend Eric Van Cleef, helped by a maddening Miata driver jumping the start three times from the fourth row, causing three wave-offs (just start the race and black-flag *him*, for goodness sake), and shortening that Showroom Stock C race that same amount. Tragic for me, because I knew Eric's tires were borderline - and sure enough, his left-front was shredding as he passed under the checker with me right on his tail.

Woulda-shouldas aside, the Miatas were not yet dominant. I got one the next year because of the amazingly generous Mazda contingency, \$500 to win. With the BFGoodrich Tire program and Miata Club, wins were profitable, even! Imagine that. With my own car, I won a lot *and* paid for my racing. Rare! I fantasized about being a vagabond racer, racing all over in my car, financed by contingencies.

The secret to the Miata was two-fold:

1. Great brakes: We were required to run stock pads back then, and the Honda's were quite inadequate.
2. Handling Balance: The perfectly neutral two-seater could maintain very high cornering speed as a result, not creating the tire friction that slowed its competitors in the strict class. Turning did not slow it down.

The Hondas of the time (EFs) had very light rotating mass and good mid-range torque in their SOHC 1.6L motor, making the Miata feel lazy to build revs in comparison. But the Miata's DOHC 1.6L pulled well at high revs, all the way to seven grand.

The Miata handling was a revelation, so responsive that Showroom

"The Miata handling was a revelation, so responsive that Showroom Stockers like me had to recalibrate"

has survived and was recently in a Sacramento museum. Then I once more piloted a Miata in 2014 during my last factory pro road racing contract (so far...) racing for Freedom Autosport in the IMSA Continental Tire Series, co-driving with the terrifically talented and remarkable Andrew Carbonell. In an oft-repeated phrase these days, I also raced with his father (Alfredo, in this case).

I remember the very first time I saw a Miata in person - do you? It



ANSWER

Stockers like me had to recalibrate. After staying up all night prepping the car for its first race at Roebing Road in Savannah, Ga., I roared into Turn 1 first lap and cranked the wheel, promptly spinning and messing up my careful alignment. Exactly a year later, Van Cleef did exactly the same thing. We front-drivers were in no way expecting such response.

Another sign of the Miata's potential that weekend was that I could run within a second of my wife Linda's Mitsubishi Eclipse Turbo in Showroom Stock A. While it would horizon the little roadster on the long front straight, that handling balance would reel the understeering Eclipse back in through the never-ending sweepers that make up the rest of the circuit, surprisingly so. "We're really on to something here," I recall thinking.

At Freedom Autosport, the NC Miatas we ran in 2014 were killer cars. Allowed the same size tires as most of the competition and a race-prepped engine, the *Little Mazda That Could* took on Caymans and BMWs and won a bunch of races - not on pure speed, either, but because they did

not slow down. The lightweight and balanced handling paid off at the end of a long run. While the team got sick and tired of hearing me complain about the oversteer in their setup, with the big tires and Andrew's counter-steering talent, it worked.

Miatas today make up an astounding percentage of every SCCA grid because they have proven to be such good cars on track, and because of the nationwide success of the Spec Miata class we know so well. Sure, they don't have a lot of power, but don't look down your nose until you've tried one. The Miata is incredibly enjoyable and satisfying to race. That light weight and reliability keep the costs super low. And, with a low-mount racing seat, almost everyone fits.

I recently had the chance to compete in a long stint at an endurance race in a near-Spec Miata. It had been a while. It all came rushing back to me quickly, though. The instant steering response, the feel of the front and rear working in harmony, carving the line through the amazing rollercoaster ride that is Oregon Raceway Park (don't miss this gem). I loved the drive.

"I roared into Turn 1 first lap and cranked the wheel, promptly spinning and messing up my careful alignment"

The Miata makes one feel like a real racecar driver, even when driving down to the grocery store in a stock one, which I daily drove back in 2014, too.

And, of course, Mazda's powerful support of racing, SCCA in particular, is another important factor in the cars being the most road raced of any other brand. It's also no surprise that the beloved MX-5 Miata is the most-raced car in the world, including the pro training ground Battery Tender Global MX-5 Cup.

The newest version, the ND, recently received an engine upgrade that I felt was sorely needed, yearning for redline like a real sports car should. The ND1 engine came nearly straight from the sedans and faded as the revs climbed, but the ND2 got a proper 7,500rpm, 181hp sporting powerplant that really heated up the personality of this star of our SCCA world. After all, it is the *Sports Car Club of America*, and the Miata is one of the greatest of all time. 🍷

THE ANSWER

Spec Miata's success is unprecedented in modern SCCA Club Racing, boasting packed fields at Regional races, Majors, Super Tours (ABOVE), and the Runoffs.

CRAZY FAST

Runoffs rookie Michael Borden has had an incredible Touring 4 season this year. Now only the Runoffs, and some of SCCA's best road racers, stand between him and a perfect record

WORDS Philip Royle | IMAGES Rick Corwine

Michael Borden is having a crazy year, but not for the reasons you might think. This October, Michael will face off against some of SCCA's best racers during his very first SCCA Runoffs appearance, all the while being unwittingly thrust into the limelight. As *SportsCar's* odds-on favorite to win a National Championship his first time out, there's now a sizable bull's eye on his back. But in our defense, Michael earned every inch of that target when he bested SCCA heavyweights John Heinricy and Nick Leverone – multiple times – and then concluded his 2020 U.S. Majors Tour and Hoosier Super Tour season utterly undefeated, all in a class that's new to him. Yeah, you could say it's been a crazy year.

"I finally had enough money saved where it made sense that I could actually go road racing and make a season of it," Michael reveals to me of 2017, his rookie SCCA Road Racing season. "I have always wanted to run Spec Miata ever since I'd gotten into racing because I want the competition and I want the close racing. I didn't care if I was mid pack, there's always going to be someone to race and have fun."

GAME ON

(RIGHT) Michael Borden might be facing his first Runoffs appearance, but that doesn't mean he's not shooting for gold.

Michael ran Spec Miata that season, plus 2018 and '19, before jumping into Touring 4 for the tail end of the season and then the entirety of 2020. Still, Michael confesses, this racing season has been a surprise even to him.

"I had no idea that I would get the results that I ended up with at this point throughout the year," Michael admits. "I assumed I'd have a lot of podiums, but to have the amount of wins I've had this year is blowing me away. I'm still shocked by it. To be honest, I'm trying to take it all in. It's crazy."

Yet it's not as surprising as you might think. The fact is, Michael's entire life has built up to this red-letter year, and it all began with toy cars and video games.

"I've been into cars since I was a kid," Michael tells me. "I always had Matchbox cars and toy cars. Then what got me into racing was playing a lot of video games. When the original Gran Turismo game came out, I don't know if it was the first night but it was really close to the release date, I picked it up with a buddy and we stayed at my grandma's house and were up until like 5 or 5:30 in the morning playing. That really grew the car addiction because that game had so many cars. It was crazy – you could learn so much about them."

Fast-forward to 2009 and Michael, now with a college diploma in hand and job hunting, was also active on iRacing. Four years later, the bug finally bit. "I bought a 2007 Subaru STI and decided to take my Subaru up to Road America for a winter autocross."



LEADER OF THE PACK

(RIGHT) Michael Borden is taking nothing for granted, entering as many events at Road America as possible this season in preparation for the 2020 Runoffs.

"I was at the front of the mid-pack guys and struggling to get up to the front pack"

MICHAEL BORDEN

A solitary autocross turned into a season and, by 2014's conclusion, Michael found himself not only second overall in B Street competition, but also being handed the Milwaukee Region autocross rookie of the year award.

His success ultimately resulted from a combination of factors, but one was the importance of leaning on those with greater experience. "The first couple [of autocrosses] were a little tough, but then a I made a couple of small changes to the car and by the third event I had a trophy," Michael points out. Those tweaks? "I went to an alignment shop that works on racecars and does really good alignments and knew how to set it up," he says. "I did that and put on a set of better end-links to stiffen up the rear a little bit, and the car was night and day."

With his Subaru getting a little long in the tooth, Michael exchanged that for an NC Miata and continued dodging cones, now excelling in C Street. But despite experiencing more autocross success, Michael's attention was elsewhere. "I had it in the back of my head to go road racing, but I was trying to save up to buy a house and do some other things first," Michael admits. "I was saving as much money as I could while still being in a car competing."

While autocross might have been a stopgap, it was a fortuitous investment that's still paying dividends. "Car control is extremely important," Michael notes of autocross. "And then the course is different every time and you have to get up to speed really fast - I think that's another thing that's helped me, especially this year since I'm running a lot of racecourses I've never been to."

Bridging the gap between autocross and road racing were track days, where Michael also instructed in order to receive discounts on his

own track time. Yet as he was stepping ever closer to road racing, reality hit. "I started researching racecars and I was like, these things are way more expensive than I thought," he says. "For a good front-running Spec Miata, you're looking in the range of \$17,000 to \$20,000 - that's a lot of money. I also don't have a truck and a trailer, and I don't have room to store all of this stuff. I was like, I don't know what to do."

Advanced Autosports, a local race prep shop, was recommended, and Michael realized there might be a fit. "They have an arrive-and-drive full rental deal, so you just show up and get in the car and drive," Michael says. "I figured that was a good way to test the waters and get my competition license without having to go crazy and buy a whole car and everything else. I didn't have to invest a lot of money first - I just test it out at a fairly reasonable rate."

Michael got his racing license all right, and by 2017's conclusion, he'd rented a Spec Miata from Advanced Autosports a half dozen times. Yet unlike what you might expect after reading this far, Michael's early adventures on track were not outright successes.

"I was a little farther behind than where I expected," Michael admits. "I was at the front of the mid-pack guys and struggling to get up to the front pack. Still, I remember so many people coming up to me and asking, 'Were you a karter when you were young or something?' And I was like, 'No, I just started [performance] driving a couple years ago.'"

"I think with iRacing I learned the basics and then when I transferred to real life, I had the extra sense of all the g-forces and everything else and it made it easier to apply those skills to real life," he adds.

Sim racing may have prepared Michael for some of what to expect at the track, but not all. "There are a lot of things that are good in iRacing, but it's also vastly different when you get in a real racecar - there's a lot more going on," he reveals. "There's the sense of speed, and generally there

**BREAK TIME**

(ABOVE) Michael Borden and girlfriend Bethany Porter grab a bite to eat during the Aug. 15-16 U.S. Majors Tour at Road America.



are a lot more cars and different classes in real life. And there are so many more senses to take in - all the smells and the extra loud sounds of cars going by. All of that stuff is overloading at first."

An area that wasn't overloading was not only input from other racers, but also data acquisition analysis. "I actually used data quite a bit in iRacing," Michael reveals. "It's very similar to the data you see in real life. In iRacing, they have throttle and brake traces and speed - it's everything that you have in real life, if not more."

Being a software developer, Michael was comfortable knee deep in data both in sim racing and in the real world, with many similarities

being uncanny. "In iRacing they have a big database, so whatever your lap was you could find somebody about a second away from you and pick that lap and then compare it and figure out where that guy was faster than you. Generally, if you played around and looked at a couple different laps, you'd find one where you'd lose a second in just two corners to the other guy and then you can dig into the details.

"Once I went racing in real life, it did help to have another person look at the data, but it was also helpful of them letting me use their data from their car so that I was able to learn what I was doing different."



DIGGING DEEP
(ABOVE) Thanks to his iRacing experience, Michael was already well versed with race data analysis.



TAKING IT IN

(ABOVE) Michael might be surprised by his recent success, but considering how often he races, it's not like his wins are happening by accident.

Michael returned to Spec Miata in 2018 and '19 with Advanced Autosports, but this time not only was he getting faster as a driver, but his car changed, too.

"After that first year, when I went back to Advanced, they gave me a much better car," Michael laughs. "It was a car that actually had a pro-built engine in it.

"At Blackhawk, the smaller track in the area, that first year I was doing pretty well, but every time I'd go up to Road America I just was like, I can't keep up with these guys. Everybody's talking about how big the track is and everybody just drives away from me. Then they put me in a car with an X-Factor engine and the first time I went back to Road America I instantly went quite a bit faster. I could tell that extra power made a difference down those long straights."

Spec Miata was going well, and Michael found himself continually improving and finishing higher on the results sheet, but then there came the announcement for the 2020 Runoffs.

"When SCCA announced the Runoffs was

"Racing John Heinricy that weekend at Road America was ...more intense than anything I'd ever done in Spec Miata"

MICHAEL BORDEN

returning to Road America, I was at a banquet with Ben Merwin from Advanced and we were chatting and he was like, 'Since we're a local shop [to Road America] we want to have an NC Miata on the podium at Road America.'"

Michael was still driving the NC he'd autocrossed, and the idea of road racing one was enticing. So, he jumped.

The original plan, Michael explains, was to build a Spec MX-5, but since it wouldn't have its own class at the Runoffs, Touring 4 turned into the goal. But rather than renting another racecar, Michael went a different route.

"Ever since I've been into racing video games and got into cars, I don't know why but I've always wanted to rip out the interior and do as much work as I possibly could to build a racecar so I could

THINGS TO COME

(LEFT) The Aug. 15-16 U.S. Majors Tour at Road America proved to be an incredible Runoffs preview, as Michael Borden (42) and 15-time Runoffs Champion John Heinricy battled closely. (BELOW) Lemons of Love, a company that provides chemo care packages, is something Michael and Advanced Autosports fervently support, especially given that Advanced Autosports founder Dave Wheeler passed away from cancer in 2018.



ON A ROLL

Michael is making a habit of going from the grid (ABOVE, BOTTOM) to victory circle, decorating his racecar with Majors victory stickers along the way (ABOVE, MIDDLE).

say I had a part in it," he says. "So, I figured if I'm going to do it, I might as well get it over with."

Michael and his girlfriend Bethany Porter flew to Alabama in March 2019 to pick up an NC to convert into a racecar, with the pair driving it back to Wisconsin. "I spent the next three months in the garage doing the easy prep work myself," he says. "I then took the car to Advanced and they put it in the cage and did the electrical and some of the other stuff I didn't want to do, then they went over everything I did."

With the car complete, Michael and Advanced wrapped the 2019 season with four events in preparation for an early start to his 2020 Runoffs campaign. "We finally had it fully prepped going into Sebring in January of this year," he says.

That opening weekend of the 2020 Hoosier Super Tour saw stiff competition, with the likes of Izzy Sanchez, Chi Ho, John Heinricy, and Nick Leverone in the field. But once the racing concluded, it was Michael who had swept the weekend. In fact, of the four Super Tour weekends he's competed, Borden has only scored wins,

placing him firmly in the T4 Super Tour points lead entering the 2020 Runoffs. He also leads the T4 Northern States Conference points after scoring eight race wins, earning the pole in all but the final race weekend at Road America. That weekend it was 15-time SCCA National Champion John Heinricy who landed on the pole - but both times, Michael was victorious.

"Racing John Heinricy that weekend at Road America was probably more intense than anything I'd ever done in Spec Miata, but Spec Miata definitely was a good way to prepare for it," Michael admits. "I don't think you could prepare any better than that."

Is this how Michael sees the 2020 Runoffs playing out, with him on the top step? Indeed, he admits, winning would be amazing - especially considering there's the Mazda Road to 24 Shootout to think about that would give him a shot at a pro ride for 2021 - but truthfully, he confesses, he can only try his best.

"I'll just go out there and do the best I can, think about what I need to do, and try to let the race come to me - that's happened over the course of this year pretty well, so I'm not going to worry about it too much," he concludes. "Maybe I can get a good start and beat the other guys into Turn 5 of the first lap and build a gap because my car is definitely stronger from Turn 5 to 14, but we'll see. It's going to be very interesting come that Sunday morning at the Runoffs."

The Touring 4 race at the Runoffs is slated to take the green shortly after 8:15 a.m. CDT on Sunday morning, Oct. 11. You can watch the race unfold in person at Road America or via the Runoffs live video stream on scca.com. And should Michael conclude the 2020 racing season with a perfect record, well, that would be crazy - but also well deserved. You see, while Michael's road racing experience may be shorter than SCCA luminary racers like Heinricy or Leverone, it's impossible to say he hasn't worked hard for his success. Truly, the crazy thing would be to underestimate what Michael can do. 🍊

WHO WILL WIN THE RUN



OFFS?

This Oct. 3-11 will see hundreds of racers descend on Road America for the 2020 National Championship Runoffs. Here's who we think will claim the gold

WORDS J. Michael Hemsley, Philip Royle, Tom Schultz, Reece White, Jeff Zurschmeide
IMAGE Jeff Loewe



UPHILL BATTLES

More than 500 road racers spanning 26 classes are set to do battle at the challenging Road America circuit this October for the chance to become an SCCA National Champion.

If we presented an award for editorial brilliance appearing within our *Who Will Win the Runoffs?* predictions, it would go to the author of this magical nugget: "In short, we don't know what's going to happen, and neither do you." We'll leave you to discover that excellence in prose amongst the forthcoming glut of pages that preview the 26 racing classes set to battle at Road America this Oct. 3-11 for SCCA National Championship glory, but within those words rests an undeniable truth that *SportsCar* writer Reece White utterly nailed: This story, my friends, is guesswork at its best.

OK, perhaps "at its best" is overselling it a smidge. But regardless, we're largely proud of what we've done.

So, what have we done? Glad you asked. We've pored over 2020 race results, points races, social media hearsay, and read a variety of tea leaves to land upon our top three picks in each racing class at the forthcoming 2020 National Championship Runoffs.

What's that you ask? What's the Runoffs? Well, my friends, it's *the* SCCA road race you want to win each year. Season championships are challenging, but the Runoffs is an annual winner-take-all title bout on an unbelievable scale. Past winners include Skip Barber, Bobby and Graham Rahal, Scott Sharp, Randy Pobst, Boris Said, Jimmy Vasser, Michael Galati, Paul Newman, and more. But the list of drivers who came up short is equally amazing - Bob Bondurant, Michael Andretti, and Peter Cunningham never managed to close the deal.

If you're not a Runoffs aficionado, some of the details appearing in the following race predictions may need clarification and, for that, we present this paragraph. In many of the predictions, we reference years or locations of past Runoffs, but unless you follow the event with fervor, confusion can set in. So here's our de-confuser: The Runoffs was held at Road America from 2009-'13, at which point it began to move to various bucket-list tracks around the country like Laguna Seca (2014), Daytona International Speedway (2015), Mid-Ohio Sports Car Course (2016), Indianapolis Motor Speedway (2017), Sonoma Raceway (2018), and VIRginia International Raceway (2019). This year, the Runoffs returns to the rolling hills of Road America and all 14 turns of its challenging goodness.

Needless to say, with more than 50 years of history, there's more to the Runoffs than that, but the amount of knowledge you've just ingested should make you dangerous.

