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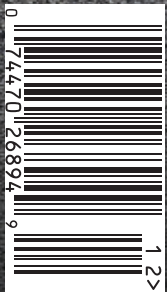
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## MIKE COBB

PRESIDENT & CEO, SCCA INC.

# 2020: A PODIUM FINISH?

This special edition of *SportsCar* is dedicated to the 2020 SCCA championship season. Our original intent with this issue was to provide coverage of all SCCA National Championship events. But given COVID-related challenges, the 48th Tire Rack SCCA Solo National Championships was canceled - so you'll not see a recap in the pages that follow. You will find, however, a focus on the DirtFish RallyCross National Championship, the Tire Rack Time Trials Nationals powered by Hagerty, and the 57th SCCA National Championship Runoffs.

Before you dive into these events, I would like to share a few thoughts on the broader season that has been 2020. I think it's safe to say that none of us have been through anything like this before. We got a great start in January and February with an outstanding SCCA National Convention, a successful launch of the Member Account Portal (M.A.P.), and a couple Hoosier Super Tour weekends - only to have the wheels come off in March as we worked through COVID-related matters. This had a tremendous impact on our organization and meant we had to pivot quickly into a business preservation mode to ensure the Club survived its 76th year and was set to be viable in 2021.

*"It's not how you start; it's how you finish that counts."*

As evidenced in the pages that follow, this Club has championship-winning DNA coursing through its veins. From a staff leadership perspective, we committed to finishing 2020 as strong as possible while setting the organization up for continued success. And, while we have a couple months left in the year as I write this, I can share that not only are we going to finish this year as a viable operating entity, we are also going to finish *strong!* Let's take a look:

- **Membership Perspective:** Year to date, we have experienced growth in joins, renewals, and annual memberships. Much of this can be attributed to two things: The Club uniting together during tough times and the new Member Account Portal (M.A.P.), which was launched successfully in January 2020. Without either, this outcome would no doubt be very different.
- **Financial Perspective:** Although a challenging year, SCCA Inc. has not taken on any additional debt or tapped any reserves. Instead, we have managed expenses aggressively but appropriately given the significant shortfall in revenue associated with the loss of more than 500 events across the March to September timeframe, and we are in position to end the year without a loss. Not many organizations can say this in 2020.
- **Program Perspective:** The loss of many Regional and National events has certainly had a negative impact on total participation across the Club. But where we have been allowed to hold events, we have done so safely and strived to deliver the best experience possible. Moreover, direct participant feedback regarding "overall experience" from all of the championship events has been "good to excellent" and certainly reflects the significant effort invested from event leaders, volunteers, drivers, and staff. Thank you all!

So, while we might not have "won" 2020, SCCA certainly made it to the podium. I believe we are finishing strong. We are finishing united. And we are finishing in a fashion that sets us up to "win" together in 2021. Who's with me? 🏆



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## LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

### SIX YEARS ON

**M**y six-year tenure as the SCCA Director from Area 3 and my four years as Chairman of the SCCA Board of Directors (BoD) is drawing to a close. Come 2021, I go back to being “just a driver and F&C volunteer,” and frankly, I’m looking forward to the change. Truth be known, six years is long enough for anyone to serve on the BoD, and four years as Chairman certainly amplifies that experience. The last six years have been interesting, productive, and at times frustrating, but it has never been boring. Overall, though, I’m left with a sense of having made a significant contribution to the future of the Club.

I am very proud of what I and the 25 dedicated volunteers whose Board service overlapped with mine have accomplished. Every one of those Directors served with passion for the SCCA and they all did their best to move the Club forward. We did not always agree but I am proud to have served with them and honored to have been selected by them to be Chairman for the past four years.

What did we accomplish, you ask? To begin with, any attempt to evaluate the success (or not) of the past four years has to start with an understanding of the role and responsibilities of the SCCA Board and its Chairman, and the tools available to it. Contrary to popular opinion, the Board of Directors does not “run the Club.” The Board’s primary role is to hire, direct, evaluate, and, if necessary, replace the President. The President is the Board’s only employee – and the relationship between the President and the Board is absolutely critical to the success of the organization.

The Chairman is not an executive position. In fact, it has little or no authority, but the position does hold some influence. He or she is the manager of the Board, the primary spokesperson for it, and is also the primary liaison between the SCCA President and the Board.

In the role of Manager of the Board, it’s the Chairman’s responsibility to ensure that all Directors are heard and also to provide constructive guidance to Directors as required. Note that the Chairman is managing a group of peers – this is a collegial relationship, not a top down one. As the primary liaison between the SCCA President and the Board, the Chairman must maintain a relationship of mutual trust and open communication with the President. Anything less will act to the detriment of the organization.

Another popular misconception is that an SCCA

Director is like a congressional representative, elected to serve a particular constituency and expected to bring home the bacon. While it is true that a member is elected to the Board by the members residing in a particular geographic area, their legal, moral, and ethical obligation as a Director is to the welfare of the entire organization. The choice to use a geographic approach to Director election when the Club was organized was an arbitrary one – there are many other methods that could have been used, but the selection by Area does ensure that the Board has members who understand the different needs of our motorsports programs in different parts of the country.

The Board of Directors is also responsible for the appointment of Directors to the Boards of any wholly owned subsidiaries. In our case, those subsidiaries are SCCA Pro Racing, SCCA Enterprises, and the SCCA Foundation. In 2016, we decided to combine SCCA Pro Racing and SCCA Enterprises into a single corporate structure called SCCA Ventures, with a current member of the SCCA Board to serve as Chairman. We made this change to ensure that the SCCA Board had improved visibility into the activities of our subsidiaries. We recently amended the SCCA Ventures bylaws to define a Board consisting of a single Director. That single Director is the President of SCCA Inc., which brings our subsidiaries under direct control of SCCA Inc., in order to ensure alignment of strategic goals, simplify partner relations, and improve oversight still further.

According to the SCCA bylaws, the Board of Directors is also responsible for developing the rules under which our various motorsports programs function. The Club’s bylaws further allow and encourage the Board to create committees to do the actual development work leaving the Board in an oversight role. As such, the Board of Directors does not make program rules; it appoints the members of the Program Boards (CRB, SEB, TTB, RXB, RRB) that do this vital work and then reviews and approves (or not) the rules changes proposed by these bodies.

In exercising its oversight responsibilities, the Board of Directors’ primary tools consist of the selection of individuals to serve in the various positions that report to the Board and the direction provided to those individuals. In the case of SCCA’s President, there is constant bi-directional communication through which the Board provides its



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guidance. Each fall, we hold a “budget strategy” meeting with the President of the Club where we discuss the priorities that staff will use to guide them in developing the detailed budget for the following year. That budget is presented to the Board by the President at the December meeting and adopted by the Board (either with or without modification).

Back to the question of what the Board has accomplished during my tenure: Based on what I've just said, evaluating the performance of the Board of Directors is a fairly simple, if somewhat subjective, process. Does the organization have the people it needs in those key positions that report to the Board, and is the organization moving in a positive direction?

My opinion is that the leadership team that we have in place with Mike Cobb at its head as SCCA's President and CEO is an outstanding one. When we hired Mike, one of our key asks was that he act as the leader of the entire organization, not just the leader of SCCA's staff. Mike has clearly taken that message to heart and has devoted enormous time and effort to improving communications and understanding between the SCCA National Office and the Club's 100-plus Regions. I have been listening in on our periodic Jumbo Region RE calls throughout my tenure as Chairman, and the dialogue on those calls has changed noticeably from confrontational to a collegial exchange of information between SCCA staff and Regions.

The Club's financial performance over the past three years (2017-'19) has resulted in a cumulative net operating income of around \$700,000 and financial performance for 2020 has been very good given the difficult circumstances this year has presented. Current financial forecasts are for no worse than a modest operating loss - an outstanding job by SCCA's staff, which includes significant sacrifices on their part since many were furloughed and the rest on half-pay from April to June. Investments made in improving technology and internal processes with the development of the Member Account Portal, which allows members to manage their membership, licenses, and volunteer hours via my.scca.com have paid off with membership renewals continuing at nearly normal rates even with the office being closed during the spring by government direction.

At SCCA Ventures, where financial losses by the SCCA Pro Racing division have been a serious concern, Area 7 Director Dan Helman, serving as volunteer President of the SCCA Pro Racing Division of SCCA Ventures, has developed

an exceptional management team. At the midpoint of 2020, SCCA Pro Racing is showing a modest profit and is projected to finish the year with a modest loss. Meanwhile, SCCA Enterprises has continued the development of the Gen3 Spec Racer and updated the Formula Enterprises car with a new Mazda engine and Sadev gearbox. Both the SRF3 and FE2 have solid entry counts at our events, which contributes to the success of SCCA's Regions.

I do have one final thought to share, and it's in regard to the Club's many volunteers. When most members think of SCCA volunteers, what comes to mind are those they see at events. Indeed, the efforts by these members are critical, but there is another group of SCCA volunteers whose efforts are just as important but largely take place behind the scenes. These are the members who provide the administrative backbone of the Club: the many Region board members, Region officers (REs, Treasurers, Program Chairs, etc.), and the Divisional volunteers who administer Divisional series, maintain Divisional rule sets, and organize Divisional activities. These behind-the-scenes volunteers also make up the National program boards and their supporting committees, the Divisional Exec Stewards, and the Road Racing Court of Appeals.

Without the many hours that these dedicated and passionate members devote, there would be no motorsports programs. They are the critical core of the SCCA, and they receive relatively little acknowledgement or recognition. They are also the ones to whom most complaints are directed. I would ask all SCCA members to take the time to thank these dedicated members for their efforts - and, when they see something that maybe isn't being done as well as it might be, please put yourself in their shoes and come forth with constructive suggestions. You can even offer to help!

As I step down from the Board's Chairman position, I see a Club that is in good shape with strong leaders in key positions, a robust set of programs to appeal to motorsports enthusiasts of all types, and a number of strong initiatives (despite their being placed on temporary hold by circumstances beyond our control during half of 2020). I can't help but leave the Board and Chairmanship with a real sense of satisfaction, as well as my sincere thanks to those with whom I have served. I have also met many outstanding members of our Club and our sport whose paths I would probably not have crossed had I not served on the SCCA Board. To all, I say thank you. 🍷





**PETER JANKOVSKIS**

AREA 5 DIRECTOR

## SCCA VENTURES UPDATE

My brief tenure as Chairman of SCCA Ventures, overseeing SCCA Pro Racing and SCCA Enterprises, has come to a close, and Mike Cobb has agreed to add the Ventures Chairmanship to his role as SCCA President. My colleagues on the SCCA Board of Directors and I believe that this change will facilitate better coordination of the activities of SCCA Inc., SCCA Pro Racing, and SCCA Enterprises.

I am deeply grateful for the help and support provided me by my colleagues on the Ventures Board, the SCCA Board, and the SCCA Enterprises Advisory Council. It has been a challenging two years, but I am

partners. SCCA Pro Racing currently administers races for Formula Race Promotions, Radical Cup North America, Trans Am, the F4 United States Championship, and the Formula Regional (FR) Americas Championship.

For a number of years prior to 2016, SCCA Pro Racing had generated a profit for SCCA by focusing on sanctioning and administration of race series that were promoted by other organizations. The distinction between administration and promotion is important. Administration is generally provided on a cost-plus basis, generating a small but steady profit. By contrast, promoters have responsibility for the overall profitability of a series. This can yield potentially large profits for the promoter if all goes well, but with it comes risk of potential loss.

With the introduction of the F4 U.S. Championship series in 2016, SCCA Pro Racing stepped back into the role of being both an administrator and promoter of race events. The related contractual obligations combined with unfulfilled sponsorship programs resulted in large losses from 2017-'19. Working through this situation has been a priority of the SCCA Board of Directors and the SCCA Pro Racing team.

During 2020, an agreement was reached with Parella Motorsport Holdings (PMH) to assume the role of promoter for the F4 and FR series beginning with the 2021 season. During 2021 and beyond, SCCA Pro Racing will be paid on a cost-plus basis to administer and

sanction the F4 and FR series. This is similar to the arrangement that has been in place for several years between SCCA Pro Racing and PMH for the Trans Am series.

How are things shaping up in 2020? So far, so good. Entries for the F4 and FR series were strong early in the season, thanks to Honda Performance Development's announcement that it would offer a scholarship to the winner of the 2020 FR series to compete in the full 2021 Indy Lights season. The F4 and FR series also benefited from cancellations of many rounds of competitive series around the world, which focused interest on racing in the U.S. Of course, the ability to operate race events was the key to capitalizing on this, and Sydney and her staff did an incredible job of adapting to continuous changes in regulations and track availability to find venues that could host events.

With regard to SCCA Enterprises, the primary goal is to support SCCA road racing activity by manufacturing spec racing cars, providing replacement parts, and overseeing a network of Customer Service Representatives (CSRs) to assist drivers in maintaining and racing their cars. The secondary goal is to make a modest profit. SCCA Enterprises has been successful on both counts. The Gen 3 Spec Racer Ford (SRF3) has had more entries than any other class in U.S. Majors Tour competition for the last two years. At some Regional events, Spec Racer Ford and Formula Enterprises drivers

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*"The ability to administer race events has been, and continues to be, a key strength. The SCCA Pro Racing team...is well respected"*

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pleased with the solid foundation for future success that is in place at SCCA Pro Racing and SCCA Enterprises.

With regard to SCCA Pro Racing, the primary goal of the organization is to leverage SCCA capabilities as a sanctioning and administrative body to work with drivers and teams that might not otherwise participate in SCCA events. This should raise public awareness of the SCCA and provide a profit to the SCCA as well.

The ability to administer race events has been, and continues to be, a key strength. The SCCA Pro Racing team, led by General Manager Sydney Davis Yagel, is well respected by participants and





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account for more than 20 percent of entries. And SCCA Enterprises has generally produced an annual profit.

At its core, SCCA Enterprises is a small manufacturing firm. SCCA Enterprises President Robey Clark maintains relationships with dozens of suppliers, monitors component quality, and manages inventory levels so that drivers can keep racing. Continuous research and development are conducted with feedback from CSRs and drivers to improve the quality of the product and enhance the racing experience. Additionally, engine upgrades for the SRF and Formula Enterprises (FE) during the past decade increased the popularity of both cars.

Robey also benefits from regular consultation with the SCCA Enterprises Advisory Council, which acts as a sounding board for many issues that arise in operating the business. I was particularly impressed with how Robey and the Council responded to the challenges posed by the COVID-related shutdown in racing activity earlier this year, working to preserve cash while simultaneously remaining prepared to serve customers when racing resumed.

As I step down and Mike Cobb assumes the Chairman position at SCCA Ventures, I am sure he will maximize the contributions that both SCCA Pro Racing and SCCA Enterprises can make to the future growth and success of the SCCA. I look forward to continuing to work with him and my colleagues on the SCCA Board of Directors to achieve that goal. 🍷



# LATE breaking

## SCCA INTRODUCES QUARTERLY PRESIDENTIAL TOWN HALLS

SCCA has opened new chapter with quarterly town hall videoconference meetings hosted by SCCA President and CEO Mike Cobb. The Town Halls will provide timely communication to the membership on all aspects of the Club, and also allow for more two-way communication between the members and SCCA. Keep an eye on [scca.com](http://scca.com) for upcoming town halls.



Philip Royle



Dave Green

### SUPER START

The 2021 Hoosier Super Tour kicks off in January at Sebring International Raceway.

## 2021 HOOSIER RACING TIRE SUPER TOUR SCHEDULE UNVEILED

The 2021 Hoosier Racing Tire SCCA Super Tour competition calendar has been announced and includes 10 events for a total of 20 Hoosier Super Tour road races.

"The Hoosier Super Tour schedule has been released so individuals and teams can assemble competition schedules, make plans, and get excited about the 2021 racing season," Deanna Flanagan, SCCA's Director of Road Racing, said. "If revisions are required due to localized COVID guidelines, updates will

be communicated quickly to the road racing community. But this Club proved last year we know how to adapt, pull together, and make the racing season happen."

The Hoosier Super Tour offers a heightened experience for all. Among other things, weekends include segmented timing and scoring and boasts a dedicated Super Tour Radio presented by Hoosier team of announcers capable of providing consistent insight and entertainment heard at tracks or online at [scca.com](http://scca.com).

The Hoosier Super Tour also serves as the Summit Racing Equipment SCCA Road Racing's nationwide points championship. 2021's point structure remains the same as previous years with the best six Hoosier Super Tour races, plus a National Championship Runoffs finish, going toward identifying class champions. The Super Tour is also one of the paths to qualifying for the Runoffs. More details can be found at [scca.com/supertour](http://scca.com/supertour). 📍

### 2021 HOOSIER SUPER TOUR SCHEDULE

DATE	VENUE / CONFERENCE
Jan. 15-17	Sebring Int'l Raceway, Fla. / Southeast
Feb. 6-7	Circuit of the Americas, Texas / Southern
Feb. 19-21	Buttonwillow Raceway Park, Calif. / Western
March 19-21	Michelin Raceway Road Atlanta, Ga. / Southeast
April 9-11	VIrginia Int'l Raceway, Va. * / Northeast/Southeast
April 17-18	Hallett Motor Racing Circuit, Okla. / Mid-States/Southern
April 30-May 2	Pittsburgh Int'l Race Complex, Pa. / Northeast
May 15-16	Portland Int'l Raceway, Ore. / Western
June 4-6	Road America, Wis. (June Sprints) / Northern
June 18-20	Watkins Glen Int'l, N.Y. / Northeast

\* pending





Cavin Baker

## HUNTER YEANY BECOMES YOUNGEST F4 CHAMPION IN THE WORLD

After a dominating 2020 performance, Hunter Yeany was officially the F4 U.S. Championship Powered by Honda season champion. At 15-years old, Yeany is the youngest driver to earn an FIA F4 title. In sealing the 2020 championship, Yeany also netted a scholarship valued at \$230,000 for use in the 2021 FR Americas Championship.

## IMSA and SCCA to Develop Next Motorsports Generation

SCCA and IMSA have announced a collaboration aimed at offering a clear-cut path for involvement in both amateur and professional U.S. road racing and fostering the next generation of workers, crew, and drivers.

IMSA and SCCA have had a symbiotic relationship for many years. IMSA events today involve many professional workers, competitors, and crew who learned their craft through SCCA Road Racing.

This cooperative effort includes a new “SCCA Got Me Started” campaign highlighting how SCCA members first became engaged in motorsports on their way to professional IMSA involvement.

The two organizations will also look to establish certification curriculum for select specialties. In addition, being discussed is a possible future ladder program through SCCA for young drivers, team members, and officials with professional aspirations. 📍

### ALONGSIDE

IMSA and SCCA have operated hand in hand for decades.



Clark McInnis

## 2021 TIME TRIALS NATIONAL TOUR BLAZES NEW GROUND

The Tire Rack Time Trials National Tour Powered by Hagerty will crisscross the country during the 2021 season, making stops at eight different racetracks in a calendar that ranges from March through November, hitting the best drivers’ tracks across the country.

The tracks on the 2021 calendar feature similar qualities – multiple corners ranging from very slow to fast sweepers, elevation change, and a layout that test driver and machine to put together the ultimate best lap that determines a driver’s Time Trials result.

“As this program has matured, we’ve gained a better understanding of what types of tracks really work well for the program,” Heyward Wagner, SCCA Sr. Director of Marketing and Experiential Programs, said. “We’ve learned the qualities that make up a great layout for Time Trials and have found facilities representative of that around the country.”

The 2021 calendar features a return to five locations and stops at three new tracks.

Zachary Rackovan



### LOOKING AHEAD

The 2021 Tire Rack Time Trials National Tour will hit NCM Motorsports Park in June rather than September for the Time Trials Nationals.

The new tracks include VIR, Buttonwillow Raceway Park, and Palmer Motorsports Park. Additionally, Time Trials events will return to Eagles Canyon and GingerMan Raceways, as well as the previously announced June Time Trials Nationals at NCM Motorsports Park.

Three of the events will feature more than just the SCCA Time Trials groups. Global Time Attack pro classes will join SCCA Time Trials at Ridge Motorsports Park, Buttonwillow, and Palmer.

For more information, head to [timetrials.scca.com](http://timetrials.scca.com). 📍

### 2021 TIRE RACK SCCA TIME TRIALS NATIONAL TOUR POWERED BY HAGERTY

DATE	VENUE
March 13-14	VIRginia International Raceway, Va.
April 10-11	Buttonwillow Raceway Park, Calif.
May 22-23	Eagles Canyon Raceway, Texas
June 10-13	Tire Rack Time Trials Nationals, NCM Motorsports Park, Ky.
July 3-4	Palmer Motorsports Park, Mass.
July 17-18	GingerMan Raceway, Mich.
July 24-25	Ridge Motorsports Park, Wash.
Nov. 6-7	Michelin Raceway Road Atlanta, Ga.*

\* pending

## CHECKERED FLAG: JAMES “JIM” B. BARBOUR III

James “Jim” Barbour, who served on SCCA’s Board of Directors from 1992-’97, passed away in September at the age of 94. Joining SCCA in 1962, Jim’s member number only had three digits. And, while numbers saturate SCCA activities, numbers never tell the whole story.

Raised in Dayton, Ohio, Jim joined the US Army Air Corp in WWII and was a documented, original member of the Tuskegee Airmen. After the war, Jim worked in the computer industry

for Univac, the U.S. Government, Control Data and retired from Digital Equipment Corp.

Jim had a huge interest in sports cars and collected many over the years. An SCCA member for more than 55 years, Jim spent time as a road racer, then became an SCCA official and was the first African American to serve on SCCA’s Board of Directors. He also officiated for the Ferrari Challenge and IMSA.

He was a man who gave a great deal of support to so many and will truly be missed. 📍



## SCCA BOARD OF DIRECTORS ELECTION RESULTS

The 2020 Board of Directors election results are in. Two new Board members were selected and two incumbents rejoin for three-year terms. Lyn Hodges Watts will now represent Area 3 and Dayle Frame will represent Area 4. Area 9 Director Charlie Davis and Area 11 Director Jason Isley retain their seats.



Jeff Loewe

## 2020 Workers of the Year Celebrated

From Regional Club Racing to U.S. Majors Tour events, Hoosier Racing Tire Super Tour weekends to the Runoffs, Summit Racing Equipment SCCA Road Racing is made possible thanks to the enormous effort of SCCA workers. Each year, the membership nominates volunteers for this award, and from there, a select handful are recognized for their tremendous contributions. Those individuals are bestowed with Worker of the Year honors, presented by Mazda.

Each winner will also be individually recognized in the pages of *SportsCar* in 2021. 🍎

### 2020 WORKERS OF THE YEAR, PRESENTED BY MAZDA

#### SPECIALTY: WINNER

##### Flagging & Communications:

Brian Sill, Texas Region

##### Pit & Grid: Dan Soiney, Milwaukee Region

**Race Administration:** J.B. Swan, New England Region

**Registration:** Kat Beigel, Blackhawk Valley Region

**Tech:** Bill Etherington, South Jersey and Central Florida Regions

**Starter:** Dave Hermann, Blackhawk Valley Region

**Steward:** Jim Rogaski, San Francisco Region

**Timing & Scoring:** Diane Carter, Houston Region

**Emergency Services:** Steve Dunkmann, Milwaukee Region\*

\* Won the drawing for an all-expense-paid trip to either the Rolex 24 at Daytona or Mobil 1 Twelve Hours of Sebring, courtesy of Mazda.

## Howard Duncan celebrates 30 years at the SCCA

While *SportsCar*'s objective is to celebrate Club members, we would be remiss if we failed to recognize the accomplishments of one of the Club's longest employees, Howard Duncan.

An SCCA member since 1981, this year Howard also reached a 30-year milestone as an SCCA employee.

Howard's primary motorsports focus even prior to joining the Club as an employee is with autocross, and over the course of the last three decades, Howard has helped define the sport. He's also spearheaded the Tire Rack ProSolo National Series and supported an unknown number of SCCA National Solo events in person. It's truly impossible to measure the impact Howard has had on the sport.

"We absolutely celebrate Howard for his 30 years of service, leadership, and many contributions to this Club," said SCCA President



### MAKING A DIFFERENCE

Howard Duncan and wife Linda are Solo's power couple.

and CEO Mike Cobb. "Many competing organizations hold autocross events, but most of these have 'borrowed' heavily from the great body of work and creativity that Howard has brought to the sport of autocross on behalf of the SCCA. Congratulations Howard!" 🍎

## F4 U.S. and FR Americas Expand Coast to Coast in 2021



Garvin Baker

### 2021 F4 U.S. CHAMPIONSHIP SCHEDULE

DATE	VENUE
April 23-25	Sonoma Raceway, Calif.
April 29-May 1	WeatherTech Raceway Laguna Seca, Calif.
June 25-27	Mid-Ohio Sports Car Course, Ohio
July 16-18	Brainerd International Raceway, Minn.
Sept. 24-26	VRginia International Raceway, Va.
Nov. 5-7	Circuit of the Americas, Texas

As the newest parts of the Parella Motorsport Holdings, the Honda-powered SCCA Pro Racing-sanctioned Formula 4 U.S. Championship and Formula Regional Americas Championship is set to stage races across the United States and Canada for the first time in championship history starting in 2021.

The 2021 calendar will feature 18 rounds for F4 U.S. on six legendary

venues, including three new circuits - Sonoma Raceway, WeatherTech Raceway Laguna Seca, and Brainerd International Raceway. A mix of street and road courses will highlight the 18-round FR Americas schedule that will expand into Canada for the Grand Prix de Trois-Rivières.

More information on the series can be found at [F4uschampionship.com](http://F4uschampionship.com) and [framericas.com](http://framericas.com) 🍎

### 2021 FR AMERICAS CHAMPIONSHIP SCHEDULE

DATE	VENUE
March 26-28	Michelin Raceway Road Atlanta, Ga.
April 23-25	Sonoma Raceway, Calif.
April 29-May 1	WeatherTech Raceway Laguna Seca, Calif.
Aug. 13-15	Grand Prix de Trois-Rivières, Quebec, Canada
Sept. 24-26	VRginia International Raceway, Va.
Nov. 5-7	Circuit of the Americas, Texas





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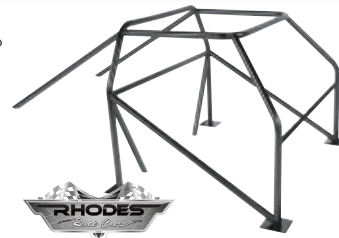
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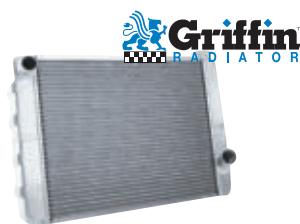
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## SPORTSCAR SHIFTS TO BIMONTHLY

The world is a different place than it was a year ago, with changes brought about by the pandemic continuing to emerge. Consequently, in 2021 *SportsCar* will shift to bimonthly in frequency. The next issue of *SportsCar* to hit your mailbox will be the January/February 2021 issue, and will arrive mid to late January.



Chris Clark

**SPARKS  
WILL FLY**  
The 2021 Trans Am Series is set to be a nail-biter, from the opening round in February all the way through November.

## TRANS AM SETS EXPANDED 2021 SCHEDULES

After the pandemic forced motorsport into a consolidated schedule for 2020, the SCCA Pro Racing-sanctioned Trans Am Series presented by Pirelli has bounced back for the 2021 season.

One of the longest-running categories in motorsport, Trans Am is set to stage an expanded 14-race calendar that will see the National Championship featured at legendary venues across the United States and Canada as part of NASCAR and Sportscar Vintage Racing Association (SVRA) events. Most of the 2021 schedule will continue

to be live streamed on the Trans Am by Pirelli Racing App.

Adding flexibility and potential budget advantages for teams, drivers will be able to utilize their 12 best race finishes toward the championship standings.

Teams will have the opportunity to drop two races or their worst two finishes up to Aug. 1.

In addition, the Trans Am Series presented by Pirelli West Coast Championship returns in 2021 for its fifth season with its largest schedule yet.

For more information on Trans Am, visit [gotransam.com](http://gotransam.com). 📍

### 2021 TRANS AM SERIES PRESENTED BY PIRELLI SCHEDULE

DATE	VENUE
Feb. 20-21	Sebring Int'l Rcw, Fla.
Feb. 27-28	Homestead-Miami Speedway, Fla.
March 20-21	Charlotte Motor Speedway, N.C.
March 27-28	Michelin Raceway Road Atlanta, Fla.
April 24-25	Sonoma Raceway, Calif.
May 1-2	WeatherTech Laguna Seca, Calif.
May 29-31	Lime Rock Park, Conn.
June 26-27	Mid-Ohio Sports Car Course, Ohio
July 3-4	Road America, Wis.
July 17-18	Brainerd Int'l Rcw, Minn.
Sept. 4-5	Canadian Tire Motorsport Park, Ontario, Canada
Sept. 11-12	Watkins Glen International, N.Y.
Sept. 25-26	Virginia Int'l Rcw, Va.
Nov. 6-7	Circuit of the Americas, Texas

*Note: a TA2 standalone street circuit event to be announced*

### 2021 TRANS AM SERIES PRESENTED BY PIRELLI WEST COAST C'SHIP SCHEDULE

DATE	VENUE
April 24-25	Sonoma (With Trans Am National and SVRA)
May 1-2	Laguna Seca (With Trans Am National and SVRA)
May 15-16	Thunderhill (With Classic Sports Racing Group)
June 12-13	The Ridge (With SVRA)
July 24-25	Portland (With SVRA)
Oct. 9-10	UMC (With SVRA)
Nov. 6-7	Circuit of the Americas, Texas

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR OCTOBER 2020

NAME	REF	REGION
Warren Leach	9	San Diego
Gayle Jardine	7	Cal Club
Scott Rettich	7	Ohio Valley
Jose de Miguel	6	Puerto Rico
John Zuccarelli	6	Florida
Robert Baltazar	4	Cal Club
James George	4	South Carolina
Adam Miller	4	New York
Sydney Yagel	4	Houston

*1,535 additional members have at least one referral.*

### REGION LEADERS

*(Category based on 2019 year-end membership)*

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Houston	9.7%
Atlanta	5.8%
Central Florida	4.9%
<b>LARGE REGIONS (401-799):</b>	
Indianapolis	16.5%
Steel Cities	14.4%
Lone Star	14.2%
<b>MEDIUM REGIONS (200-400):</b>	
NE Pennsylvania	19.1%
Kansas	12.8%
Eastern Tennessee	11.0%
<b>SMALL REGIONS (&lt;200):</b>	
Wiregrass	42.9%
Middle Georgia	37.3%
Yellowstone	35.4%

## TRANS AM'S 2020 CHAMPIONSHIP HEATS UP

The SCCA Pro Racing Trans Am presented by Pirelli series featured races in both September and October, in a 2020 schedule that has adapted when needed in order to meet COVID protocols. But regardless of the circumstances and venue, the racing has continued to be spectacular.

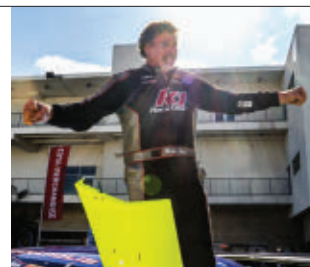
During the Sept. 24-27 doubleheader at VIRginial International Raceway, Ernie Francis Jr. held off Chris Dyson

to win both races to earn his 46th career Trans Am win. In TA2, Tyler Kicera claimed the win on Saturday, with Mike Skeen driving from the back of the pack for Sunday's win. XGT saw Ken Thwaits win on Saturday with Erich Joiner taking the checker first on Sunday. SGT's first race of the weekend went to Lee Saunders, while Adrian Wlostowski scored top honors in the second race. And, in GT, victory belonged

to Billy Griffin on Saturday and Steven Davison on Sunday.

Competitors next traveled to Circuit of the Americas in Austin, Texas, where the Nov. 6-8 races would also count as part of Trans Am's West Coast Championship. In the national series, Boris Said claimed victory in TA, with Jason Daskalos winning XGT, Lou Gigliotti taking SGT, and Billy Griffin besting the GT field. In the standalone TA2 race, Rafa Matos clinched the win.

By the time this issue reaches



Chris Clark

### BACK ON TOP

Boris Said returned to the Trans Am podium at Circuit of the Americas.

your mailbox, the 2020 Trans Am season will have concluded. A full championship roundup will appear in the next issue of *SportsCar*. 📍



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- Cools and Eliminates Shield Fogging
- **New** For 2020
- HANS/HNR M6 Threaded Inserts In Shell

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- Comfort Fit Blended Nomex® Interior
- Distortion Free 3mm Low Fog Shield
- Great Peripheral Vision



### PRO20 CARBON FIBER \$459.95

- **New** For 2020
- HANS/FHR M6 Threaded Inserts
- 3mm Low Fog Shield
- Comfort Fit Nomex® Interior
- Carbon Fiber & Kevlar® Construction

### PRO20 SIDE AIR COMPOSITE FRP \$249.95

- Inlet uses 1.250" Hose
- Air Flows Across Faceshield
- HANS/HNR M6 Threaded Inserts

### CARBON FIBER VERSION \$499.95



### OF20 OPEN FACE \$169.95

- HANS/HNR M6 Threaded Inserts
- FRP Composite Shell
- Expanded Polystyrene (EPS) Liner
- Great Peripheral Vision
- Now Available in Gloss Black or White



### VESTA20 FRP COMPOSITE \$329.95

- HANS/FHR M6 Threaded Inserts
- Expanded Polystyrene (EPS) Liner
- Comfort Fit Nomex® Interior
- 3mm Low Fog Shield
- Extra Cheek Pads For Custom Fit



### VESTA20 CARBON FIBER \$599.95

- Carbon Fiber & Kevlar® Construction
- Comfort Fit Nomex® Interior
- HANS/FHR M6 Threaded Inserts
- 3mm Low Fog Shield
- Extra Cheek Pads Included For Custom Fit



Rupert Berrington

## RANDY POBST

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

# DISASTER AT PIKES PEAK!

**S**udden Disaster at Pikes Peak!  
That is the clickbait headline I wrote for the video we made for my Randy Pobst YouTube channel. Check it out, if you dare. I really hate to admit to you all that I crashed another car up there (see also the 2015 Randy Pobst YouTube post).

A year or more ago, I got a call from Ben Schaffer, co-owner and president of Unplugged

connections, I had the opportunity to work with Tesla a bit to help tune the Model 3 Track Mode version one, where I was quite impressed with the handling and power of the car, and that it did not overheat and cut power like the Model S would on track. At Tesla Corsa, a sizable crowd quietly but quickly tracked their cars, and we set the electric lap record in an Unplugged Model 3.

This event led to a conversation during a Third Row Tesla podcast where Ben and I were guests, and I brought up Pikes Peak, just fishing for a ride, and he surprisingly said, "That could happen."

Well, it *did*. In the space of just two months or so, Unplugged built a full race prep Model 3 Performance for Pikes Peak, and we beat the electric lap record with it at WeatherTech Laguna Seca on our very first lap. Just about a week later, there we were on the start line for qualifying, at 9,000 feet elevation, at the Pikes Peak International Hill Climb.

The Tesla is well suited to the hill climb, with dual-motor four-wheel drive and because - guess

what? - altitude does not drain power from electrons like it does internal combustion engines. Day one on the lower section (used for qualifying times) was a huge success. We sat first in Exhibition class by a *lot*. The Unplugged Tesla was a joy to drive flat out. Huge grip on racing slicks, never putting a wheel wrong. We were all smiles and brimming with confident excitement for the race.

Day two was on the Upper section, just for practice. On the Peak, pre-race sessions are early, starting at 6 a.m., sunrise, and going until 9 a.m. Teams awaken at 2 a.m. just to get up the mountain in time. It's surreal, and cold - the temp was in the mid 40s as we pulled to the line for the first run. I'd failed to communicate to the team that they'd need a generator for the tire warmers up there at Devil's Playground. My old VW Cup friend Paul Dallenbach's team kindly let us use theirs a bit.

This section of the almost-always-open Pikes Peak Highway is under frozen snow and ice half the year, and it's hard on the pavement. It's very bumpy up there from

*"This section of the almost-always-open Pikes Peak Highway is under frozen snow and ice half the year, and it's hard on the pavement"*

Performance, the Tesla tuner. They do premium suspension, brake, and body upgrades for the surprisingly fast Tesla electric cars. If you have driven one, you understand. If not, try one, and you'd best hang on to your hat. He invited me out to one of his company's track days called Tesla Corsa. Exclusively Tesla, at Buttonwillow Raceway, where there is a nearby Supercharger station on I-5 in California's central valley.

Through my *MotorTrend*





12,000 to 14,000 feet, and a couple buddies who ran up there day one warned me those frost heaves were worse than ever. OK, it's part of the mountain challenge.

I read once that for a modern plane to crash, three things have to go wrong. Cue the foreboding music. At Laguna, it had been 85 degrees, and the Peak lower section is nice and smooth like that track, as well, and has outlets for tire warmers.

So, Ben says to me, "Now Randy, we're in a great place time wise after qualifying - be a little cautious." "Oh, yes, sir, Ben, I'm right with ya there. No worries," I responded, feeling great about the car. And off we go. Did I mention it was the first run of practice?

Nothing touches an electric car off the line, and we schuss off through the first two blue-sky, no-guardrail, 80mph sweepers, feeling it out. All's well, so I top 110mph on the way into a mid-speed right sweeper they call Bottomless Pit. There actually is a rare wall on the outside here, maybe because of the several thousand-foot sheer drop

behind it. Last year a Porsche Cup Car railed it like a skateboarder and ended teetering on top.

I brake a little early and bring the 3 down to what feels like a safe, moderate pace and turn, into the big *yump* that I knew full well was there. There's a scuffing sound as the front carbon fiber scrapes bottom, much like it did coming out of the Corkscrew, but as we come out of the dip, the Tesla snaps sideways. Yikes, it never did that before. No prob, I do this all the time. Instinctively I whip a quick correction at it, catching the rotation, but can't get it back straight again quick enough, and now we're headed *that* way, not *this* way.

Speed is nicely displayed on the massive Tesla touch screen dash (Unplugged had to leave that in as part of the controls system), and at about 40mph we bang that wall and take flight, landing with an ungraceful thud into the ditch and hillside ahead. I'm fine, but that awesome machine is thrashed. Broken suspension, wheels, bodywork, and drivetrain. Ugh, I hate this part of racing. Hero to Zero, just like that.

"Speed is nicely displayed on the massive Tesla touch screen dash...and at about 40mph we bang that wall and take flight"

It looks hopeless. Totaled. But the team literally drags the car back to a body shop called EuroCars, where Tesla-trained techs Brian and Christian join the Unplugged team for a 48-hour marathon rebuild that gets us to the starting line on race day, and to the summit in second place! It's a heroic comeback from the depths - what a tribute to never giving up. Special thanks to Joe Brenner of Porsche Colorado Springs for the hookup.

The amazing Ben said he didn't want the story to end on that crash note for me, and for our troubled world, both of whom really needed a shot of positivity. Incredible. Miraculous, really. Ben even bought another Model 3 from Tesla to be sure to get any parts the team might need, and we're returning next year to realize the tremendous potential of the Unplugged Performance Tesla on Pikes Peak. 🍷

#### ELECTRIC SLIDE

(TOP) Randy's pre-race 2020 Pikes Peak adventure started strong but ended with an off-course excursion. Incredibly, the team repaired the Tesla Model 3 and Randy made it to the finish line on race day.





# ATTACK MODE

Crazy year, indeed, but there was no keeping down the 2020 DirtFish RallyCross National Championship and its enthusiastic competitors. Here's how the wild event went down...

WORDS Philip Royle and Matt Wolfe  
IMAGES Rupert Berrington

## UNFORESEEN

There were several unique aspects to this year's RallyCross National Championship. One was a last minute venue shift (BELOW) and the other a rather outrageous Mod car (LEFT).



2020, it could be said, has been unique. Starting mid-March, a once-in-a-century pandemic caused the cancellation of many SCCA events, RallyCross included, and then once events were back underway and the Aug 14-16 DirtFish RallyCross National Championship neared, things got really strange.

With just over a month to go before RallyCross competitors were set to battle on the fields of Road America in Wisconsin, the RallyCross Board announced that while the event would retain its weekend date, the competition would shift some 650 miles southwest to Heartland Motorsports Park in Topeka, Kan. The reason? Site modifications that were unlikely to be able to be completed in time for the competition.

"To deliver the event participant experience operationally, it was determined that the Road America site would require modifications that were not feasible in 2020 given available resources and time constraints," explains SCCA Rally/Solo Program Manager Brian Harmer, which adds to something RallyCross Board Chairman Kent Hamilton had said prior to the event: "Returning to a site where we've already competed will give us an easier path toward a successful event. More importantly, it allows us to keep the event scheduled for the same weekend."





### SPACED OUT

(MAIN) The pandemic mandated a different kind of driver's meeting, with everyone masked and gapped appropriately. (BELOW) Meanwhile, other aspects of the RallyCross National Championship remained exactly the same.

Since the first RallyCross National Championship in 2007, the winner-take-all title event has toured the country, being hosted in Nebraska, Tennessee, Colorado, Oklahoma, Iowa, and Kansas. Attendance has grown from the early events where breaking the 70-competitor mark was impressive, to modern championships where 100-plus drivers is the norm. This year, 112 RallyCrossers made the trek

to Heartland Motorsports Park, which given the last-minute venue change and the pandemic, is rather impressive.

With COVID restrictions in place, the event was going to be different from the past, but many competitors still found the event a joy. "As always, the RallyCross Nationals was a well-run event and it was great to see all of my friends out having fun in such a weird year," Stock All Wheel Drive competitor

Josh Armantrout noted after the event, adding, "I can't wait for next season."

At print time, 2021 season details were few, but Harmer assures us they'll be coming. For that, keep an eye on future issues of *SportsCar* along with [scca.com/rallycross](https://scca.com/rallycross). But for now, turn the page and discover what happens when more than 100 RallyCross competitors meet in a field in the middle of Kansas on a glorious weekend.





Danial E. Goring

## STOCK FRONT WHEEL DRIVE

Indecision and limited free time coming up to the title bout, then two cones and two tire de-beads once competition is underway, is rarely a winning combination. For Collin Oelkers, however, that was the exact formula that led to him winning his class by more than 10 seconds and earning the Stock Front Wheel Drive SCCA National Championship.

"This event did sneak up on me," Oelkers admits. "We had maybe three Lone Star RallyCross events before the RallyCross National Championship and had been busy helping friends with SCCA B-Spec prep and endurance races.

"I had been racing a 1993 front-wheel-drive Impreza, but knew it was too slow to win at Nationals. I set my sights on a turbo hatch, but had difficulty finding a suitable match. Then, during my daily drive, I noticed a 2006 Civic Si and instantly knew that was the key."

Oelkers ended up purchasing a Civic from a fellow RallyCrosser, and with the help of friends, the car was stickered and ready for competition.

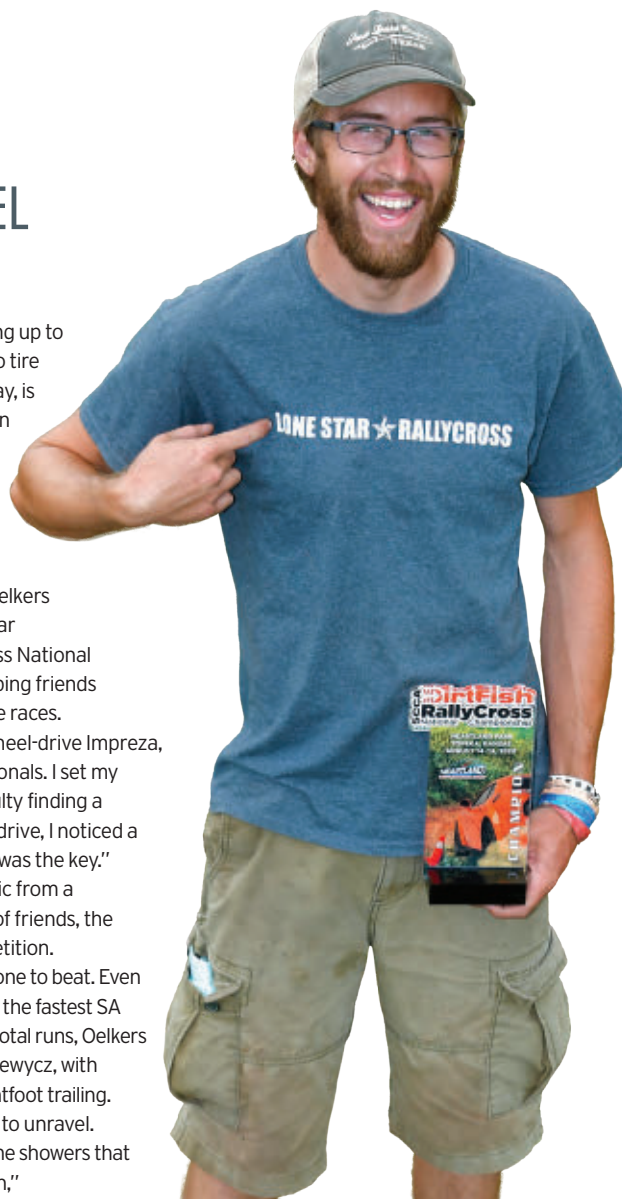
From first runs on, Oelkers was the one to beat. Even with a cone on his first run, Oelkers was the fastest SA driver on site, and by three of the nine total runs, Oelkers sat some five seconds up on Evan Markewycz, with Hal Denham, Rob Krider, and Keith Lightfoot trailing.

On day two, though, things started to unravel.

"On the second day, there were some showers that tacked up the course by the time we ran," Oelkers says. "My low tire pressures that I picked the previous day were way off and I had a [tire] de-bead. On the next run with higher pressures, I had another de-bead. Luckily, I had already passed the final flag station and was able to limp across the finish without a DNF penalty."

Oelkers also tagged a cone during the mayhem, logging another penalty. But with time in the bank from day one, he kept his head in the game and ran smart. "I took the final runs conservatively to secure the win," he says.

With eight competitors in class, three trophy spots were up for grabs. Markewycz had maintained the second position for much of the event and was still in the silver position once the final runs were complete. Krider, meanwhile, charged hard during his final runs and snaked third from Denham by a scant 0.108sec.



SF CHAMP  
**Collin Oelkers**

### STOCK FRONT WHEEL DRIVE

1. Collin Oelkers	Honda Civic Si	486.981
2. Evan Markewycz	Ford Fiesta	497.366
3. Rob Krider	Ford Fiesta	502.547
4. Hal Denham (Mini Cooper S); 5. Keith Lightfoot (Fiat Abarth); 6. Ken Krenk (Nissan Sentra SE-R); 7. Sawyer Amick (Saturn Astra); 8. R. Abner Perney (Saturn Ion).		

# STOCK REAR WHEEL DRIVE

Sometimes the story isn't about the win, it's about the sportsmanship surrounding it. Case in point, there's Sean Grogan's run to the Stock Rear Wheel Drive National Championship.

"Heading into the event, I knew the competition would be legit," Grogan says. "The entry list in Stock Rear was fairly deep. I knew Logan Altmeyer, Adam Raymer, and John Voegeli would be tough to beat, but I was unsure about Mark Macoubrie in the 911, who is a former National Champion in another class."

Grogan was ready for the challenge, though, having logged ample seat time this season through Detroit Region. He also took advantage of the event's run order. "Being

the last car off in my class on day one gave me a slight advantage, and luckily I was able to take advantage," he says. It's true - while others were fighting for a 61 sec first run, Grogan ticked

off a 58.1, and his second run saw him dip into the 54s while others were scrapping for 57s.

"I had a very large lead after the first two runs, and I probably should have adjusted my driving accordingly. Instead, I launched the car continuously like I was at the ProSolo Finale and, by the end of the day, my clutch was completely smoked, and my 11-second lead was completely useless without a car," he says.

Enter sportsmanship. To help him find a car to drive for day two, Grogan's co-driver stepped aside, and Voegeli offered up his Miata. But with no experience in this car, the drama was far from over.

"I was the first car off in the damp fresh grass on Sunday morning," Grogan explains. "The grass was almost as tall the cones at certain spots, and early in my first run I lost sight of the gate going over a small crest. Grabbing the brakes on instinct, as I would in the Boxster, quickly showed me the Miata did not have ABS. My front tires locked, and I was heading off course. I was able to pulsate the brakes in a straight line, slow up just enough, and turn to make the gate without hitting the cone or missing the gate, but it certainly wasn't fast."

It mattered little, though, as others faltered too, allowing Grogan to eek out a 15sec win over Voegeli, with Altmeyer and Raymer rounding out the trophy spots.

"When the event was over, I was thankful for my fellow Great Lakes Division competitor John Voegeli, who loaned me his car," Grogan says. "He could have just as easily declined - as others in the class did - and he would have ended up winning."

SR CHAMP		
Sean Grogan		
STOCK REAR WHEEL DRIVE		
1. Sean Grogan	Mazda Miata	516.256
2. John L. Voegeli	Mazda Miata	531.331
3. Logan Altmeyer	Mazda Miata	533.366
4. Adam Raymer	Mazda Miata	538.112
5. Brian Tefft Jr. (Mazda Miata); 6. Don Breneman (Mazda Miata); 7. Mark Macoubrie (Porsche Carrera); 8. Lothrop Withington IV (Toyota MR2); 9. Joey Green (Toyota MR2); 10. James Wood (Mazda Miata); 11. Lucian Perniciaro (Ford Crown Victoria); 12. Matthew Grainger (Mazda Miata); 13. Daulton Hurts (Porsche Boxster).		



# STOCK ALL WHEEL DRIVE

"Going into the event, I knew that the competition would be tougher than ever," Josh Armantrout explains of the class that, 14 competitors strong, would prove challenging. But despite Armantrout losing his home field advantage when the event moved from Wisconsin to Kansas one month before the event, he was determined to back up his 2019 SA National Championship.

The competition, however, would not be easy, as other drivers were also hungry for the win. "Jan Gerber in Steve Ducharme's Evo RS is always the guy to beat," Armantrout notes, adding, "Noah Quick is working his way up the timesheets, and we had a number of excellent competitors who were new to the class and

bringing some cars that we haven't seen compete at a Nationals event yet."







The event didn't kick off well for Armantrout, though. His first run was strong, but a pesky cone penalty transformed his 57.4sec run that would have been fourth fastest in the group into seventh fastest, and Armantrout suddenly found himself in a deep hole chasing Jorge Gonzalez, Timothy Thompson, Gerber, Quick, Chris Endres, and Steve Ducharme.

"The courses this year were excellent, fast, and deceptive, with a number of elements designed to force mistakes," Armantrout points out. "I misjudged how grippy the surface would be and took a cone on my first lap, and then went a little cautiously on my second lap, which put me behind the lead pack."

Armantrout's next runs might have been cautious, but they were also fast enough to allow him to start the climb. After three runs, Gerber was in the lead, followed by Thompson and a charging Armantrout. And he kept plugging away. "By the end of the day I worked my way up to second behind Jan [Gerber], but I knew that with a couple of very good runs I could get him," Armantrout says.

Then came Sunday. "The conditions again were excellent, and I took the lead with a very hot run and never looked back," he says.

Armantrout's margin of victory was an impressive 2.107sec over Gerber, whose screamer of a final run guaranteed Thompson would stay in third. Endres and Ducharme rounded out the final trophy spots.

#### SA CHAMP

**Josh Armantrout**

#### STOCK ALL WHEEL DRIVE

1. Josh Armantrout	Ford Focus RS	492.873
2. Jan Gerber	Mitsubishi Evo	494.980
3. Timothy Thompson	Ford Focus RS	499.906
4. Chris Endres	GMC Typhoon	510.606
5. Steve Ducharme	Mitsubishi Evo	513.337

6. Noah Quick (Subaru WRX); 7. Jorge Gonzalez (Subaru WRX); 8. Toby Harris (Subaru 2.5); 9. Sean Heinrich (Subaru Legacy); 10. Rupert Berrington (Subaru WRX); 11. Jared Carpenter (Subaru WRX); 12. Cassandra Cedeno (Subaru WRX); 13. Andrew Wilharm (Subaru Outback); 14. Crisanne Thompson (Ford Focus RS).

## PREPARED FRONT WHEEL DRIVE

"Driving a 30-year-old car has some interesting features," Bob Seelig explains of the adventure that kicked off his Prepared Front Wheel Drive competition at this year's RallyCross National Championship. "You expect things to break, but a wheel lug failing is not one of them."

A simple tire rotation at the event site prior to the competition led to two ARP studs breaking and being on site meant Seelig's tool selection was limited. "My fellow competitors - big shout out to you guys, you know who you are - helped by supplying tools and elbow grease," Seelig says. "This is what racing is supposed to be - help the other guy out and then kick him on the track; not taking an easy win because they don't have the tools to make easy repairs."

Seelig is no motorsports newbie. In fact, with past wins at the RallyCross National Championship and at the Tire Rack Solo National Championships, he's begun to enjoy more than the competition. As such, he says that his pre-event RallyCross National Championship prep was to buy some brew to share. "Racing is fun, but the friends you make will last a lifetime - and what better way to introduce yourself than by handing somebody an ice-cold beer," he says.

It's not like he didn't want to win, but with talented drivers like Edwin Cunill, Donald Carl, Matt Wolfe, and Jim Rowland - all of whom claimed trophy spots in this class this year - it was no cakewalk. In fact, this competition was so tight that it came down to Sunday's final runs.