Want to know more about Road America? Flip to our *Hot Lap* feature elsewhere in this issue for the ins and outs of this spectacular circuit and discover every turn in juicy detail.

For now, what's left is for you to turn the page and begin enjoying our guesswork. Oh, and if you can't make it to Road America for this year's Runoffs, come the morning of Oct. 9 - when the green flag waves on the first of three days of racing action - head to scca.com/runoffs to watch the races streaming live. 📺



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

WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

AS

1. Greg Eaton **1**
2. Andy McDermid **8**
3. Daniel Richardson

BS

1. David Daughtery **10**
2. Fritz Wilke
3. Tony Roma

STL

1. Joe Moser **1**
2. Danny Steyn **2**
3. Denny Stripling

STU

1. Mike Flynn
2. David Fiorelli
3. Anthony Geraci

AMERICAN SEDAN

It was no surprise that Greg Eaton took the American Sedan championship last year. It was an easy call because VIRginia International Raceway is his home track. This year's challenge is rather different, though, and the Northern Virginia-based driver is making multiple trips to Wisconsin to be ready for this year's contest.

"We're trying really hard this year, that's for sure," Eaton tells us. "I've taken every opportunity I could to go up to Road America and get track time. There's a little of bit of pressure for sure this year, and I'm trying to race everywhere I can with Andy McDermid and the guys [in American Sedan]."

Eaton, however, is well aware that he's not going to drive away with an easy championship. "Andy McDermid has eight championships," Eaton says. "The guy's done it all. When we go to Road America, he knows every square inch of the track. So, to try and keep up with him will be difficult, that's for sure. Then you've got Danny Richardson, and Mike Levine is extremely fast. And you can't count John Heinricy out, either. That guy's a serial killer in a car."

McDermid shares Eaton's assessment of the competition, saying, "I think Greg will be fast, and Danny Richardson, John Heinricy, the Aquilante sisters, and Phil Smith."

B-SPEC

B-Spec drivers have been working hard for a renaissance for their class, and last year they put an impressive 25-car field on track at VIR. This year, there may be just as many.

"It appears that we should be pushing the 30-car mark," two-time B-Spec National Champion David Daughtery says. "I think that'll be good."

Daughtery is favored to win this year, with competitors Fritz Wilke and last year's runner-up Tony Roma also on the podium. However, 2019 National Champ John Phillips and last year's third-place finisher Brandon Vivian will both be on hand for the race, so



Jeff Lowe



Jeff Lowe



Dave Green



FRONT RUNNERS

(LEFT, from TOP to BOTTOM) David Daughtery will be back in B-Spec, on a mission to claim SCCA National Championship number 11. Joe Moser made the jump to STL this year and has quickly proven to be the one to beat. "Irish Mike" Flynn is back in STU, and we fully expect him to close the deal.

reveals. "The car won the Indianapolis Runoffs in 2017 with Adam Roberts behind the wheel, so I have a strong legacy of performance to uphold."

STL always delivers exciting racing, and this year's entry list promises close battles. In particular, 2018 and '19 National Champ Danny Steyn will be there, and he agrees that Moser is the driver to beat.

"The prediction is spot on, 100 percent," Steyn says of our assessment. "We raced at the Sprints, and Joe Moser is an exceptional wheel man."

Moser's not rehearsing his podium speech just yet, however. "Several drivers have a strong chance of winning," Moser admits, "including Danny Steyn, Denny Stripling, Max Gee, and Justin Elder."

SUPER TOURING UNDER

"Irish Mike" Flynn took third place at last year's Runoffs, but we think he'll hit the top step of this year's Runoffs podium.

"My wife bought me this BMW for my 50th birthday," Flynn says. "It used to be a Techmark World Challenge car, and it's the perfect car for STU, I think. It's not the strongest car, but I think it's a very strong car."

Flynn got close to the STU podium with fourth-place finishes in 2011 and '12 at Road America before moving away from the class. Now with his ex-World Challenge BMW, he's checking his mirrors.

"They've all got me worried," Flynn admits. "Elivan Goulart in the Lotus is very fast, and he's a top driver. I'd put him up at nearly number one. Then there's a sleeper car out there, and it's Kip Van Steenburg in the Porsche 944. He won EP twice and he is wicked strong. Then there's Chris Haldeman in the Honda. He's a fantastic driver. There's five or six cars that could win this thing." 🏆

there's a deep bench to beat on Road America's long straights. Daughtery is a thinking and planning driver, so he's got the competition thoroughly analyzed.

"Riley Salyer," Daughtery says. "Man, that kid is really getting it, and he'll be right there. Tony Roma will be very tough in his Sonic, as will Brandon Vivian. They were both top three last year.

"Rob Piekarczyk is amazingly strong, [and] he ran very well at the June Sprints," Daughtery continues. "Fritz Wilkie with the Fiesta, he set a track record at the Sprints, so he's going to be very strong. And Chris Taylor has come into his own."

SUPER TOURING LITE

Joe Moser has moved over from EP this year, after several front-running attempts in the class. This year, we think he's got what it takes to lead at Road America, and he's got a very special motivation to win.

"This is my first year of racing without my dad," Moser reveals. "Not only was he my best friend, but he was my long-time racing partner and more recently, my crew chief. We won a lot of races together. He was the best, and racing the Runoffs won't be the same without him."

Moser will compete in a Honda CRX with STL history. "It's a new car to me, but it has a long tradition of winning under the ownership of Sam Myers," Moser

MUSCLE MANIA

(MAIN) The American Sedan race will be the crowd pleaser it always is, with Greg Eaton undoubtedly putting on a great show up front.



PODIUM PREDICTIONS

T1

1. Andrew Aquilante **9**
2. Mark Boden **2**
3. Hugh Stewart

T2

1. Alan Kossof
2. Mark Boden **2**
3. Kurt Rezzetano **2**

T3

1. Derek Kulach **2**
2. Jason Ott
3. Marshall Mast **1**

T4

1. Michael Borden
2. John Heinricy **15**
3. Nick Leverone **1**

TOURING 1, TOURING 2, TOURING 3, AND TOURING 4

WORDS Philip Royle | MAIN IMAGE Rick Corwine

TOURING 1

Five of Andrew Aquilante's nine SCCA National Championship titles came in T1. Beyond that, of the last 10 times Aquilante has contested this ground-pounding class, his starting position has been no worse than second. He also has oodles of experience at Road America, scoring three poles and two wins in his four Runoffs attempts at the tricky Wisconsin circuit - and you can double all of that with his professional racing experience. But while that could make someone confident, for Aquilante, it simply means he knows that anything can happen.

It's rare, but Aquilante's luck sometimes runs dry. In 2016, Aquilante was in hot pursuit of the T1 leader when his race ended amidst smoke and fire. Then, in 2019, his dominant T1 performance turned south on the last lap with motor woes, transforming his 20-second lead into a second-place finish.

So, who does Aquilante think will be chasing him and his Phoenix Performance Mustang this year? "I'd say Mark Boden, since it's his home track," Aquilante says. "And really, anyone showing up considering it is never over 'til it is over."

We agree with his assessment, and we'd certainly add Hugh Stewart

to the list of contenders. Stewart claimed third in 2019, and we expect a similar result in 2020.

TOURING 2

Fall-Line Motorsports is not anticipating a stellar performance in T2 this year. We think they're wrong.

While some of the T2 Porsches Fall-Line campaigns did receive a balance of performance adjustment, we believe Fall-Line can more than compensate. We anticipated Fall-Line driver Tim Kezman to claim the win in a tight battle with his teammates, but moments before this issue



Jeff Lowe



Mark Weber



Jeff Lowe



THE GRAND TOUR

(LEFT, from TOP to BOTTOM) Alan Kossof will be the fastest of the Fall-Line racers, and likely the fastest of all of T2. Touring 3 racer Derek Kulach hopes to pick up his third Runoffs gold medal at the Runoffs this year. If all goes to plan, Michael Borden will claim T4 victory despite being a Runoffs rookie.

going to win before he told us this.

But wait, there's more: "I went [to the 2020 June Sprints] to gain more knowledge on the circuit and get ready for this year's Runoffs," Kulach reveals. "Saturday I was able to finish second and learned a few things going into Sunday's race. What the results on Sunday don't show is that I had a 4.5-second lead on Sunday with two laps to go before I was taken out by a slower car in Canada Corner."

A list of potential contenders includes Marshal Mast, Jason Ott, Breton Williams, and Rob Hines, with wild cards Richard Baldwin, Jason Knuteson, Scotty B. White, Ross Murray, and Eddie Nakato.

"I really think that we could end up watching an epic race to decide the champion in T3," Kulach admits. "I could see an eight-car pack that will be the guys to win it."

TOURING 4

We'll not belabor our T4 pick. After all, Michael Borden is on the cover of this issue and is featured elsewhere. But it boils down to the fact that Borden has basically come out of nowhere and is running at an unbelievable pace, bettering the likes of SCCA racing legend John Heinricy and talented wheelman Nick Leverone. But, with that, Borden admits that the T4 Runoffs race will be like no other he's experienced.

"I think that the success I've experienced [this season] will help me bring confidence into the Runoffs, but it will be different from the races throughout the season," Borden admits. "I used other classes to my advantage when I could, but that won't be a factor at the Runoffs. 🍀

was set to print, Kezman reported personal obligations would force his absence. And with that, it's Fall-Line's Alan Kossof and Mark Boden who will duke it out for the top step.

"Yes, it will be close racing among the Porsches," Kezman agrees, although he foresees other cars leading the pack. "The front of the field will most likely be BMW, Corvette, or Mustang."

Who does Kezman see battling for the win? "Mark Boden and Kurt Rezzetano...will be strong, as will anyone in a BMW E92 - that thing is a rocket in a straight line."

TOURING 3

"Road America is a track that I have been going to since I was 12-years old," says two-time Runoffs champ Derek Kulach. "At that time, I was my dad's crew and would help with anything a kid was allowed to do at the track."

"My first Runoffs I attended in full competition was 2013 at Road America. Since then, I have been back several times and think of Road America as one of my top five favorite tracks. At home on my sim rig, I have run well over 2,000 laps there since it was announced we were going back."

And we thought Kulach was

STRONG START

(MAIN) Andrew Aquilante is hunting for National Championship number 10, and it could very well come in Touring 1 this year, as that race kicks off the 2020 Runoffs.



E PRODUCTION, F PRODUCTION, AND H PRODUCTION

WORDS J. Michael Hemsley | IMAGES Jeff Loewe

PODIUM PREDICTIONS

EP

1. Jesse Prather **3**
2. Matt Reynolds **3**
3. Aaron Downey

FP

1. Kevin Ruck **2**
2. Eric Prill **2**
3. Sam Henry

HP

1. Steve Sargis **7**
2. Dan Meller **1**
3. Chris Schaafsma

E PRODUCTION

Jesse Prather showed the true potential of his new BMW Z3 at last year's VIRginia International Raceway Runoffs. While he didn't win - largely due to an unforced error - SCCA's Club Racing Board awarded his BMW with a flat plate restrictor for his Runoffs performance. But it takes more than a restrictor to slow down this three-time Runoffs winner.

In four weekends of racing this year, Prather has had eight wins and set three lap records, including at the June

Sprints. "The car and I are working really well together this year, and that's where the speed is coming from," explains Prather, who has a proven ability to engineer a racecar to be the best.

If Prather's so fast, will there be any competition for the lead? You betcha. Matt Reynolds, a three-time EP champion in his own right, is fast everywhere he goes. Aaron Downey, meanwhile, has nearly won the Runoffs at Road America, and his RX-3 loves those long straights - he'll be gunning for that elusive Runoffs win, for sure.

And don't forget three-time Runoffs champ Jon Brakke who scored two of those wins at Road America.

Finally, there's the wild card: Cameron Wogrin. He's a relative newcomer to this field, but he's proven to be fast in his BMW, and we have little doubt that with a little luck he could upset our predictions.

F PRODUCTION

The first thing two-time Runoffs Champ Kevin Ruck said after being told he was our pick to win this year's



REDEMPTION

(LEFT) Jesse Prather was on his way to Runoffs victory in 2019, but an agricultural excursion changed all of that. We expect Prather to set things right this year in E Production.



confidence will be enough to keep his Runoffs winning streak going.

Then there are Charlie Campbell and Ken Kannard, also in fast Miatas, and they'll be at or near the front. Craig Chima and Ethen Shippert have both entered their Lotus Super 7s, but those front "wings" won't help on the straights. If they can stay in range of the Japanese cars, they will have an advantage in the twisty bits.

H PRODUCTION

Steve Sargis has four pole positions, three wins, and a third at the Runoffs held at Road America. He knows this course - and with a grand total of seven Runoffs titles, there are few people who have been as successful at the Runoffs as he.

Sargis has been fast this year at St. Louis and Mid-Ohio on the long course, and at the June Sprints, Sargis won the first race (he didn't finish the second). Sargis prepares an excellent racecar, but it is British, so the quick guys behind on the grid will hope it shows its British nature if Sargis runs away.

That said, Dan Meller has won an HP championship Road America with his Honda CRX (although this year he'll be wheeling a Datsun 210 instead), and Chris Schaafsma finished second at Indy and has a VW sporting plenty of grunt.

And there are plenty of others who could win this one. Vesa Silegren, last year's champion at VIR, is fast, and VIR is a track not unlike Road America. Greg Gauper has had a win and four other top-five finishes at the Runoffs at Road America, so he'll be in the mix, too.

What is certain about this race is that Sargis will be fast - but so will everyone else. 🍌

Runoffs: "Well after being picked last year, and how everything has gone since then, my initial reaction is 'Don't you put that evil on me!'"

Ruck's mechanical luck has been horrible for a year and a half, but we have little doubt everything will come together in time for this year's Runoffs. Recently, he reports, "We finally had a good event at Mid-Ohio with a quick car that was fun to drive and well behaved. It felt both odd and hugely refreshing. A nice reminder of how fun this is supposed to be."

He is feeling more confident with his dog-box transmission and plans to do some laps at Road America before the Runoffs. If his car is on song, he'll be fast - and he'll need to be because he'll have a couple very fast Miatas on his tail.

Neither Eric Prill nor Sam Henry have had great luck at Road America, but both have shown how competitive they can be at this long track. Prill's returning to this track with a pair of Runoffs titles to his name, so maybe that extra bit of

BACK ON TOP

(ABOVE, TOP) The last time Kevin Ruck won the Runoffs was 2015. That will change this year as he races to glory in F Production.

(ABOVE, BOTTOM) Steve Sargis has an amazing seven National Championship titles. We think he'll add another this year with the H Prod win.



SPEC MIATA

WORDS Jeff Zurschmeide | MAIN IMAGE Dave Green

PODIUM PREDICTIONS

SM

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

Picking the winner of a Spec Miata race is like picking the winner of a bar fight before it happens. Honestly, it depends on who's the first to get hit with a chair. That being said, the man of the moment seems to be Preston Pardus. The Florida-based driver picked up second place at VIRginia last year and won the Spec Miata title at Indy two years before.

"I think it's going to be hard," Pardus admits. "I mean, it makes me feel good to be selected [as the possible winner], but I think it's going to be anybody's race. There are several good drivers who have a shot at winning, just like every year.

I think Jim Drago, Chris Haldeman, or Danny Steyn could win. Or last year's winner, Todd Buras. Any of us, on any given day, can get the job done."

At press time, there were more than 60 entries in the Spec Miata Runoffs field. Pardus believes that 20 of those have the ability to run up front. "I think recent years' results and qualifying show that usually the top 20 are all within a second or so," he says. We checked, and he's right. At VIR, 14 drivers were within a second of the fast racing lap, and another eight raced within an additional half-second of the leader.

With a field so well matched, a

strategy is critical. As expected, Pardus has one. "You can have a lot of plans going into the race, but it can all go out the window in one corner," Pardus says. "I think especially coming to Road America, you're going to need good drafting partners. I have two of the best in Jim Drago and Todd Buras. We've all worked well together in the past and this year at the June Sprints, Jim and I worked really well together."

Two-time champion Drago agrees, to a point. "Preston is a very good pick, but I am still going to win," he laughs, with only a hint of humor. With Drago's record of back-to-back



TOO CLOSE TO CALL

Any Spec Miata racer who qualifies in the top 15 or 20 at the Runoffs could win – the competition is that close – but we expect Preston Pardus (LEFT) to race to victory this year. Close behind at the checker will probably be Jim Drago (BELOW). And when we say close, we're talking tenths of a second.

Jeff Loeve



Mark Weber



championships earned at Road America in 2012 and '13, he's got a point. "Whoever is fast right off the trailer, has a good race, and has a little racing luck will have the best shot at it, but having quality teammates like Preston and Todd should help one of us make it to the top step again this year."

One factor to consider is that the Miatas will be racing on a new Hoosier tire.

"It's not mandatory until the Runoffs," Pardus explains. "I think our first event on it was sometime in February. So not everyone really knows the tire. With the old tire,

AT THE FRONT

While an undeniable force in Spec Miata, Danny Steyn has only logged one Spec Miata Runoffs podium finish. That will change this year – and we wouldn't be surprised if he won, too.

you knew what heat cycle to use for the race. I think you're going to see a little different strategy there. Some other tires you can scuff them in a little bit, or you could go out on stickers and they were better. With these, no one's really had enough track time to work with them. We've had a few Super Tour

events, but no one has run that tire in October at Road America."

One other factor in Pardus' Runoffs plans is the NASCAR Xfinity Series. He'll be racing in Spec Miata on Friday and then catching a plane to Charlotte to compete over the weekend. "It'll be interesting," Pardus admits. "For a while, I thought I couldn't race at the Runoffs because [NASCAR] had practice and qualifying. Luckily, we found out last week NASCAR is not going to do practice or qualifying anymore for the rest of the year. So, what am I going to do? The Runoffs. That's good." 📍


PODIUM PREDICTIONS
GT-1

1. Tony Ave **1**
2. Ernie Francis Jr. **1**
3. Mike Lewis **9**

GT-2

1. Mark Boden **2**
2. Andrew Aquilante **9**
3. Jonathan Start

GT-3

1. Mike Lewis **9**
2. Tony Ave **1**
3. Jeff Dernehl **1**

GT-L

1. Chris Bovis **3**
2. Mike Lewis **9**
3. Peter Shadowen **3**

GT-1, GT-2, GT-3, AND GT-LITE

WORDS Reece White and J. Michael Hemsley | MAIN IMAGE Jeff Loewe

GT-1

The GT category at the Runoffs is all about finding the balance between speed and reliability. In GT-1, there's yet another element to that: tires. The top two at the 2019 Runoffs, Ernie Francis Jr. and Tony Ave, are both developing rubber for the GT-1 cars: Francis for Goodyear, Ave for Hoosier.

"We were the fastest car last year, but because it was such a weird race I went off and damaged the car," Ave says of the 2019 championship race that didn't go as anyone hoped. "But it really comes down to a tire war between the two of us."

We think that Ave comes out on

top, but Mike Lewis is no stranger to the top of the podium, Cliff Ebben has been customarily silent but always brings his A-game to Road America, and an improving Dave Ruehlow is likely to be in the lead pack in an Ave Motorsports car and engine. Who comes out on top? We'll put our money on Ave adding a second Runoffs title to the one he earned in 2007.

GT-2

Few SCCA classes are more of a catchall than GT-2. What package do you want? The proven reliability of the street-based car, including the Porsche of Mark Boden, the Corvette of the

scary-fast Andrew Aquilante, or the Vipers of Jonathan Start and Scotty White? How about the featherweight stance of the purpose-built, old-school, tube-framed cars that Pete Peterson or Tom Patton wield? The TA2 cars are always a wildcard in the mix, too, and Mike Henderson and Cliff White are ready with theirs.

We think, come the Runoffs double checker, it's one of the street-platform cars that will pull it off. Boden and his Fall-Line team have been close, they're at their home track, were close a year ago, and look poised to pull an upset on Andrew Aquilante, who is more than a contender in every race he



Jeff Loewe



Mark Weber



Jeff Loewe



THE FAST ONES

(LEFT, from TOP to BOTTOM) Mark Boden is always fast in GT-2, but this year we expect him to be the class of the field. Mike Lewis is running his RX-7 in two classes, and we think he'll stand atop the podium in GT-3. Chris Bovis has his sights set on the GT-Lite win, and we're confident he'll do it.

Ave got the nod in GT-1, but we expect Lewis to be the victor this time around, with Jeff Dernehl, Rob Warcocki, Stacey Wilson, and Taz Harvey in the mix to capitalize on any bad luck or mistakes.

GT-LITE

Chris Bovis is a three-time GT-L National Champion, with one of those coming at Road America. A win this year could be an emotional one for Bovis - he lost his father, George, this year and his mother last year. They were both great supporters of his racing, and his father served on the Road America Board of Directors and was a past SCCA Board member. That's some motivation to win.

The June Sprints was the first time Bovis was in his car since he won the Runoffs at Indy in 2017, but he still managed to win the second race and finish in the top 10 overall.

Mike Lewis is entered in GT-1 in his Jaguar, but he's also entering an RX-7 in both GT-3 and GT-L. Lewis has had some issues with the Mazda, and it will be interesting to see how fast he is at Road America now that the car seems to be sorted.

But this won't be a simple Bovis-Lewis battle. Peter Shadowen has won GT-L National Championships at Road America, Mid-Ohio, and VIR. He and his Honda must not be underestimated. Joe Huffaker's MG Midget might look a bit square, but Huffaker makes that car fly. He'll be mixing with the Japanese cars at the front. Brian Linn is entered with his new Nissan Sentra SE-R. Linn is a two-time HP Runoffs champ and will be wheeling a car with a proven track record.

In other words, expect this to be a Bovis-Lewis-Shadowen-Huffaker-Linn battle, with many others close at hand. 📍

enters. We also include Jonathan Start on the podium based on the Viper horsepower and his ability to use it, but fully expect tire wear to factor in by the end. Each of those three will be hoping for a long, green-flag run, an early lead, and hanging onto the hard-charging tube-frame cars at the end.

If a yellow comes out late? All bets are off.

GT-3

"As we demonstrated last year, you have to be smart enough to leave a good car alone and don't dial yourself out," Lewis points out when discussing GT-3. Four or five contenders ended

VIR sitting on the side of the road a year ago, so the question this year is where the balance remains. Pure speed is nice, but not at the expense of going the distance. Expect a little bit of a conservative attitude this year when it comes to car prep.

If that's the case, Lewis and Tony Ave should be back up front again. How will that shake out? Ever the veteran racecar drivers, Ave insisted that Lewis' Mazda is the platform to have. Ask Lewis, and he's certain last year's rules adjustment favors the Nissan Ave plans to wheel.

Our suspicion is that they're both ready to drive to the lead, and those of us watching will be the real winners.

THE DO-OVER

(MAIN) Tony Ave nearly clinched the GT-1 win in 2019, but it slipped from his hands. This year, we expect the results to be different.



SPEC RACER FORD 3 AND FORMULA ENTERPRISES 2

WORDS Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

SRF3

1. Brian Schofield **2**
2. Mike Miserendino **5**
3. Bobby Sak

FE2

1. Scott Rettich **6**
2. Russell Turner
3. Max Grau

SPEC RACER FORD 3

SRF3 entries are neck and neck with Spec Miata, so as usual, the class will be one of the biggest races at the Runoffs. Also, as usual, the field will be packed with prior champions and top contenders from every part of the SCCA. "The pressure is on," says *SportsCar's* top pick Brian Schofield. "It's Road America, so it's always a crapshoot."

Schofield has reason to be optimistic, though. He has two

prior Spec Racer championships earned at Road America in 2010 and 2013, and he put his car on the pole at five consecutive Runoffs races from 2009 to '13. Going back even further, Schofield made the podium at every SRF championship race from 2007 to '13 and returned with a third-place finish last year at VIR.

"Road America's one of my favorite tracks," Schofield reveals. "It's probably going to be a four-

or five-car battle at the end. It's going to take some smart racing."

One of the drivers who's sure to be at the front is five-time SRF National Champion Mike Miserendino, and he doesn't race for second place.

"There are a lot of guys in the field who have a ton of racing experience at Road America," Miserendino points out. "The lead pack is usually eight to 10 cars. Schofield always runs well at Road America, and he's a real



Jeff Lowe



Jeff Lowe



Mark Weber



BACK ON TOP

Formula Enterprises has witnessed a variety of Runoffs winners, but this year we expect Scott Rettich (LEFT) to return to the top step. That said, Russell Turner (LEFT, BELOW) will undoubtedly be in hot pursuit.

comes to FE2, especially at Road America, the advantage walking in the front gate belongs to Scott Rettich.

"I think attendance will be solid," Rettich says. "The June Sprints showed that. At the Runoffs, I think Paul Schneider, Russell Turner, Ray Mason, and Max Grau will be the front runners."

With six prior Formula Enterprises championships to his credit, and half of them earned at Road America, Rettich clearly understands both the platform and the track. One factor that will be different this time is that FE2 no longer allows the use of tire warming blankets. In the often-chilly Wisconsin weather, Rettich believes that could make a difference in the opening laps of the race.

"It was 60 degrees F at VIR, and it certainly helped the drivers who had them in the first few laps," Rettich says. "But at Road America where it can be colder, it would make a huge difference - but it's been eliminated. With it being colder, we'll probably race on scuffs rather than sticker tires."

Other new factors for the spec class include a new choice of springs and a weight change. "We have two different spring combinations we can put on the front and on the rear," Rettich explains. "That adds a variable, but I'm not sure how much of a difference it's really going to make. We have some of our cars on one spring package and some on the other. Then they added 20 pounds to our weight. I think most of the contenders were making weight anyway, but it could certainly help out." 📍

master of the draft. He won the June Sprints this year for what seems like the 50th time. I say that with the utmost respect, because his record there is incredible. I also expect my teammate T.J. Acker to be very strong; he led a lot of laps at the Sprints. I am sure Clay Russell will want to keep his title streak alive too. I've yet to win a Gen3 title, so maybe this year."

One final thought from Schofield, which is echoed by drivers from around the country:

"I'm really grateful to SCCA for all the work they've done to let us go racing this year."

FORMULA ENTERPRISES 2

More than 20 FE2 drivers entered the June Sprints, which is a great sign of interest in the class. At press time, there were also 20 drivers entered in the Runoffs, too, and that number is expected to rise by the time the October championship event arrives. The field is strong, too, but when it

TOO CLOSE TO CALL

With such amazing driving talent in the field, SRF3 is an impossible race to predict. But if we say the last-lap shootout will include Brian Schofield (MAIN) and Mike Miserendino (ABOVE), we'll probably be correct.



FORMULA ATLANTIC, FORMULA CONTINENTAL, AND FORMULA X

WORDS Tom Schultz | MAIN IMAGE Mark Weber

FAST FORMULA

(ABOVE) Hans Peter should add to his Runoffs victory count this year in FA. (OPPOSITE, TOP) Robert Armington's Runoffs run in FC could very well end with him earning his first National Championship. (OPPOSITE, BOTTOM) FX is a new Runoffs class, but the racecars will look familiar. Driving an FM car, Moses Smith will be first at the stripe.

PODIUM PREDICTIONS

FA

1. Hans Peter **3**
2. Michael Mallinen **1**
3. Richard Zober

FC

1. Robert Armington
2. Rob Allaer **1**
3. Tim Minor **1**

FX

1. Moses Smith
2. Jason Vinkemulder
3. Robert Noell

FORMULA ATLANTIC

The Formula Atlantic class is shaping up to be another Mirl Swan benefit. His prep shop has eight FA gold medals to its credit, and our picks for first and second are his cars. Hans Peter and Michael Mallinen have won before in Swan cars, and this year looks to continue that trend.

Hans Peter won three titles at Topeka in the 2000s, and he is back after a long layoff. He eased back into racing three years ago with a double win at the June Sprints. In 2018, he duplicated that. For good measure, he was at the Road America Historics in July and won twice. He knows the track, has a winning record, and is primed.

Peter does have a beef, though. A competition adjustment, he says, has slowed the Swift 016 he runs, so Mirl thinks that the Swift 014 chassis is faster under the current rules. Consequently, he notes, "If someone experienced shows up in an 014, they will be stiff competition."

Besides Mallinen, others who could challenge include Richard Zober, who had two FA wins at the June Sprints this year, Lee Alexander, and Dudley Fleck. Then there's J.R. Smart who is entered in a Swift 014, so we might find out if Peter's theory is correct.

FORMULA CONTINENTAL

Robert Armington is having a strong year in Formula Continental. He was the class of the field at the June Sprints and should be hard to beat come October. "We would have had a double win weekend if it wasn't for a back-marker in Turn 14 on the last lap," says Armington. "But we kept plenty up our sleeve for the Runoffs."

He has also not over complicated his strategy to end on the podium: "Qualify well, get out to the pointy end of the group, and stay out of trouble," he says.

Rob Allaer has won before, and is unlucky not to have more wins. He is always a threat and may well be the biggest challenge that Armington will have to face this year. Tim Minor is never to be discounted, and the same is true of John LaRue. Brian Tomasi has two golds to his credit and has worked himself back into shape after taking a break.

And, while it's unlikely he'll be contending for the win this year, a wild card is Michael Varacins. The seven-time FV champion has slowly become more competitive in FC and we feel it's only a matter of time before he breaks out in this class, too.



Jeff LaRue



Jeff LaRue

FORMULA X

While Formula X is a new class to the Runoffs, this year it appears to be Formula Mazda under a different name.

Moses Smith has always sparked in FM and this may be the year that he takes the top step. Jason Vinkemulder and Robert Noell are certainly in the mix, and one to watch is Jarret Voorheis - he has shown speed but has been hampered by bad luck. If things go smoothly, this could be his year.

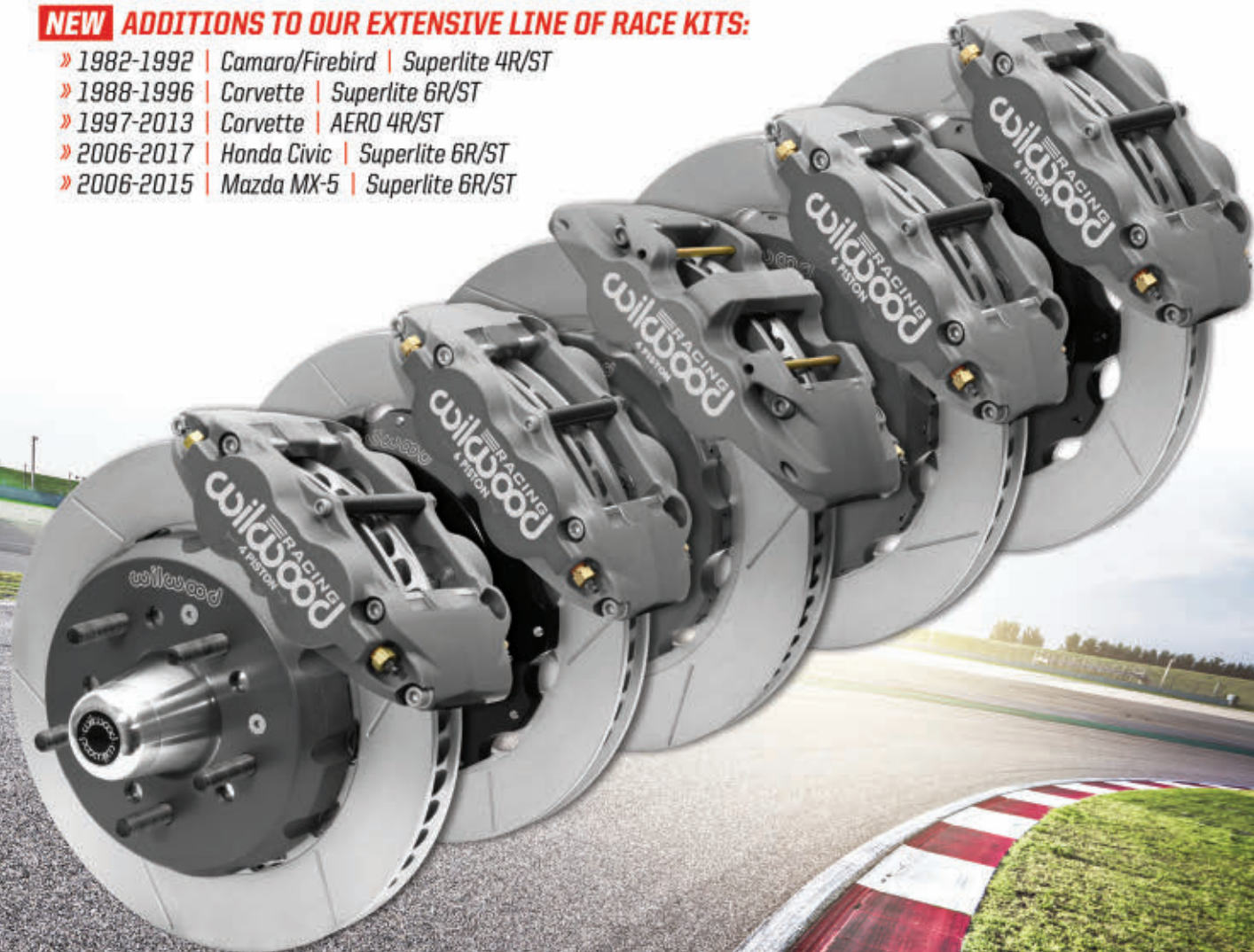
An unknown factor is the SCCA Racing Ligier F4 racecar, which is FX legal. Should someone fast show up with such a car, all bets are off. 🍀

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FORMULA 500, FORMULA F, AND FORMULA VEE

WORDS Reece White | MAIN IMAGE Jay Bonvouloir

PODIUM PREDICTIONS

F5

1. Clint McMahan **2**
2. Calvin Stewart **1**
3. James Weida **1**

FF

1. Tim Kautz **3**
2. Bob Perona
3. Jeffrey Bartz

FV

1. Zach Whitston
2. Andrew Abbott
3. Andrew Whitston **1**

FORMULA 500

Clint McMahan doesn't want the honor of being our Formula 500 prediction to win, but when you line up his last Runoffs appearances - a win at VIR, a win at Indy, a pole at Daytona (though bad luck sunk his race early), and a runner-up at Laguna - it's hard to go anywhere else.

McMahan did list a whole host of potential contenders, though - and it's a strong list. Calvin Stewart and James Weida are

class stalwarts that have a proven track record and made our podium prediction, but McMahan thinks Eric McCree will surprise some.

"He showed a lot of promise at VIR and made some rookie mistakes, but nonetheless he was fast," points out McMahan.

Extra relevant to 2020 is the emergence of Sven DeVries. DeVries has a background in sim racing and is one of a handful of drivers that McMahan's team, Satellite Racing, is helping to move

from the virtual world to analog in Formula 500. That experience has most certainly accelerated his learning curve and makes DeVries an immediate contender.

FORMULA F

When the Formula F field takes the green flag at Road America, the finishing order is always up in the air. But as of late, the Formula F front pack has seen a slew of youngsters slicing and dicing for the coveted SCCA National Championship title.



THE ONE TO BEAT

(LEFT) Clint McMahan might not want *SportsCar's* spotlight on him for this year's Formula 500 Runoffs race, but it's impossible to deny that he's the one to beat.

Mark Weber



Mark Weber



In short, we don't know what's going to happen, and neither do you, but we'll put our money on Kautz to do it again.

FORMULA VEE

And if we aren't quite sure what's going to happen in other classes, Formula Vee would be a dartboard pick.

When we last saw Road America, the class question was simply how much would Michael Varacins win by? He's moved on from the class since then, and the door is wide open for someone to claim the FV throne.

Last year's Runoffs at VIR saw an epic battle with the brothers Whitston, Andrew and Zachary, and Hunter Phelps-Barron at the end. The June Sprints added another brother duo, Brandon and Andrew of Abbott fame, into the mix and onto the podium. Oh, and did anyone happen to notice that dad Ron Whitston swept the rescheduled Cat in the Kettle U.S. Majors Tour in August at Road America?

The only way to sort this out is to put them all on the track and see where the chips fall. But you're here for a bold prediction, so here's where we think this lands: Having a brother as a drafting partner is an advantage at Road America. With that in mind, we think it will be Zach's year to turn the tables on Andrew, but a shove up the front straight from his brother puts Andrew Abbott in between the two.

Although, we could be wrong. 🍷

So, who do we think will win in 2020? Veteran racer Tim Kautz.

Kautz won two in a row at Road America in the early 2010s, but this isn't going to be easy. He was the polesitter at the June Sprints, which is a mark in his favor - but he also finished fourth and DNF'd that weekend. Still, the speed is there.

Bob Perona loves Road America and won from sixth place on the grid at the Sprints, which certainly caught our eye. Jeffrey

Bartz had crept to the podium before the Runoffs left Road America the last time and has a lot of laps on his home track.

Simon Sikes split the weekend with a first and a second at the Sprints and is one of those 19-year-old hot shoes referenced earlier. Max Mallinen led laps at the Runoffs in 2014, but then went off to do real world things like attend high school and college. He's back this year, and could make some noise if he knocks the rust off.

CLOSE QUARTERS

(ABOVE, TOP) Tim Kautz last stood atop the hotly-contested Formula F Runoffs podium in 2013. That will change this year. (ABOVE) Formula Vee always offers astounding races, and this year will be no different. There will be one change, though: Zach Whitston will be the one wearing the gold.