"While Jim Rowland was taking re-runs, I had time to look at results and saw that Don Carl made a tactical mistake and I was making progress on my four-second deficit," Seelig recalls. "After the third run, Matt Wolfe and I were the only ones in the 49-second time zone. On the last run, I saw Ed Cunill was running about a second slower and I had a 0.6sec lead, and I thought I could really make this happen."

Given this information, a smart driver, Seelig points out, might run conservatively,

but that wasn't going to happen. "I wanted to show that my 49-second time was not a timer error, so I put a 49.5-second run on the board even with the course change."

Seelig was the only one in the 49s on final runs, which added a full second to his advantage over second-place Cunill, solidifying Seelig's win with style.

But for Seelig, the real reward isn't the first-place trophy. "Winning Nationals gives you 15 minutes of fame," he says. "As soon as you leave the event site, nobody really cares except family members. It's the friends you make along the journey to Nationals that counts - and having good beer to bench race with."



#### PF CHAMP

**Robert Seelig**

#### PREPARED FRONT WHEEL DRIVE

1. Robert Seelig	Honda CRX Si	486.444
2. Edwin Cunill	Chevrolet Cobalt SS	488.157
3. Donald Carl	Plymouth Neon	490.140
4. Matt Wolfe	Ford Escort	491.669
5. Jim Rowland	Nissan Sentra SE-R	495.011

6. Christian Retterer (Acura Integra GSR); 7. John England (Mini Cooper S); 8. Greg Cheny (Ford Fiesta ST); 9. Sidney Scott (Mini Cooper S); 10. Cole Fincham (Ford Fiesta ST); 11. Andrea Wolfe (Ford Escort); 12. Elmer Wilson (Honda Civic); 13. Scott Schmidt (Mazda Protegé); 14. Ian Jennings (Toyota Corolla FX16); 15. Ron Foley (Chevrolet Cobalt); 16. Leon Drake (Toyota Celica); 17. Warren Elliott (Mini Cooper S).



# PREPARED REAR WHEEL DRIVE

Shawn Roberts wasn't positive he could win this year's Prepared Rear Wheel Drive National Championship title, but he knew the possibility was on the table. All he needed was dry conditions.

"Please stay dry, please stay dry, please stay dry," Roberts explains of his thoughts coming into the weekend. "After having the fastest dry times for a few years and losing when running in the wet, I was just hoping - like I always hope - for a dry weekend for the event."

Last year's National Champion Gonzalo San Miguel was entered again, offering Roberts the chance at redemption for the 2019 RallyCross Nationals where San Miguel clinched the top spot and Roberts was runner-up. "I was worried about Gonzo, who won last year," admits Roberts, adding that should it stay dry, he still wasn't sure about his chances. "Since last year was all wet runs, I did not have a good reference for his dry times."



While the PR class was 12 strong - meaning four would walk away with trophies - the competition was once again between San Miguel and Roberts. Roberts came out with a vengeance.

First runs saw Roberts and San Miguel as the only ones to turn a sub-60sec time, but Roberts still had the advantage to the tune of 1.5sec. Second runs were more of the same, albeit with San Miguel only tenths slower than Roberts. The remainder of the day saw those two duke it out with nearly exact times, while the best of the rest struggled to keep within two seconds of their times.

With day two, though, came an opening. "It really hit me that [the championship] was mine to lose when Gonzo hit two cones on his first run Sunday, giving me a fairly good lead with three runs left," says Roberts. "Once that happened, I just tried to not screw up any of my runs knowing I had the time as long as I did not do something stupid."

There was more back-and-forth, with Roberts and San Miguel exchanging fast run times - now joined by equally fast runs from Howie Johnson and Katie Orgler - but it was cones that would determine the win. For San Miguel, his eventual three cone penalties were too great to overcome, and he finished the event 5.377sec back from a triumphant Roberts.

For Roberts, it was redemption. "I was happy that I was finally able to prove that if it was dry all weekend, I could win," he says.

PR CHAMP Shawn Roberts		
PREPARED REAR WHEEL DRIVE		
1. Shawn Roberts	Mazda Miata	492.232
2. Gonzalo San Miguel	Mazda Miata	497.609
3. Howie Johnson	BMW 318ti	513.033
4. Katie Orgler	Mazda Miata	520.252
5. Mason Herrick (Mazda Miata); 6. Eric Adams (Scion FR-S); 7. James Green (Toyota MR2); 8. Larry G. Smith (Mazda Miata); 9. Reuben Samuels (Hyundai Genesis); 10. Eileen Bollig (Scion FR-S); 11. Conner Herrick (Mazda Miata); 12. Candyce Smith (Mazda Miata).		

# PREPARED ALL WHEEL DRIVE

Mark Hill destroyed the Prepared All Wheel Drive class in 2019, finishing some 20 seconds up on the competition. This year he won by *only* 10 seconds. But don't think this kind of performance is accidental.

"I got serious in RallyCross four years ago, but three years in a row I had mechanical issues and only got a few local events in before the RallyCross Nationals," Hill explains. "Hard on myself, I was disappointed in my driving, even with second-place finishes in 2017 and '18, but I did manage a mud-infested win in 2019."

This year, Hill attended nearly a half-dozen events, installed a new engine in his Evo, solidified his suspension setup, and brought an astounding five different sets of tires to Nationals to cover any surface eventuality.

That said, Hill didn't anticipate a runaway win. "With not one, but three really talented drivers - Mike Coons, Casey Wise, and Clifton Kangas - I felt the pressure," Hill admits. "Prior to and during the event, in the back of my mind was the reminder: It is hard to win a championship, but so, so very easy to lose one."

Despite a lead that got stronger with each run, Hill almost fell victim to too much prep. "Before PA ran on the second day, I was really fretting - the hand wringing kind - about which tires to run,"







he reveals. "The course had half to three-quarters of an inch of loose dirt over it - not packed down as you would imagine with more than 100 cars. If I go too knobby, I could lose lateral adhesion, but a less aggressive tire could skate on top of the loose surface. Which tire? Which tire?"

The solution, Hill admits, was a gamble. Swapping to wider, less aggressive tires after Sunday's first run, the decision paid off big time. "The car was so fast I could barely hold on," Hill says. "With a semi-safe lead, I purposely backed off a little on my last two runs, hoping I wouldn't break something on the rough course, and maybe get the win."

With one run remaining, it was Hill over a distant Coons, Kangas, and Wise, the three of whom were amidst a fight for the final trophy - although it could be for the win if Hill scored a DNF. Of the three, it was Coons who ran the fastest and was assured a trophy. Hill, meanwhile, had yet to take to the dirt.

"I literally was the last car to run in the entire event," Hill says. "Talk about pressure.

I knew nothing was guaranteed until I tripped those finish lights. When I did finish, wild-eyed and out of breath, it wasn't a, 'Yeah! I won!' feeling. At that moment, with the pressure off, I realized that I was so hyper-focused on challenging my car to perform to its brink of capabilities all weekend, I hadn't noticed that actually, my incredible car had been pushing and testing me to my limits, while the whole time carrying me on its back to a win."

PA CHAMP  
**Mark Hill**

**PREPARED ALL WHEEL DRIVE**

1. Mark Hill	Mitsubishi Evo	465.323
2. Mike Coons	Subaru WRX	475.430
3. Clifton Kangas (Mitsubishi Evo); 4. Casey Wise (Subaru WRX); 5. Riley Heaton (Subaru WRX); 6. Tristan Koivisto (Subaru WRX).		

## MODIFIED FRONT WHEEL DRIVE

"Competition in the Modified class is always tough," Z.B. Lorenc explains. Given that, just ignore the fact that he utterly dominated this year's Modified Front Wheel Drive class to the tune of 17.3sec. Still - and this is the scary part - Lorenc was almost competing with one arm behind his back. "I had driven my car three times before Nationals, and during a Regional event only a couple of weeks before [the RallyCross National Championship], I damaged my differential," he adds. "With no available parts, I was forced to bring a damaged car to Nationals."

With that, Lorenc was probably not expecting to walk away with the event. In fact, there were a few competitors Lorenc was paying close attention to. "Greg Mercier is a very competitive driver and his car is well sorted - he was my main worry," Lorenc says, adding, "The Civic Si driver [Niles Davis] was unknown to me, so naturally I worried about him, too."

It didn't take long for Lorenc to suss out the competition, but he was still cautious. "You really don't know until the end, but after a few runs I knew I had the pace to win," he says. "The key was



to stay focused and not overdrive the car."

Others in the 11-car class were fast, but Lorenc was in a different zip code. For every 56- or 57-second run they'd log, Lorenc would hammer out a 53 or 54. And even when Lorenc hit a cone (or three), his penalty time was still on par with the competition. This ultimately meant that the fast four of Mercier, Davis, Joshua Mefford, and Scott Embury would battle for the remaining three trophy positions.

Davis was the first to slip, collecting three cones in his first two runs, although his first run carrying a cone was still a bit of a rocket ship. But from there, he reeled it back in and on Sunday was turning quick - and clean - runs.

By Sunday's conclusion, it was Mercier with a 1.9sec advantage over Davis, with Embury another 2.4sec back. Mefford missed the last trophy by 1.3sec.

Up front, it was Lorenc, feeling not only good, but grateful. "I always feel very blessed when winning, but a win at Nationals is very, very special," he says. "There were so many great drivers there. Naturally, feelings of thankfulness and happiness are present."

MF CHAMP

**Z.B. Lorenc**

**MODIFIED FRONT WHEEL DRIVE**

1. Z.B. Lorenc	Volkswagen GTI	484.147
2. Greg Mercier	Volkswagen GTI	501.401
3. Niles Davis	Honda CRX	503.351
4. Scott Embury	Dodge Neon	505.700
5. Joshua Mefford (Ford Focus SVT); 6. Jason Lang (Mazda Protegé); 7. Pete Bates (Nissan Sentra); 8. Tony Koester (Dodge Neon); 9. Christopher Isek (Ford Fiesta); 10. Trent McQueen (Mazda Protegé); 11. Erik Votipka (Mini Cooper S).		





Daniel Ething

# MODIFIED REAR WHEEL DRIVE

Halfway down in the 2020 RallyCross National Championship Event Supps, you'll find the subsection "Penalties," and therein a DNF is defined as being scored as the "slowest raw time in class for the same run plus 10 seconds." If you think a two-second cone penalty puts you out of contention, a DNF is a veritable deathblow. Apparently, defending Modified Rear Wheel Drive National Champion Brianne Corn didn't care.

Corn drives a fast car really fast. This was evidenced on Saturday's first runs when she blasted the competition with a 54.809sec run, where Peter Dozeman - Corn's co-driver - could only muster a 56.637. Meanwhile, Doug Leibman, whose 1971 VW Super Beetle couldn't be more different from the wild-winged 1994 Miata Corn and Dozeman rally, was third quickest with a 58.047.

The beat-down continued to the point that entering the day's final runs, Corn led the field of 12 by an astounding 9.5sec. But that fifth run was a doozy, and Corn, a three-time RallyCross National Champion and two-time Solo National Champion, scored a DNF.

Bill Taylor logged the slowest run for that round, so his 61.174 became the basis for the 10-second penalty Corn's runs would wear, and those fifth runs concluded with Dozemen holding a 6.082sec lead

over the field, followed by Corn, Leibman, Ryan Redenbaugh, and Todd Wicker.

Corn's problems weren't over, though, as the Miata she and Dozeman were driving was also making some nasty differential noises. After the event, both Dozeman and Corn thanked their friends and teammates Carlos and Joe, who helped with the wrenching all weekend, as well as Jesse Prather, who met them at his shop Saturday night with a replacement differential.

While "dominance" best defined Corn's early Saturday runs, her Sunday performance seemed much more calculated - perhaps it had something to do with the three hours of sleep she and her team had the night before. Leibman, meanwhile, showed tremendous improvement, bettering Dozeman on each pass, and even getting two in on Corn.

Corn won, and she did so by a margin of 2.522sec over Dozeman, but the story could have been much different. You see, Dozeman's championship runs carried penalties aplenty, to the tune of three cones. Had he pegged only one, his name would have been far closer to appearing at the top of the results. Likewise, Leibman's Sunday charge put him within striking distance of Dozeman, just 3.215sec back.

Really, the top three could have shuffled oh, so easily - a point Corn readily admits. "Up until the last two runs, I had kind of

resigned myself to just finishing right behind [Dozeman]," Corn admits.

Wicker laid claim to fourth, the final trophy spot. And, while he was some 22sec back from Leibman, Wicker's position could have shuffled just as easily had Ryan Redenbaugh not struggled midday Sunday with an uncharacteristically off-pace run.



MR CHAMP		
Brianne Corn		
MODIFIED REAR WHEEL DRIVE		
1. Brianne Corn	Mazda Miata	497.638
2. Peter Dozeman	Mazda Miata	500.160
3. Doug Leibman	Volkswagen Super Beetle	503.375
4. Todd Wicker	BMW 325is	525.391
5. Ryan Redenbaugh (Toyota Corolla); 6. Chance Whittle (Hyundai Genesis); 7. Brian Strack (Toyota Corolla); 8. Bill Taylor (Geo Tracker); 9. Thomas Ezell (Volkswagen Beetle); 10. Evan Masher (Hyundai Genesis); 11. Jeff Wagenknecht (Ford Muatang); 12. Brian Tefft Sr. (Mazda Miata).		



### GOOD TO GO

A pandemic makes a difference for most sports, but working a RallyCross looks largely the same, mask and all.

## MODIFIED ALL WHEEL DRIVE

The MA class is always a humdinger. But when the sun rose on Saturday morning, few would have suspected that, by the end of the weekend, a field that included potent Mitsubishis and Subarus would trail a humble Honda Civic Wagon.

"Going into my fourth consecutive Rallycross National Championship, I knew I needed good tires, clean as a whistle driving, no distractions, to make sure the car was not going to fall apart, and to come out of the gate swinging," Austin Dowda explains of how his journey to the top of the results sheet came to be. But, at the same time, the big unknown was the car itself. "I didn't have a clue a Honda Civic could be competitive in a class dominated by Subarus and Evo," he admits.

He was also facing a heady field. "I remember from previous National Championships that Jason Fuller has the speed of a cheetah, and Todd Briley is one of the cleanest RallyCross drivers I've ever competed against," he says.

The day started strong, with Dowda quickly setting the time to beat, running a tenth of a second faster than Fuller and more than a second faster than third fastest Jess Moeding, with Kent Hamilton trailing in an equally interesting car, an Isuzu Impulse



RS sporting V8 power. But while Dowda's day began strong, it didn't end that way.

"The last run on day one I had a horrible missed shift, and I thought I threw everything away," Dowda admits. "I downshifted from second to first in a hairpin corner because there was a course change which moved the racing line into the fluff. I shifted from second to first just fine but coming out of the bumpy hairpin corner I attempted to shift into second and I accidentally moved the shifter into the super low neutral gate. I then tried shifting to second again and hit fourth gear. After the third attempt, I finally hit second gear. I lost a huge chunk of time on this run. I'll never forget this stressful experience."

Regardless, the day ended with Dowda leading the pack, and his speed continued into Sunday where he wrapped the competition some 5.5sec ahead of the driver he'd previously called a cheetah, Fuller. Moeding trailed Fuller by 0.4sec, with a huge gap back to Hamilton, Briley, and Daniel Ebling.

"I'm just another Honda boy at heart, so I threw the hazard lights on for my final run," Dowda admits. "Coming across the finish, I banged the rev limiter for a few seconds because I was so excited, and I finished with my fastest run of day two. Then he added: "It's been a dream of mine to be an SCCA National Champion, and I finally did it."

#### MA CHAMP

**Austin Dowda**

#### MODIFIED ALL WHEEL DRIVE

1. Austin Dowda	Honda Civic RT4WD	456.221
2. Jason Fuller	Subaru WRX	461.721
3. Jess Moeding	Mitsubishi Lancer	462.111
4. Kent Hamilton	Isuzu Impulse RS	468.664
5. Todd Briley	Subaru STi	473.635
6. Daniel Ebling	Subaru Legacy	480.415
7. Eric Less (Subaru WRX); 8. Jonathan Olschewski (Isuzu Impulse RS); 9. Trenton Von Holten (Subaru WRX); 10. Chase Girard (Subaru 2.5RS); 11. Valerie Briley (Subaru STi); 12. Kevin Schatz (Audi A4); 13. Philip Pickard (Subaru Impreza); 14. Joe Lavelle (Subaru WRX); 15. Nathan Jones (Subaru WRX); 16. Benjamin Hanke (Subaru Outback); 17. Steven Bright (Audi TT Quattro); 18. Caleb Maggard (Subaru WRX); 19. Richard Thompson (Toyota Tercel).		



# RAISING THE BAR

Unimaginable machinery and record attendance transform the 2020 Tire Rack Time Trials Nationals Powered by Hagerty into the place to be

WORDS Philip Royle | MAIN IMAGE Zachary Rackovan

“I look at the Tire Rack Time Trials Nationals much like a parent would look at their child - watching this keystone Time Trials event grow up and evolve and become its own thing is wonderful,” explains Jon Krolewicz, SCCA's Time Trials Manager who, alongside his team, launched SCCA's National Time Trials initiative three years ago with the very first Time Trials Nationals. The event's growth, he's quick to point out, is the culmination of hard work by the entire SCCA Time Trials team, both staff and volunteers, but what they witnessed at this year's Sept. 23-27 Tire Rack Time Trials Nationals Powered by Hagerty at NCM Motorsports Park in Bowling Green, Ky., indicates the enthusiasm the participants bring is every bit as responsible for the event's success - maybe more so.

“A week after the event, I heard Danny Kao and Sam Strano were at an autocross singing the praises of the Time Trials Nationals, talking about how awesome it was,” Krolewicz says about some of this year's Time Trials Nationals participants. For those unfamiliar, Kao and Strano are diehard SCCA autocrossers who regularly attend the

Tire Rack Solo National Championships, but with the cancellation of the Solo Nationals due to pandemic concerns, numerous autocrossers hit a different road in September and wound up at the Time Trials Nationals.

That's not to say autocrossers are new to SCCA's National Time Trials program or the Time Trials Nationals itself - an event that is essentially the Indy 500 of the Club's Time Trials program. Case in point, multi-time autocross National Champions Sam Strano, Andy Hollis, and Tom O'Gorman all participated in the 2019 running of the Time Trials Nationals, but this year they were joined by a healthy dose of other autocrossers looking for a challenge. Brian Peters, John Hogan, David Marcus, Andrew Pallotta, Michelle Quinn, David Whitener, K.J. Christopher, and Cindy Duncan are just a few top tier autocrossers who made the trek to Kentucky when the Solo Nationals was cancelled.

But it wasn't just autocrossers who showed the Time Trials Nationals was amidst a transformation. “This year was cool because the depth of competition evolved to a level that

I was not necessarily expecting,” Krolewicz admits, adding that the uptick in participation - setting a new attendance record at 212 for the Time Trials Nationals as well as dropping the overall track record - wasn't the sole result of the addition of autocrossers. “There was a good range of automobiles, and we got a real Unlimited class time attack car,” Krolewicz says.





**POWERHOUSE**

Eric Powell didn't just bring a wild rocket of a car, he wheeled it with excellence, winning the competition overall.

## TO THE MAX

(BELOW) Track driver and autocrosser extraordinaire Andy Hollis had a fight on his hands this year for the Max 1 win.



Perry Bennett

"We essentially have two courses running all day, so in that way Saturday is a lot like the Solo Nationals"

**JON KROLEWICZ**

## HOW IT WORKS

The 2020 Time Trials Nationals hit the track on Thursday, Sept. 24. "This is what we call Holley Day," Krolewicz explains of the event's four-day on-track format. "Holley Performance donates the use of the track for the day, and we use this as a practice and 'seeding' day. Everybody gets three timed sessions and some slow speed touring laps, giving drivers a chance to work up to speed. It allows participants to get their feet under them without any performance consequences."

Friday is the first TimeAttack day, which is basically open lapping of NCM's 3.15-mile full course. "Everybody gets three 20-minute sessions, and the fastest lap, no matter which session it comes in, counts as the first timed event," says Krolewicz.

The next day, participants tackle two TrackSprint configurations, which is a point-to-point competition not unlike autocross or hill climbs in that it

features a standing start and a flying finish. "NCM has an East Course and a West Course, so we divide up the groups and do a TrackSprint at each side," Krolewicz says. "In the morning, participants run one side, and, in the afternoon, they run the other side. We essentially have two courses running all day, so in that way Saturday is a lot like the Solo Nationals."

TrackSprint constitutes two (of the four) time segments scored for the weekend's competition, with Sunday acting as the final TimeAttack day. The event's results are then determined by adding all four times together; ultimately, you want the lowest cumulative time of anyone in your class.

Adding times from multiple courses is nothing new for SCCA competition, but with two distinct competition types taking place on three courses over four days, the Time Trials Nationals offers enough challenges to knock any driver for a loop. And with more than 200 drivers on hand, the stories are plentiful.

## THE CONSUMMATE AUTOCROSSER: BRIAN PETERS

In the 15 times Brian Peters has attended the Tire Rack Solo National Championships, he's landed on the top step eight times. In fact, his Solo Nationals rookie year in 2003 was the only time he's left the event without a trophy. He's fast in everything he drives, winning SCCA National

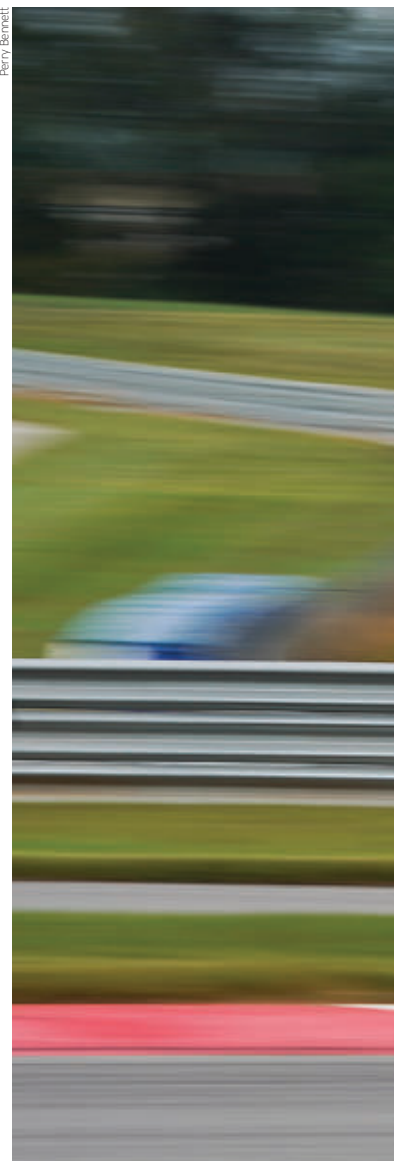
Championships wheeling Miatas, BMWs, Corvettes, and Mustangs, and in 2015 he was awarded the coveted Solo Driver of Eminence Award. With a record like that, he has become one of the autocrossing elite - but with no Solo National Championships in 2020, it was time to try something new.

"When the [Solo National Championships] cancellation was announced, it didn't take much coercing from John for me to sign up for the Time Trials Nationals," Peters says of John Hogan, his frequent co-driver at Solo events. "I honestly wasn't sure what to expect [of the Time Trials Nationals], however I would say it exceeded my expectations for quality of organization - the staff was all highly motivated and cared for the enjoyment of attendees - as well as the level and diversity of the competition the event drew," Peters explains, adding that this year's Time Trials Nationals was the first SCCA Time Trials, be it the National Tour or Nationals itself, he's attended.

The competitors also impressed Peters. "The level of competition was higher than expected, which is great," Peters notes. "Camaraderie was great everywhere, even in grid."

Similar to autocross, Peters and Hogan co-drove a car at the Time Trials Nationals. "The car is John's C7 Corvette that has slowly been getting upgrades for One Lap of America,"

Perry Bennett



Perry Bennett



## FAST AND FUN

Anthony Leclerc entered the only Alfa Romeo 4C in the competition and used it to claim third place in Prepped 3.



#### ROOKIE YEAR

Brian Peters is an accomplished autocrosser, claiming eight Solo National Championship titles over the last decade and a half. This year, he entered his first Time Trials Nationals.



Peters says. "But other than accelerating the purchase of a few safety items, it was brought as is and in a generally untested state of development. We used the [Time Trials Nationals] to test a few things and definitely came away with much learned."

In Time Trials Nationals competition, Peters and Hogan entered their C7 in Max 1, a class that allowed for a higher prep level than their Corvette had. Max 1 also featured fierce competition with multi-time Solo

**"The quantity and diversity of the awards was a very welcome surprise from the typical class-only trophies"**  
**BRIAN PETERS**

National Champion and Time Trials Nationals regular Andy Hollis bringing his McLaren.

Peters didn't attend the Time Trials Nationals with visions of grandeur, and when the weekend concluded with Peters in sixth, he was happy.

In fact, much of his enjoyment came from watching his co-driver. "My favorite part of the Time Trials Nationals was watching my co-driver John continue to find improvements on the very challenging NCM course," Peters says, adding, "Also worth noting is that the quantity and diversity of the awards was a very welcome surprise from the typical class-only event trophies. It's great to see an increase in sponsor support as well."

#### MOST IMPROVED: D.J. ALESSANDRINI

The Time Trials Nationals features awards for performance both on and off the track. D.J. Alessandrini is one competitor who walked away with hardware of both ilk, as he not only finished first in the tightly contested Sport 6 class in his 2013 Scion FR-S, but he was also recognized as the Time Trials Nationals Breakthrough Performer for 2020.

"I started autocrossing in 2014, but due to traveling for

## SUPER FUN

(BELOW) David Marcus went from being on the cover of *SportsCar*'s September 2020 issue to finishing fourth in Sport 2. (BOTTOM) Time Trials Nationals competitors get up to speed safely through Thursday's touring laps.



Perry Bennett



Perry Bennett

work I really wasn't able to sink my teeth into it until 2016," Alessandrini explains. "In 2016, I went to my first National autocross event, SCCA's Toledo ProSolo, and it was there that this journey really started."

At the Toledo ProSolo he finished 14th out of 21, leaving him both disappointed and energized. "Essentially," he says, "I caught the bug, and from that point on I was on a mission to figure out this driving stuff."

Late in 2016, Alessandrini's

**"I felt so unbelievably comfortable in the car. It felt like I was at home on the sim rig"**  
**D.J. ALESSANDRINI**

friend Ido Waksman launched him into sim racing, and before long he found himself chasing autocrossers online in Assetto Corsa between autocross events.