PROTOTYPE 1 AND PROTOTYPE 2

WORDS Tom Schultz | MAIN IMAGE Mark Weber

THE FASTEST

(ABOVE) James French is the favorite in this year's P1 race. (OPPOSITE) At the P2 checker, we predict that Tim Day Jr. will claim his second Runoffs victory.

PROTOTYPE 1

P1 cars are fast, and we expect the fastest laps at this year's Runoffs to come in this class. The fastest of the fast at the June Sprints was the fendered Swift 014.a of James French. He took Saturday's Sprints win and would have had Sunday's if not for a mechanical failure. French has thousands of miles at Road America, has won numerous races at the track, and should bring his Carl Liebich-engineered Swift home in first.

French tells us that having lots of laps is an advantage, but the sprint nature of SCCA races is king. "We have a few things planned and hopefully it will be enough," he says. "I have a terrible history of getting third at this event and would love to finally find victory."

When French's car failed him in June, Chip Romer took Sunday's win. Romer is fast and consistent and will certainly be in the mix.

But there's another driver who possibly has even more miles at Road America than French. Jason Miller lives but a shout away and has raced here for more years than he cares to remember. He has numerous wins at the track, but though he has

raced at the Runoffs since 1996, he has never snagged the gold.

Miller is not just a good driver, but he pilots the wild card in the race: the two-stroke six-cylinder Kohler-powered Wynnurfur. Unfortunately, the car is as fragile as it is fast, and Miller has seen numerous opportunities slip through his fingers. If the car holds together, he should be very strong competition for French.

Others in the mix include Daryl Shoff and Todd Vanacore, plus two-time winner Jim Devenport. Devenport has been successful in another odd car, the Norma. Also, let us not forget James French's father, Brian French, who has clocked even more miles here in a variety of cars, and who won FA at the Runoffs 20 years ago. Brian is in a fendered Ralt RT-41 and is certainly capable of winning.

PROTOTYPE 2

In P2, things look Tim Day's way. He doubled at the 2020 June Sprints and has won at the Runoffs. His Stohr is very fast, too. He says that Elkhart "is a driver's track, and the high-speed corners are a good fit for the Stohr and my driving style."



Jeff Loewe

As for October, he is ready. "The setup is fine-tuned, the car is balanced and running flawlessly and that is a confidence booster," he reveals.

His strongest competition could well be Robert Iversen, whose Ligier barely missed taking the win at the Sprints. The Ligier has great acceleration and straight-line speed. In the Stohr ranks, Day sees Greg Gyann and Mike Reupert as his strongest competitors. In Day's view, the design and aerodynamics of the Stohr are ideally suited for Road America. Gyann has been very fast this season, and Reupert is a two-time champion, although that was quite a few years ago.

One more to watch is Tray Ayres, who has added P2 to his SRF driving and won the class at last year's Runoffs. Ayres is fast and will certainly be in the mix. 📍

PODIUM PREDICTIONS

P1

1. James French
2. Chip Romer
3. Jason Miller

P2

1. Tim Day Jr. 1
2. Robert Iversen
3. Tray Ayres 2

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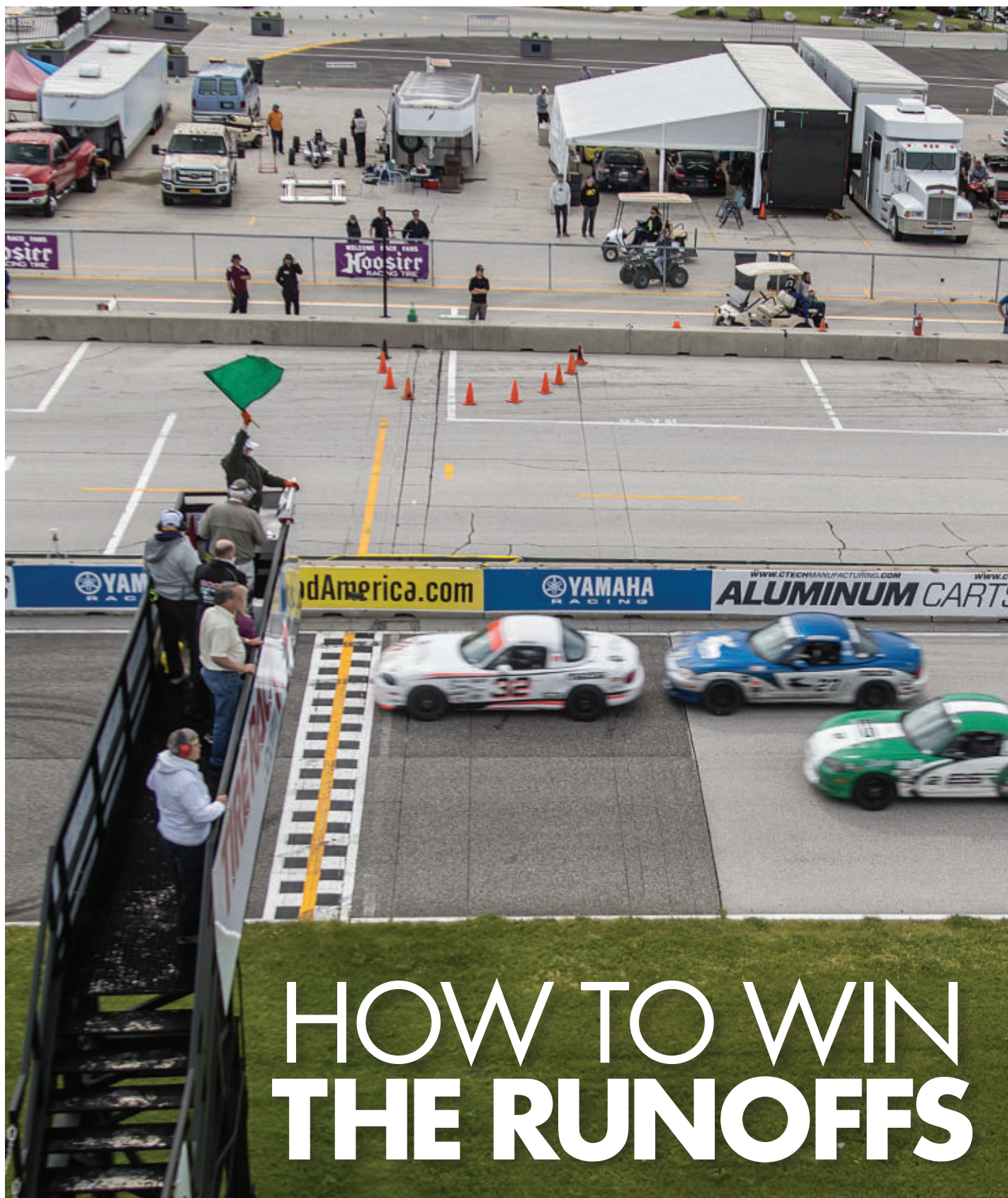
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HOW TO WIN THE RUNOFFS



Four top racers share their secrets for success at the forthcoming National Championship Runoffs at Road America

WORDS James Kearney | IMAGE Jeff Loewe

FROM GREEN TO GLORY

(LEFT) Those at the front of the pack at the Runoffs rarely wing it. If you want to become an SCCA National Champion, you need to do your homework.

Some things you remember clearly even though they happened long ago. My first trip to Nelson Ledges was the first time I raced outside my home track of Summit Point. Nelson is a fabulous layout with the highest average speed in the Northeast Division, but it was the slow final corner that was confounding me. I approached Carl Salamon who was on the FV pole and seemed quite at home. I introduced myself, complimented him on his qualifying run and said, “Can you tell me what line you run through the last turn?” He didn’t hesitate. On the dusty hood of a nearby parked car, he drew the turn, then added his line. “Try that, you’ll like it,” he said. It worked like a charm. My motor blew up, but that wasn’t on Carl.

It is easy to overlook the resources the Club racer has available in the paddock, if only they reach out – and most competitors are like Carl. I think he figured that if I got faster, it would push him to be better himself. Mind you, he was no pushover on track, but his response set the tone for me of how a true racer interacts with competitors.

How many would-be racers give up because they feel frustrated and overwhelmed? Over the years I probably ran some 30 races at Nelson and claimed my fair share of FV checkers. I never forgot what Carl showed me. And, in 32 years of running, whenever a competitor asked me a

question, I’d try my best to give them a straight answer.

When I finally hung up my racing gloves, a number of drivers thanked me for how much I’d helped them in racing. I just thought they were being polite. Mild mannered Ray Qualls got all in my face about it. “You need to understand, you can explain things so we can get it. You should be an instructor!” Driving home that night I thought about giving the driver coach role a try. Six weeks later I worked with Rick Shields in FV when he won the 2010 Runoffs at Road America and received the Kimberly Cup as the SCCA’s most improved driver. In six prior attempts, his best finish had been ninth. I had a great time. As one door closes, another opens.

And it all began with a question asked. So, in that vein, we posited questions to four gracious SCCA racers to discover their secrets of succeeding at Road America this October when the SCCA National Championship Runoffs returns to the circuit for the first time since 2013.

Author’s note: *In regard to the four drivers who worked with me on this article, I both admire their success and deeply appreciate their willingness to share tips with their fellow competitors. Racers helping racers is a Club Racing tradition of the highest order. It is a very cool thing that we should not take for granted or overlook. Club racers are in it together.*



Mark Weber

THE WINNING TOUCH

Michael Varacins (LEFT and BELOW) has seemingly done the impossible in Formula Vee, and has seven Runoffs titles to show for it.

MICHAEL VARACINS: THE KING OF FV

Michael Varacins is the most successful driver the FV class has ever seen, winning the Runoffs seven times. With his dad Al as his crew chief, he cut a swath through this tightly competitive class. His first Gold came at Road America in 2009 with a dominant win by 25 seconds. He took the Runoffs pole five years straight at Road America, 2009-'13, winning gold in three of those races and a bronze in another. His subsequent Runoffs record is staggering: a pole at Laguna, gold at Daytona, gold at Mid-Ohio, gold at Indy, and gold at Sonoma. Between 2009 and 2014, Michael lay claim to six consecutive Runoffs poles and qualified on the Runoffs front row an astounding 12 years straight. Since 2006, he had a podium Runoffs finish 11

out of 14 years, including his seven wins. Michael has also won the Mark Donahue Award, the President's Cup, and is a member of the Road Racing Drivers Club.

Drafting during Runoffs qualifying: "The sheer length of the lap at Road America means you are not going to get many shots at it. I try to get a decent lap in by myself just to get in the show. The rest of the session I'm looking at how other cars are lining up to present the best drafting opportunity. The worst thing that can happen is that you get stuck in a quagmire of cars battling one another.

"In FV, you need three drafts in a lap to get a pole position time here. It can take four to five laps to have the circumstances develop to give you a shot at this. Coming out of Turn 14 and to a lesser extent Turn 8, I note where cars are running.



Red Corvane

I do the math in my head as I'm driving to figure out how much draft benefit I can get for that one magic lap. It might take all three qualifying sessions to get it right. You can't wait for a good drafting opportunity ...you have to actively make it happen."

Saving ground: "You want to be careful not to add unnecessary distance to your lap. I'd recommend that people look at an aerial view of the track. It is a wide track and the time it takes to run extra ground adds up. Places like Turn 1, the run from Turns 3 to 5, and the

run to Canada Corner can cost you time. In FV, you can enter the Carousel fully on the right, for example, there's no need to enter mid-track or to the left."

Blinded by the Light: "The sun can be an issue going into Turns 13-14 in early morning sessions. In late sessions, approaching Turns 3, 6, and 8 can be problematic."

Planning for the start: "Spend time reviewing the grid and think through possible race scenarios. The long straights create a unique race dynamic. I know that things are quite fluid, and everyone is trying to implement their own strategy, but if you think about short versions of different scenarios, it is more likely that it can fit together. Where is the separation most likely to happen? That may affect your choice of who you are going to choose to be behind."

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Jason Hart
Racing Driver and Coach

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**REPEAT PERFORMANCE**

With nine Runoffs titles and 10 other podium finishes, Michael Lewis (ABOVE and BELOW) knows what it takes to run fast.

MICHAEL LEWIS: STRONG MAN IN THE GROUND POUNDERS

Michael Lewis has some serious experience. He has run everything from Trans Am to GT-1 to GT-3 to GT-L to FF to two entries at Le Mans – yes, the one in France. He owned and ran a Trans Am team and an ALMS prototype teams for years.

During the five years the Runoffs was at Road America from 2009-'13, Lewis scored three golds and a bronze in GT-1. He has a total of nine SCCA National Championships, including six in GT-1 and three in GT-3. His Runoffs hardware includes a total of 11 poles and 19 podiums.

Aero vs. mechanical grip:

"Everyone wants to lay the wings back because of the three long straights, but like Daytona International Speedway where the infield is the key, Road America is all about Sectors 2 and 3 and getting the car working through

the twisty bits using mechanical grip as much as possible."

Hardest parts of the track:

"The Kink, when it comes to raw courage, but carrying speed through Turn 1 and getting maximum braking into Canada Corner are two of the more important technical areas that will drop more time from your lap."

Common mistakes: "A lot of people leave time on the table by braking too timidly into Canada Corner, and for good reason; if you go off there, your day is probably done. You can go surprisingly deep in that braking zone, but you must work up to it by moving your brake point in five-foot increments. In Turn 1, a lot of people over-slow. Get off the brake pedal earlier and roll more speed in. Use all the exit curbing, and then some."

Prioritizing corners: "The final corner is important because it leads onto a long straight and is almost immediately uphill. So, you pay



twice if you don't get a good exit.

"The entry to Turn 14 is key as it is not configured in such a way to where you use the biggest arc. To do so you'd have to give up quite a bit of entry speed to get left for turn-in. The best compromise I've found in big horsepower cars is to try and be about five to six feet from the left but carrying good speed both at turn-in and throughout.

"A lot of people will also point to the Carousel...it's important to search out maximum grip as it seems to change throughout the day, particularly in the wet."

Danger areas: "Without question, the kink. There are walls on both sides, and they are very close. You can write off your [Runoffs] in the blink of an eye. A lot of drivers also get into trouble exiting Turn 1 by getting loose and their attempts to correct throw them into the inside wall which, again, is quite close to track edge."

Weather considerations: "If there's rain in the area, it seems to be magnetically drawn to Road America. The track surface has enough tooth to stay on slicks through a light drizzle if your tires are warm, but if the tires cool, you are toast.

"This track is long enough that it can be raining in the Carousel and dry at start/finish. It will remain disastrously wet in the Canada Corner area and in between all wooded spots long after the front straight appears dry. I won't even get into the running water across the track back near the Kink."



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Mark Weber

PACK LEADER

In just four Runoffs appearances, Preston Pardus (LEFT and BELOW) has scored two Spec Miata podium finishes, which includes the National Championship title in 2017.

PRESTON PARDUS: SPEC MIATA CHAMP AND NASCAR DRIVER

At the 2020 June Sprints, Preston Pardus won in Spec Miata on Saturday and took second on Sunday, all the while hooked up with Jim Drago. "Any time you can run with Jim, you are having a good day," he says. Preston had a very good day at the 2017 Runoffs, too, where he took the gold at Indy, besting an astounding 86 competitors. At the 2019 Runoffs at VIR, he snagged the silver medal. Making a big step up with a pick-up team put together by his dad, Dan, a former NASCAR racer, Preston competed in two NASCAR Xfinity Series road course races in 2020 finishing 10th at Indy and eighth at Road America, where he started 37th in a no practice, no qualifying format, and even led toward the end of the race. Preston is fast at every track - but especially Road America.



Rick Corvino

Issues for first time Road

America visitors: "One of the biggest issues for me when I was learning Road America was to be sure to maximize my corner exit speeds. In Spec Miata, corner exit speed is everything and it will determine how much ground will be lost or gained down the straights. Because Road America's straights are some of the longest in SCCA Road Racing, you need to make sure you can back up your corners enough to set up an ideal exit for every corner. This is particularly true for Turns 3, 10, and 14."

The longest week: "It is such a long event; you don't want to use up your equipment early in the game. You really want to make sure that when it's race day, your car is in good shape and not worn out from the many practice and qualifying sessions."

Hardest parts of the track:

"The big challenge for our class is to pull off a clean pass. Although in Spec Miata it's easy to initiate a draft pass down the straight, if you're unable to complete the pass, you will be in jeopardy of getting left out of line and multiple cars will pass you."

"The way the track is laid out, every other corner is a switchback, which means that you will be in the less ideal line if you are not single file going into a corner."

"Without a doubt, you are going to want a great handling car through Turns

3 and 14 to propel you onto the long straights. You also want a great car through the Carousel because the comfort factor is low even on a good handling car."

Best way to learn the track:

"Run laps on iRacing. It's a great tool to use because each circuit is laser scanned and is recreated virtually to perfection. I would also highly recommend watching recent SCCA races from the past few years."

Importance of the draft:

"Drafting will be everything in the Spec Miata race - there will not be a single car breaking away. It all depends on how the race plays out, but with how the draft works there, it can either be a two-car breakaway or a 10-car pack race. It has gone either way for every Spec Miata race at Road America."

Danger areas: "Trying to go side-by-side through the kink."



DOUBLE THREAT

Scott Rettich is a contender in both SRF3 (LEFT) and FE2 (BELOW), logging an astounding six Runoffs titles and eight other podium finishes.

SCOTT RETTICH: MR. JUNE SPRINTS

Scott Rettich has won the June Sprints at Road America six times in FE, four times in SRF, and once in FE2. Contesting the Runoffs primarily in FE and SRF3, he has an impressive six golds in FE. During the Road America Runoffs years from 2009-'13, he had six podiums and five poles. He is also the owner of Alliance Autosport, which provides arrive-and-drive services in SRF3, FE2, and Trans Am 2. Put simply, he knows of which he speaks.

Most common mistake at Road America: "There are a number of braking zones at the track where you arrive carrying more speed than you are used to. Drivers try to brake too late, lock up on entry or fall off on track out. They simply try to get more out of the turn than it can give them."

On drafting: "In many classes, it's super important. But you must be mindful of who you are running with. You can't run around with a back marker and expect to qualify up front. Drafting is an art form."

Danger areas: "You have to respect the Kink, that's for sure. You can't turn in too early and you can't lift mid-corner. The car has to be settled and it has to stay settled. This is a place where bad things can happen. Work up to it."

Hardest turn: "The Carousel, especially for a formula car. It determines your run all the way down to Canada Corner and it can be tricky to get your car to maintain full grip past the middle of the turn as the road falls away there."

Aero vs. mechanical grip: "We are pretty trimmed out [in FE2]. We are lighter on aero here than any track other



Jeff Loeve

than Daytona. It is common to see some drivers doing well where mechanical grip is the dominant factor but then fall down by 8 to 10 mph where aero is involved. They need to be aware of what a formula car can do with downforce."

Importance of running the test days: "It's very important to help you get up to speed. I've run there a lot and I still sometimes run the test days. The turns on this track are not complex from a technical standpoint but getting the last bits of speed can be quite

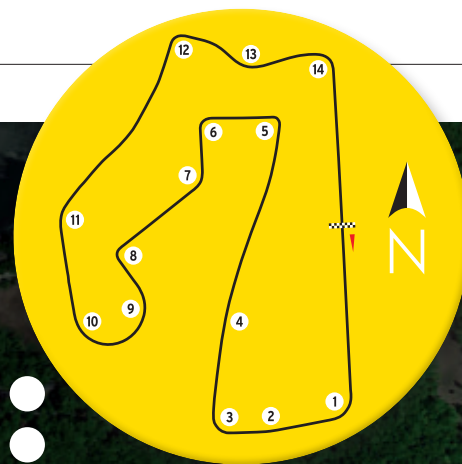
difficult - for example, getting the perfect balance through the Carousel. Running the test days also helps to confirm that you are comfortable with your car setup."

Where can you pass?: "A lot of my wins have come on last-lap passes - that's the only lap you need to lead. The traditional spots are going into Turns 1, 5, and Canada Corner. But it's really important to come out of Canada Corner strong, so you don't want to give up exit speed with a late pass going in. The outside of Turn 13 is a possibility, and obviously the last three turns on the last lap are super critical."

Weather considerations: "You have to be ready to deal with anything. The June Sprints have been run when it's 70 degrees F and on other years when it is 95 degrees. In October it could be quite cold, which may well affect the first part of the race." 🕒

HOT LAP: ROAD AMERICA

With the 2020 National Championship Runoffs taking place this October at one of the most challenging circuits in America, three SCCA champions reveal their track secrets | WORDS Steve Nickless



Road America is unequivocally breathtakingly. Boasting a 4.048-mile, 14-corner racetrack meandering uphill and down through some 640 acres of farmland nestled into southeastern Wisconsin's magnificent state forest that's also within shouting distance of the quaint vacation community of Elkhart Lake (pop. 1,018), SCCA members were energized when it was announced that the National Championship Runoffs would take to this historic circuit once more. And now, with Oct. 3-11 soon upon us - and following a seven-year Runoffs absence from this particular track - the Runoffs' return to the Kettle Moraine is nearly upon us.

Carved out of the middle of property once owned by the Elkhart Lake Sand and Gravel Co., its development was pushed for in the early 1950s by that company's president, the late Clif Tufte, a WWI veteran, civil engineer, and sports car racing enthusiast who foresaw the end of the popular Elkhart Lake Road Races in the wake of a 1952 tragedy in Watkins Glen, N.Y.

Tufte's company was struggling in the early 1950s, but it owned more than 500 acres of farmland and forest bordering an abandoned gravel pit, and the trained civil engineer developed a plan. The course was laid out and land was already being cleared even before the necessary \$75,000 upfront money was fully raised. Of course, Tufte's initial stake has been repaid many times over.

Road America held its first race in 1955 on a course largely unchanged to this day and will celebrate its 65th anniversary in September before being descended on by hundreds of the SCCA's finest club racers.

But Road America isn't a simplistic circuit. Many of its unique features are keenly disguised on a track map, all except its length, and even the best simulators can fail to capture its true challenges.

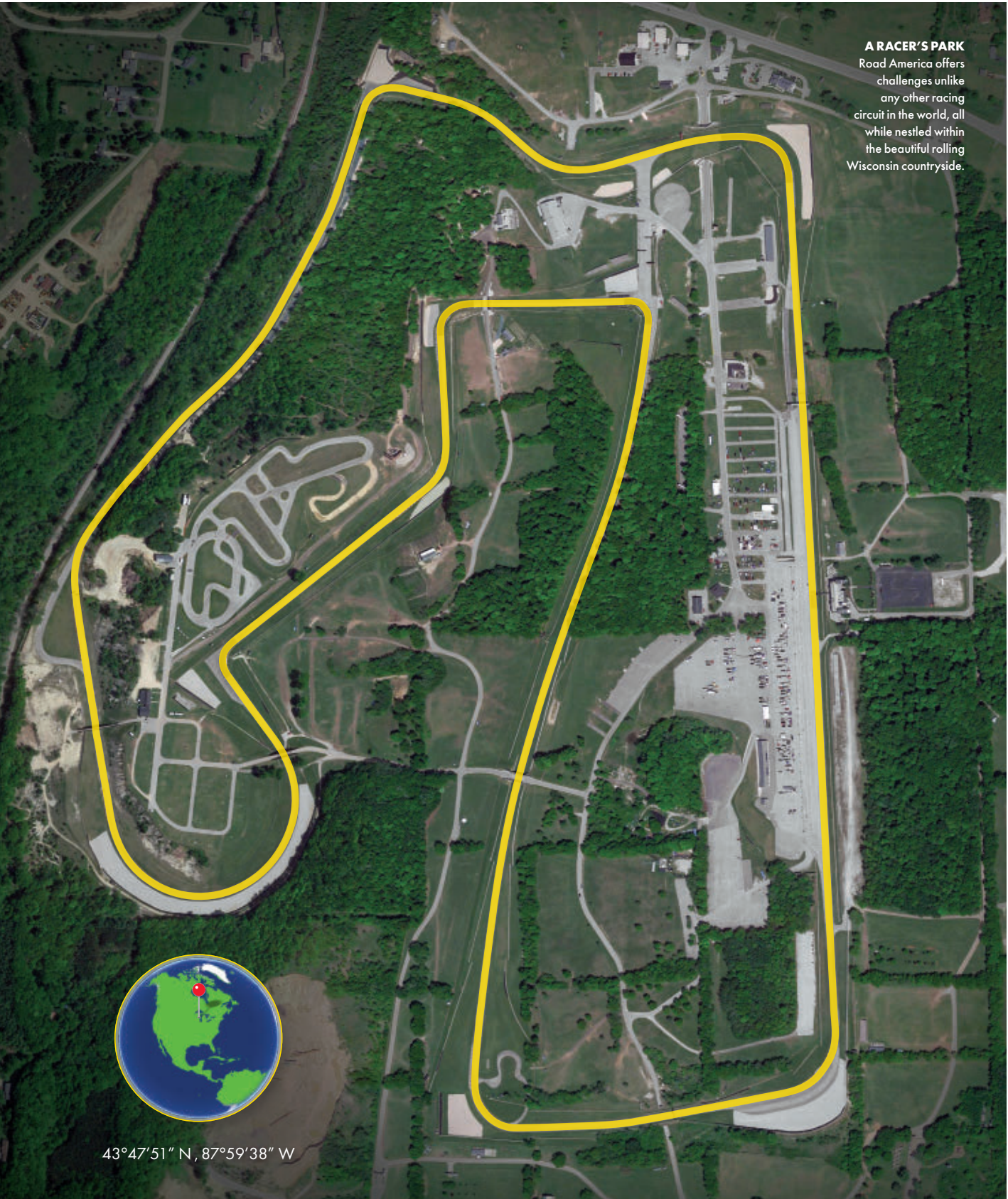
To help you find your way, *SportsCar* called on a trio of road racing veterans to take us on a lap, sharing their thoughts on lines and braking and what it takes not only to lap quickly but to win at Road America: Peter Cunningham, Mike Miserendino, and Matt Reynolds.

Cunningham, from Milwaukee, won the June Sprints in 1984 and went on to a storied professional racing career, his RealTime Racing notching its 100th World Challenge victory here at Road America last summer. Inducted into the SCCA Hall of Fame in 2018, Cunningham is the voice of more than 35 years of racing and winning at this very track.

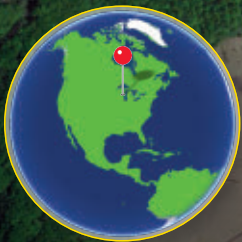
Californian Mike Miserendino is one of the most successful Spec Racer Ford drivers of all time with five National Championships. His Road America insights were gleaned over more than a decade of winning here, including his 2009 Runoffs victory and regular June Sprints success.

Texan Matt Reynolds notes that Road America is different in just about all ways from what he calls his home track, Hallett - but the perennial Runoffs and U.S. Majors Tour winner in E Production (and front runner in Spec Miata) has hundreds of laps at Road America and has a clear idea of what it takes to get to the front of the field.

So, let's dive in...



A RACER'S PARK
Road America offers challenges unlike any other racing circuit in the world, all while nestled within the beautiful rolling Wisconsin countryside.



43°47'51" N, 87°59'38" W

© Google Earth



TURN 1

Cunningham: "Turn 1 is a very fast corner with a very large radius. There's an access road on the left that you can use as a reference point – a landmark that doesn't move and helps you to avoid braking too early. Start on the outside, come down to a clipping point, and then track out, all with very slow hands. Late apex, making sure that you don't over-slow or over-charge the corner, and just make a nice, pretty radius. You can use a little bit of the curbing at the exit, but it does pound on the car, so you don't really want to use those areas – and there are a number of them around the circuit."

Reynolds: "Here you want to use your braking marker correctly. You don't want to turn in too late or you'll go way out wide and get on the outside rumbles. Heading into Turn 1, I'm really just thinking about keeping the momentum, not being overly aggressive and pitching it off on the outside at track-out. I'm getting my braking done a little early, getting back to maintenance throttle at the apex, trying to be as smooth as possible."

"Like a lot of the corners here, it doesn't pay to be overly aggressive. You really do have to be smooth, more calculated with your steering inputs; you don't want tons of corrections because you're just scrubbing speed before the long straightaways."



TURN 3

Miserendino: "Turn 2 is sort of a non-corner, going downhill, but Turn 3, which is a little tighter than 90, there's a lot going on: You're braking downhill and trying to nail the corner. It's difficult and it's very important because it leads on to the long straightaway down toward Turn 5. The curbing here is a love/hate thing. You want to use some of it, but not too much because they are pretty rough. But, at the same time, it's road that you've got to take advantage of. You want to use it, but you don't want to be overly aggressive."

Cunningham: "Because the road turns back and forth, you can pretty much make a beeline from the track-out point of Turn 1 to the turn-in point of Turn 3. You really don't end up back on the left for your turning-in point until you're done with your braking."

"Turn 3 is not the slowest corner, but it is obviously a very important one because it precedes a very long straightaway. Another late apex. Make sure you nail the exit here to get a good run on the way out, and as you track out, ease back over to the right so that by the time you get to the Sargento bridge, you're on the right side of the road."



TURN 5

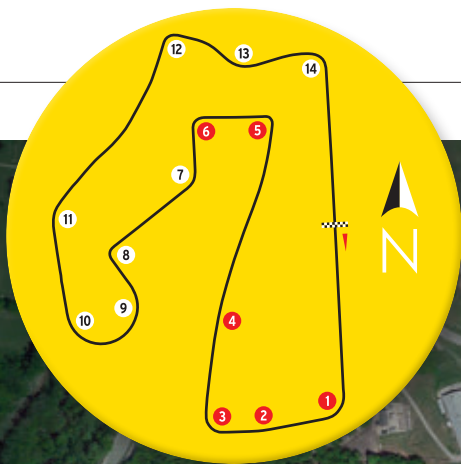
Miserendino: "Turn 5 is the slowest turn on the track SRF3. Another downhill braking zone so you have to be careful how you get in there. You want to use the curbing on the inside of Turn 5, but the curbing on the exit is really rough, and if you get out too far, it takes your car farther to the right; you lose grip."

Cunningham: "Out of Turn 3, after the bridge, you'll end up in the middle of the road for a while, then you're all the way to the left for awhile. Find a reference point, like the house off on the horizon, and aim straight for that rather than following the road."

"You won't get to your turn-in point until you're done with your braking, so you're braking on a diagonal. You do want to brake late and in a straight line, and you don't want to linger on the brake pedal too much as you're turning in. Turn 5 is the slowest corner on the track, so as a general rule, people go too fast. You really have to just get it slowed down, let the tires focus on turning for a second, then get back to power to get up that hill."

Reynolds: Going down that straightaway, you're setting up for a good passing opportunity into Turn 5. It's easy to protect the inside for this one, but if you're not in traffic, you obviously want to get all the way back over to the right to set up for braking."

"This is a heavy, heavy braking zone, but there's lots of runoff. This is one where you can use some of the curb on the inside and definitely hit this one aggressively – there's clear runoff if you blow the braking, but it does have rumbles on it and it does upset the car a little bit."



TURN 6

Cunningham: "Exiting Turn 5, stay on the right side of the road up the hill to the Corvette Bridge. The braking zone is tricky because you're braking and cresting the hill at the same time, so you need to ease onto the brake before your car gets light. But the turn-in is blind: You need to start turning earlier than you think, and you need to use very slow hands to make the radius pretty. Start your turn-in early, but with very slow hands so that you can take a late apex. Most people wait to turn in and then never hit the apex or turn-in correctly, but with fast hands so they apex too early."

Reynolds: "This little short stint up the hill is a huge deal if you have drivers trying to get inside. Right at the bridge, or maybe slightly before it, tap the brakes a little bit to set up for Turn 6, which is one of my favorite corners: It's blind, and you're lifting and braking and turning in and trying to get your marks right, all at once."

"It's really key here to pick out some markers so you know when to brake and turn in; then get all the way down to the apex. I see people turning in too late all the time; it's easy to do."

MORaine SWEEP

The section between Turns 4 and 5 sees racers utilizing every inch of track in an attempt to minimize distance and straighten an essential braking zone.



TURN 7

Miserendino: "When you come out of Turn 6, you want to get back to the left. Spec Racer Fords can go flat - you have to pay attention, but you can make it flat. Turn 7 is critical because it leads you into a solid passing opportunity down into Turn 8."

Cunningham: "Out of Turn 6, you need to get back over to the left, but you don't need to rush. Let it track out, and then, in a separate transaction, ease over to the left to prepare for Turn 7. Try to let it flow back over there; you've got time."

"Turn 7 is not flat out - at least in the cars I've driven. It's a real corner, so you have to pay attention. Just a little bit of a breath or a short shift before you get there, all the way to the left, early turning with slow hands to hit a late apex - pretty much late apexes everywhere. And don't use too much of the road on the way out because that can bite you."

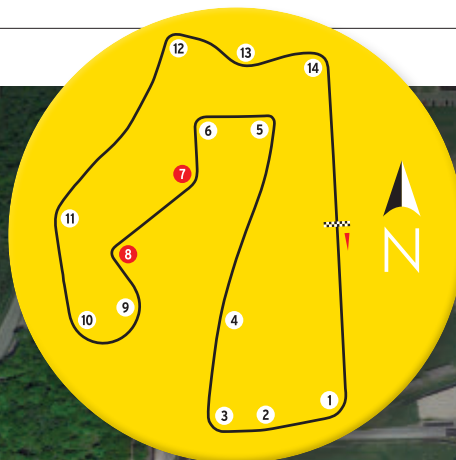
"Work up to speed on Turn 7. Even if it ends up being flat out in your car, you're not going to go flat out on your first lap."

HURRY DOWNS

The section through Turn 7 and into 8 is frequently called Hurry Downs, with racers rushing towards a tricky downhill braking zone.

TURN 8

Miserendino: Turn 8 is another downhill braking zone - kind of a sleepy passing opportunity. Guys are not expecting it. It's not like Turn 5 where you're coming off a long straightaway. You can catch folks off guard if you have a good run through Turn 7."



Reynolds: "It's easy to over-slow the car for Turn 8. You can really carry more speed than it may look like - it's probably one of the more deceiving corners but it's important, setting you up for the Carousel and all the way to the Kink. You can really make up a lot of time here."

"It's deceiving how fast you can go, and you'll notice a lot of drivers have issues with that - they think they really have to park it, but that's just not the case."

"Coming out, you can get into trouble if you go too far out in the grass. It's pretty bumpy out there. But if you can really push it to the edge, you're rewarded for it."

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URNS 9-10: THE CAROUSEL

Miserendino: “The Carousel (Turns 9-10) makes such a difference for lap times, especially in qualifying. It takes a lot of throttle and steering management to keep the car settled so you can really nail it headed for the Kink. It’s a very, very long corner. I’ve seen guys hug the bottom, but I like to take a wider entry and then bring the car down to the bottom and maintain as much speed, as much grip, as the car will give you. Keep the car stable and don’t dirt track around because that’ll kill your speed exiting.”

Cunningham: “People have different lines here. The faster your car is, the farther to the left you want to get on entry. The slower your car is, the less important that is.”

“Just after the turn-in, just when you’re happy and in a set, there’s a bump in the road that’s pretty tricky in some cars.”

“You can take one apex early or just follow the inside; I tend to stay out a lane. You enter with a certain amount of speed, and then level off the throttle and maintain. Near the end of the corner, I let the car run a little wide, then lift off the gas to let it turn; then squeeze the power to try to get that apex and get a better launch.”

“You don’t want to use too much road on exit because you’re really haulin’ the mail, and, yeah, you can use that curbing a little bit, but it can snap your car away from you, too.”

Reynolds: “It’s a really long corner, so it’s all about being patient. I try to carry the speed and stay on the throttle as long as possible but, at some point, the corner dips and starts going downhill a little bit. From there, I’m just trying to feather it, just feeling the car and trying to figure out what the rear end’s doing. I want a little bit of oversteer in this corner to get me pointed to the apex.”



TURN 11: THE KINK

Miserendino: “The approach to the Kink is really unique because as you’re headed toward it, you’re staring at two walls. You can’t see the other side, so visually it’s very intimidating. The Kink is an absolute on-your-toes corner – it’s really difficult. And it’s really important to get right because if you get it wrong, there’s the long run down to Canada Corner and a great passing opportunity for somebody who did it right. There’s not much runoff on either side, and I’ve seen some hard hits there over the years. If you talk to folks who race everywhere and you mention the Kink at Road America, you will get a reaction. It’s a tough corner.”

Cunningham: “You really want to respect the Kink. It’s such a high-speed corner and a small radius that it’s like you almost don’t even have to turn the wheel; you just kind of think about turning the wheel. You definitely want to practice your turn-in point and find a reference point. Make sure you hit the apex and let the car flow to the outside – don’t pinch it off too much. It’s a corner you have to respect, and I never really go as fast as what the car is capable of unless I have to, like in qualifying. Certainly, as you’re getting up to speed, you must err on the side of caution.”



TURN 12: CANADA CORNER

Miserendino: “On the run to Canada Corner, the track meanders back and forth so you don’t actually get to see the corner until you’re almost at the end of the straight. It’s a long stretch but it goes by quickly because there’s a lot going on.”