"During the next two years I traveled around the country competing Nationally in autocross,

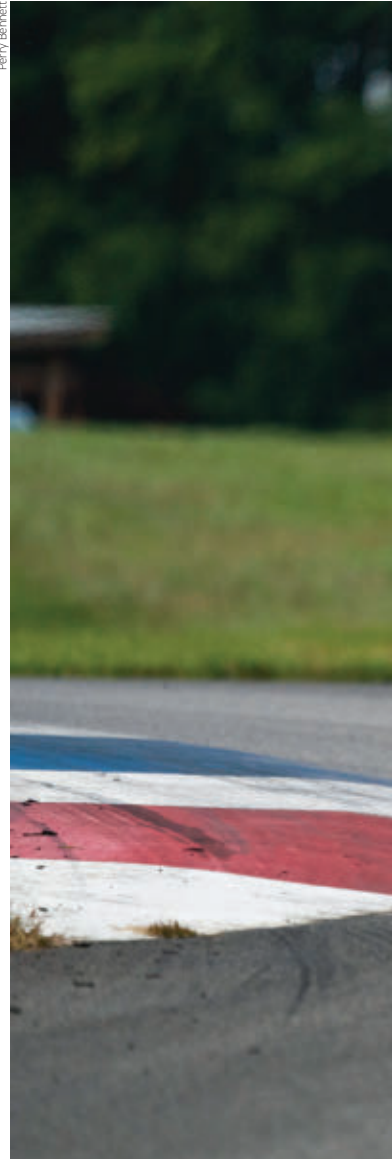
the highlight of which was winning six SCCA National events in a row in 2018," he explains. "There are some very fond memories in those two years, but I felt like the amount I was learning was starting to slow down. I knew I wanted to go road racing, as I knew that would be the next step I'd have to take to keep learning as much as I could. I thought it would take me years to come up with the money necessary to continue my motorsports journey onto the racetrack, but the generosity of the motorsports community is limitless."

Therein, a unique opportunity emerged. "A man named Peter Lier wanted to give away his racecar to someone on a popular motorsports forum," Alessandrini says. "Some of the people I sim raced with saw this post and nominated me as someone who should get the car."

Alessandrini applied and, long story short, won the racecar. "I signed up for a competition school [in the newly acquired racecar] and was half convinced they would tell me to go away as this was only my third time on a racetrack," he admits. "I had some imposter syndrome feelings as I went through the competition school, but toward the end of the school I started to feel really comfortable behind the wheel."

In 2019, Alessandrini went on to win the Spec MX-5 Sim Racing Challenge, earning him a seat during one weekend in the real-world series. "I redeemed

Perry Bennett



Perry Bennett



## GO TIME

Multi-time Solo National Champion Michelle Quinn entered a Corvette in Sport 1.





#### NEARLY SPEC

Class winner D.J. Alessandrini enjoyed the competition in Sport 6 largely thanks to how similar all of the cars are.

my prize at Road Atlanta earlier this year and it was an incredible experience - I learned so much," he says.

For the 2020 Time Trials Nationals, Alessandrini entered the event hoping to win despite the class being filled with 22 cars, many of which were FR-Ss similar to the one he was wheeling. When times were tallied on Sunday, he held a 4.8sec advantage over second place. "I felt so unbelievably comfortable in the car," he says

of his time lapping NCM. "It felt like I was at home on the sim rig putting in some practice laps."

Alessandrini will be back for the 2021 Time Trials Nationals, although the class and car are both up for debate. "I might bring the racecar, or possibly co-drive the event again in S6, which is full of a bunch of SSC cars," Alessandrini says, adding that with so many Scions in the class, it's essentially a spec class. "This makes S6 very appealing to me," he concludes.

#### RECORD-BREAKING LAP: KYLE CARRICK

Unlimited 1 competitor Kyle Carrick was a scant half-second off the top time for the East Course TrackSprint and was the fastest by a full second on the West Course's TrackSprint. On Sunday's full-course TimeAttack session, his blazing 2:05.728 lap in his wild Nissan GT-R was not only the fastest of all competitors by 0.749sec, but it was reportedly one of the fastest times for any production-based car around

NCM's challenging full-course circuit. But despite this, Carrick finished eighth in class.

"Unfortunately, we had a transmission pressure sensor - inside the transmission - fail at the start of Friday," Carrick explains as to why he missed Friday's TimeAttack competition, putting him out of contention from the get-go. "The shop who helped me build this car, GoTurn.Stop LLC, actually sent a mechanic from Charlotte, N.C., the same day to swap the

## THE FAST ONE

Unlimited 1 competitor Kyle Carrick's weekend began poorly when a mechanical issue forced him to miss Friday's sessions. Once on track, however, he was breathtakingly fast.



Zachary Rackovan

sensors, and he arrived at 12 a.m. Saturday morning. We worked on the car for 10 hours, got the transmission pulled, the sensors replaced, and everything reinstalled just in time for Saturday's session, all on jack stands in the garage."

Carrick's speed is a relatively new development. "I started doing track days only three years ago and it was always something I wanted to get into as I have loved cars my entire life," he explains of what ultimately brought him to the Time Trials Nationals. "Once I did my first track day I was hooked and, as they say, the rest is history."

His 2015 GT-R is a wild build. "It has pretty much anything and everything done to it that you can imagine," Carrick notes. "It's still on the stock engine and ECU; however, the transmission is built, with upgraded suspension, aero,

**"[My 2015 Nissan GT-R] has pretty much anything and everything done to it that you can imagine"**

**KYLE CARRICK**

brakes, etcetera. It's fully gutted and is caged with full safety gear."

The result is a car that proved fast enough to log impressive times at NCM, with potentially more speed in the bag. "There definitely was more time left in the lap," Carrick points out of his blazing TimeAttack lap, adding, "However, I was very happy with the way both myself and the car performed. It was my first time to NCM, and since the car did suffer some mechanical issues, I only had maybe 10 hot laps on the full course layout. We reviewed the data and it suggested around 1.5-2 seconds were still out there that we hope to find next time."

Performance aside, Carrick has nothing but praise for the Time Trials Nationals. "The way SCCA ran things, it allowed for an amazing and relaxing event - I was super impressed," he enthuses. "NCM is also an amazing facility and I really enjoyed learning this world-class track. Also, all the folks were so helpful and friendly, especially when I was having problems with my car."

Will Carrick return in 2021? "One hundred percent - I will be back next year and am looking forward to it," he says. "The bar has definitely been raised, so we will need to make sure to come back faster, lighter, and better than ever for next year."

## THE ONE TO BEAT: ERIC POWELL

While Carrick was fast, it could be said that Eric Powell was firing on all six cylinders. Piloting a one-of-a-kind Miata, Powell set the time

to beat on one TrackSprint and one TimeAttack contest, and was a close contender in the other two. But if you have visions of beating Powell, you should first understand what you're up against.

"I've been racing for a while now - 23 years," Powell explains of a motorsports journey that has taken him from WKA Dirt racing to Stock Cars to winning the Jim Russell Shootout to contending in Grand Am. But according to Powell, what really elevated his driving prowess was working at Disney's Hollywood Studios in Florida.

"I was a fulltime stunt driver from 2007-'16 in the Lights, Camera, Action!: Extreme Stunt Show, and it was awesome," he says. "It's not racing, but I was in a car doing really cool things, taking cars around the stage in close proximity to other cars.

"Where I thought I was



## TIRE RACK TIME TRIALS NATIONALS

**NCM MOTORSPORTS PARK**  
Bowling Green, KY  
Sept. 23-27, 2020

**S1:** (15 entrants) 1. Jason Hobbs (Chevrolet) 6:24.689; 2. Sam Strano (Chevrolet); 3. Cody Hunt (Chevrolet); **S2:** (27 entrants) 1. Mark Sarcevicz (Chevrolet) 6:40.523; 2. David Entz (Chevrolet); 3. Brian Flanagan (Chevrolet); **S3:** (10 entrants) 1. Michael Janssen (Honda) 6:50.439; 2. Seth Gale (Honda); 3. Eric Ward (Chevrolet); **S4:** (9 entrants) 1. Hiroshi Witt (Subaru) 7:15.713; 2. B.W. Trey Shearon (Volkswagen); 3. Victor Boniface (Volkswagen); **S5:** (2 entrants) 1. Daniel Griewisch (Honda) 7:19.084; 2. Michael Goldenstein (BMW); **S6:** (22 entrants) 1. D.J. Alessandrini (Scion) 6:53.390; 2. Tyler Kvetko (Subaru); 3. Jimmy Vajdak (Scion); **T1:** (6 entrants) 1. Jeff Tucker (Chevrolet) 6:42.825; 2. Raymond Ellsworth (Dodge); 3. Nicholas Gardner (Ford); **T2:** (8 entrants) 1. Brian Sowders (Ford) 6:36.898; 2. Will Robbins (Chevrolet); 3. Christopher Larson (Chevrolet); **T3:** (10 entrants) 1. Andrew Pallotta (Honda) 6:47.072; 2. Matt Hugenschmidt (BMW) 3. Brian Salo (BMW); **T4:** (17 entrants) 1. Preston Jordan (Mazda) 6:50.755; 2. Justin Tilus (Honda); 3. Charles Kowalczyk (Honda); **T5:** (18 entrants) 1. John Allen (Mazda) 7:02.487; 2. Brian Kuehl (Mazda); 3. Christopher Finnigan (Mazda); **P1:** (7 entrants) 1. Coby Shield (Chevrolet) 6:24.151; 2. Mike Casino (Chevrolet); 3. Heath Pemberton (Chevrolet); **P2:** (5 entrants) 1. Adam Wood (Subaru) 6:58.600; 2. Brandon Ryan (BMW); 3. Justin Glover (Subaru); **P3:** (8 entrants) 1. Anthony Leclerc (Alfa Romeo) 6:38.285; 2. Keegan Stabley (Honda); 3. Kyle Herbst (Scion); **P4:** (8 entrants) 1. David Whitener (Mazda) 6:54.274; 2. Tim White (Honda); 3. Nicholas Love (Mazda); **M1:** (14 entrants) 1. Andy Hollis (McLaren) 6:18.068; 2. Jason Guzman (Nissan); 3. James Rauck (Porsche); **M2:** (5 entrants) 1. Perry Ellwood (Mazda) 6:32.650; 2. Adam Dawson (Subaru); 3. Justin Deffenbach (Exocet); **M3:** (7 starters) 1. Nicholas Zelisko (Honda) 6:50.927; 2. Michael Neat (Scion); 3. Dennis Barrett; **U1:** (9 entrants) 1. Eric Powell (Mazda) 6:08.420; 2. Chris Ingle (Dodge); 3. Steve Luca (Ford); **U2:** (3 entrants) 1. Dallas Reed (Mazda) 6:36.083; 2. Ryan Dussex (Subaru); 3. Andrew Maffessanti (Mazda); **EE:** (2 entrants) 1. Larry Waterman (Chevrolet) 6:47.637, 2. David Moore (Acura).

### TOP OF THE LIST

(BELOW) Eric Powell didn't just win Unlimited 1, he won the event overall, and he did so in a Miata unlike any other.



Perry Bennett

pretty good before, in a sense I didn't know what I was doing," Powell admits. "[The stunt show] developed my skills and my tactile sensitivities. The ability to get so in tune with every little subtly - picking up the subtleties of the cars around you so you could proactively predict what they're about to do. It took my driving to a whole new level. And we did the stunt show in mixed conditions, rain or shine."

He also found himself earning an invite to Mazda's Road to 24 shootout not once, but twice. And while he didn't win, he was soon back at the track busier than ever, racing at the SCCA National Championship Runoffs and in World Challenge, as well as becoming the Chief Administrative Instructor for Skip Barber. And it was one of those connections that led to him driving the CCP time attack Miata.

"It's a 1999 Miata with an LGX Camaro V6," Powell explains, adding that this was only the car's second time on track. "The aerodynamics are all home grown. There's been no consultation on the aerodynamics and it hasn't been in the wind tunnel. They've just done a lot of research."

The Miata is also a work in progress. "It'll change with time," he notes.

If you want to see how this wild Miata gets even faster, the best way will be to attend the 2021 Time Trials Nationals. "We intend to be back - that's the plan," Powell concludes.

### SPEAKING OF 2021

"We're moving the event from September to June 9-13 for 2021," Krolewicz reveals of what's to come of the Time Trials Nationals. "I love season-ending events, but there's a need not to run the event in September, tightly packed between the 2021 Solo National Championships and the National Championship Runoffs. There's also a theory that moving the event to another time in the year will give the event its own personality. So, we're going to try it and see what happens."

Meanwhile, the Tire Rack Time Trials National Tour - the traveling series that features multiple elements from the Time Trials Nationals, but at a racetrack near you - is set to build upon the success found in 2019 and '20. But while the Tour's schedule wasn't finalized

at the time this article was written, Krolewicz was willing to tease the future schedule: "Right now, we're trying to open the season in April at either VIRginia International Raceway a new track on the West Coast or Buttonwillow Raceway Park is opening up a new track and we want to be one of the first there."

The National Time Trials team is also planning to help Time Trialers expand their repertoire. "Our plan is to bring the Time Trials support van out to a few existing hill climb events and act as a spiritual advisor for a Time Trialer who wants to try hill climbs on the East Coast."

For details on the 2021 Time Trials Nationals, Time Trials National Tour, and the hill climbs the team is aiming to support, check out [scca.com](http://scca.com) and [timetrials.scca.com](http://timetrials.scca.com). 📍







Jeff Loeve

# THE 2020 RUNOFFS AT ROAD AMERICA

Racers and workers alike showed what racing spirit is all about as they descended on Road America for the 2020 National Championship Runoffs

WORDS J. Michael Hemsley, Richard S. James, Philip Royle, Tom Schultz, Reece White, and Jeff Zurschmeide

Let's begin with the obvious: 2020 was a pandemic year. That means fewer races during the season, fewer opportunities to dial-in the car and, presumably, fewer racers willing to commit the resources to attend the SCCA National Championship Runoffs. Fewer, fewer, fewer. So it was a bit of a shocker when the entry count for the Oct. 5-11, 2020, Runoffs at Road America - SCCA's annual winner-take-all road racing championship - kept marching northward, and by the time the green flag flew on Oct. 9, marking the first of three Hagerty Race Days, the official Runoffs entry count was an astounding 577.

Perspective is everything, so let's run the numbers. This year's Runoffs entries matched Runoffs participation from 2015 and 2016 (576 and 578, respectively), and neared 2019's entries (591). The 2020 Runoffs also blew the sub-500 Runoffs numbers of 2014 and '18 out of the water and was on par with many Runoffs' entry counts from 2007-'12. In a year filled with an abundance of "fewer," the 2020 Runoffs didn't show it.

Who were those diehards at this year's Runoffs? Ninety-nine

of them - 17 percent of the entries - were Runoffs rookies. There was also a healthy dose of families racing, with father-and-son duos even landing on the same podiums in T2 and P1.

Young racers also showed their drive. FE2 competitor Owen McAllister was the youngest of the event at just 15-years old, although Spec Miata driver Nico Bratz was only one month older. B-Spec racer Riley Salyer, at age 17, was this year's youngest competitor to win an SCCA National Championship title, with FE2 winner Liam Snyder coming a close second in that department, being six months older.

Experience was also present, with one competitor sporting the honor of being an octogenarian racer. Meanwhile, longtime racer Mark Weber claimed his best finish in 61 Runoffs starts with a fourth-place performance in F Production. Weber is also a professional motorsports photographer, shooting for *SportsCar* for roughly 50 years. This year's Runoffs marked his retirement from photography, although he plans to race indefinitely.

There are also the 2020 Super Sweep winners. A total of seven racers managed to claim

a U.S. Majors Tour Conference Championship, a Hoosier Racing Tire SCCA Super Tour Nationwide Points Championship, and a National Championship Runoffs race win all in a single class. Those racers include Preston Pardus in SM, Mark Boden in T2, Bobby Sak in SRF3, Jesse Prather in EP, Rob Allaer in FC, Michael Borden in T4, and Joe Moser in STL.

Finally - and arguably most importantly - 379 workers flocked to Wisconsin's countryside to guarantee the event would go off without a hitch. From Timing and Scoring to Tech to Grid to Flagging and Communications and beyond, this year especially, their dedication to the sport truly shined through.

And, before we dive into the race coverage ahead, remember that [scca.com/runoffs](https://scca.com/runoffs) contains the "On Demand Race Broadcasts" link where you can watch the race action as it originally streamed live during the Oct. 9-11, 2020, championship weekend.

But enough chitter-chatter. The pages that follow document the action from all 26 incredible Runoffs races, where dreams came true for the select few who now proudly call themselves 2020 SCCA National Champions.

## GOING GREEN

When the green flag flew on 58 SRF3s, everyone in the paddock took notice.

**RACE 1** | FRIDAY | OCT. 9, 2020 | 8:15 A.M.

# TOURING 1

In 2019, Andrew Aquilante started on the T1 pole and had a half-minute lead over Mark Boden before a mechanical failure cost him the win on the final lap. This year's T1 race was looking like redemption as Aquilante placed his Phoenix Performance/Hoosier/Hawk Ford Mustang on the Tire Rack Pole, 0.8sec clear of second-place starter Boden. But then, things aren't always as they seem.

A weakness in Aquilante's armor showed Thursday, when he and the Phoenix Performance crew were forced to install a new motor and, prior to the race, Aquilante noted the new motor didn't sing as strong.

But Boden's Runoffs hadn't been a breeze, ether. "It was all the way to the tires, and went far enough in to break some stuff," Boden said of a brake issue that caused a crash the day before Runoffs qualifying began, adding, "The whole right corner is covered in duct tape."

Regardless, Aquilante didn't hesitate to light the wick as the race went green. And, with the field at full throttle, it was obvious why - Boden's Fall-Line BMW Motorsports BMW M3 made short work of reeling in Aquilante on the straight. But Aquilante is a deft racer and held strong, diving deep to maintain the lead - however, unlike last year, Aquilante didn't pull away.

"It was pretty obvious that Andrew had a hurt

motor," Boden said of the race that ensued.

With the field's first lap complete, it was Aquilante a breath ahead of Boden, with the duo now having a 3.8sec lead over Thomas Herb, Thomas Myers, James Candelaria, and Hugh Stewart.

Boden wasted no time pressuring the leader. It began with what looked like a nose inside Canada Corner - although based on Boden's corner exit speed, perhaps this was the

brake issue resurfacing - then a few laps later with a barrage of attacks. From then on, Aquilante was playing defense.

But being on the offensive isn't without consequences, as Boden discovered during lap seven as he chased Aquilante into Turn 8. Under braking, Boden evasively darted to the inside, grabbing a healthy amount of curbing going in and the wrong gear coming out. "That was not as I intended," Boden revealed after the race. "We'd had some brake issues during the test day and made some changes. That was not a move, per se. That was, 'Don't hit him, don't hit him, don't hit him.'"

The bobble afforded Aquilante a two-second buffer, but it was for naught



Rick Corvine

## RUNNING HARD

(BELOW) Thomas Herb enjoyed a good buffer for much of the race, allowing him to concentrate on hitting his marks in order to bring his car home in a solid second place. (ABOVE) James Candelaria's Corvette had plenty of straight-line speed, but his brakes were suffering. Still, he held onto third place by 0.81sec.



Jay Benavidez



## T1 CHAMPION

### MARK BODEN

Chicago Region  
Fall-Line Motorsports BMW M3



Rick Corvine





Richard S. James

## GOOD MORNING

(LEFT) Mark Boden, who competed in three classes at this year's Runoffs, kicked off the championship weekend with a thrilling win.

as on lap 10, with Boden in pursuit, Aquilante retired from the race with a mechanical issue. So, with three laps remaining and 19 seconds to Herb in second place, Boden cruised to his third SCCA National Championship title.

Back a little way, Herb had his Fall-Line Motorsports BMW M3 tucked between Boden and Candelaria with a sizable gap both ways, and he was racing smart. "I'm looking in my mirrors to see where James is and managing that gap," he explained after the race. "I'm making sure I'm not making a mistake."

Candelaria, meanwhile, was embroiled in a heated battle with

Stewart for the final podium step. "For the last couple of laps, I had to resort to [making my car as wide as possible] because I couldn't hold the same brake points as I could during laps one, two, and three," Candelaria admitted. "I had to back [my braking points] up and [Stewart] kept making ground on me. I gave him a car width everywhere - but I gave him a car width that wasn't going to get around me."

At the checker, Candelaria scored his first Runoffs podium finish with 0.81 sec to spare, a cloud of brake dust erupting from his Candelaria Racing Products Chevrolet Corvette's front left wheel on pit lane.

"That was not a move, per se. That was, 'Don't hit him, don't hit him, don't hit him'"

## MARK BODEN

Boden was elated with his win, but in a post-race interview he wanted to talk family. "My son [Joe], who is racing in T2, and in a T2 car in this race, is slowly catching up to me. At what point is he winning the championships and I'm not? You've got to get [the wins] in while you can," he laughed. That afternoon's T2 race showed Mark Boden might have a point.

Philip Royle

## T1 QUALIFYING

### Driver/Region (Car) Best Time;

1. Andrew Aquilante/PHL (2014 Ford Mustang) 2.17.646; 2. Mark Boden/CHI (2008 BMW E92 M3) 2.18.495; 3. Tim Myers/Atl (2010 Dodge Viper ACR-X) 2.20.749; 4. Thomas Herb/CHI (2013 BMW E92 M3) 2.21.158; 5. James Candelaria/NNJ (2005 Chevrolet Corvette) 2.21.390; 6. Bill Baten/IND (2014 Chevrolet Camaro Z28) 2.21.697; 7. Hugh Stewart/NER (2003 BMW E46 M3) 2.21.966; 8. Michael Pettiford/Colo (2006 Chevrolet Corvette) 2.22.201; 9. Paolo Salvatore/Hous (2017 Ford Mustang FP350S) 2.23.727; 10. Clark Nunes/SFR (2010 Chevrolet Camaro) 2.24.027; 11. Timothy Rubright/WDC (2012 Ford Mustang) 2.24.074; 12. Joe Aquilante/PHL (2007 Chevrolet Corvette) 2.25.538; 13. Christina Lam/WDC (2002 BMW E46 M3) 2.26.547; 14. Joe Boden/CHI (2008 Porsche 997) 2.27.890; 15. Don Van Nortwick/SFR (2017 Ford Mustang FP350S) 2.29.212

*Pettiford - Loss of qualifying 2 times per Chief Stewart - GCR 5.7.2, supp. 5.12*

## T1 RACE

### Race 13 laps, 53 Miles: Pos. Driver (Laps);

1. Mark Boden (13); 2. Thomas Herb (13); 3. James Candelaria (13); 4. Hugh Stewart (13); 5. Bill Baten (13); 6. Timothy Rubright (13); 7. Michael Pettiford (13); 8. Joe Aquilante (13); 9. Christina Lam (13); 10. Joe Boden (13); 11. Don Van Nortwick (13); 12. Andrew Aquilante (9); 13. Paolo Salvatore (9); DNF. Tim Myers (1); DNS. Clark Nunes ( )

**Overall Time of Race:** 30:37.709;  
**Average Race Speed:** 103.088mph;  
**Margin of Victory:** 25.524sec;  
**Fastest Race Lap:** Boden, 2:18.701 (105.066mph); **Lap Leaders:** Aquilante, 1-9; Boden, 10-13;  
**Sunoco Hard Charger:** Rubright

**RACE 2** | FRIDAY | OCT. 9, 2020 | 9:15 A.M.

## FORMULA 500

In 2019, Clint McMahan described his Formula 500 championship as “inch perfect.” He had thousands of simulated and real-life laps around VIRginia International Raceway, his car was running perfectly, and in each and every corner of the race, the goal was to hit the perfect line and not even miss by an inch. But sometimes the effort that overcomes a series of hurdles is even more satisfying.

McMahan’s hurdles began way back in March. While others talk about the struggles that COVID brought to their Runoffs preparation – perhaps it was a lack of seat time, or financial struggles – McMahan had the opposite problem. His company, which produces aerosol products including disinfectants, has been overly busy throughout 2020.

“It showed,” McMahan, now a three-time SCCA National Champion, said. “My speed was not up, for certain. The car was down on top end, it seemed like. James [Weida] and I had approximately the same top speed, but I’m usually closer to Calvin [Stewart]. It was tough. I hopped out of the car this time, and it really made you feel like you had to earn it.”

During the race, trap speeds showed McMahan’s maximum velocity as 136.5mph. Meanwhile, Weida’s Formula X-1/Weida Apartments Scorpion regularly hit 140mph with Stewart’s Sabbathtruth.com/Hoosier Novakar Blade F600 Suzuki breaking the 142mph barrier.

The struggles also existed in testing and qualifying. “This whole week was pretty much a disaster,”



Mark Weber

### MULTI-CAR BATTLE

(BELOW) James Weida charged hard in the closing laps of the race but had to settle for second. (LEFT) Calvin Stewart was running strong until a brake lockup into Turn 5 dropped him back. He recovered for a third-place finish.



Richard S. James

McMahan explained. “I prepared the car as best I possibly could before I ever left the house. We went through two sets of front wheel bearings for whatever reason. They were hybrid ceramics and they blew. We had a brake line pop. Anything and everything. The chain popped off three different times. Stuff that’s never happened to us has happened. It was just one thing after another, constant repair of the car. It’s totally unexpected. You do everything you can at the house, then you get here and it just slaps you in the face.”

But once on the track, that old muscle memory came back. Visor down, McMahan drove

his Satellite Racing/Jim Murphy Scorpion FDS 007 powered by a 600cc Suzuki motor away from the field, stretching his lead to more than six seconds at the midpoint of the race. But even that almost wasn’t enough.

James Weida, who spent the early part of the race battling with Tire Rack Polesitter Calvin Stewart, Aaron Ellis, and Eric McCree, was now free and charging. By the end of the 13-lap race, Weida’s Rotax-powered Scorpion S1 – the 500cc two-stroke to McMahan’s 600cc four-stroke – was cutting a half-second per lap into McMahan’s lead.

McMahan had a large enough gap, however, and won by





Jeff Leavelle

#### PICTURE PERFECT

Clint McMahan scored this year's Formula 500 win by a margin of 0.584sec. And with that, McMahan now owns three Runoffs gold medals.

#### F500 QUALIFYING

##### Driver/Region (Car) Best Time;

1. Calvin Stewart/DET (Novakar Blade F600 Suzuki) 2.20.954; 2. James Weida/IND (Scorpion S1 Rotax) 2.21.050; 3. Aaron Ellis/LOL (Ellis Motorsports AE13 Suzuki) 2.21.341; 4. Clint McMahan/MGA (Scorpion FDS 007 Suzuki) 2.21.462; 5. Eric McRee/DET (Novarace Blade Suzuki) 2.22.778; 6. Steven Jondal/LOL (Red Devil Rotax) 2.26.594; 7. Darrel Greening/Milw (Red Devil Rotax) 2.28.589; 8. Jeff DeLong/Atl (KBS DE01 Suzuki) 2.30.435; 9. Jason Martin/CHI (KBS Mk VII J600 Suzuki) 2.31.057; 10. Jack Walbran/Atl (Scorpion S1 Suzuki) 2.31.539; 11. H Cory McLeod/CCR (Novakar J10 Suzuki) 2.32.222; 12. Carl Maier/Tex (Red Devil Suzuki) 2.32.878; 13. David Vincent/KCR (KBS Mk VII Rotax) 2.37.006; 14. Timothy Friest/KCR (KBS Mk VII Rotax) 2.41.975; 15. George Bugg/TVR (Novakar J10 Suzuki) 2.45.953; 16. Chuck McAbee/Bucc (Quadrini Racing Invader QC1 Rotax) 2.46.975

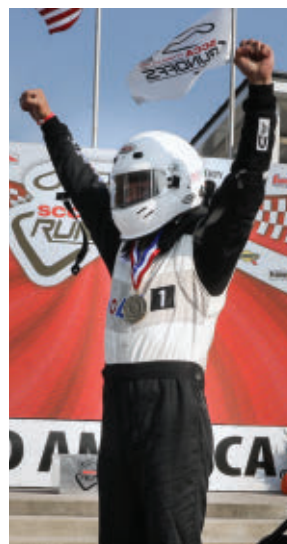
Maier - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A

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

#### F500 CHAMPION

##### CLINT MCMAHAN

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



Rob Corwin

#### F500 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Clint McMahan (13); 2. James Weida (13); 3. Calvin Stewart (13); 4. Aaron Ellis (13); 5. Eric McRee (13); 6. Steven Jondal (13); 7. Darrel Greening (13); 8. Jeff DeLong (13); 9. David Vincent (12); 10. George Bugg (12); 11. Timothy Friest (12); 12. Chuck McAbee (11); 13. Jason Martin (10); DNF. Carl Maier (3); DNF. Jack Walbran (0); DNF. H Cory McLeod (0)

**Overall Time of Race:** 31:04.481;  
**Average Race Speed:** 101.608mph;  
**Margin of Victory:** 0.584sec;  
**Fastest Race Lap:** Weida, 2:21.391 (103.067mph); **Lap Leaders:** McMahan, 1-13; **Sunoco Hard Charger:** Vincent

0.584sec. And, lucky for them both, Stewart had locked his tires into Turn 5 at the midpoint of the race and dropped back, putting him some seven seconds behind at the end.

"I was about as in perfect as I could possibly be given the fact that I did not do nearly the simulation as I absolutely should have," a satisfied McMahan said. "It wasn't because I didn't want to. It's because I am out of downtime, Monday through Friday, every single week. I get back into town late Fridays, sometimes super late Thursdays. If I get home any day before that, my dogs look at me like, who are you?"

"You do everything you can at the house, then you get [to the Runoffs] and it just slaps you in the face"  
**CLINT MCMAHAN**

For 2021, the Runoffs will return to Indianapolis Motor Speedway, where McMahan knows the track well and won in 2017. If underprepared got him the 2020 SCCA National Championship title, well, no one is wishing for the pandemic to continue, but there may be some Formula 500 competitors hoping the aerosol business continues to boom.

**Reece White**

**RACE 3** | FRIDAY | OCT. 9, 2020 | 10:15 A.M.

## TOURING 3

The stage was set. Marshall Mast had placed his Phoenix Performance/Hawk/Hoosier Ford Mustang EcoBoost on the Tire Rack Pole with a slight half-second gap to Jason Ott - the race for the gold should be epic. The next two rows hinted at an even greater battle as T3 National Champions Derek Kulach and Broderick Bauguess led Breton Williams and Rob Hines, all four logging similar lap times. Yes, the stage was set, but the way it unfolded was something no one could anticipate.

At the green, it was Mast on the inside with Ott outside, tucking inline at corner entry as the rest of the field clamored for position. Ott was not content, though, and by Turn 5 was already showing his nose in the braking zone.

The lead pack of Mast and Ott, followed by an increasingly distant Kulach, Bauguess, Hines, and Williams, made it through the first lap cleanly, but others did not, as Daniel Spirek caught damage in Turn 6 and Russell Seewald spun two turns later. Although neither of these incidents held a candle to what happened in Canada Corner.

Ross Murray wasn't slowing at the entry to Canada Corner and, as he took evasive action, he caught the tail of Richard Baldwin's 350Z and launched his Mustang into the retaining wall so hard that the TV camera shook. A full course caution was followed by black flags, but that wouldn't happen until lap three. For now, the field raced on.

Down the front straight completing the first lap saw Ott on

Mast's tail, then two seconds back Kulach, Bauguess, and Hines dueling two wide and inches apart with Williams not far behind. Eventually Kulach and Bauguess would shake free of Hines and Williams, but the black flag reset all of that.

By the time the race resumed on lap five, racers knew this would be a timed sprint, and the math indicated six laps remained. In other words, it was game on.

"I knew that for me to have any chance to stay with [Mast] we were going to have to bring it into Turn 1," Ott said of the restart, adding, "and I did."

The restart was a mirror image of lap one, with Ott now on the inside and Mast outside. "I figured that was going to be our best shot, and we went into there two-wide," Ott said, "and then, unfortunately, I watched him drive into the distance."

"[I] knew Jason would be coming hard," Mast admitted. "But I hung it out on the outside on the restart, and the rest of the race went pretty well."

Indeed, Mast ran his Mustang wide, well passed the rumbles, it stuck, and the rest of the race involved him clicking off laps that Ott simply couldn't match.

While Mast and Ott flew through Turn 1, Kulach was hunting for an advantage as he darted to the inside; Bauguess and Hines, meanwhile, headed to the outside. Just like Mast, Bauguess carried impressive speed on the outside, and that momentum placed him in third by

Turn 3. Kulach tried to repay the favor into Turn 5 but he couldn't make it stick, and then he found himself defending fourth place from Hines. A slip through Canada Corner put Hines past Kulach and hunting for Bauguess.

Lap seven saw Hines dramatically dip his driver's side tires into the dirt heading toward Turn 5 in an inspiring pass on Bauguess. It was so inspiring, in fact, that Bauguess - who proved nearly every pass through the Kink that he

thought nothing of using more than the track's paved surface - attempted a similar feat on the final go-round.

"[Bauguess] got a good run into Turn 3 and, on the straightaway, he was right there," Hines recalled of Bauguess dipping his driver's side tires in the dirt on the run to Turn 3. Bauguess took the spot, but Hines repeated his seventh lap pass to a T - the tires of his Hoosier/G-Loc Nissan 350Z Nismo in the dirt once more - to put a lock on the bronze medal.

Up front, the win went to Mast, nearly eight seconds ahead of Ott's Alpine Autosport BMW Z4 M. Mast's opinion of this wildly unpredictable race once it was over? "It was awesome," he exclaimed, then, "It's a huge weight off my shoulders."

**Philip Royle**



### UNPREDICTABLE

(MAIN) The race restart saw Jason Ott (09) dive to the inside of Marshall Mast (31), but Mast's speed proved too great and he took the win. Ott (BELOW) and Rob Hines (ABOVE) rounded out the podium.







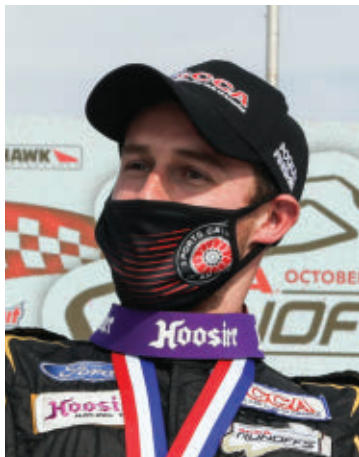
Jeff Leave

### T3 CHAMPION

#### MARSHALL MAST

Philadelphia Region

Phoenix Performance/Hawk/Hoosier Ford Mustang



Rek Conrino

### T3 QUALIFYING

#### Driver/Region (Car) Best Time;

1. Marshall Mast/PHL (2019 Ford Mustang EcoBoost) 2.29.757; 2. Jason Ott/Colo (2007 BMW Z4 M) 2.30.298; 3. Derek Kulach/Colo (2007 Nissan 350Z Nismo) 2.31.588; 4. Broderick Bauguess/NCR (2001 BMW SpecE46) 2.31.864; 5. Breton Williams/GtRv (2011 Nissan 370Z Nismo) 2.31.879; 6. Rob Hines/WDC (2007 Nissan 350Z Nismo) 2.32.654; 7. Jason Knuteson/CFR (2007 Nissan 350Z Nismo) 2.32.781; 8. Ross Murray/CSCC (2010 Ford Mustang GT) 2.33.316; 9. Richard Baldwin/Delt (2006 Nissan 350Z Standard) 2.33.453; 10. Scotty B White/Nwst (2017 Ford Mustang EcoBoost) 2.33.467; 11. James Berlin/LOL (2003 Nissan 350Z Nismo) 2.35.080; 12. Daniel Spirek/Colo (2007 BMW Z4 M) 2.35.464; 13. Chris Davis/LOL (2001 BMW SpecE46) 2.35.595; 14. Lansing Stout/Ore (2003 Nissan 350Z Track) 2.35.652; 15. Mark Andrews/Nwst (2003 BMW 330i/Ci) 2.35.836; 16. Earl Zimmermann/Nwst (2000 BMW 330i/Ci) 2.35.903; 17. Michael Pettiford/Colo (2007 Pontiac Solstice GXP) 2.35.951; 18. Angelica Sprehe/Tex (2018 Subaru BRZ)

2.36.514; 19. John LoGiudice/Milw (2012 Ford Mustang V6) 2.36.968; 20. Philip Di Pippo/NYR (2019 Ford Mustang EcoBoost) 2.37.717; 21. Stephen Jeu/Hous (2018 Honda Civic Si) 2.38.191; 22. Nicole Jacque/SFR (2005 Ford Mustang GT) 2.39.019; 23. Russell Seewald/Ore (2005 BMW 330i/Ci) 2.40.641; 24. Richard Kulach/TEN (2009 Nissan 370Z Nismo) 2.40.989; 25. Darryl Pritchett/CFR (2012 Ford Mustang V6) 2.41.098; 26. Frank Garcia/CFR (1999 Porsche Spec Boxter) 2.43.954; 27. Jasper Drengler/Milw (2017 Honda Civic Si) 3.16.990; 28. Eddie Nakato/Ore (2000 BMW SpecE46) 3.36.589; 29. David Muramoto/Colo (2006 Nissan 350Z Track) 4.16.990

Williams - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A, supp. 9.11

Berlin - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.A, supp. 9.11

White - Loss of fastest qualifying 3 lap, per SOM - GCR 6.11.1.C,D

Zimmermann - Loss of qualifying 1 times - Car Change

### T3 RACE

#### Race 11 laps, 45 Miles: Pos. Driver

(Laps); 1. Marshall Mast (11); 2. Jason Ott (11); 3. Rob Hines (11); 4. Broderick Bauguess (11); 5. Derek Kulach (11); 6. Breton Williams (11); 7. James Berlin (11); 8. Scotty B White (11); 9. Lansing Stout (11); 10. Chris Davis (11); 11. Mark Andrews (11); 12. Stephen Jeu (11); 13. John LoGiudice (11); 14. Darryl Pritchett (11); 15. Earl Zimmermann (11); 16. Russell Seewald (11); 17. Richard Kulach (11); 18. Frank Garcia (11); 19. Nicole Jacque (9); 20. Angelica Sprehe (5); DNF. Ross Murray (0); DNF. Richard Baldwin (0); DNF. Daniel Spirek (0); DNF. Jasper Drengler (0); DNS. Jason Knuteson (0); DNS. Michael Pettiford (0); DNS. Philip Di Pippo (0); DNS. Eddie Nakato (0); DNS. David Muramoto (0)

Zimmermann - Loss of 2 positions per SOM - GCR 2.1.4, 6.1.1.B

Overall Time of Race: 41:04.176; Average Race Speed: 65.052mph; Margin of Victory: 7.992sec; Fastest Race Lap: Mast, 2:31.688 (96.071mph); Lap Leaders: Mast, 1-11; Sunoco Hard Charger: Pritchett

**RACE 4** | FRIDAY | OCT. 9, 2020 | 11:15 A.M.

## GT-3

Michael Lewis asked the question as soon as the TV cameras poked into his window after the finish of the GT-3 race: "Were you not entertained?"

Lewis said that the last few laps in his Goodyear Mazda RX-7 seemed to take forever. But, by that time, barring any mechanical problems, the race was all but over. However, for the first two-thirds it raged, with Jeff Dernehl, Troy Ermish, and Tony Ave all challenging for the win until they either took themselves out of contention or their equipment let them down. In the middle

of it all, Lewis seemed a sea of calm in the eye of a storm, never making a visible mistake while a dogfight happened around him.

"There were three separate races in 13 laps," Lewis said. "It was really like a little Formula 1 race. It was really weird, but I'm glad the way it turned out. Things were happening all around us, and anything could have gone wrong for us at any point in time."

Lewis started on Tire Rack Pole with a time better than the Runoffs qualifying record, a 2:21.882, but Jeff Dernehl took the lead into Turn 1. That didn't last long,

because Lewis got a good run into Turn 3 to get alongside, and then made the pass stick in Turn 5. "I had to clear Jeff on the first lap, because I knew the bias ply tires, our strength is we're quick at the start and then we degrade a little bit, then those guys really start, and that's exactly what happened," explained Lewis.

From there, Dernehl lost positions to Tony Ave and Troy Ermish, who began eating into Lewis' lead with every lap until, by lap seven, Ermish began challenging for the lead. However, that challenge was brief, as he wiggled hard under braking - foreshadowing things to come - and went wide exiting Turn 5. Ave scooted by and then went on the attack, passing Lewis into Turn 14; but Lewis got the better run down the straight to

### GT-3 QUALIFYING

**Driver/Region (Car) Best Time;**  
1. Michael Lewis/SanD (Mazda RX-7) 2.21.882; 2. Jeff Dernehl/Atl (Mazda RX-7) 2.22.073; 3. Troy Ermish/SFR (Nissan 350Z) 2.22.190; 4. Tony Ave/CCR (Nissan 240SX) 2.22.818; 5. Taz Harvey/SFR (Mazda RX-7) 2.24.921; 6. Stacy Wilson/Atl (Mazda RX-7) 2.25.146; 7. Rob Warkocki/CHI (Mazda RX-7) 2.25.787; 8. Michael Heintzman/SFR (Mazda Miata) 2.28.528; 9. Paul Young/DET (Ford Probe) 2.29.096; 10. Bryan Floyd/CIN (Mazda RX-7) 2.33.124; 11. Ken Nelson/DET (Nissan 200SX) 2.34.817; 12. Adam Janosek/NYR (Mazda RX-7) 2.44.590

### GT-3 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Michael Lewis (13); 2. Taz Harvey (13); 3. Paul Young (13); 4. Michael Heintzman (12); 5. Ken Nelson (12); 6. Jeff Dernehl (11); 7. Tony Ave (9); 8. Troy Ermish (9); 9. Bryan Floyd (9); 10. Adam Janosek (7); 11. Stacy Wilson (6); DNF. Rob Warkocki (3)

**Overall Time of Race:** 31:50.237;  
**Average Race Speed:** 99.174mph;  
**Margin of Victory:** 39.088sec;  
**Fastest Race Lap:** Ave, 2:24.231 (101.038mph); **Lap Leaders:** Lewis, 1-13; **Sunoco Hard Charger:** Young



John W. Wilmouth

### BATTLES FOR THE PODIUM

(BELOW) Taz Harvey struggled with dialing his car in, but the result was a solid second-place finish. (ABOVE) Paul Young might have been a distance back, but that doesn't mean his bronze-winning race wasn't exciting.



John W. Wilmouth

Jeff Loeve

### DOUBLE DIGITS

With this year's GT-3 win, Michael Lewis claimed his 10th SCCA National Championship title.

### GT-3 CHAMPION

#### MICHAEL LEWIS

San Diego Region  
Goodyear Mazda RX-7



Rick Corvine





keep Ave from being credited with leading a lap, even though Ave led through Turn 1. Ave's lead lasted about as long as Dernehl's, because he went off at the exit of Turn 5 and fell to third behind Ermish.

"I got a good shot out of [Turn] 3 and the run down to [Turn] 5, and he was looking in his mirrors, so he out-braked himself," Lewis said. "That's not something that Tony does very often, he's pretty mistake free, usually."

Ermish had another big wiggle into Canada Corner on lap seven, so he had some ground to make up, but the scrum between Lewis and Ave aided that effort, and Dernehl was catching the lead

battle as well. Ermish's challenge ended under braking in Canada Corner, though, as this time the wiggle became a slide.

"I could see he was going all the way around," said Lewis. "At that point, I know what happens: He comes across the apex curb, clips me, and then I'm gone. So, I went way out wide and gave him room. I don't know what he ended up doing, I just know I didn't get hit."

After Ermish's spin, it looked like Dernehl and Ave might be able to remount a challenge on Lewis, but on Lap 10, with smoke pouring from the car, Ave headed straight off at Turn 5 and

into the paddock, done for the day. Dernehl also pulled off track a few laps later.

Lewis then cruised to his 10th National Championship and his fourth in GT-3, this one coming in the same car he won with in the 1990s, which had been sitting in a shipping container for 15 years.

Come the checker, Taz Harvey found his Dublin Mazda/Hoosier Mazda RX-7 in second, with Paul Young and his Hoosier/Young Engineering LLC Ford Probe in third.

"This year I think I dialed my way out instead of dialing my way in," Harvey admitted.

Young's podium was his

"There were three separate races in 13 laps. It was really like a little Formula 1 race"

**MICHAEL LEWIS**

fourth, and it also earned him the Mazda GT-3 Challenge title for 2020, a series of races designed to encourage more GT-3 racers to enter.

"I battled with [Rob Warkocki] for two or three laps, and [Michael] Heintzman got away from me," Young said. "After I got away from Rob, I sort of reeled Heintzman in. It was a really good race."

**Richard S. James**

**RACE 5** | FRIDAY | OCT. 9, 2020 | 1:00 P.M.

# SPEC MIATA

The Spec Miata race is always one of the most anticipated 40 minutes of the Runoffs, and this year's fans at Road America or at home watching the webcast were not disappointed. *SportsCar* picked Preston Pardus to win, but it didn't look like that was going to pan out in qualifying - or during the race.

Over three days of qualifying, 77 drivers posted qualifying times, making Spec Miata the largest class at the Runoffs. Then mid-day Friday, 75 of those drivers came out to race for the championship. The Tire Rack Pole Award winner was Kyle Greenhill at the wheel of the Advanced Autosports/Blackhawk Motors 2004 Miata. In stark contrast is Greenhill's only other Runoffs appearance - in 2017 he qualified 37th and finished 26th at Indianapolis. But hailing from Mundelein, Ill., and being a Chicago Region member, Road America is his home track.

Greenhill's teammate Voytek Burdzy qualified in the second spot, outside on the front row. In the second row was two-time Spec Miata National Champion Jim Drago, and in fourth place was Todd Buras. *SportsCar's* pick, Pardus, started in eighth position, which in any other class might be considered outside of podium contention, but this is a Spec Miata race.

At the green flag, Greenhill took the lead with Drago close behind before being forced off track in Turn 6 by Burdzy. When that fracas



Mark Weber

*"I don't know [how I ended up winning]. I thought we were out of it completely"*  
**PRESTON PARDUS**

was done, fifth-place qualifier Tyler Brown was sitting in the second spot, which he would hold for the next seven laps. Running third was one of just two first-generation Miatas in the race, a 1995 Miata driven by Konrad Czaczyk. Fourth place was held by Buras.

The top four formed a train and began to work on a gap between themselves and the rest of the field. The lead was frozen by a full-course yellow in the fourth and fifth laps, and when the race restarted for the sixth lap, the top six cars went nose-to-tail in a train for a while looking to regain that gap. Left out of that train was Pardus, who was way back in seventh.

The next several laps saw no

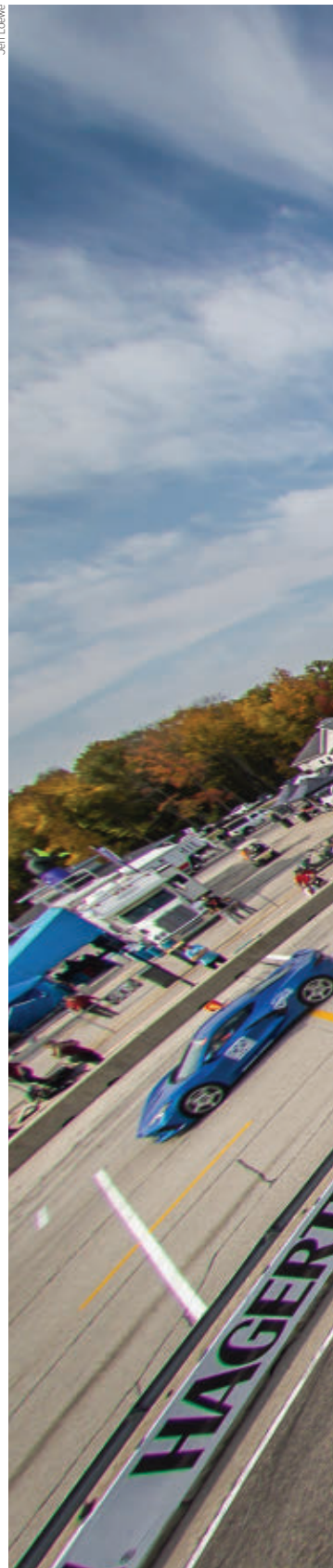
lasting changes to the running order at the front, until the eighth lap when Buras charged into the lead from fourth, followed by Brian Henderson, Czaczyk, and Brown. Greenhill was shuffled back to fifth place. Then another full-course yellow condition burned the 10th lap, and when the green flew again, just two and a half minutes remained in the race. Runoffs races are set at 13 laps or 40 minutes, whichever comes first, and with the two caution periods it wasn't clear how the Spec Miata race would finish.

The next restart began lap 11, and some jockeying was taking place as drivers understood that the end game was upon them; if they were ever going to step on it, the time had arrived. By the end of the lap, the top seven contenders were all together in a massive train.

The white flag flew at the beginning of the 12th lap, signaling that this race would not go the full distance. That was also the signal to cry havoc and go for the podium.

Buras was pushed wide in Turn 5, handing the lead to Brown as Pardus charged up from 7th place. Then Brown and Czaczyk went off, with Pardus emerging in the lead after a bold pass in Turn 13, the Billy Mitchell Bend, where he placed the two outside wheels of his Danus Utilities/East Street Racing 2003 Mazda Miata in the grass. Pardus led the race for barely a quarter of a lap, but it was the right quarter of the right lap.

Jeff Loewie







**ANYONE'S GAME**  
Of the 77-car Spec Miata field, the top 19 drivers all qualified within one second of the pole.



## SM QUALIFYING

## Driver/Region (Car Year) Best Time;

1. Kyle Greenhill/CHI (2004)  
2.42.209; 2. Voytek Burdzy/BVR (1999) 2.42.220; 3. Jim Drago/MIDS (2006) 2.42.232; 4. Todd Buras/FLA (2003) 2.42.646; 5. Tyler Brown/Milw (1999) 2.42.661; 6. Konrad Czaczyk/FLA (1995) 2.42.692; 7. Justin Casey/SFR (2001) 2.42.812; 8. Preston Pardus/CFR (2003) 2.42.910; 9. Brian Henderson/WDC (2001) 2.42.949; 10. Daniel Bender/CHI (1999) 2.42.990; 11. Michael Gagliardo/CHI (2003) 2.43.029; 12. Jonathan Davis/NEO (2000) 2.43.040; 13. Rob Hines/WDC (2001) 2.43.043; 14. Elivan Goulart/NER (2003) 2.43.043; 15. Chris Haldeman/Tex (1999) 2.43.064; 16. Matt Reynolds/NEOK (1999) 2.43.070; 17. Charles Mactutus/SCR (2002) 2.43.074; 18. Nicholas Bruni/WDC (1999) 2.43.121; 19. Danny Steyn/FLA (1999) 2.43.158; 20. Tom Brown/Milw (2002) 2.43.214; 21. Trevor McCallion/Tex (1999) 2.43.245; 22. Brandon Collins/CHI (1999) 2.43.389; 23. Marc Cefalo/NEP (1999) 2.43.783; 24. Nick Leverone/NER (1999) 2.43.817; 25. Michael Ross/Hous (2001) 2.44.059; 26. Tyler Quance/Hous (2003) 2.44.066; 27. Justin Oakes/Hous (2000) 2.44.155; 28. Nico Bratz/Milw (2002) 2.44.174; 29. John Raudat/NER (1997) 2.44.547; 30. Jamey Randall/LOL (1999) 2.44.596; 31. Kyle M Webb/OVR (1999) 2.44.741; 32. Richard Astacio/NER (2000) 2.44.844; 33. Chris Craft/LOL (1999) 2.44.847; 34. Anthony Geraci/NYR (2002) 2.45.003; 35. Samantha Silver/LOL (1991) 2.45.081; 36. Michael LaMaina/SJR (2003) 2.45.179; 37. Senter Smith/CCR (2002) 2.45.206; 38. Bret Prange/Milw (2002) 2.45.226; 39. Andrew Devoto/SwMt ( ) 2.45.229; 40. John Kendall/Milw (2002) 2.45.332; 41. Joshua Hansen/Milw (2003) 2.45.427; 42. Steven Powers/AZ (1999) 2.45.623; 43. Steven Kohls/Milw (2004) 2.45.631; 44. Myles Goertz/DMV (1999) 2.45.762; 45. Chris Lefferdink/CHI (2003) 2.45.882; 46. Callahan Kohls/Milw (1996) 2.45.995; 47. Christopher Shaffer/Tex (1999) 2.45.995; 48. Domenico Leuci/GLN (2000) 2.46.088; 49. Amy Mills/NYR (2002) 2.46.121; 50. Andrew von Charbonneau/CFR (1999) 2.46.183; 51. Charlie Campbell/MHR (1999) 2.46.304; 52. Whitfield Gregg/NYR (1999) 2.46.371; 53. Frankie Barroso/FLA (1999) 2.46.469; 54. Nick Iarossi/Dix (2001) 2.46.502; 55. Brad Perez/FLA (2001) 2.46.704; 56. Jesse Singer/CFR (1999) 2.46.816; 57. John Somner/CnLa (1999) 2.46.969; 58. Alejandro DellaTorre/DET (2003) 2.47.095; 59. Sean Hayes/CHI (2003) 2.47.137; 60. Alan Stubblefield/Hous (1999) 2.47.313; 61. David Henderson/WDC (1999) 2.47.440; 62. Charles Habisreutinger/CCR (2001) 2.47.894; 63. Ryan Gutile/CSCC (2001) 2.48.072; 64. Stanley Cospier/CnLa (2004) 2.48.229; 65. Marcos Vento/GPR (1999) 2.48.317; 66. William Keeling/Hous (1999) 2.48.677; 67.