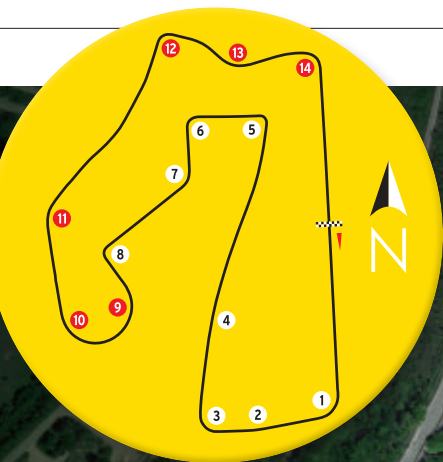
“As in Turn 5, there’s a lot of exit curbing in Canada. You want to use some of it, but you don’t want to use a lot of it – it’s pretty aggressive on our cars.”

Cunningham: “Not everyone agrees, but when you come out of the Kink and you’re on the left side of the road, you follow the left side, and when the road goes to the left, you go to the left, you bend the car to the left, but not so tight that you stay on the left. Let the car track out toward the right, which lets you see Canada Corner sooner.”

“You’ll find yourself on the left with your steering wheel straight as you start your braking, rather than fighting like hell to get to the left.”

“Canada Corner is one of the slower corners on the track, and it’s easy to carry too much speed at the apex. It’s uphill all the way from Canada Corner to the start/finish line, so you definitely want to make sure that you have the right amount of speed at the apex so you can open the throttle as early as possible, using all the road.”

Reynolds: “I like Canada Corner a lot. It’s another one where you think you really have to park it, kind of like Turn 5, but you can carry more speed than you think. That’s something you can build up to. The runoff area at track-out is pretty wide. It’s not ideal to be out there driving over those rumbles every lap, but you can use it to your advantage if you have to. And, going into Turn 13, it’ll put you on the inside.”



TURN 13: BILL MITCHELL BEND

Miserendino: "On through Thunder Valley into Turn 13, which isn't a real corner. You can take it flat, but even if you are single file, you should be starting to think ahead to Turn 14, so there's a lot going on."

Cunningham: "When you track out of Canada Corner on the left-hand side of the road, stay to the left. When you get to where the road really bends to the right, that's where you apex and carry back over to the right to have it nicely lined up, right side tires on the right side of the road to prepare for Turn 13. It's similar to Turn 7 - a flat-out corner in some cars. When you track out of 13, if you're doing it right, you're using part of the connector road that leads to Turn 5. You really need to let the car flow through there and maximize your speed. It's all you can do to not run out of road."

Reynolds: Turn 13 is flat, definitely, in the Production car. Once you crest the hill at track-out, there's a service road, and once you hit that, you can really feel the car get light. I try and keep up the speed, try to keep it as straight as possible, so I end up maybe with right-side tires on that service road a little bit just to keep the speed up before moving over to the left for Turn 14."

TURN 14

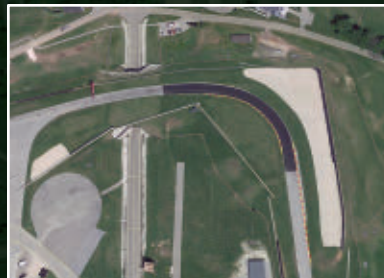
Miserendino: "Turn 14 leads onto the longest, as well as uphill straightaway, and to start/finish. The exit curbing is a little more friendly than it is out of Turn 5, and you definitely use it. Every bit. It's just more road and more momentum than you can carry, and more speed translates down the straightaway."

Cunningham: "The car tracks to the right out of Turn 13; let it go. You don't end up back on the left side of the road until the turn-in point. You want to brake in a straight line and let the car find its own way there, aiming right for that '1' marker. When you're done with your braking, easing off the brakes as you're going past the '1,' that's where you turn in. The curb there is pretty hard on the equipment, but many people use every inch of it."

Reynolds: "This is one of those where you don't want to really jump over to the left and follow the track the way it goes. You end up cutting diagonally, trying to keep it straight in the braking zone, with your turn-in point just as you get farthest left. The apex at Turn 14 is one that's easy to turn in early on. The key is not to turn in too early because you really want to get on the throttle and stay on the throttle here." 📍

KETTLE BOTTOMS

Between the Kink and Canada Corner is Kettle Bottoms, a flowing section that mimics the sweep of the nearby railway tracks.



MOTOR CITY, HERE WE COME

For the 2020 USRRC, SCCA's Detroit Region promises a RoadRally weekend full of thrills | WORDS James Heine | IMAGES Jeff Fishbeck

The United States RoadRally Challenge is back, and this year's event is shaping up to be an offering you won't want to miss. After a year's absence, the USRRC hits the streets over the Nov. 13-15, 2020, weekend, with the southeast Michigan community of Whitmore Lake serving as the event's rally headquarters.

Designed as a celebration of rallying, the USRRC annually brings together SCCA National, Divisional, and Regional RoadRally teams from across the country for a weekend of rallying, socializing, bench racing - or in this case, "bench" rallying - and camaraderie. This year hosted by SCCA's Detroit Region, the 2020 USRRC will feature National Touring rallies on Friday and Saturday, Nov. 13-14, and a Divisional Course rally on Sunday, Nov. 15.

The Detroit Region last hosted "the Challenge" in 2012, when Whitmore Lake also served as the rally's headquarters.

The community was not only the focus of the 2012 USRRC, but because of its proximity to great rally roads and southeastern Michigan scenery, it also often serves as the locus for other Detroit Region RoadRally events, observes veteran Detroit Region rallyist and 2020 USRRC committee member John Fishbeck.

"Here in south-central Michigan, we've got a variety of roads that twist and turn, and

a lot of unpaved roads that are fun to drive and challenging sometimes to stay on time on," he says. "We run them again and again, and everybody continues to have a great time."

The pace on Detroit Region rallies tends to be quick enough to be entertaining without becoming unsafe, Fishbeck adds, which makes the rallies engaging for drivers and navigators alike.

"We are going to have three excellent events that I think people will enjoy," Fishbeck says.

And south-central Michigan's weather in early November? Well, it can be anything, from 80-degree F days to sudden sloppy snowstorms, so be prepared, warns Fishbeck.

For teams concerned about the coronavirus, Fishbeck notes the Region's USRRC committee is working hard to ameliorate the vulnerabilities posed by Covid-19. "We're doing our best to mitigate that, and to keep people safe," he notes.

To that end, this year's USRRC will probably be a bare-bones event in terms of social gatherings, Detroit Region rally director Piotr Roszczenko had noted earlier this year. "Looking at the coronavirus situation, I think we would do a bare-bones event - no gatherings, no meals together, online-only registration and waivers," he had said. "Handouts [would be] packaged three days in advance and quarantined."

"Michigan is actually in pretty

good shape," Fishbeck notes (this is early August). "We went through a surge back in the April timeframe. But our governor, Gretchen Whitmer, was forceful in clamping down activity in the state to contain the virus, and that's been fairly effective."

As for the rallies themselves, all three - To Hell and Back (Friday), Pavement Ends (Saturday), and Are You Territorial? (Sunday) - will be helmed by experienced rallymasters, Fishbeck reports.

"Scott Harvey Jr., longtime stage rallyist and rallymaster for Son of Sno*Drift, one of our Region's most popular and longest-running RoadRallies, is the rallymaster for To Hell and Back. John Kytasty, whose work ethic and smarts are an asset to rallying and the Region, is the rallymaster for Pavement Ends. And Bruce Fisher, now the longtime rallymaster of Press on Regardless and the 2019 recipient of the SCCA's Robert V. Ridges Memorial Award, is organizing Are You Territorial? All three rallies will be great events."

For those unfamiliar with Michigan geography and history, the "hell" in Friday's To Hell and Back National Touring rally refers to Hell, Mich.

Because of the coronavirus pandemic, all three rallies will likely use Richta GPS checkpoint apps for timekeeping (read more about that in the last issue of *SportsCar*), maybe in



SIGN UP NOW

For more information about the 2020 USRRC, or to register, visit Detroit Region's website at dracca.org and click on the "RoadRally" link. There you will find a link to the USRRC's motorsportsreg.com site plus information about 2020 USRRC news, accommodations, and schedules, as well as information about other Detroit Region rallies.

CHALLENGES APLENTY

The 2020 United States RoadRally Challenge will see competitors coming and going on a variety of thrilling Michigan roads (ABOVE and RIGHT), witnessing historical points of interest along the way (FAR RIGHT).



combination with some staffed checkpoints, Roszczenko notes.

Also, Roszczenko adds, pivoting to another weekend topic, "Shirts will be included in the entry fee to make the championship more memorable."

By the way, they are great-looking T-shirts.

"Our Tour events are

intended to keep people on time and on course - they are not tricky," Fishbeck explains of the Regions RoadRallies that aim to offer challenges for all experience levels. "They offer drivers an opportunity to maintain the assigned speeds on great roads and navigators an opportunity to do all the work

necessary to keep their driver on time. I think Tour rallyists will enjoy both those events."

Bruce Fisher, he adds, will put on a terrific Sunday Course rally, one designed for a mid-afternoon finish so that teams can have an early start home.

So, if you're thinking about running a USRRC,

"Detroit's a great place to do it," Fishbeck says, because the Detroit Region has a great rally heritage, accomplished organizers, and an enthusiastic rally community - plus Michigan boasts fantastic rally roads and scenery.

Really, what more can a rally team ask for? 📍



NO STOPPING IT

For 18-year-old Continental Divide Region's Jacob Despain, SCCA RallyCross is the start of something great

WORDS James Heine | MAIN IMAGE Serena Dambrosky

As with many things this year, the RallyCross season for the Continental Divide Region's Jacob Despain has been, in his own words, "short" and not at all what he anticipated. "We've been to the first event of the season, where I placed second in Modified All-Wheel Drive. I had to miss the second [event] due to my [high school] graduation ceremony, and the third event was canceled," the 18-year old explains of a competition season interrupted by a pandemic. But nothing's going to stop Jacob.

For the now-freshman at the University of Colorado in Denver, where he has embarked on a course of study in mechanical engineering, the year has not been a total loss in the motorsports department. He and his dad, Mike, have finished prepping a 2001 Subaru Impreza for ARA stage rally competition. Also, early this summer he attended a DirtFish rally school, and "I have a racing simulator in my room that I use to practice with or just to have fun," he reports during a midsummer telephone conversation.

The DirtFish rally school - a two-day course in the rally-prepared Subaru he and his dad plan to share in stage rally

competition - was probably the highlight of the summer, Jacob notes. "It was amazing," he says. "The instructors - Mitch Williams and Michelle Miller - were fantastic. They made my own course, since I had a two-day private session. We just ran the course over and over and over and over again, letting me get a feel for the car and how it works and how it responds to things, since I hadn't really driven it with the cage installed and with all of the other new things we added."

Just being in the car with an instructor helped a lot, Jacob adds. "I learned you don't have to go 110 percent all the time," he admits. "You have to conserve the car over the course of the rally. You can't win if you don't finish."

And because in their initial stage rally outings Dad will be piloting the Impreza, Jacob's DirtFish curriculum included a classroom session on pace notes. "Dad will do the driving first [and] I will begin next year," Jacob explains.

Back to RallyCross. If his 2020 SCCA season has been something of a disappointment because of the coronavirus pandemic, 2018 offered a great introduction to the sport, and 2019 was a blast in terms of Continental Divide Region's competition, Jacob notes. In 2019, he was able to run eight of the Region's 11 RallyCross events, and he finished second overall in Modified AWD.

Josh Sierra



He began his RallyCross career "maybe a week after I got my [drivers] license in 2018," he explains. "It was kind of a learner day the first day and then a race day the day after that. That's how it all began."

As an additional 2019 laurel, it turns out Jacob also finished ahead of his dad, Mike Despain, in the Continental Divide Region's Modified AWD class.

"In his first year, I was faster than he was," the senior Despain notes, "but with practice and racing games, he did much better in 2019. He finished second and I finished sixth."

Jacob's best weekend last year occurred midway through the season at I-76 Speedway outside Fort Morgan, Colo., Jacob recalls. "It was a two-day event, Saturday and Sunday," he says. "Saturday's event was held in the afternoon and at night, which was really fun. The next day was my very first first-place position."

What does he love about RallyCross? "Oh, man," Jacob exclaims after stating that every aspect of the sport is fun, "I just love that on one run you kind of slide around the cones, and on the next run you're super precise, and you shave four seconds off your time. It's the most satisfying thing ever."

"Jacob is extremely enthusiastic about RallyCross, to the point that he borrowed a race suit from me for his

"I learned you don't have to go 110 percent all the time. You have to conserve the car"

JACOB DESPAIN

yearbook photos," observes fellow Continental Divide Region member and three-time RallyCross National Champion Bret Hunter. "He isn't just fast; he is super-fast. All of my interactions with him make me feel like he is a really good kid who is extremely passionate about racing. He is about to start stage rally, and it will be great to watch him progress."

What do Jacob's friends and classmates think about his passion for RallyCross? "They ask me about it all the time," Jacob says. "They ask me how it's going - they think I can really go big with this."

What's next? Where does he go from here? Well, Jacob says, "First, it's school." And then, after that, he will fit in as many RallyCross and stage rally events as he can, and perhaps with a bit of luck, even a hill climb or two (maybe even Pike's Peak one day), with an aim to eventually developing a professional career in stage rallying.

"I'd like to try Solo," he adds. "I really want to. I've never been to an event, but people seem to have a lot of fun, and at RallyCross events, we often see cars that do autocross, too." 📍

"[Jacob Despain] is a really enthusiastic kid who is extremely passionate about racing"

BRET HUNTER

**THROUGH THE YEARS**

NB and NC Miatas hold their own in STL competition (LEFT), while the ND is steadily joining the road racing ranks in multiple classes (BELOW).

MX-5 ALPHABET SOUP

In road racing, the answer, as they say, is Miata. But with 30 years and four production designations under its belt, the term “Miata” often needs clarification

WORDS Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Rupert Berrington

As we are all aware, the Mazda MX-5 Miata is the most raced chassis in SCCA competition. The NA (1990-'97) and NB (99-'05) chassis are well established within several SCCA Club Racing classes including GT, Improved Touring, Production, Spec Miata, Touring, and Super Touring. Recently, however, there have been questions regarding new classifications of the NC (2006-'15) and ND (2016 and newer) Miata chassis, so this month, let's break it down.

The NC Miata began its SCCA Club Racing career in Showroom Stock B (SSB) and Touring 4 (T4); it was also the basis for the Mazda MX-5 Cup professional racing series. The NC was also classified in Super Touring and, as the chassis reached the age minimum required by the rules, the NC also made its way into Improved Touring.

In 2011, the SCCA approved a class called SM5 with a Nationally recognized Regional ruleset. Several cars were built in the DC Region, but the classification never took off. Meanwhile, the pro MX-5 Cup cars went directly into Touring 3 and also into T4 with some modifications. Other NC Miata racers chose to campaign their cars

in Super Touring so they could compete in U.S. Majors Tour racing. Danny Steyn's fully prepared NC has proven to be a very potent Super Touring Lite (STL) car.

In 2018, Mazda began development of the NC-based Spec MX-5 Challenge concept. During the 2018 SCCA National Championship Runoffs, Mazda presented the CRB with the new concept and their vision for the class. Mazda's goal was to provide Club racers with the next generation car package, with chassis consistency and compliance in mind. The CRB agreed that the new SMX class would race in STL for the U.S. Majors Tour program under the Mazda-controlled Vehicle Technical Specifications (VTS). Individual SCCA Regions adopted the SMX ruleset so the cars could race Regionally in their own class. Mazda also increased its engagement to further develop the SMX spec and promoted several marquee SMX Regional events with generous contingencies. At the recent Road Atlanta event in July, there were 18 SMX cars. The future of SMX is unknown, but first-year growth is strong in the class.

The newest Miata chassis is the ND MX-5, classified in Super Touring, Touring, and



D.E. Baer

E Production. Most ND racecars that have been built have competed in the Global MX-5 Cup professional series (which replaced the aforementioned MX-5 Cup pro series) and are filtering into SCCA Club Racing. The new professional series started in 2016 with the ND1 chassis, and the CRB classified the Global MX-5 in T3 utilizing the pro series rules. As it turned out, the ND1 did not have the performance potential for T3, but in 2019, Mazda updated the MX-5 with a more potent powertrain (designated the ND2), which made it more competitive in T3.

For 2020, Mazda also introduced the SADEV sequential transmission as a racecar upgrade option for the ND. Though it was required to compete in the pro series within the ND2 class, the ND with the SADEV is also classified for use in T3 competition. Recently, the ND1 and ND2 Global MX-5 Cup cars sporting standard transmissions were also classified in STL where the CRB expects them to be well suited.