Michael Stagl/Milw ( ) 2.48.830; 68. Rudy Wopat/Milw (1991) 2.48.955; 69. Warren Sackman/NYR (1999) 2.49.350; 70. James Dvorak/CHI (1999) 2.49.444; 71. John Ogle/NER (1999) 2.49.948; 72. Steve Lanzer/BVR (1999) 2.50.268; 73. Tyler Ladd/WICH (2000) 2.50.929; 74. Thomas Podmore/NEO (1992) 2.51.706; 75. John Valenta/STL (2002) 2.53.126; 76. Earl Winebrenner/CFR (1999) 2.53.282; 77. Dan Harding/NEO (1999) 2.54.480

*Powers - Loss of qualifying 3 times per Chief Steward - GCR 6.11.1.A,D*

*Steyn - Loss of qualifying 1,2 times - Car Change*

## SM RACE

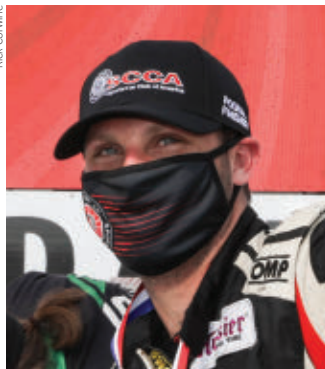
**Race 12 laps, 49 Miles: Pos. Driver (Laps);** 1. Preston Pardus (12); 2. Konrad Czaczyk (12); 3. Rob Hines (12); 4. Brian Henderson (12); 5. Tyler Brown (12); 6. Nicholas Bruni (12); 7. Voytek Burdzy (12); 8. Todd Buras (12); 9. Danny Steyn (12); 10. Michael Gagliardo (12); 11. Brandon Collins (12); 12. Tom Brown (12); 13. Tyler Quance (12); 14. Michael Ross (12); 15. Justin Oakes (12); 16. Matt Reynolds (12); 17. Steven Powers (12); 18. Marc Cefalo (12); 19. Nick Leverone (12); 20. Senter Smith (12); 21. Anthony Geraci (12); 22. Charlie Campbell (12); 23. Myles Goertz (12); 24. Nick Iarossi (12); 25. Joshua Hansen (12); 26. Andrew Devoto (12); 27. Michael LaMaina (12); 28. Frankie Barroso (12); 29. Jesse Singer (12); 30. Brad Perez (12); 31. Marcos Vento (12); 32. Amy Mills (12); 33. Domenico Leuci (12); 34. David Henderson (12); 35. Whitfield Gregg (12); 36. Bret Prange (12); 37. Steven Kohls (12); 38. John Somner (12); 39. Samantha Silver (12); 40. Charles Habisreutinger (12); 41. Rudy Wopat (12); 42. Michael Stagl (12); 43. Warren Sackman (12); 44. Jamey Randall (12); 45. John Ogle (12); 46. James Dvorak (12); 47. John Kendall (12); 48. Stanley Cospier (12); 49. William Keeling (12); 50. Tyler Ladd (12); 51. Steve Lanzer (12); 52. Thomas Podmore (12); 53. Andrew von Charbonneau (12); 54. Ryan Gutile (12); 55. John Valenta (12); 56. Dan Harding (12); 57. Earl Winebrenner (12); 58. Kyle Greenhill (11); 59. Jonathan Davis (10); 60. Sean Hayes (8); 61. Kyle M Webb (8); 62. Chris Lefferdink (8); 63. Jim Drago (8); 64. Nico Bratz (8); 65. John Raudat (7); 66. Richard Astacio (6); DNF. Elivan Goulart (5); DNF. Charles Mactutus (5); DNF. Chris Haldeman (4); DNF. Alejandro DellaTorre (4); DNF. Trevor McCallion (3); DNF. Callahan Kohls (3); DNF. Daniel Bender (3); DNF. Justin Casey (2); DNF. Alan Stubblefield (1); DNF. Chris Craft (0); DNF. Christopher Shaffer (0)

**Overall Time of Race:** 42:08.460;  
**Average Race Speed:** 69.162mph;  
**Margin of Victory:** 0.079sec;  
**Fastest Race Lap:** Pardus, 2:43.748 (88.995mph); **Lap Leaders:** Greenhill, 1-8; Buras, 9-11, Pardus, 12; **Sunoco Hard Charger:** Vento

## COMING THROUGH

(TOP, FAR RIGHT) Rob Hines started the race in 13th, just 0.8sec off the pole time, but found himself in third come the checker. (TOP, MIDDLE) With a last lap Turn 5 shuffle, Konrad Czaczyk found himself in serious contention for the win. At the stripe, he missed the gold by just 0.079sec.

Rick Convine



"Who would have thought that starting that [last] lap fifth, sixth, and seventh that we'd be on the podium"

## KONRAD CZACZYK

At the checker, the margin of victory for Pardus was just 0.079sec seconds over Czaczyk's LCA Architecture/RSR 1995 Miata and the 2001 Miata of Rob Hines. Henderson and Brown rounded out the top five. "I don't know [how I ended up winning]," Pardus admitted in Victory Lane. "I thought we were out of it completely."

Czaczyk agreed: "That last lap was absolutely insane. You gotta look out for yourself. Preston got by us, but what a great race! Who would have thought that starting that lap fifth, sixth, and seventh that we'd be on the podium? That's Spec Miata racing."

"You never know what's going to happen in a Spec Miata race," Hines chimed in. "You just hang in there and keep pushing. That was the craziest race I've ever been in."

With his victory, Pardus also secured a Super Sweep, having won three Hoosier Super Tour races and the Southeast Conference championship before the Runoffs. As if this wasn't enough excitement for a single weekend, after getting his car through tech, the now two-time Spec Miata National Champion caught a flight to Charlotte, N.C., to race in NASCAR's Xfinity Series on Saturday.

Jeff Zurschmeide

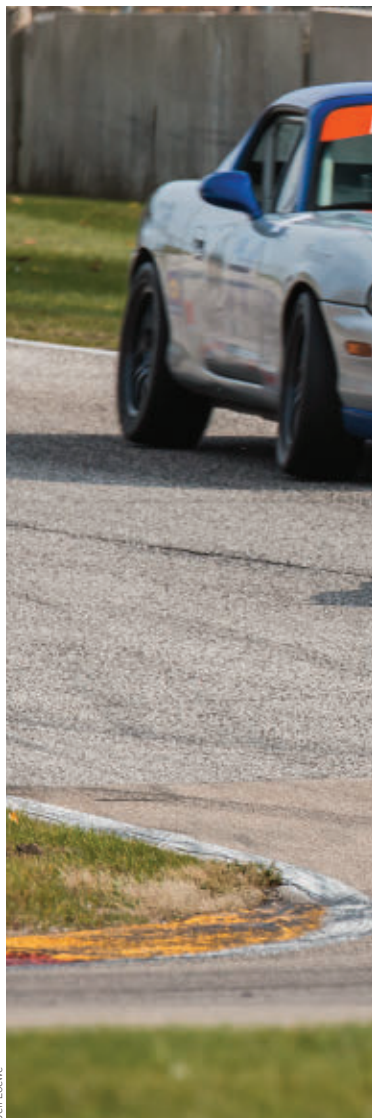
## SM CHAMPION

## PRESTON PARDUS

Central Florida Region

Danus Utilities/East Street Racing

2003 Mazda Miata



Jeff Loewie





Rick Corvino



Rick Corvino



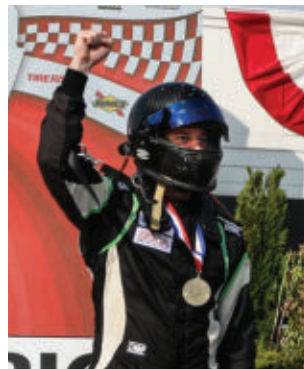
#### BACK AND FORTH

Preson Pardus qualified eighth, was logged as low as 13th during the race, and he began the last lap in seventh. But none of that stopped him from winning.



**THE UNEXPECTED**

(BELOW) Greg Gyann (83, and RIGHT) scored an unexpected win while trailed closely by Tim Day Jr. (BOTTOM) Tray Ayres rounded out the podium with a solid third-place run.



Rick Convine

**RACE 6** | FRIDAY | OCT. 9, 2020 | 2:00 P.M.

# PROTOTYPE 2

Robert Iversen, in the National Guard sponsored Ligier JS-49 Honda, had the race in the bag. He claimed the lead at the start of the 13-lap championship event, effortlessly stretching the gap, gaining a second or more each go-round until he had a quarter-minute on second place entering the final lap. But his speed slackened noticeably as he took the white flag, his engine sounding extraordinarily rough. A cylinder had gone, and he was adrift as Greg Gyann in his Stohr WF1 Suzuki reeled him in. Gyann closed on Iversen as they rounded the final turn of the race. Gyann then followed Iversen up the hill, ducked out, and passed for the National Championship title at the checker for the win. A jubilant Gyann pumped the air with his fist, while Iversen could only slump. Crossing the stripe next was Tim Day Jr. in his GDRE/DFO Stohr WF1 Suzuki followed by Tray Ayres in his Ayres Motorsports Van Diemen ESR Mazda.

Back to the start, it was Iversen on the Tire Rack Pole, followed by Gyann, Ayres, and Day. Iversen, as expected, jumped into an immediate lead at the green, followed by Ayres who had moved past Gyann into second. On the second lap, Ayres ran wide in Turn 12 allowing Gyann to scoot past him to reclaim the runner-up position. Day followed Ayres in fourth, while Armen Megregian, Mike Reupert, and John Gyann contested for fifth.

The order remained the same until, on the seventh lap, Day moved on Ayres in traffic, using a lapped car as a pick and assuming the third spot. One lap later, Ayres countered



Rupert Berrington

on Day in Turn 1, almost making the pass but getting squeezed on the exit. On the same lap, Megregian pulled into the pits, his day done.

In the final stages of the race, Ayres continued to haunt Day, but spun on his own in Turn 5. His challenge to Day was over, but he held enough of a lead over Reupert in fourth that his place was not in jeopardy. Then as the white flag waved, well, you already know what happened. But the story didn't end there as Iversen's fuel was found to be non-compliant in the tech shed, bumping him to last and placing Day in second with Ayres third.

For his part, Day admitted that his car was not 100-percent, so he was pleased with his finish.

Meanwhile, Gyann was overjoyed. "I saw [the leader's] car and I was not sure that it was him. My eyes were

cartoon sized when I realized that it was him. I didn't think that I had any chance, but you have to keep plugging away because you never know what's going to happen."

**Tom Schultz**

**P2 CHAMPION**
**GREG GYANN**

Chicago Region  
 Stohr WF1 Suzuki



Richard S. James

**P2 QUALIFYING**

**Driver/Region (Car) Best Time;**  
 1. Robert Iversen/GuCo (Ligier JS49 Honda) 2.08.514; 2. Greg Gyann/CHI (Stohr WF1 Suzuki) 2.09.655; 3. Tray Ayres/Atl (Van Diemen ESR Mazda) 2.09.948; 4. Tim Day Jr./SFR (Stohr WF1 Suzuki) 2.10.701; 5. Mike Reupert/Milw (Stohr WF1 Suzuki) 2.11.479; 6. Armen Megregian/CFR (Ligier JS 51 Honda) 2.12.657; 7. John Gyann/CHI (Stohr WF1 Suzuki) 2.12.697; 8. Peter Shadowen/FLA (West WX10 Suzuki) 2.13.673; 9. Thomas Kaufman/FLA (Stohr WFX-101 Suzuki) 2.15.723; 10. Richard Colburn/CIN (Nostendo Suzuki) 2.16.356; 11. Mark Schnell/Milw (Carbir CR6-Sportsracer Mazda) 2.22.913; 12. Fred Michael/CIN (Mariah FM1 Ford) 2.34.493

**P2 RACE**

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Greg Gyann (13); 2. Tim Day Jr. (13); 3. Tray Ayres (13); 4. Mike Reupert (13); 5. Thomas Kaufman (13); 6. Richard Colburn (13); 7. Peter Shadowen (13); 8. John Gyann (13); 9. Mark Schnell (12); 10. Fred Michael (10); 11. Armen Megregian (8); 12. Robert Iversen (13)

*Iversen - Moved to last in class per Chief Steward - GCR 9.3.25.A; supp. 9.11, 9.12*

**Overall Time of Race:** 28:42.893;  
**Average Race Speed:** 109.958mph;  
**Margin of Victory:** 1.465sec;  
**Fastest Race Lap:** Iversen, 2:09.793 (112.277mph); **Lap Leaders:** Iversen, 1-12; Gyann 13; **Sunoco Hard Charger:** Kaufman



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**RACE 7** | FRIDAY | OCT. 9, 2020 | 3:00 P.M.

## F PRODUCTION

Lots of racecars have wings to make them faster, but the wings – otherwise known as fenders – on a Lotus Super Seven are anything but aerodynamic. Coming into this race, we predicted those “wings” would slow the Super Sevens enough to make them not competitive down Road America’s long straights. Oh, how wrong we were.

Ethan Shippert was fastest in all three qualifying sessions in his Jim Manning Dodge Lotus Super Seven, earning the Tire Rack pole position, bettering the fast-as-a-rocket Kevin Ruck and his Hoosier/AEM Electronics Acura Integra by 0.3sec. Third was Craig Chima in another Lotus, then six Mazda Miatas.

The race began with a blast into Turn 1 by Shippert and Ruck. Between the entry and exit of the corner, Ruck led, then Shippert led, then Ruck led down to Turn 5. Shippert went deep into Turn 5, his 850lb advantage on the Integra showing under braking, and held the lead through Turn 6.

And that was just lap one.

Speeding into Turn 1 for the second time, Ruck regained the lead – a position he’d hold for the bulk of the race when Shippert went off in Turn 1 with a flat tire and was out. With that, it was Ruck ahead of Chima, then a gap back to the Miatas of David Bednarz and Eric Prill, with another gap to a great battle for fifth, first led by Charlie Campbell and then by Mason Workman. Also, on the second lap, wisps of

smoke began drifting from Ruck’s Integra, but he wasn’t slowing.

Then drama began – although Ruck would have eight more laps to enjoy before drama would strike him. First, Campbell retired, and then Bednarz spun into the wall near the Kink. That brought out a full-course caution, but while the double yellow eliminated Ruck’s lead, it did offer a chance for his tires and brakes to recover.

As green-flag racing returned, Chima tried a pass in Turn 1, but Ruck was in full control of this race – until lap 11. That smoke from Ruck’s car? It was, apparently, very serious, and it materialized in Turn 5 with no oil pressure. One corner later, Ruck was

sidelined with a blown engine. An unfortunate ending to a problem-plagued season that looked like it would end in redemption.

There had been other attrition during this, too, particularly among the usually reliable Miatas, most notably striking bad luck upon Eric Prill and Ken Kannard. In total, seven Miata drivers would fail to see the checkered flag.

Up front, Chima held a healthy lead into the race’s closing laps, but the battle for second between Sam Henry and Workman was heating up. The duo raced hard and clean for the last five laps, with Henry finishing about one second ahead of Workman when it counted.

While ultimately claiming



Richard S. James



Rupert Berrington

### THE CHASE

(BELOW) Sam Henry (137) was pursued by Mason Workman (52) to the checker, with Henry scoring the silver medal with one second to spare. (LEFT) Kevin Ruck (73) set the pace for the first 10 laps, but a mechanical issue left him sidelined.

Richard S. James

### WORKING HARD

Craig Chima ran strong and steady, capitalizing on opportunity when it presented itself in order to claim his third SCCA National Championship title.

### FP CHAMPION

#### CRAIG CHIMA

Neohio Region  
Midwest Motorsports/Hoosier/Carbotech  
Lotus Super Seven

Reck Corvine







second, Henry admitted to a soft start in his SgfDyno/Mazda/ESR/Hoosier/Summit/Hawk Mazda Miata and having to get his head back in the game. "I knew if I could get in the draft that race craft and strategy would come back into it for me," he said.

Although he appeared to drive an excellent race in his Hoosier/Mazda/Carbotech Mazda Miata, Workman admitted that while the race had been fun, "It was just about taking advantage of little mistakes that people made and trying not to make too many of your own."

Meanwhile, Mark Weber in fourth had his best finish in his 61 Runoffs starts, while Gerald Lamb finished sixth, scoring the Sunoco Hard Charger Award for his run from 20th. Their finishes were aided by Michael Hart, whose Turner 1500

was in a solid fourth, but oil pressure issues forced his last-lap retirement. It's been a while since we've seen a Turner that close to the front.

Chima revealed that while he was quite pleased with the new gold medal to add to his collection, he was surprised. "I'm probably the most shocked person in the world right now," he admitted. "Frankly, I spent the race looking in my mirrors more than I was looking up at Kevin [Ruck]. I had nothing for him."

Asked how he made his Midwest Motorsports/Hoosier/Carbotech Lotus Super Seven so fast, he simply said: "Hard work and a good engine." He also noted that he enjoys a challenge and old British cars, so he might look for another interesting car to race to the front next year.

**J. Michael Hemsley**

#### FP QUALIFYING

**Driver/Region (Car) Best Time;**  
1. Ethan Shippert/CSCC (Lotus Super Seven) 2.31.414; 2. Kevin Ruck/OVR (1990 Acura Integra) 2.31.712; 3. Craig Chima/NEO (1962 Lotus Super Seven) 2.32.698; 4. David Bednarz/DET (1993 Mazda Miata) 2.33.400; 5. Ken Kannard/Atl (1990 Mazda Miata) 2.33.633; 6. Eric Prill/KAN (1990 Mazda Miata) 2.33.651; 7. Mason Workman/OVR (1992 Mazda Miata) 2.33.717; 8. Charlie Campbell/MHR (1993 Mazda Miata) 2.33.802; 9. Sam Henry/OZMT (1993 Mazda Miata) 2.33.992; 10. Chuck Mathis/SILR (1978 Volkswagen Rabbit) 2.36.775; 11. Michael Kamalian/Atl (1997 Mazda Miata) 2.38.942; 12. Perry Simonds/Tex (1991 Mazda Miata) 2.39.956; 13. Michael Hart/CHI (1963 Turner 1500) 2.40.275; 14. Tony Machi/Milw (1988 Honda CRX Si) 2.40.517; 15. Mark Weber/STL (1993 Mazda Miata) 2.40.543; 16. Michael Sturm/Milw (Mazda Miata 1.6L) 2.40.611; 17. Larry Funk/NEO (1991 Honda CRX Si) 2.41.061; 18. David Strittmatter/NEO (1991 Acura Integra) 2.41.567; 19. Mike Gnadt/Milw (1972 MG Midget) 2.42.510; 20. Gerald Lamb/Milw (1963 MG B) 2.42.799; 21.

Scott McAllister/FLR (1983 Volkswagen Rabbit) 2.43.615; 22. Weber Manning/MDS (1991 Mazda Miata) 2.45.843; 23. Robert Keller/CHI (1968 Volvo P-1800) 3.10.616

#### FP RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Craig Chima (13); 2. Sam Henry (13); 3. Mason Workman (13); 4. Mark Weber (13); 5. Michael Sturm (13); 6. Gerald Lamb (13); 7. Scott McAllister (13); 8. Michael Hart (12); 9. Larry Funk (11); 10. Kevin Ruck (10); 11. Weber Manning (10); 12. Eric Prill (9); 13. Ken Kannard (8); DNF. Michael Kamalian (5); DNF. David Bednarz (4); DNF. Charlie Campbell (3); DNF. Chuck Mathis (3); DNF. Mike Gnadt (2); DNF. Ethan Shippert (1); DNF. Tony Machi (1); DNF. Perry Simonds (0); 22. David Strittmatter (13); DNS. Robert Keller ( )

*Strittmatter - Moved to last in class per Chief Steward - GCR 9.3.50*

**Overall Time of Race:** 40:24.536;  
**Average Race Speed:** 78.137mph;  
**Margin of Victory:** 2.515sec; **Fastest Race Lap:** Ruck, 2:34.033 (94.608mph); **Lap Leaders:** Ruck, 1-10; Chima, 11-13; **Sunoco Hard Charger:** Lamb

**RACE 8** | FRIDAY | OCT. 9, 2020 | 4:00 P.M.

# TOURING 2



For the second time on Friday, Mark Boden claimed a Runoffs victory. It was Boden's fourth National Championship and earned him a Super Sweep, but likely it will be one of his most memorable not for the win, but rather for the driver standing next to him on the podium - his son, Joe, finishing third in his very first Runoffs.

In between them on the podium was Charlie Peter, son of longtime Formula Atlantic racer Hans Peter - who was running in second in the FA race as Charlie was in the post-race interviews - driving the Phenix Label BMW 235iR.

That said, a T2 win for Boden looked unlikely earlier in the week. Boden had brought an E92

BMW M3 for the class, but the car required him to adjust his driving style too much from the other cars he was racing that week. Tim Kezman, though, visiting the track while recovering from surgery, suggested Boden drive his car, the Fall-Line 996 Porsche that won at Sonoma two years earlier. It may not have been a bad swap but starting fourth behind Tire Rack Polesitter Alan Kossof's Gurtz Electric/Fall-Line 996 Porsche, two-time National Champion Kurt Rezzetano's Mustang Boss 302 and Peter's BMW, while driving a car that hadn't undergone a full Runoffs prep routine, made a win unlikely.

As the green flag flew, Kossof took the lead and held it despite

heavy pressure from Rezzetano. A full-course caution on the second lap provided Rezzetano the break he was looking for, and he lunged at the restart, went inside Kossof, and took the lead into Turn 1. Peter also made a run on Kossof around the outside, although that didn't stick. A couple of laps later, Peter lost third to Boden in Turn 5. Boden was now in podium position but didn't look like he had anything for the top two. That, however, would resolve itself.

Kossof spun in the Kink on lap five leaving Rezzetano with a five-second lead over Mark Boden, who was followed by Peter and Joe Boden. It wasn't long after, as the leaders came toward the starter's stand to end lap seven, that Rezzetano's

engine failed in spectacular fashion, the Mustang laying down smoke of unbelievable proportions. That smoke, Peter said, probably saved his second-place finish from Joe Boden.

"There was no visibility," Joe Boden said of the smoke. "I was waiting to see a Porsche and a BMW lodged into the side of a Mustang. After I got through that, Charlie was half a straightaway in front of me, and Patrick [Womack] was on my tail."

Mark Boden, meanwhile, had taken the lead that he held until the end. "In the past 20 years of racing, I raced a lot of different cars, a lot of different classes, but the class I started out in was T2," Mark Boden said after the race. "I stepped away from it for a while because we had so many clients





Jeff Loeve

## TWO FOR TWO

(LEFT) Mark Boden scored his second SCCA National Championship of the day when he claimed the Touring 2 title.

in it, I wanted to separate myself from it. I missed it so much. I think you can look back on the last five years and I've finished second. There's nothing wrong with that, but it's a class I love, a class I'm passionate about, and to win in the class I started in is awesome."

Fall-Line had five clients in the T2 field this year, but none meant more to Mark than the one who finished third in his first Runoffs. "I always tell people, if you don't go to the Runoffs because you don't think you can win, you'll never be a winner," he said. "You've got to come here to learn how to win. This event makes you a better driver, it makes you work harder, it makes you dig deeper, and you've got the best of the best here. [Joe Boden] absolutely took advantage of that this week. He really picked up his

game and I can't be prouder."

Even more remarkable is that there were two Runoffs rookies on the podium, as it was Peter's first Runoffs as well.

"It's unbelievable," Peter said between glances at the pressroom TV monitors to check how his father was doing in FA. "I grew up watching my dad, I saw him win the Runoffs and I have dreamt of it since he started driving. It's a real honor to be on the podium, especially with these guys."

**Richard S. James**



Jay Bonacolaro

## T2 CHAMPION

### MARK BODEN

Chicago region  
Fall-Line Motorsports Porsche 996



Rick Convine

(BELOW) Just four seconds behind the leader at the checker was Charlie Peter, scoring a silver medal in his first Runoffs appearance. (ABOVE) Joe Boden, Mark Boden's son, rounded out the podium in third. Like Peter, this was also his first time competing at the Runoffs.



Rick Convine

## RUNOFFS ROOKIES

## T2 QUALIFYING

**Driver/Region (Car) Best Time;**  
1. Alan Kosssof/CHI (Porsche 996) 2.24.195; 2. Kurt Rezzetano/PHL (2013 Ford Mustang Boss 302) 2.24.224; 3. Charlie Peter/KCR (2016 BMW M235iR) 2.25.469; 4. Mark Boden/CHI (2002 Porsche 996) 2.25.614; 5. Joe Boden/CHI (2008 Porsche 997) 2.26.662; 6. Patrick Womack/CHI (2006 Porsche 997) 2.27.078; 7. Thomas Herb/CHI (2019 Porsche 911/Carrera S 997.2) 2.27.849; 8. Matthew O'Toole/CHI (2011 Porsche 911/Carrera S 997.2) 2.27.873; 9. Gregory Schermer/GtRv (2011 Porsche 997) 2.28.546; 10. Ryan Szyjakowski/Milw (2002 BMW E46 M3) 2.29.238; 11. Bill Collins/LOL (2004 Chevrolet Corvette C5) 2.29.402; 12. Michael Moore/NCR (2003 BMW E46 M3) 2.30.542; 13. William Moore/NEO (2014 Chevrolet Camaro 1LE) 2.31.104; 14. Scotty B White/Nwst (2017 Ford Mustang EcoBoost 2.3) 2.34.572; 15. James Cantrell/AZ (2006 Porsche 997) 2.35.510

Moore - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A, supp. 9.11

Mark Boden - Loss of qualifying 3 times per Chief Steward - GCR 9.3.50

Mark Boden - Loss of qualifying 1 times - Car Change

## T2 RACE

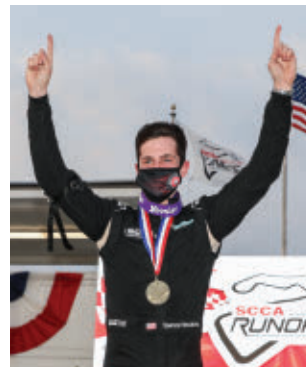
**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Mark Boden (13); 2. Charlie Peter (13); 3. Joe Boden (13); 4. Patrick Womack (13); 5. Thomas Herb (13); 6. Matthew O'Toole (13); 7. Michael Moore (13); 8. Scotty B White (13); 9. Kurt Rezzetano (7); 10. Gregory Schermer (13); DNF. Alan Kosssof (4); DNF. Ryan Szyjakowski (4); DNF. Bill Collins (4); DNF. James Cantrell (1); DNS. William Moore ( )

Schermer - Loss of 2 positions per SOM - GCR 6.11.1.A,B,C,D

**Overall Time of Race:** 35:33.396;  
**Average Race Speed:** 88.800mph;  
**Margin of Victory:** 4.284sec;  
**Fastest Race Lap:** Rezzetano, 2:26.803 (99.268mph); **Lap Leaders:** Kosssof, 1-2; Rezzetano, 3-7; Mark Boden, 8-13; **Sunoco Hard Charger:** White

**CLOSE QUARTERS**

(BELOW) Spencer Brockman (34) and Hans Peter (6) duked it out for the win, but in the end it was Brockman who collected the gold, marking his first SCCA National Championship title. (BOTTOM) Richard Zober ran a strong race, crossing the stripe in third place.



Rick Convine

**RACE 9** | FRIDAY | OCT. 9, 2020 | 5:00 P.M.

# FORMULA ATLANTIC

In the approach to the Runoffs, Hans Peter brought attention to a pronounced shift in the makeup of the Formula Atlantic class. He said that rule adjustments had not only shifted the older Swift 014.a chassis ahead of the newer 016.a car, but that the Mazda engine was now virtually a requirement to be competitive. He appears to have been right.

The 11-car field was all Mazda powered except for one car, which was last in the field. Further, three Swift 014.a cars had converted from Toyota to Mazda, including the Tire Rack Pole-sitting Mazda of Milford/Olsson Engineering car of Spencer Brockman and the third-place starting Swift 014.a of defending National Champion Flinn Lazier. Hans Peter was second in his Phenix Label/Swan Racing 016.a, over half a second behind Brockman.

The race got underway with a flurry of first-lap action. Lazier made a demon start and shot from third to first in the first corner. Brockman, however, quickly retaliated and moved past Lazier as they exited the turn. Further in the lap, Peter recovered from a slow start and made a dandy move in Turn 5, passing Lazier for second. And as Hans summarized: "The start happened, and I wasn't in it."

Lap one ended with Brockman in the lead, followed by Peter, Lazier, Dudley Fleck up from seventh, and local driver J.R. Smart. Smart, for his part, had an impressive first lap, having started ninth.

Peter was on the move and made a fine move in Turn 5 on



Rupert Berrington

**FA QUALIFYING****Driver/Region (Car) Best Time;**

1. Spencer Brockman/NER (Swift 014a Mazda) 2.04.274; 2. Hans Peter/KCR (Swift 016a Mazda) 2.04.807; 3. Flinn Lazier/Colo (Swift 014a Mazda) 2.05.380; 4. Lee Alexander/TEN (Swift 016a Mazda) 2.06.245; 5. Michael Mallinen/SnRv (Swift 016a Mazda) 2.06.989; 6. Richard Zober/PHL (Swift 016a Mazda) 2.06.992; 7. Dudley Fleck/Iowa (Swift 016a Mazda) 2.08.024; 8. Rob Radmann/Milw (Star PFM Mazda) 2.10.339; 9. J.R. Smart/Milw (Swift 014a Mazda) 2.11.316; 10. Larry Howard/KCR (Swift 016a Mazda) 2.11.884; 11. Mark Felsen/Colo (Swift 014a Toyota) 2.19.455

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

**FA RACE**

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Spencer Brockman (13); 2. Hans Peter (13); 3. Richard Zober (13); 4. Dudley Fleck (13); 5. Larry Howard (13); 6. Michael Mallinen (13); 7. J.R. Smart (13); 8. Rob Radmann (13); 9. Mark Felsen (6); DNF: Flinn Lazier (4); DNF: Lee Alexander (0)

**Overall Time of Race:** 27:19.523;  
**Average Race Speed:** 115.550mph;  
**Margin of Victory:** 2.216sec; **Fastest Race Lap:** Brockman, 2:04.746 (116.820mph); **Lap Leaders:** Brockman, 1, 4-13; Peter, 2-3; **Sunoco Hard Charger:** Howard

the second lap, taking over the lead from Brockman. The top three of Peter, Brockman, and Lazier began to gap to the rest. Smart's great first lap apparently exhausted his momentum, as he began to drop down the ranks.

At the start of the fourth lap, Brockman had a great run down the front straight and squeaked past Peter in Turn 1 to claim first. Peter and Lazier stayed in contact while Fleck ran in fourth with Richard Zober in fifth. The race had a dramatic change on lap five, though, as Lazier's car lost its brakes and he shot down the escape road at Turn 5, scarily bouncing off two tire barriers at unabated speed, ripping a wheel off of his Swift. thankfully, Lazier was quick to exit his vehicle.

Peter still had juice in the tank as he made a fine move on Brockman in Turn 5 one lap later, taking over first. However, Brockman returned the favor later in the lap. Zober



Rick Convine

moved up to third around Fleck after Lazier's unfortunate exit, but he was running a good 20 seconds behind the lead pair.

That was the order for the balance of the 13 laps with Spencer Brockman finishing 2.2sec ahead of Hans Peter to take the gold.

"This win is for my dad," Spencer Brockman said after his win. Michael Brockman had passed away one year to the week of Spencer's win. Brockman was a well-known racer in the 1970s and '80s and had guided Spencer's career. "This feels good - I have been chasing it for a long time."

**Tom Schultz**



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# SCCA® OCTOBER 5-11, 2020 RUNOFFS®



AMERICAN SEDAN®  
GREGORY EATON



B-SPEC  
RILEY SALTER



E PRODUCTION  
JESSE PRATHER



F PRODUCTION  
CRAIG CHIMA



H PRODUCTION  
STEVE SARGIS



FORMULA 500  
CLINT MCMAHAN



FORMULA ATLANTIC®  
SPENCER BROCKMAN



FORMULA CONTINENTAL®  
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FORMULA ENTERPRISES 2  
LIAM SNYDER



FORMULA F  
SIMON SIKES



FORMULA VEE®  
CHRIS JENNERJAHN



FORMULA X  
JACOB LOOMIS



GT-1  
TONY AVE



GT-2  
ANDREW AQUILANTE



GT-3  
MICHAEL LEWIS



GT-LITE  
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# Congratulations to our 2020 National Champions!



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The Runoffs are heading back  
to Indianapolis,  
September 25-October 3, 2021



**RACE 10 | SATURDAY | OCT. 10, 2020 | 8:15 A.M.**

# AMERICAN SEDAN

Greg Eaton was the fastest of this tightly rung pack, placing his Eaton Racing and Development Ford Mustang on the Tire Rack Pole, although second-place starter James Jost's qualifying time was only 0.075sec off. In fact, when the green came out to start the race, it was Jost who rocketed toward Turn 1. But with the top six qualifying within one second of each other, this race was not going to be won easily.

Eaton's start wasn't inspiring, allowing Andy McDermid to run to the inside. With slight contact between the two, Eaton darted left while McDermid charged forward to pull even with Jost. The two ran side-by-side through Turn 1, a whisper's breath between the two at the apex. Behind them, Eaton slotted into third with Philip Smith claiming fourth.

It was impossible to say who scored the lead until the pack exited Turn 3, but even then, with McDermid now on point, Jost, Eaton, or even Smith looked ready to challenge into Turn 5.

The pack rumbled around the course in line, with Eaton showing his determination to return to the front as he kicked out the car's tail through the perilous Kink. Jost's Mustang, meanwhile, plumed smoke through the Bill Mitchell Bend, a potential tire rub – perhaps the gap between he and McDermid in Turn 1 was closer than it looked.

On lap two, it was McDermid's turn to show smoke as he locked a tire into Turn 14. While Jost found himself defending second place from Eaton – Smith

now back a way, battling Daniel Richardson – McDermid's error opened the door for Jost to capitalize on his impressive straight-line speed and pull back up to McDermid's bumper by Turn 1.

With brake lockups and drifts aplenty, McDermid and Jost were nose-to-tail and going at it. But, ultimately, one solitary lap would determine the race winner, and it turned out, this year's Runoffs gold medal didn't belong to either.

Into Turn 1 on lap nine, McDermid wobbled and pitched

under braking, sliding the eight-time National Champion into the wall, leaving Jost in the lead. Then two minutes later, as Jost rounded Turn 14, smoke puffed from the tail of his Mustang and he pulled to the side. And just like that, Eaton's six-second deficit to the leaders became a lead with a healthy buffer to Smith's PRS Racing/Phil Harper Motorsports Chevrolet Camaro. Farther back, Thomas West was now in third being chased by a determined Amy Aquilante.

The race had been coming to Aquilante. In fact, with only a few laps remaining, she was turning the fastest laps of the field and closing on third. On the final lap, Aquilante hounded West, but in the driver's seat of her newly built TAR/dba USA/Hoosier/Hawk Pontiac Firebird, Aquilante had a plan.



Mark Weber

## LIVING THE DREAM

All podium finishers were ecstatic, from Gregory Eaton (MAIN) racing his way to the win to Philip Smith (BELOW) in second and Amy Aquilante (ABOVE) scoring a podium.



Richard S. James

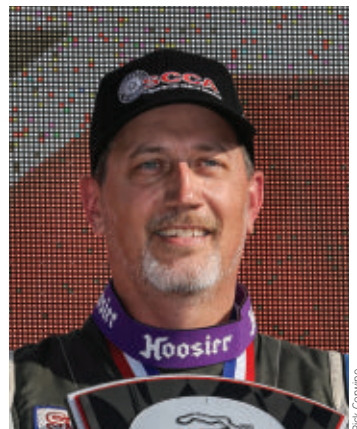


Rupert Berrington

## AS CHAMPION

### GREGORY EATON

Washington DC Region  
Eaton Racing and Development Ford Mustang



Rick Corvine





"The best place [to pass West] was Turn 14," Aquilante revealed. "I've watched people where they back that [corner] up and get a run, so I backed it up as much as I could and threw it in second [gear] and was probably on the gas at [corner] entry - and it worked out perfectly."

At the checker, it was Aquilante over West by 0.038sec, and she couldn't be happier. "My sister and I grew up watching John [Heinricy], Andy McDermid, all the guys out there, so for me to actually be [on the podium] is a phenomenal experience," she said.

With his second-place finish, Smith was more than happy. "I'm getting old, guys," he laughed, adding that he'd been battling his

car all week. "Getting under that racecar and changing rear ends and transmissions isn't what it was when I was 40 years old. It's a lot of work."

Eaton, meanwhile, had backed up his 2019 AS Runoffs title. But this year, he said, was different. "This year we felt we weren't the best here and we were going to have to really race our way into this," he admitted. "We couldn't just get out like last year where we had way more time at the track - we just had way more things going our way [in 2019]. I've only been [to Road America] a few times, and I haven't really had much success. So, I spent a lot of time thinking about that and working on our setup, and I guess it paid off."

**Philip Royle**

#### AS QUALIFYING

##### Driver/Region (Car) Best Time;

1. Gregory Eaton/WDC (Ford Mustang) 2.27.045; 2. James Jost/PHL (Ford Mustang GT) 2.27.120; 3. Andrew McDermid/DET (Ford Mustang) 2.27.181; 4. Philip Smith/OVR (Chevrolet Camaro) 2.27.588; 5. Daniel Richardson/WDC (Chevrolet Camaro) 2.27.604; 6. Thomas West/NER (Ford Mustang) 2.27.811; 7. Amy Aquilante/PHL (Pontiac Firebird) 2.29.067; 8. Michael Lavigne/NER (Ford Mustang GT) 2.29.077; 9. John Heinricy/DET (Chevrolet Camaro) 2.29.996; 10. Beth Aquilante/PHL (Pontiac Firebird) 2.31.334; 11. Stephen Ott/PHL (Ford Mustang GT) 2.33.594; 12. Mark Wheaton/NER (Ford Mustang) 2.38.833; 13. Lynne Griffiths/Ore (Ford Mustang GT) 2.39.140; 14. Matt Regan/CHI (Ford Mustang) 2.39.550; 15. Phillip Waters/Tex (Chevrolet Camaro) 2.44.286; 16. Curt Faigle/STL (Chevrolet Camaro) 2.44.618; 17. Kelly Lubash/NER (Chevrolet

Camaro) 2.48.174; 18. Andy Schniedermeyer/STL (Chevrolet Camaro) 2.48.931

#### AS RACE

##### Race 13 laps, 53 Miles: Pos. Driver

(Laps); 1. Gregory Eaton (13); 2. Philip Smith (13); 3. Amy Aquilante (13); 4. Thomas West (13); 5. Michael Lavigne (13); 6. John Heinricy (13); 7. Beth Aquilante (13); 8. Matt Regan (13); 9. Kelly Lubash (12); 10. Lynne Griffiths (12); 11. James Jost (9); 12. Andrew McDermid (8); 13. Daniel Richardson (7); 14. Stephen Ott (7); DNF. Phillip Waters (1); DNF. Mark Wheaton (0); DNF. Andy Schniedermeyer (0); DNF. Curt Faigle (0)

**Overall Time of Race:** 32:41.433;  
**Average Race Speed:** 96.586mph;  
**Margin of Victory:** 1.939sec;  
**Fastest Race Lap:** Eaton, 2:27.668 (98.686mph); **Lap Leaders:** McDermid, 1-8; Eaton, 9-13;  
**Sunoco Hard Charger:** Lubash

**RACE 11** | SATURDAY | OCT. 10, 2020 | 9:15 A.M.

## FORMULA F

As a Team USA scholarship winner and the current leader in the F1600 Pro Series, Simon Sikes knows how to drive. Even so, his Formula F win at his inaugural appearance at the Runoffs took the full 13 laps to be settled - and then a little bit longer.

The 19-year-old passed under the iconic Runoffs double checkers in second place in a typical, outstanding Formula F battle, and was later elevated to the win when Tim Kautz was penalized six positions for passing under a local yellow that happened all the way back on lap two. And, though that pass may have rearranged the final finishing order, it did not diminish the show that the field put on.

In the official standings, Sikes was followed by Bob Perona, Jeffrey Bartz, and Jonathan Kotyk, and all five were in position for the win on the final lap.

Bartz and Sikes led the field to the white flag in a two-car line, but Kautz used the draft up the hill out of Turn 14 to blow past the field, causing Sikes to switch his draft to pushing Kautz, but Bartz held the lead through Turn 1.

Still, in Formula F, just a small break in momentum changes everything. Kautz and Sikes, in order, pushed past Bartz's Pure Energy Racing Van Diemen RFOO Honda going through Turn 3 and under braking for Turn 5, bringing Perona and

Kotyk back into the mix with just about two miles to go.

Sikes was ready to settle into the second position and wait for an opportunity, but the field knew that there was a local yellow for a car retrieval at pit-in just past the final corner of the track, negatively impacting any last-turn shuffling. Possibly with that in mind, Sikes moved his Rice Race/Group6gear.com/Susi Unl Mygale SJ12 Honda to the lead in Canada Corner, while Perona moved around Bartz for third. A Road America veteran who won



Mark Weber

### THE LAST LAP

The final battle came down to five drivers clamoring for a spot on the podium. At the stripe, it was Robert Perona (BELOW) in second with Jeffrey Bartz (ABOVE) third.



Jay Benavidez

"It very much is a chess game. For the first 12 laps, things went according to plan"

**SIMON SIKES**

at the track in 2012 and 2013, Kautz let Sikes go, backed up the braking zone to create space in Turn 14, and then moved side-by-side and past Sikes mere feet from the checkered flag to cross the stripe just 0.047sec in front. Unfortunately for Kautz - more fortunate for Sikes - a post-race review of the lap two passes resulted in Kautz being penalized a total of six finishing positions. Still, the final battle was spectacular.

"I wanted to be leading," Sikes said of that final battle. "Tim's car is just so, so fast, and

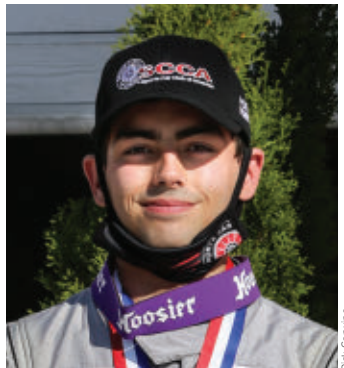
Rick Convine



### FF CHAMPION

#### SIMON SIKES

Atlanta Region  
Rice Race/Group6gear.com/Susi Unl  
Mygale SJ12 Honda



Rick Convine





#### YEAR ONE

Simon Sikes had a tremendous rookie Runoffs experience. Competing in two open-wheel classes, Sikes scored two podium finishes, with his Formula F race ending in a National Championship title.

I wanted to be way out front and see if I could make a run for it. I did as much as I could, led the last lap, came out of 14 in the lead. I just couldn't get to the line. [Kautz] got me by about a foot. It was so, so close."

"It very much is a chess game," Sikes explained. "For the first 12 laps, things went according to plan. I was just trying to stay in the top three most of the race. It came down to the last lap once again."

"That was a normal Formula F race around Road America," Perona noted of the 13-lap battle in his Bell/Sparco/BPMS Mygale SJ14 Honda. "It just

kind of came down to what was going to happen at the end. I was kind of being patient. But, at the same time, you don't want to be at the back of that group."

So, how close was that front-pack finish? Before the penalty, the gap from first to fifth - which included Kautz, Sikes, Perona, Bartz, and Kotyk - was 0.812sec. With the penalty, Sikes claimed his first National Championship at his very first Runoffs by 0.664sec; relatively speaking, a mile.

Expect to see more of Sikes in the future - and expect him to take the victory lap when you do.

**Reece White**

#### FF QUALIFYING

**Driver/Region (Car) Best Time;**  
1. Simon Sikes/Atl (Mygale SJ12 Honda) 2.22.916; 2. Jonathan Kotyk/Bucc (Mygale SJ14 Honda) 2.23.226; 3. Tim Kautz/CHI (Piper DF3D Honda) 2.23.980; 4. Jeffrey Bartz/Milw (Van Diemen RF00 Honda) 2.24.297; 5. Baylor Griffin/CFR (Mygale SJ14 Honda) 2.24.558; 6. Robert Perona/IND (Mygale SJ14 Honda) 2.24.590; 7. Bill Kephart/Colo (Vestial 09F Honda) 2.25.312; 8. David H Livingston Jr./MIDS (Spectrum 014H Honda) 2.25.358; 9. Burton Kyle August/FLR (Mygale SJ11 Honda) 2.25.463; 10. Russell J Ruedisueli/DET (Van Diemen RF99 Ford) 2.25.469; 11. Max Mallinen/SnRv (Spectrum 014H Honda) 2.25.699; 12. Bob Reid/NYR (Citation FF Honda) 2.28.543; 13. Wes Allen/CKY (Swift DB6 Ford) 2.30.504; 14. Alan Murray/LOL (Swift DB1 Ford) 2.38.166

*Murray - Loss of qualifying 1 times per Chief Steward - GCR 2.1.4, 6.1.1.B*

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

#### FF RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Simon Sikes (13); 2. Robert Perona (13); 3. Jeffrey Bartz (13); 4. Jonathan Kotyk (13); 5. Burton Kyle August (13); 6. David H Livingston Jr. (13); 7. Tim Kautz (13); 8. Max Mallinen (13); 9. Bill Kephart (13); 10. Bob Reid (13); 11. Wes Allen (13); 12. Russell J Ruedisueli (12); 13. Baylor Griffin (12); 14. Alan Murray (9)

*Kautz - Loss of 6 positions per Chief Steward - GCR 6.1.1.B*

**Overall Time of Race:** 31:40.728;  
**Average Race Speed:** 99.670mph;  
**Margin of Victory:** 0.664sec;  
**Fastest Race Lap:** Bartz, 2:24.268 (101.012mph); **Lap Leaders:** Kotyk, 1, 4; Kautz, 2-3, 6-8, 10-11, 13; Sikes, 5, 9; Bartz, 12; **Sunoco Hard Charger:** Perona

**RACE 12** | SATURDAY | OCT. 10, 2020 | 10:15 A.M.

## B-SPEC

The plan was simple: Get to the lead cars and work together, building a gap to fifth or sixth place, make sure that gap is big enough that when the racing starts the next pack isn't going to draft back up to you - then go when it's time. Sometimes, though, *go time* comes earlier than expected.

"The race went pretty much to plan except for the finishing order," laughed Tony Roma, who finished third in his Mobil 1/Mr. Peel Chevrolet Sonic. "With B-Spec and the drafting, you can help other people that aren't as fast if you're not careful and pull them along, so we really just wanted to work together for the first part of the race, at least the four of us up front - which we did. We put our heads down, shuffled a little bit when people made mistakes, but pretty much stuck to plan."

The four were Tire Rack Polesitter David Daughtery in the Hoosier Mini Cooper, Brandon Vivian in his Mobil 1/Charlie's Still on Main Sonic, his teammate Roma and, in his fourth Runoffs start, and the youngest driver in the field at age 17, Riley Salyer in his MSR Houston Honda Fit.

Ten-time Runoffs champion Daughtery seized the lead at the start, followed by Salyer, Vivian and Roma. At times, Daughtery would put a small gap on the others, but they always came back to him and, as a group, they were putting an ever-larger gap on the rest of the field.

The real racing among the top four started on lap five, not lap 11 as some predicted. Daughtery got freight-trained on the front straight by the other three, led by Vivian. Daughtery got back into third by passing Salyer in Turn 5, and then there appeared to be evidence of a problem for Salyer as he put wheels off in both Canada Corner and Turn 14,

dropping a bit off the lead pack.

"In [Turn] 14, every other lap I would make sure I tapped the brakes after hitting the rumble strips, because sometimes the pedal would go to the floor and I didn't have anything," Salyer explained. "After I went off, I checked that more often."

Salyer managed to work his way back to the top three, and



Jay Bonvolante

### TOOTH AND NAIL

Once David Daughtery (ABOVE, 01) dropped back, the battle for the podium came down to three. At the stripe, it was Brandon Vivian (BELOW) on the leader's tail, with Tony Roma (ABOVE, 55) a close third.



Mark Weber

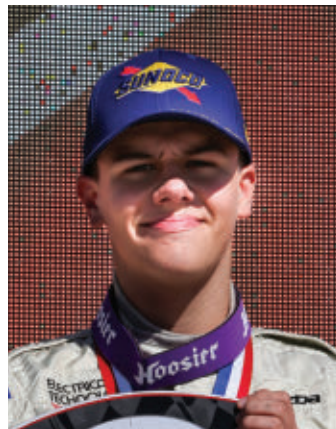


Rupert Berrington

### BS CHAMPION

#### RILEY SALYER

Houston Region  
MSR Houston Honda Fit



Rick Conrino





#### THE LAP THAT COUNTS

(LEFT) Riley Salyer officially led one lap in the B-Spec race, but it was the right lap. With the win, 17-year-old Salyer also became this year's youngest Runoffs champion.

#### BS QUALIFYING

**Driver/Region (Car) Best Time;**  
1. David Daughtery/CCR (2008 Mini Cooper) 2.52.033; 2. Riley Salyer/Hous (2017 Honda Fit) 2.52.079; 3. Tony Roma/DET (2012 Chevrolet Sonic) 2.52.503; 4. Brandon Vivian/DET (Chevrolet Sonic) 2.52.823; 5. John Phillips/Hous (2008 Toyota Yaris) 2.53.898; 6. Rick Harris/KAN (2013 Mazda 2) 2.54.062; 7. Rob Piekarczyk/NEO (2011 Honda Fit) 2.54.103; 8. Ryan Hall/NER (2007 Mini Cooper) 2.54.266; 9. Conner Kelleher/Hous (2012 Mini Cooper) 2.54.698; 10. Kent Carter/Hous (2015 Honda Fit) 2.54.972; 11. Chris Taylor/LnSt (2011 Ford Fiesta) 2.55.192; 12. James Rogerson/Hous (2015 Honda Fit) 2.55.412; 13. Joseph Gersch/Hous (2009 Toyota Yaris) 2.55.980; 14. Robert Bax/CIN (2009 Mini Cooper) 2.56.395; 15. Ali Naimi/Ore (2011 Ford Fiesta) 2.56.404; 16. Charlie Vehle/Hous (2010 Honda Fit) 2.56.560; 17. Billy Parrott/CKY (2013 Mini Cooper) 2.56.895; 18. Fritz Wilke/DET (2011 Ford Fiesta) 2.57.169; 19. Thomas Lepper/SFR (2011 Mazda 2) 2.57.424; 20. Robert Iversen/GuCo (2016 Honda Fit) 2.57.520; 21. James O'Hare/CFR (2007 Mini Cooper) 2.57.525; 22. Chris Salyer/Hous (2013 Mazda 2) 2.58.165; 23. Richard Root/Milw (2012 Mazda 2) 2.58.222; 24. Chris Crisenbery/WMR (2015 Honda Fit) 2.58.261; 25. Ricky Holmstrom/Milw (2012 Mazda 2) 2.59.519

*Holmstrom - Loss of qualifying 1 times per Chief Steward - GCR 9.3.50*

#### BS RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Riley Salyer (13); 2. Brandon Vivian (13); 3. Tony Roma (13); 4. David Daughtery (13); 5. John Phillips (13); 6. Ryan Hall (13); 7. Rob Piekarczyk (13); 8. Kent Carter (13); 9. Rick Harris (13); 10. Fritz Wilke (13); 11. James Rogerson (13); 12. Conner Kelleher (13); 13. Joseph Gersch (13); 14. Chris Taylor (13); 15. James O'Hare (13); 16. Charlie Vehle (13); 17. Chris Crisenbery (13); 18. Thomas Lepper (13); 19. Ali Naimi (13); 20. Billy Parrott (13); 21. Richard Root (13); 22. Robert Iversen (12); 23. Robert Bax (12); 24. Ricky Holmstrom (10); 25. Chris Salyer (7)

**Overall Time of Race:** 37:41.666;  
**Average Race Speed:** 83.764mph;  
**Margin of Victory:** 0.719sec; **Fastest Race Lap:** Salyer, 2:52.847 (84.310mph); **Lap Leaders:** Daughtery, 1-4; Vivian, 5-12; Salyer, 13; **Sunoco Hard Charger:** Wilke

the fight for the win was in full swing. Roma made a move for the lead at Canada Corner on the ninth lap, but it ended up costing him and he fell back behind Salyer to fourth. Salyer began making his move toward the front, passing Daughtery going into Turn 1 to start the 10th lap, but then Daughtery snuck back by in Turn 6. All this was letting Vivian put a gap on the rest.

The next lap, though, Daughtery bogged exiting Turn 5, the first sign of a fuel starvation issue that would take him out of contention for the win.

It was now Vivian leading, Salyer second and Roma third. Salyer had a wiggle coming into

Turn 14 as the starter prepared to show the white flag, but Roma couldn't capitalize. Then Salyer made his bid for the lead in Canada Corner on the final lap.

"On the last lap, I just made sure I stayed right behind [Vivian]," Salyer said. "I knew my draft was good enough I could shoot down into Canada and make the pass, and just tried to stay calm until the finish line. I was just hoping my brakes were going to work."

His brakes did work, and the pass did stick. For their part, the Sonic teammates did their best to draft back by when they reached the front straight but weren't close enough to get it done.

"I was driving a really good race, and really it came down to the last lap," said Vivian. "Riley drove a better last lap than I did and got a good run. I decided not to pile us up in Canada, and I probably gave him too much room and compromised my line a little bit. But it was a great race, really fun, and congratulations to Riley."

Roma was third with an engine from a junkyard put into the car earlier in the week. Daughtery salvaged fourth, and John Phillips rounded out the top five, coming out on top of the second pack of cars that had a race every bit as entertaining as the fight for the championship.