In all, some 221 Global MX-5 Cup kits have been sold by Mazda, meaning that while there are currently far more NA and NB Miatas in SCCA Club Racing competition today, this it looks like the ND could give the early chassis a good run for its money. 🍷

THE VOLUNTEER INCENTIVE PROGRAM

12-19 DAYS

Jeff Banker	Atlanta
Charlene Bettinger	Wichita
Kenneth Blackburn	North Carolina
Arjen Bleeker	NE Oklahoma
Scott Boito	Eastern Tennessee
Evans Browne	Washington DC
Jeff Bruckner	N New Jersey
Willa Bruckner	N New Jersey
Corrine Carter	Indianapolis
Margaret (Maggie) Clark	Cal Club
Andrew Crogan	Central Florida
Elizabeth Crogan	Central Florida
Richard Currey	New England
David Dadvar	North Carolina
John Davis	Central Carolinas
Ronald Dent	San Francisco
Peg Dowd	New England
Patty Dwyer	San Francisco
Martyn Eastwood	Central Florida
Holly Ernest	Buccaneer
John Firment	Detroit
Pat Foss	Chicago
Wayne Foss	Chicago
Nancy Foster	Colorado
Gerald Fox	Montana
David Fyffe	Cal Club
Douglas Gall	Ohio Valley
Alan Garside	Ohio Valley
William Gilliland	San Francisco
Mitch Grant	Central Florida
Sherry Grant	Central Florida
Robert Griffith	Ohio Valley
Mark Hansen	San Francisco
Joel Harleman	Indianapolis
George (Smokey) Harper	Northwest
Michael Henry	Atlanta
Dave Hermann	Blackhawk Valley
Patricia Hill	Central Florida
Donald Holmen	Chicago
Bert Hultman	Milwaukee
Shelia Hunter	Washington DC
Taylor Hyatt	Washington DC
Douglas James	Oregon
Theodore Johns	Dixie
Doug Johnson	Milwaukee
Charlie Johnson	Blackhawk Valley
Steve Kearney	Central Florida
Frank Killian	North Carolina
Wendell Kinnaird	Cal Club
Paul Krysiak	New England
Van Ladendorf	Houston
Karen Lamm	San Francisco
Don Landers	San Francisco
Ellen Lee	Florida
Christopher Linkous	San Francisco
James Lynch	St Louis
Marianne Lyons	New England
Kathy Maleck	Land O'Lakes
Chuck Marcy	Land O'Lakes
Lynnette Markowicz	South Bend
Bruce Marshall	South Jersey
Kelly Messier	New England
Paul Messier	New England

Meg Meyer	South Jersey
Mary Ann Mullen	Central Florida
James Norlin	Oregon
Elizabeth Offutt	Buccaneer
Peter Olivola	Atlanta
Paul Parsons	Cal Club
Genie Parsons	Cal Club
Karen Paul	New England
Joelle Pence	Washington DC
Ginny Peterson	San Francisco
Fred Peterson	San Francisco
Tom Phillips	Cincinnati
Patrick Prevenas	Blackhawk Valley
Toni Rapp	Blue Mountain
Richard Roberts	Milwaukee
Bill Roper	Cal Club
Gloria Sheets	Ohio Valley
James Shoemaker	Mahoning Valley
Cal Steffen	Land O'Lakes
Marge Steffen	Land O'Lakes
Kurt Storck	St Louis
John Sutton	Chicago
Charles Tanck	Finger Lakes
Gary Thomlinson	Washington DC
Donna Tonkin	Ohio Valley
James Tornetta	South Jersey
Judith Troemel	Milwaukee
Joshua Underwood	New England
Matti Viikkila	Washington DC
Stanley Wantland	Washington DC
David White	New England
Katie White	Cal Club
Stuart Wirtz	Steel Cities

20-29 DAYS

Paul Anderson	Washington DC
Virginia Anderson	Washington DC
Kathleen Barnes	New England
Donna Bastrzycki	New England
Carolyn Bayer-Broring	Washington DC
Bruce Bettinger	Wichita
Bill Blake	San Francisco
John Bowling	Mid South
John Callahan	Florida
Laura Case	Cal Club
Joshua Cockey	Washington DC
Sheila Cockey	Washington DC
Nan Conant	San Francisco
Rhonda Corbitt	San Francisco
Robert Cowie	Cincinnati
Stuart Cowitt	Florida
Marcy Crawford	San Francisco
Teresa Daly	San Francisco
Judy Davis	Central Carolinas
David Dominguez	North Carolina
Donald Drennon	Central Carolinas
Scott Farrell	Florida
Alice Fatherree	Washington DC
Dave Fredrick	Central Florida
Kathy Gall	Ohio Valley
Jim Graffy	Oregon
Susan Green	Blackhawk Valley
Joe Griffin	Chicago
Paul Helberg	San Francisco
Mark Hirt	Chicago

N Horansky	Buccaneer
Michael Jorgensen	Milwaukee
Susan Juner	San Francisco
Rod Kramer	Atlanta
Larry Kurkowski	Central Florida
Jean Kurkowski	Central Florida
Bonnie Lawler	Cal Club
Timothy Lee	Florida
Barbara Lissow	Finger Lakes
Ron Long	Cincinnati
Gary Meeker	San Francisco
Linda Miklovic	Northwest
Randi Miller-Graffy	Oregon
Bridget Moeller	Washington DC
Paul Moeller	Washington DC
John Molak	Central Florida
Ron Offutt	Buccaneer
Denise Patten	New England
Karen Petersen	New England
Michal Piotrowicz	Milwaukee
Seth Reid	San Francisco
Bill Smith	Washington DC
David Sullivan	Chicago
Dennis Troemel	Milwaukee
Megan Tyler	Cincinnati
Benjamin Tyler	Cincinnati
Connie VanSchuyver	Houston
Dave Yahn	Milwaukee
John (Skip) Yocom	Oregon
Scot Zediker	San Francisco
Ute Zettlitzer	Texas

30-39 DAYS

Stephan Bastrzycki	New England
Toni Creighton	Atlanta
Jim Creighton	Atlanta
William Dwyer Jr	San Francisco
Todd Heilicher	Chicago
Bev Heilicher	Chicago
Stephanie Helberg	San Francisco
Dale Hoag	San Francisco
Robert Mayes	South Carolina
Kathy McLeod	Washington DC
Douglas Nickel	Washington DC
Steve Pence	Washington DC
Sharon Priep	Central Florida

40+ DAYS

Rudy Avalon	Oregon
Joyce Bakels	Central Florida
Gregg Ginsberg	Washington DC
Charles Leonard	Central Florida
Scott Lucas	Central Florida
Barbara Mayes	South Carolina

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

**GET OUT THERE**

Be it in classic muscle (LEFT), winged exotic (BELOW), or anything in between, dodging cones is a fun way to support the SCCA.



HOW TO HELP

With the cancellation of the 2020 SCCA Solo National Championships, the Club needs your help to ensure a successful year to come | **WORDS** Paul Brown | **IMAGES** Jeff Loewe

“What can I as a member do to help ensure the ongoing health of SCCA?” That’s paraphrasing a question that Mike Cobb tackled during the online Solo Town Hall in August, where the Club announced that the 2020 Tire Rack Solo National Championships had been canceled due to the pandemic. While Cobb answered the question admirably, it does deserve more time than Cobb was able to present off the cuff during that town hall.

First, Cobb reports that the Club is in a better financial condition than what was projected in March when the majority of the nation underwent stay-at-home orders. Tough decisions were made at the SCCA National Office during the initial stages of the shutdown, and now that SCCA events are being held once more, the Club is steadily getting back onto its feet. This said, we’re not out of the woods. So, how can we as members of the SCCA help out?

While a check mailed to the SCCA National Office labeled “donation” would be accepted, there are more fun ways to contribute. There are Solo events happening across the country, and with the cancellation of this year’s Solo Nationals Championships, those post-Solo Nats Tour events are now

incredibly enticing. For the latest list of autocross events, check scca.com/solo.

Regional events are also a solid option, so if you’re comfortable with the safety precautions for an event – SCCA events require masks and social distancing – there’s no better way to get things back to normal while supporting your Club than competing.

Most SCCA Regions that host autocrosses are doing OK, even if they’re not hosting events. If they’re not holding events, they generally don’t have a lot of significant expenses, even for the Regions that have a home base to pay for, vehicle fees, or even an employee. Yes, zero income isn’t ideal, but when very little cash is outwardly bound, weathering these trying times is completely possible.

If you find Solo events are missing in your area, you could also consider a pivot to other forms of SCCA competition. Road Rally events are every bit as COVID-compliant as Solo events but don’t require an organized site and are therefore less impacted by requirements. SCCA Time Trials, Track Events, and RallyCross events may also be appealing to those with the inclination. Basically, if the event is sanctioned by the SCCA, participation truly helps the Club.

If you’ve got spare cash, there are other ways to make a big difference, too. One approach is what Cobb refers to as an “anti-sponsorship,” where the goal is to help out, not to gain marketing exposure. This isn’t intended to disparage or discourage traditional sponsorships, but for an individual who isn’t looking for accolades, there are opportunities. Without attempting a canonical list, you could sponsor trophies, worker meals, or simply bottled water. Pick your level of support and you’ll discover that there’s a need you can fill.

Finally, another approach is to renew your SCCA membership early. This helps puts cash in the SCCA’s coffers up front, with the realization that it’s not “extra” money. They’ll have the money available this year, and in return your membership dues are paid up for another year. Taking that notion to its logical conclusion, SCCA has revived the Lifetime Membership option. Additional details on this program are a phone call away at the SCCA Member Services Department, (800) 770-2055.

There are multiple ways you can help ensure the health of the SCCA. Some take cash, some take time, and some – like competing in SCCA-sanctioned events – are downright fun. 📍

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**THE LONG ROAD**

(LEFT) Following an epic 3,000 mile TSD rally, the teams rolled back into Burlington, Vt. (BELOW) The teams of Walt Kammer and John McArthur, Vera Shanov and Clint Goss, and Debbi Segall and Bill Laitenberger stand atop Maine's Cadillac Mountain.



THE 3,000 MILE COURSE

More than 28 years later, a RoadRally of epic proportions still captures the imagination | WORDS Rick Beattie | IMAGES Debbi Segall

A Time-Speed-Distance SCCA RoadRally traveling 3,000 miles through two countries, three states, and two provinces may not seem like something that would draw a crowd, but somehow taking a car through great scenery and twisty roads attracts rally teams.

From May 16-23, the 1992 Downeast Rally to benefit Vermont Special Olympics and sponsored by Michelin Tires and Michelin Travel Guides was just that draw. Karl Chevalier set up the course for the seven days starting in Burlington, Vt., and traveling through New Hampshire, Maine, and New Brunswick, Canada, before turning back toward Vermont via the incredible Cabot Trail in northeast Nova Scotia.

The entry fee of \$1,200 for both team members included lodging along the route, a ferry crossing, half of the meals, a welcome party, and an awards banquet. Nearly a dozen teams jumped at the opportunity.

Saturday was the time for registration and technical inspection before joining the welcome party in The Lodge at Bolton Valley located along what was the site of the Bolton Valley Hillclimb.

Sunday's route passed through Vermont and New Hampshire with the event divided into the four rally sections placed between transit zones. The tentative schedule listed a total

of 21 sections for the entire event. The day ended in Ogunquit, Maine, in time for dinner.

Beginning Monday with the route instructions given at 7 a.m., the course ran north through Kennebunkport before beginning the transit to Acadia National Park. Errors in interpretation of the transit instructions resulted in an extended break and gave teams in Acadia time for a climb up Cadillac Mountain before starting the five-hour transit to the ferry in St. John, New Brunswick.

The four-hour ferry, too noisy for sleep, arrived in Digby, Nova Scotia, at 4 a.m. to begin travel to Baddeck, Cape Breton, for a midafternoon visit to the Alexander Graham Bell Museum, followed by an evening party at the Inverary Resort.

The start of the return trip on Wednesday that would end mid-day Thursday, took teams for a 200km transit on the Cabot Trail, noted without exaggeration in the event flyer as "one of the most spectacular roads in the world."

Dinner at the Michelin Plant in New Glasgow, Nova Scotia, with photos next to the Michelin Man was followed by a long night drive to cross New Brunswick into Maine. The route through China, Paris, and Norway ended in Gorham, N.H., with the base of Mount Washington just eight miles away.

Although the famed Mount Washington Auto Road was not yet open to the public on Friday

morning, contestants were invited to a private, rare morning at the top boasting a 65-degree F temperature, no winds, and a clear eastern sky.

Later that day, teams started the trip back to Burlington driving continuously through New Hampshire and Vermont until Saturday morning.

The rally ended at 9 a.m. in Burlington with a parade followed by the cars on display in the city square. The event concluded with dinner and the awards presentation at the Bolton Valley lodge.

The team of Satch Carlson, Tom Grimshaw, and Yale Rachlin finished first in Class A and first over all with 95 points on the 76 scored legs.

Vera Shanov and Clint Goss finished first in Class B with 194 points while Tim Winler and John Pizzagalli finished first in Class C with 776 points.

Records from Frank Beyer and Debbi Segall, whose teams ran the event, were used to tell this story. A description of Bill Laitenberger's one-day airplane delay and drive through Acadia, along with eight pages or so of Carlson's driving adventures contained in the August 1992 *Roundel Magazine* are part of those records.

The teams who ran the event are very capable and can be extremely competitive, but almost three decades later they would rather talk - and write - about the fun they had more than the points scored. 📍



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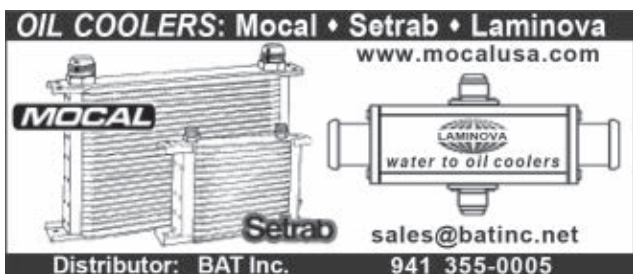
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(303) 666-4113 go4itservices.com

Primal Racing School
(770) 573-1010 primal.racing

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(503) 285-4449 prodrive.net

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proformanceracingschool.com

Sears Point Racing Experience
(800) 733-0345 searspointtracing.com

Skip Barber Racing School
(866) 932-1949 skipbarber.com

Team Stradale
(815) 727-7234 teamstradale.com

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

TS = TrackSprint

v = Vintage

Contact information for registrars and event organizers available at scca.com. For changes, e-mail sanction@scca.com.

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

(888) 722-3220

allenberggracingschools.com

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(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS**NORTHEAST nediv.org**

Sep 26 TT, TE Dominion Raceway/

Washington DC

Oct 17 TT, TE Summit Point/Washington DC

Oct 25 Track Sprint, TE New Jersey

Motorsports Park/South Jersey

Nov 15 TE Subaru 46/Washington DC

Nov 15 TT Summit Point/Washington DC

Nov 15 TT Summit Point/Washington DC

SOUTHEAST sedivrac.com

Sep 25 TE Daytona International

Speedway/Central Florida

Oct 2 TT Talladega Gran Prix Raceway/

Alabama, Tennessee Valley

Oct 16 TE Sebring International

Raceway/Central Florida

Oct 31 TT North Carolina Center for

Automotive Research/North Carolina

Nov 8 TE Road Atlanta/Atlanta Region

CENTRAL cendiv-scca.org

Oct 1 TE Road America/Milwaukee

GREAT LAKES greatlakes-scca.org

Oct 16 TE Mid-Ohio Sports

Car Course/Ohio Valley

MIDWEST midiv.org

Oct 13 TE World Wide Technology

Raceway/St. Louis

ROCKY MOUNTAIN coloradoscca.org

Sep 26 TT La Junta Raceway/

Continental Divide

SOUTHERN PACIFIC

Oct 24 TE Buttonwillow

Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR

Sep 23-27 Time Trials Nationals,

NCM Motorsports Park, K.Y.

TRACK NIGHT IN AMERICA

Auto Club Speedway, Calif. Nov 21

Carolina Motorsports Park, S.C. Oct 15

Dakota County Technical College, Minn.

Sep 22

Harris Hill Raceway, Texas Oct 14

Heartland Motorsports Park, Kan.

Oct 15

Memphis International Raceway, Tenn.

Sep 22, Oct 25

MotorSport Ranch Texas Oct 13

Palm Beach International Raceway, Fla.

Oct 20, Nov 10, Dec 15

Pittsburgh International Race Complex,

Pa. Sep 30

Thompson Speedway Motorsports

Park, Conn. Sep 29, Sep 30

STREET SURVIVAL SCHOOLS

Sep 26 Yoder Autocross Site/Wichita

Sep 26 Milwaukee Area Technical

College/Milwaukee

Sep 26 Lincoln Airpark/Nebraska

Oct 4 Air Force Research Laboratory/

Central New York

Oct 17 Tire Rack/Sough Bend

Oct 18 Saratoga Auto Museum/Mohawk

Hudson

Oct 18 Portland International Raceway/

Oregon

Oct 24 Route 66 Raceway/Chicago

Nov 21 Pacific Raceways/Northwest

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

Oct 16-18 GrandSport Speedway, Texas

Dec 4-6 South Georgia

Motorsports Park, Ga.

TIRE RACK® SCCA SOLO**NATIONAL CHAMPIONSHIPS**

2021 event to be announced

TIRE RACK® SCCA PROSOLO

Jun 12-14 Grissom Aeroplex, Ind.

Lance Keeley (Super); Cindy Duncan

(Ladies)

Jun 18-20 zMAX Dragway, N.C.

Super Challenge cancelled (weather);

Marcus (Ladies)

Jun 26-28 Heartland Motorsports

Park, Kan.

McKelvey (Super); Duncan (Ladies)

Jul 1-3 Bristol Motor Speedway, Tenn.

Whitener (Super); Marcus (Ladies)

Jul 17-19 Hampton Mills Old Lumber

Yard, Wash.

Yom (Super); Gill (Ladies)

Jul 24-26 Auto Club Speedway, Calif.

Yanase (Super); Gill (Ladies)

Nov 6-7 Atlanta Motor Speedway, Ga.

CAM INVITATIONAL

2021 schedule to be announced

STARTING LINE SCHOOLS

2021 schedule to be announced

REGIONAL**NORTHEAST nediv.org**

Sep 26 FedEx Field/Washington DC

Sep 27 Philadelphia Mills Mall/

Philadelphia

Sep 27 Jones Beach State Park/New York

Oct 3 Harrisburg Farm Show Lot C/

Susquehanna

Oct 3 Buffalo Bills Stadium/W. NY

Oct 4 New Meadowlands Sports

Complex/Northern New Jersey

Oct 4 TechCity/New York

Oct 4 Temple Ambler Campus/

Philadelphia

Oct 4 Pitt Race/Steel Cities

Oct 10 New Meadowlands Sports

Complex/Northern New Jersey

Oct 10 Lycoming Mall/Northwestern

Pennsylvania

Oct 10 Teguency Furniture Stadium/

Washington DC

Oct 10 Mid-States/Central Pennsylvania

Oct 11 Moore Airfield/New England

Oct 11 Bader Field/South Jersey

Oct 11 Splash Water Park/

New York

Oct 31 Harrisburg Farm Show Lot C/

Susquehanna

Nov 1 New Meadowlands Sports

Complex/Northern New Jersey

Nov 1 Harrisburg Farm Show Lot C/

Susquehanna

Nov 1 Moore Airfield/Finger Lakes

Nov 1 Bader Field/South Jersey

SOUTHEAST sedivrac.com

Oct 4 Dade County High School/

Chattanooga

Oct 4 Pungo Airfield/Old Dominion

Oct 11 Hutchinson Island Paddock/

Buccaneer

Oct 11 Hunt Army Stagefield/Wiregrass

Oct 17 USMC Marine Corps Air Station/

North Carolina

Oct 17 NCM Motorsports Park/Tennessee

Oct 23 Atlanta Motor Speedway/Atlanta

Oct 24 Michelin North America/South

Carolina

Oct 25 Pungo Airfield/Old Dominion

Oct 31 Roebing Road/Buccaneer

Nov 1 Twin Fountains Raceway/Tennessee

Nov 6 Atlanta Motor Speedway/Atlanta

Nov 8 Hoover Metro. Stdm/Alabama

Nov 8 Hoover Metro. Stadium/Alabama

Nov 14 Danville Regional Airport/South

Carolina

Nov 14 Darlington Raceway/South

Carolina

Nov 15 Hunt Army Stagefield/Wiregrass

Nov 15 Dade County High School/

Chattanooga

Nov 20 Atlanta Motor Speedway/

Atlanta

Dec 6 Dade County High School/

Chattanooga

Dec 13 Hoover Metro. Stdm/Alabama

Dec 13 Hunt Army Stagefield/Wiregrass

Dec 13 Hoover Metro. Stadium/Alabama

Dec 13 Hutchinson Island

Paddock/Buccaneer

CENTRAL cendiv-scca.org

Sep 27 La Crosse Fairgrounds

Speedway/Land O' Lakes

Oct 2 Route 66 Raceway/Chicago

Oct 4 Iowa National Guard/Great River

Oct 16 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

Sep 27 Grissom Aeroplex/Indianapolis

Sep 27 Majestic Star Casino/Indiana

Northwest

Oct 3 City of Eastlake Municipal

Parking Lot/Neohio

Oct 4 Cummins Test Track Walesboro/

Columbus Sports Car Club

Oct 4 Owens Community College/

Northwestern Ohio

Oct 4 Jack Barstow Airport/Saginaw

Valley

Oct 4 Mid American Air Center/

Southern Indiana

Oct 4 Schoolcraft College/Detroit

Oct 11 Majestic Star Casino/South Bend

Oct 11 Mid American Air Center/

Southern Indiana

Oct 11 Grissom Aeroplex/Indianapolis

Oct 17 City of Eastlake Municipal

Parking Lot/Neohio

Oct 18 Tire Rack/South Bend

Oct 18 Cummins Test Track Walesboro/

Columbus Sports Car Club

Oct 25 Grattan Raceway/Western

Michigan

Nov 1 Cummins Test Track Walesboro/

Columbus Sports Car Club

MIDWEST midiv.org

Sep 26 Road Yoder Autocross Site/

Wichita

Sep 26 Lincoln Airpark/Nebraska

Oct 4 St. Charles Family Arena/St. Louis

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65-YEAR MEMBERS

S.M. Horman	9/1/1955	Utah
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60-YEAR MEMBERS

Alan Bouverat	9/1/1960	San Francisco
Norman A. Koglin	9/1/1960	Chicago

55-YEAR MEMBERS

Margaret D. Binks	9/8/1965	San Diego
Rob Walker	9/1/1965	San Diego
Thomas E. Fanning	9/1/1965	New England

50-YEAR MEMBERS

Sheila W. Cockey	9/1/1970	Washington DC
Joshua Cockey	9/1/1970	Washington DC
Kurt Cramer	9/1/1970	Arizona Border
H. Leigh Steves	9/1/1970	Colorado
John Waddell	9/1/1970	Cal Club

45-YEAR MEMBERS

Richard Bridgette	9/1/1975	Central Carolinas
John Brumder	9/1/1975	Colorado
Ann R. Chamberlain	9/1/1975	San Francisco
Anthony Foster	9/1/1975	Land O'Lakes
Dick Rasmussen	9/1/1975	North Carolina
Dieter Ward	9/1/1975	South Jersey

40-YEAR MEMBERS

Jeanne K. Aquilante	9/1/1980	Philadelphia
Ernest Edward Begley II	9/1/1980	Tennessee
Ronald C. Fuller	9/1/1980	Atlanta
Rick Hiland	9/1/1980	New England
Jeffrey A. Klausner	9/1/1980	Milwaukee
Stephen W. Kruck	9/1/1980	Des Moines Valley
Terry Martin	9/1/1980	Milwaukee
Joel Andrew McGinley	9/1/1980	Central Florida
Peter B. Meyer	9/1/1980	South Jersey
Alan C. Walker	9/1/1980	Badlands
Bob Wheelless	9/1/1980	North Carolina

35-YEAR MEMBERS

Elizabeth E. Ames	9/10/1985	New England
Bob Antoine	9/24/1985	Ohio Valley
Bill Dentinger	9/18/1985	Milwaukee
William E. Dupree	9/5/1985	Philadelphia
Nancy L. Eubel	9/26/1985	San Francisco
June E. Frank	9/6/1985	Cincinnati
Ted Grieshaber	9/26/1985	Central Florida
Don Alan Himes	9/16/1985	Washington DC
Robert Houser	9/9/1985	Central Carolinas
William C. Kaiser Jr.	9/19/1985	Northern New Jersey
Anthony Lee	9/5/1985	Houston
Kathy Lee	9/5/1985	Houston
Alain Matrat	9/18/1985	Washington DC
Douglas B. Mitchell	9/25/1985	Detroit
Robert A. O'Brien	9/25/1985	Detroit
Bob Reynolds	9/16/1985	Cal Club
Nick Scirocco	9/18/1985	Northern New Jersey

Sara F. Snider	9/19/1985	Central Carolinas
David Stephens	9/5/1985	Tennessee Valley
John Stott	9/10/1985	Cal Club
Jim Wallar	9/27/1985	Blackhawk Valley
Robert G. Woolston	9/5/1985	Land O'Lakes

30-YEAR MEMBERS

Dennis Baglier	9/28/1990	Steel Cities
Ruth A. Chapman	9/24/1990	New England
Phillip M. Daus	9/7/1990	Chicago
Richard K. DeRose	9/10/1990	Texas
Gail Donnellan	9/27/1990	Oklahoma
Bryan A. Floyd	9/26/1990	Cincinnati
Walter W. Fricke	9/24/1990	Colorado
John Fujii	9/18/1990	Cal Club
Joseph C. Gandy	9/18/1990	Dixie
Steven E. Goldin	9/14/1990	Central Florida
Debra J. Karling	9/28/1990	Chicago
David A. Karling	9/28/1990	Chicago
Donald K. Kehrer	9/19/1990	Northwestern Ohio
Bonnie J. Mueller	9/28/1990	Oregon
James L. Mueller	9/28/1990	Oregon
Eva Lynn Pim	9/14/1990	Northeast Oklahoma
Carl A. Porter	9/28/1990	Texas
Tim Slater	9/12/1990	Florida
Richard A.B. Smith	9/25/1990	Florida
Richard Russell Sperry	9/21/1990	Washington DC
John Peter Swapcinski	9/26/1990	Finger Lakes
Ralf Trebing	9/11/1990	Central Florida
Michael A. Unger	9/13/1990	Washington DC
Lance Yasenchak	9/11/1990	Central Florida

25-YEAR MEMBERS

G. Brooke Carter	9/12/1995	Northwest
Michael John Amy	9/7/1995	South Jersey
Les Apple	9/28/1995	Mohawk Hudson
Philip N. Brosius	9/25/1995	Texas
Debra T. Brosius	9/25/1995	Texas
Kenneth L. Fearing	9/6/1995	Central Florida
Charles S. Fellows	9/25/1995	Pan American
Brian G. Flint	9/19/1995	Ohio Valley
Gary Ford	9/28/1995	Cal Club
Richard Jemison	9/12/1995	Gulf Coast
Geoffrey Knight	9/19/1995	Alabama
Preston Lerner	9/26/1995	Cal Club
Susan Macomber	9/12/1995	Central Florida
Marguerite Morley	9/20/1995	San Francisco
Robert Bruce Morley	9/20/1995	San Francisco
Raymond P. Pech	9/28/1995	New England
Patrick Simpson	9/28/1995	Central Florida
Lanyll Smith	9/20/1995	San Francisco
Michael Smith	9/20/1995	San Francisco
Mark W. Stansbury	9/12/1995	Texas
Tony Stefanon	9/7/1995	Washington DC
Patricia Tantum	9/28/1995	Central Florida
Robert L. Williams	9/28/1995	Northwest

Oct 10 Columbus Air Force/Mississippi

Oct 10 Lincoln Airpark/Nebraska

Oct 11 Davis Field Muskogee Airport/
Northeast Oklahoma

Oct 17 Road Yoder Autocross Site/
Wichita

Oct 18 St. Charles Family Area/St. Louis

Oct 31 Road Yoder Autocross Site/Wichita

Oct 31 Grenada Municipal Airport/
Mississippi

Nov 8 St. Charles Family Arena/St. Louis

Nov 8 Tulsa Expo Center
Fairgrounds/Northeast Oklahoma

SOUTHWEST sowdivscca.org

Oct 3 Waldron Naval Air Field/South
Texas Border

Oct 11 Texas Motor Speedway/Texas

Nov 1 Lone Star Park/Texas

Nov 7 Waldron Naval Air Field/South
Texas Border

Dec 5 Waldron Naval Air Field/
South Texas Border

ROCKY MOUNTAIN coloradoscca.org

Sep 26-27 Colorado Air and Space
Port/Colorado

Sep 26 Front Range Airport/Colorado

Oct 17 Palmer Motorsports

Park/Continental Divide

NORTHERN PACIFIC norpacscca.org

Oct 3 Expo Idaho/Snake River

Oct 3 Crows Landing/San Francisco

Oct 3 Regional Public Safety Training
Center/Reno

Oct 10 Jore Manufacturing/Big Sky

Oct 10 Portland International Raceway/
Oregon

Oct 10 Buttonwillow Raceway/Fresno

Oct 24 Expo Idaho/Snake River

Nov 7 Crows Landing/San Francisco

Nov 14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

Sep 25 California Speedway/Cal Club

Sep 27 Marana Regional Airport/
Arizona Border

Sep 27 Maui Motorsports Park/Hawaii

Oct 4 Aloha Stadium/Hawaii

Oct 10 Vidinha Stadium/Hawaii

Oct 17 Arizona Motorsports Park/Arizona

Oct 18 Aloha Stadium/Hawaii

Oct 24 Marana Regional Airport/
Arizona Border

Oct 24 California Speedway/Cal Club

Oct 25 Maui Motorsports Park/Hawaii

Nov 1 Aloha Stadium/Hawaii

Nov 14 Arizona Motorsports Park/Arizona

Nov 14 California Speedway/Cal Club

Nov 15 Aloha Stadium/Hawaii

Nov 15 Marana Regional Airport/
Arizona Border

Nov 22 Maui Motorsports Park/Hawaii

Nov 29 Aloha Stadium/Hawaii

Dec 5 California Speedway/Cal Club

Dec 13 Marana Regional Airport/Arizona
Border

Dec 13 Aloha Stadium/Hawaii

Dec 19 Arizona Motorsports Park/Arizona

ROADRALLY

NATIONAL/DIVISIONAL

Oct 2 NT Tomah Trails; Eau Claire, Wis.

Oct 3 NC Oktoberally; Tomah, Wis.

Oct 4 NT GR8 Purple Cow Rally; Tomah,
Wis.

Nov 13 NT USRRC - Hell and Back;
Whitmore Lake, Mich.

Nov 14 NT USRRC - Pavement Ends;
Whitmore Lake, Mich.

Nov. 15 DC USRRC - Are You
Territorial?; Whitmore Lake, Wis.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Nov 1 High Marques Motors/Northern
New Jersey

Dec 6 Teddy Bear Rally/
Northern New Jersey

CENTRAL cendiv-scca.org

Oct 2 Best Western South, Eau Claire/
Land O' Lakes

Oct 3 Oktoberally/Land O' Lakes

Oct 4 GR8 Purple Cow

Rally/Land O' Lakes

GREAT LAKES greatlakes-scca.org

Oct 24 GTA Kualoa Ranch/Indianapolis

Dec 5 GTA Brownsburg Square

Shopping Center/Indianapolis

SOUTHWEST sowdivscca.org

Oct 17 Tanna, Texas, Parking Area/Texas

SOUTHERN PACIFIC

Oct 2 Bank of America, Mission Hills/
Cal Club

Nov 6 Bank of America, Mission Hills/
Cal Club

Dec 4 Bank of America,
Mission Hills/Cal Club

Find more events near you at

www.scca.com/roadrally

RALLYCROSS

DIRTFISH NATIONAL TOUR

2021 schedule to be announced

DIRTFISH NATIONAL C'SHIP

Aug 14-16 Heartland

Motorsports Park, Kan.

REGIONAL

NORTHEAST nediv.org

Sep 26 Pennsylvania Farm Show

Complex & Expo Center/Susquehanna

Oct 3 Evangelist's Field/Finger Lakes

Oct 11 Panthera Training Center/
Washington DC

Oct 17 Team O'Neil Rally School/New
England

Oct 17 Evangelist's Field/Finger Lakes

Oct 31 Evangelist's Field/Finger Lakes

Nov 8 Summit Point Motorsports
Park/Washington DC

SOUTHEAST sediv-racing.com

Oct 3 Florida Int'l Rally and Motorsport
Park/Central Florida

Oct 17 Holly Tree Off Road/Tenn. Valley

Oct 24 St. Lucie County Frngds/C. Fla

Nov 15 Holly Tree Off Road/Tenn. Valley

Dec 12 Holly Tree Off Road/
Tennessee Valley

CENTRAL cendiv-scca.org

Oct 18 Cedar Falls Mtrsprts Park/Iowa

Nov 15 Cedar Falls

Motorsports Park/Iowa

MIDWEST midiv.org

Sep 27 City of Madison/St. Louis

Sep 27 Santa Fe Trail Cycle Park/Kansas

Oct 11 81 Speedway/Wichita

Oct 18 I-80 Speedway/Nebraska

Nov 8 I-80 Speedway/Nebraska

Nov 14 City of Madison/St. Louis

Nov 22 Santa Fe Trail Cycle Park/
Kansas

Dec 13 Santa Fe Trail Cycle Park/Kansas

NORTHERN PACIFIC norpacscca.org

Oct 3 Thunderhill/San Francisco

SOUTHERN PACIFIC

Oct 10 Haruki Ranch Kalaheo/Hawaii



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DEI GEN-3 TITANIUM TURBO SHIELD

Featuring a silicone-coated outer layer, multiple stainless steel and silica inner layers, and enhanced seam strength, the DEI Gen-3 Titanium Turbo Shield offers complete turbo protection, durability, and resilience using stainless steel thread seam stitching for increased seam strength and a unique four-layer design. Fits T3, T4, T6, T25/T28, and T6X turbos. designengineering.com



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The Hennessey C8 Corvette Exhaust system is a fully custom, in-house fabricated, turnkey exhaust setup made entirely out of T304 stainless steel. It provides a mild weight savings of 10lbs with a 21hp and 19lb-ft gain, along with a massive sound upgrade. From hours of road course testing as well as 205mph top-speed testing, this exhaust has already been pushed to the limits. hennesseyperformance.com

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LOGITECH G923 RACING WHEEL AND PEDALS

The new Logitech G923 Racing Wheel and Pedals is a high-performance sim racing setup engineered for maximum realism. The G923 features Trueforce, a high-definition force feedback system that dials into a game's physics and audio engine to deliver an ultra-realistic experience, processing at up to 4,000 times per second to produce next-gen realism and detail in supported games. Works with the Sony PlayStation and PC. **\$399.99** logitech.com



RACELOGIC PERFORMANCE BOX TOUCH

The new 4.3-inch color touch screen Performance Box Touch incorporates the predictive lap timing technology used in the VBox Motorsport range allowing for instant feedback via LEDs, but also offers on-screen Delta-T, reference lap, last lap, total number of laps, and session time. There's also the ability to create your own start and stop lines with the same information displayed. **From \$680** vboxmotorsport.co.uk



K1 FLEX GLOVE BLACK SERIES

The new K1 Flex Glove Black Series adds contrasting color schemes to K1's premium driver's glove. Constructed with high-quality, lightweight, bonded Nomex, the Flex features a seamless, pre-curved palm and finger design that flows with the contour of the hand. Engineered with an ultra-grip, fire-resistant silicon surface for improved flexibility, grip, and comfort. Available in four color combinations. FIA 8856-2000 and SFI 3.3/5 rated. k1racegear.com

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



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

STOP THE PRESSES! (TOO LATE)

Paul Brown, the lead crystal ball gazer for *SportsCar's Who Will Win the Tire Rack Solo National Championships?* predictions, posed me a question after it was announced that the 2020 Solo Nationals had been cancelled and we realized it was too late to stop the September issue presses: Did we get 100 percent of our predictions correct, or was it zero? With all that's gone on this year, sometimes it's hard to know whether to laugh or cry.

As you well know, the 2020 Solo National Championships was cancelled due to coronavirus concerns, leaving the September issue of *SportsCar* a bit of a collector's issue containing unprovable predictions. Luckily, however, the rest of SCCA's 2020 National Championship events are set to go off without a hitch. In fact, SCCA already safely persevered through COVID-19 when 112 competitors headed to the DirtFish RallyCross National Championship at Heartland Motorsports Park in mid August.

That success was hardly a solitary exception, either, as around the time this issue hits mailboxes, the Tire Rack Time Trials Nationals Powered by Hagerty will be taking to NCM Motorsports Park with a record number in attendance, and then in a matter of weeks will come the National Championship Runoffs at Road

America - which is the theme of the issue in hand.

For the record, the cancellation of the Solo National Championships had little to do with preparation or ability; as I understand it, the SCCA was fully capable of fulfilling state or federal virus mandates. However, with Lincoln, Neb., becoming a COVID-19 hotspot in the lead up to the

event, SCCA was forced to make a difficult safety and site retention decision - a decision that won't have to be made for events hosted at sprawling motorsport complexes.

But while many members were disappointed by the decision to cancel the Solo Nats, a number of Club members jumped at the rather unique opportunity that had just presented itself, and they did the only logical thing: They entered other major SCCA events.

That's right, one of the reasons that the RallyCross National Championship was such a success and why the Time Trials Nationals is set to break records is because autocrossers quickly shifted gears and entered SCCA's other keystone events. You'll get to read about some of those adventures soon, but until then, you can follow their lead and enter one of a handful of Tire Rack Solo Championship Tours or the ProSolo weekend that have since been added to the National Solo schedule.

As everyone well knows, the COVID lifestyle involves rolling with the changes, and it's exactly that can-do attitude that has kept the SCCA hopping well into its seventh decade. So, back to Paul Brown's question: Did the September issue of *SportsCar* see a 100-percent correct prediction rate? Nope. But it wasn't zero, either. Instead, we witnessed unity through sympathetic understanding and a host of inspiring actions, and it all left me with a deeper sense of belonging to a Club that I'm now confident will enter its 77th anniversary year stronger than ever. And I'll be smiling the whole time. 🍷

"Did the September issue of SportsCar see a 100-percent correct prediction rate? Nope. But it wasn't zero, either"

FROM THE ARCHIVES

10 YEARS AGO...
OCTOBER 2010



- One of *SportsCar's* longest-running projects, a Toyota Yaris built for H Production, was introduced. Over eight years, our Yaris would finish on the National Championship Runoffs podium six times, with two of those being wins.

25 YEARS AGO...
OCTOBER 1995



- The SCCA was planning its 1997 "cruise-vention." \$882 would cover the cruise, airfare, and convention registration.
- SCCA President Nick Craw began his monthly column with "Yo," discussing how the Club plans to attract young Gen Xers.

50 YEARS AGO...
OCTOBER 1970



- The Runoffs (then called the ARRC) was transitioning from Daytona International Speedway to the newly-constructed Road Atlanta, with the championship races scheduled to take place Nov. 24-29, 1970.

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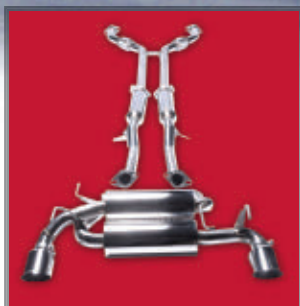
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