**Richard S. James**

**RACE 13** | SATURDAY | OCT. 10, 2020 | 11:15 A.M.

## GT-1

Let this sink in: For all of Tony Ave's pro and amateur racing accomplishments, the GT-1 win at this year's Runoffs was only the second Runoffs win of his incredible career, his first coming in 2007. That's not to say his accomplishments are lacking. In reality, he's won multiple SCCA Pro Racing Trans Am Championships, he's driven NASCAR Cup cars, and, well, he's basically driven just about everything there is to drive and built equally as much via his Ave Motorsports umbrella. And now, he's back.

Ave started the race in second place in his Hoosier/Lamers Racing/RPX Ford Mustang and chased defending GT-1 National Champion and this year's Tire Rack Pole winner Ernie Francis Jr. for the opening six laps. Ave saw an opening, shot through to the lead, watched Francis' Breathless Racing Ford Mustang drop out behind him, and cruised to a 16.461 sec win.

Dave Ruehlow finished a career-best second in his Ruehlow Racing Chevrolet Corvette, followed the Stumpf Ford/McMahon Grp/Lamers Ford Mustang driven by Cliff Ebben.

But Ave's win came well before the race was run. "To be honest, the way pro racing is now, there are very few places you can go that you can build the cars you want, the way you want," Ave said after the race. "You don't see tire wars. All of that fun stuff for me, you have to come back here to do that."

This year's race, which

turned the tables on last year's Runoffs at VIR, was all about those tire wars. Francis was on the traditional Goodyear tire, while Ave worked closely with Hoosier to build a world-beater.

"[Hoosier Tire's] Bruce Foss has always been a big supporter of mine for 30 years," Ave explained. "He talked about how he's getting close to retiring - he's pretty much semi-retired right now. The Goodyear was always such a good GT-1 tire, he wanted to see if we couldn't come up with something better."



John W. Wilmoth

### BACK ON TOP

For all that Tony Ave (MAIN) has accomplished in motorsports, it's hard to believe that this year's GT-1 win was only his second Runoffs victory. Battling for silver were Dave Ruehlow (BELOW) and Cliff Ebben (ABOVE). At the checker, it was Ruehlow over Ebben by barely a second.



Rick Convine

And that's what they attempted. Interestingly, the goal was to do it with an 18-inch tire. Ave won the June Sprints on the new tire, but restrictions due to the pandemic made it impossible for Hoosier to build enough of the new tire for those who wanted it. Rather than let Ave run wild with a unique product, they elected to keep everyone at the Runoffs on the 2019 version - a 16-inch model.

Yet, it worked to perfection - maybe even better than Ave had planned. "[Goodyear has] been on a pretty soft tire program, and we didn't do that," Ave said, speculating on how the race with Francis turned out. "I assumed it would be maybe halfway through [the race] and I'd start peeling back into it. But at the beginning, [Francis]

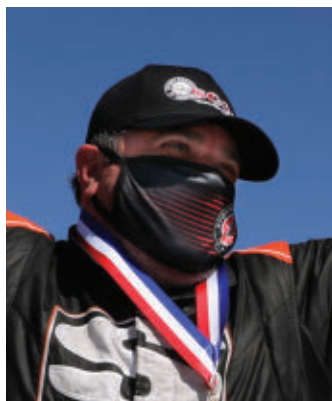
Rick Convine



### GT-1 CHAMPION

#### TONY AVE

Central Carolinas Region  
Hoosier/Lamers Racing/RPX Ford Mustang



Rick Convine





wasn't really running all that quick. I think he was trying to run a pace that would keep his tires under him and figured if he was in front of me, he could stay there."

It was clear that Ave and Francis were the class of the field all week long, and any chance of a challenge went out the window on the opening lap when Michael Lewis ran off track in Turn 3. Instead, Reuhlow and Ebben were left to fight it out for what became second and third place after Francis retired from the race on lap seven following's Ave's pass for the lead.

Also, mid-race, Ebben went around Reuhlow, but he

gave the position back one lap later when a car, which had spun off course, rejoined the race coming out of Turn 3.

"I had no idea which way he was going to go - he looked like he was going to go across the track," Ebben said. "He didn't, but I was already going to the inside, two wheels off in the dirt. [It] kind of slowed my speed down for that straight and Dave [Ruehlow] got past me."

With a second win under his belt, expect to see more of Tony Ave at the Runoffs moving forward. But, like his pro racing days, a spec class is not where he'll be.

**Reece White**

#### GT-1 QUALIFYING

##### Driver/Region (Car) Best Time;

1. Ernie Francis Jr./FLA (Ford Mustang) 2.02.936; 2. Tony Ave/CCR (Ford Mustang) 2.04.924; 3. Dave Ruehlow/Milw (Chevrolet Corvette) 2.05.921; 4. Michael Lewis/SanD (Jaguar XKR) 2.06.082; 5. Cliff Ebben/Milw (Ford Mustang) 2.06.381; 6. Simon Gregg/Bucc (Chevrolet Camaro) 2.06.807; 7. Claudio Burtin/Atl (Chevrolet Camaro) 2.07.078; 8. Rick Dittman/CHI (Chevrolet Corvette) 2.07.690; 9. Denny Lamers/Milw (Ford Mustang) 2.08.953; 10. David Fershtand/Tex (Chevrolet Corvette) 2.09.021; 11. Zachary Monette/Atl (Ford Mustang) 2.11.107; 12. J Richard Grant/Atl (Chevrolet Corvette) 2.11.926; 13. Joseph Freda/Ala (Chevrolet Corvette) 2.13.465; 14. Bob Monette/Atl (Chevrolet Corvette) 2.15.205; 15. Don Noe/Tex (Ford Mustang)

2.17.230; 16. Paige Monette Alexander/Atl (Chevrolet Corvette) 2.17.760

#### GT-1 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Tony Ave (13); 2. Dave Ruehlow (13); 3. Cliff Ebben (13); 4. Claudio Burtin (13); 5. Denny Lamers (13); 6. David Fershtand (13); 7. Joseph Freda (13); 8. Don Noe (13); 9. Bob Monette (12); 10. Paige Monette Alexander (12); 11. Rick Dittman (8); 12. Ernie Francis Jr. (6); DNF. J Richard Grant (5); DNF. Michael Lewis (4); DNF. Zachary Monette (3); DNF. Simon Gregg (2)

**Overall Time of Race:** 27:44.384; **Average Race Speed:** 113.824mph; **Margin of Victory:** 16.461sec; **Fastest Race Lap:** Francis, 2:05.282 (116.320mph); **Lap Leaders:** Francis, laps 1-6; Ave, 7-13; **Sunoco Hard Charger:** Noe

**RACE 14** | SATURDAY | OCT. 10, 2020 | 1:00 P.M.

## SPEC RACER FORD GEN3

With 58 cars on grid, Spec Racer Ford Gen3 was the second-largest class at the 2020 Runoffs. And, true to form, the top 10 positions in the field had many more combined championships than grid spaces. Yes, everything was in place for this National Championship race to be an unqualified humdinger.

The Tire Rack Pole Award winner was perennial contender T.J. Acker in his MBI Racing SRF3, whose fast lap of 2:29.786 was 0.382sec faster than his teammate in second position, Mike Miserendino. Over a third of a second is a long time in Spec Racers but Miserendino, a five-time National Champion, still had an excellent shot at this year's title.

The second row was equally sharp, and it started with Denny Stripling. Stripling holds multiple points championships but has never stood atop a Runoffs podium. Next to Stripling in fourth place sat Bobby Sak. Sak holds numerous Conference points championships and is this year's Hoosier Racing Tire SCCA Super Tour SRF3 champion.

Behind the first two rows were past SCCA National Champions Franklin Futrelle, Scott Rettich, Brian Schofield, Justin Hille, Robeson Clay Russell, Cliff White, and John Black. The lineup of talent on this grid made the outcome of this race anything but certain.

At the green flag, Miserendino pounced into the lead, with Acker

and Stripling slotting into a neat nose-to-tail hot pursuit train, which is required for speed on Road America's long straights. Sak and Futrelle were close behind in fourth and fifth positions, leading the rest of the field in a swarm.

Stripling and Futrelle seized the top two positions in the second lap, shuffling Miserendino to third and Acker to fifth just in time for a full-course caution to slow the field while track workers cleaned up a mess in Canada Corner.

The race resumed on lap five, and Miserendino used the flag

*"We had a strategy meeting...mostly we talked about wanting to be in the lead"*

**BOBBY SAK**

### THE FINAL DUEL

(MAIN) This was Bobby Sak's 10th Runoffs, and his first SCCA National Championship. (BELOW) Mike Miserendino came close, but ended up second. (BOTTOM RIGHT) Grant Vogel (46) and T.J. Acker (62) battled for the bronze.

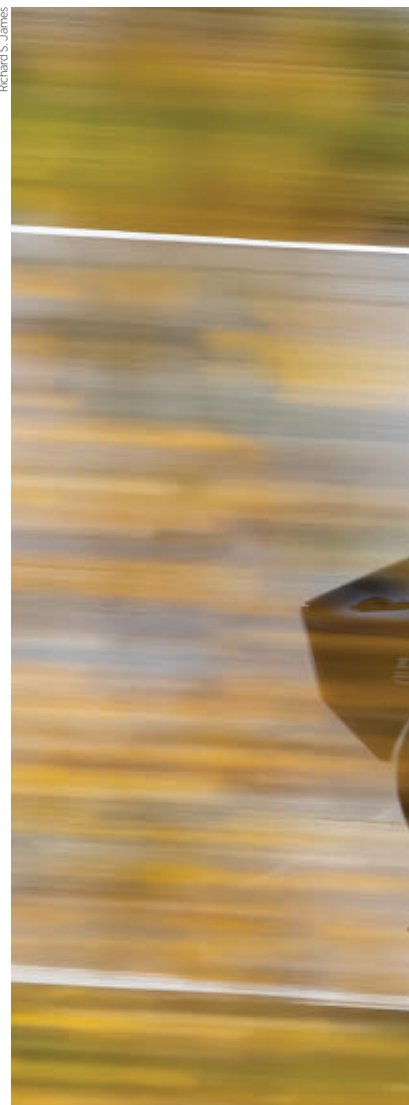


Richard S. James

to jump up to second as Futrelle fell to fourth. Miserendino led the way down the hill to Turn 5, followed by Stripling, Sak, and Charles Russell Turner. At the corner, Stripling surged ahead and took the field around to start/finish. In the sixth lap, Miserendino once more grabbed the lead into Turn 1, only to be overtaken by Sak. Miserendino then passed once more for the lead as they headed into Turn 5.

The next time around, Turn 5 was again the focal point as Sak passed Miserendino to take up first position in the seventh lap. Futrelle took up third and shortly passed Miserendino for second. Futrelle led the race briefly on the eighth lap, followed by Sak, Miserendino, and Stripling, but all the drama at the front allowed the next

Richard S. James



### SRF3 CHAMPION

**BOBBY SAK**

Detroit Region

Elite Autosport SRF3



Rick Covine





Richard S. James

pack to catch up, creating a seven-car train for the lead.

The 10th lap is critical in the Runoffs at Road America, because with just 13 laps in the race, the clock turns into a driver's enemy at this point. It's go-time if you want to make a push for the podium. In this race's 10th lap, Sak solidified his lead with Stripling running second. Acker came back strong, rising to third while Miserendino fell to fifth behind Futrelle. The shuffling continued with Stripling

taking the lead, then Futrelle, with cars going side by side through Canada Corner, and Sak emerging up front once more.

After two laps of constant battle, it was Sak, Futrelle, Stripling, Miserendino, and Acker at the end of the 11th lap.

In the penultimate lap, several leading cars had contact going up the hill to Turn 6. The mess forced Futrelle off track and shuffled Stripling back. When the field sorted itself, Sak and Miserendino



led Grant Vogel, who had popped into the third position ahead of Acker. Justin Claucherty also rose in the rankings, laying stake to fifth.

"I was surprised to be where I was," Vogel admitted. "I was thinking, my God, I'm in third. I was just making sure that I didn't go into the braking zones too heavily."

As the white flag indicated the last lap of the race, all eyes were on Sak and Miserendino. Like clockwork, Miserendino made his move in the run to Turn 5, placing

his MBI Racing SRF3 into the lead through Canada Corner where Sak took it back, running side by side with Miserendino through the Billy Mitchell Bend and then leading toward the checker.

Miserendino gave it one last try in Turn 14 but couldn't get it done. At the flag, it was Sak by 0.169sec over Miserendino, with Vogel crossing the line in third place. Acker finished fourth with Claucherty close behind. The spread from Sak's Elite

**"We went side by side into Canada [Corner], and it was a great duel to the start/finish line"**

**MIKE MISERENDINO**

Autosport SRF3 to Claucherty in fifth was just 0.759sec.

"I didn't mind starting the last lap in second," Miserendino said. "I pushed Bobby [Sak] really good because I wanted it to be just him and me. Heading

into Turn 5, I decided to take my chances; I wanted to lead out of [Turn] 5. We went side by side into Canada, and it was a great duel up to the start/finish line."

You might think the on-track drama ends at the checker, but this was an SRF3 race, and Vogel smacked his Daikin Air Conditioning SRF3 into the pit wall just past the finish line.

"We were all slowing down and I got tangled up," Vogel admits. "I won't do that again."





Jeff Loeve

#### THE LAST CLIMB

A pack of 58 SRF3s took the green, but the final stretch came down to just five. At the stripe, it was Bobby Sak who raised his fist in victory, albeit with just 0.169sec to spare.

#### SRF3 QUALIFYING

**Driver/Region Best Time;** 1. TJ Acker/CSCC 2.29.786; 2. Mike Miserendino/CSCC 2.30.168; 3. Denny Stripling/Tex 2.30.169; 4. Bobby Sak/DET 2.30.240; 5. Franklin Futrelle/Atl 2.30.254; 6. Charles Russell Turner/WDC 2.30.367; 7. Scott Rettich/OVR 2.30.386; 8. Brian Schofield/CFR 2.30.700; 9. Justin Hille/DET 2.30.790; 10. John Tipton/CSCC 2.30.869; 11. Robeson Clay Russell/CCR 2.30.922; 12. Cliff White/TVR 2.30.938; 13. John Black/SFR 2.30.944; 14. Todd Vanacore/CFR 2.31.522; 15. Justin Claucherty/DET 2.31.824; 16. Jeff Beck/CHI 2.31.838; 17. Grant Vogel/STL 2.31.947; 18. Scott Monroe/Hous 2.32.080; 19. Jim Gray/LOL 2.32.172; 20. Caleb Shrader/Ore 2.32.180; 21. Richard Baldwin/Delt 2.32.224; 22. Mark Snyder/Tex 2.32.239; 23. Thomas W Burt/Nwst 2.32.397; 24. Gary Glander/Tex 2.32.504; 25. Robert Reed/NER 2.32.821; 26. Paul Marino/CSCC 2.32.977; 27. Mark Hutchins/CHI 2.32.985; 28. Matt Gray/LOL 2.33.141; 29. Nils Musaeus/Hous 2.33.178; 30. Steve Fogg/Ore 2.33.378; 31. Wade White/TVR 2.33.405; 32. Bruce Myers/NER 2.33.467; 33. Brian Grigsby/LnSt 2.33.492; 34. Robert Mumm/Milw 2.33.581; 35. Tom Miserendino/CSCC 2.33.612; 36. Chris Jennerjahn/IND 2.33.620; 37. Justin Elder/LOL 2.33.735; 38. Steven Greenhill/CHI 2.33.787; 39. Steven Rehkemper/SBR 2.33.821; 40. Reid Johnson/LOL 2.34.021; 41. Johnny Meriggi/Hous 2.34.137; 42. John Vogel/STL 2.34.143; 43. Charles Pigeon/LnSt 2.34.264; 44. Tora Bonnier/NER 2.34.829; 45. Peter Jankovskis/CHI 2.35.050; 46. Russell King/LOL 2.35.089; 47. Lee Douglas/Ore 2.35.191; 48. Scott Barr/Milw 2.35.256; 49. Alejandro DellaTorre/DET 2.35.361; 50. Greg Miller/OVR 2.35.873; 51. Dave Tatge/CHI 2.36.076; 52. Craig Wheatley/LOL 2.36.161; 53. Mark Goodman/Ore 2.36.712; 54. Dave Yahn/Milw 2.39.876; 55. Craig Froeter/BVR 2.40.443; 56. Andrea King/LOL 2.40.538; 57. David Jackson/Milw 2.40.708; 58. David De Bolt/IND 2.40.708; 59. Timothy Gray/LOL 2.40.963

#### SRF3 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Bobby Sak (13); 2. Mike Miserendino (13); 3. Grant Vogel (13); 4. TJ Acker (13); 5. Justin Claucherty (13); 6. Cliff White (13); 7. Charles Russell Turner (13); 8. Justin Hille (13); 9. Scott Rettich (13); 10. Mark Snyder (13); 11. John Tipton (13); 12. Todd Vanacore (13); 13. Richard Baldwin (13); 14. Robert Reed (13); 15. Jim Gray (13); 16. Matt Gray (13); 17. Paul Marino (13); 18. Caleb Shrader (13); 19. Tom Miserendino (13); 20. Thomas W Burt (13); 21. John Vogel (13); 22. Jeff Beck (13); 23. Robert Mumm (13); 24. Steven Greenhill (13); 25. Russell King (13); 26. Charles Pigeon (13); 27. Johnny Meriggi (13); 28. Steven Rehkemper (13); 29. Alejandro DellaTorre (13); 30. Mark Hutchins (13); 31. Reid Johnson (13); 32. Peter Jankovskis (13); 33. Mark Goodman (13); 34. Tora Bonnier (13); 35. Scott Barr (13); 36. Wade White (13); 37. Dave Tatge (13); 38. Craig Wheatley (13); 39. Greg Miller (13); 40. Scott Monroe (13); 41. Dave Yahn (13); 42. David Jackson (13); 43. David De Bolt (13); 44. Timothy Gray (13); 45. Craig Froeter (13); 46. Nils Musaeus (12); 47. Bruce Myers (12); 48. Justin Elder (12); 49. Franklin Futrelle (11); 50. Denny Stripling (11); 51. Lee Douglas (11); 52. John Black (9); 53. Chris Jennerjahn (9); DNF. Andrea King (5); DNF. Brian Schofield (5); DNF. Gary Glander (0); DNF. Brian Grigsby (0); DNF. Robeson Clay Russell (0); DNS. Steve Fogg ( )

**Overall Time of Race:** 37:34.130;  
**Average Race Speed:** 84.044mph; **Margin of Victory:** 0.169sec; **Fastest Race Lap:** Hille, 2:31.038 (96.484mph); **Lap Leaders:** Miserendino, 1, 4, 6; Stripling, 2-3, 5; Futrelle, 7; Sak, 8-13; **Sunoco Hard Charger:** Vogel

Interestingly, the Sunoco Hard Charger of the race was John Vogel. John Vogel started in 42nd position and rose to 21st by the end of the race. John Vogel doesn't accidentally share the same surname as the third-place finisher, he's Grant's father.

On the podium, Sak acknowledged the thought process and courage that delivered his first championship.

"We had a strategy meeting yesterday, and we talked about

scenarios," Sak revealed. "Mostly we talked about wanting to be in the lead or near the lead for the entire race. These guys are so good, if you get set back you can run out of time. You never know when there's going to be an opportunity. I had a decision to make: Did I stay behind, or did I try?"

Clearly Sak made the right choice, and it earned him the National Championship title and an SCCA Super Sweep.

**Jeff Zurschmeide**

**RACE 15** | SATURDAY | OCT. 10, 2020 | 2:00 P.M.

## E PRODUCTION

A year ago, during the 2019 Runoffs at VIRginia International Raceway, Jesse Prather had a healthy lead when he made what turned into a decent sized mistake that put him toward the back of the E Production field. He battled back to an amazing third-place finish. For 2020's Runoffs, he was determined not to allow that to happen again, so he decided that he would "act like a machine this year." And he did. He was fastest on the first and third days of qualifying, and that put him

and his JPM/Hoosier/Carbotech/Sunoco BMW Z3 2.5L on the Tire Rack Pole Position. Jon Brakke, who got the closest to any of Prather's qualifying times, would start P2. John Hainsworth headed up the second row with Matt Reynolds to his left.

At the start, Prather took off, but his front-row partner Brakke faded to fifth behind Tim Schreyer, while Reynolds took third behind Hainsworth in second. Reynolds was quickly up to second with a good pass on Hainsworth in Turn 5. While Prather and Reynolds started to create a gap to Hainsworth on that opening lap, there was plenty of action at the other end of the field. In particular, Aaron Downey, a perennial Runoffs frontrunner, had his 1976 rotary past half of the field from his



Jay Bonvouloir

### PEDAL TO THE METAL

(BELOW) Matt Reynolds was in hot pursuit of the leader but came up 1.5sec short.

(ABOVE) John Hainsworth showed impressive speed with yet another Runoffs podium finish.



Richard S. James

Rupert Berrington



### EP CHAMPION

#### JESSE PRATHER

Kansas Region

JPM/Hoosier/Carbotech/Sunoco  
BMW Z3 2.5L



Rick Corwine

20th place on the grid after a rough week of qualifying.

For a Production-category race, there was very little attrition, so there were good battles throughout the field for the duration of the 13-lap race. Behind Hainsworth, it was between Cameron Wogrin, Brakke, and Schreyer. These three changed positions many more times than the lap chart showed. Then, on the seventh lap, Brakke moved into fourth and started to pull away, although he had little chance to catch Hainsworth in the remaining laps.

At the checker, Prather held less than a two-second advantage





#### BACK ON TOP

(LEFT) The last time Jesse Prather (34) claimed Runoffs gold was 2008, but based on the way he took control of this year's EP race the moment the green flag flew, you'd never guess it had been that long.

#### EP QUALIFYING

**Driver/Region (Car) Best Time;**  
1. Jesse Prather/KAN (1999 BMW Z3 2.5L) 2.27.322; 2. Jon Brakke/LOL (1999 Mazda Miata) 2.28.777; 3. John Hainsworth/SJR (1990 Mazda RX-7) 2.28.853; 4. Matt Reynolds/NEOk (1999 Mazda Miata) 2.28.861; 5. Tim Schreyer/GtRv (1987 BMW 325i/is E30) 2.29.828; 6. Cameron Wogrin/Colo (1997 BMW 328i/is E36) 2.30.518; 7. William Lamkin/Colo (1998 BMW 328i/is E36) 2.31.375; 8. Doug Piner/NCR (BMW Z3 2.5L) 2.32.973; 9. Joe Carr/SFR (1999 Mazda Miata) 2.36.262; 10. Rob Hummel/CHI (1985 Mazda RX-7) 2.36.873; 11. Don Tucker/MIDS (1995 Mazda Miata) 2.37.058; 12. Lance Loughman/WMR (1973 Nissan 240Z) 2.37.195; 13. Anthony Jimerson/SFR (1986 Mazda RX-7) 2.38.306; 14. Aaron Johnson/FLR (Honda S2000) 2.38.753; 15. Tim Anastopoulos/CHI (1989 BMW 325i/is E30) 2.39.393; 16. Kurt Frieztzsche/SFR (1980 Mazda RX-7) 2.41.624; 17. Ron Olsen/CHI (2011 Mazda RX-8) 2.46.347; 18. Rich Olsen/CHI (1985 Mazda RX-7) 2.46.680; 19. Donald Walsh/SUS (Mazda RX-7) 2.47.623; 20. Aaron Downey/SFR (1976 Mazda RX-3SP) 2.59.442

#### EP RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Jesse Prather (13); 2. Matt Reynolds (13); 3. John Hainsworth (13); 4. Jon Brakke (13); 5. Tim Schreyer (13); 6. Cameron Wogrin (13); 7. Aaron Downey (13); 8. William Lamkin (13); 9. Tim Anastopoulos (13); 10. Joe Carr (13); 11. Aaron Johnson (13); 12. Lance Loughman (13); 13. Don Tucker (13); 14. Kurt Frieztzsche (12); 15. Donald Walsh (12); 16. Rich Olsen (12); 17. Doug Piner (9); 18. Anthony Jimerson (6); DNF. Rob Hummel (1); DNF. Ron Olsen (1)

*Loughman - Loss of 3 positions per Chief Steward - GCR 6.1.1.B*

**Overall Time of Race:** 32:35.557;  
**Average Race Speed:** 96.876mph;  
**Margin of Victory:** 1.572sec;  
**Fastest Race Lap:** Prather, 2:29.047 (97.773mph); **Lap Leaders:** Prather, 1-13; **Sunoco Hard Charger:** Downey

on Reynolds, who relentlessly pedaled his Reynolds Brothers Racing Mazda Miata in an attempt to catch Prather's BMW. Some 20 seconds later, Hainsworth crossed under the double checkers in his Maximum Attack/Hoosier/Carbotech Mazda RX-7, followed 12 seconds later by Brakke in fourth. Schreyer, driving the first car he owned - one in which he delivered pizza before turning it into a racecar - took fifth from Cameron Wogrin thanks to lapped traffic in the last turn. Downey, meanwhile, claimed the Sunoco Hard Charger Award with his seventh-place performance.

It had been since 2008 that

Prather last stood on the top step of podium, and he did so proudly as he claimed his fourth National Championship title. "I started my business in 2009 and focused on building the business," Prather said. "My engines not only power my own car, but also my friends, Matt Reynolds, John Hainsworth, and Jon Brakke. My focus is always on my customers."

His customers are fast, but so is he.

Reynolds, a three-time National Champion, had hoped to stay with Prather in the race. "I could hang with Jesse in the first half of the race," Reynolds said, "and I was studying him for mistakes. But

about halfway through I started losing the tires. Jesse ran a perfect race. Once he pulled the gap, I didn't have anything for him."

If it hadn't been for a slight mistake on lap three, Hainsworth might have been able to stay with the front two, as well. He tried to get around Reynolds, locked a tire, and went wide. "I locked up the brakes in Turn 8 and just sailed off," Hainsworth admitted. "After that, I just tried to run consistent laps and not make any more mistakes."

E Production is one of the oldest classes in SCCA. And with races like this one, it will continue to be around for a very long time.

**J. Michael Hemsley**

RACE 16 | SATURDAY | OCT. 10, 2020 | 3:00 P.M.

# SUPER TOURING UNDER



Super Touring Under was a 13-lap, nose-to-tail battle for which the final 10.538sec margin of victory distorts the reality of how intense it truly was.

David Fiorelli took the Tire Rack Pole in his Subaru BRZ and led from the green, followed by Paul Azan in a BMW 330Ci and Michael Flynn, who missed the second qualifying session fixing crash damage to his BMW. Flynn would get by Azan for a moment, and then Anthony Geraci would sail by them both in his Lotus Exige to take over second.

Azan, though, wasn't content to hang around in fourth. He gathered himself up, moved under Flynn in Canada Corner, then past Geraci

in Turn 5 on the next lap. By the end of the second lap, Azan was in the lead, having passed Fiorelli on the back straight. When Fiorelli went flying off at Turn 5 a couple of laps later, the stage was set for what would become an epic battle.

"My ABS locked up and I went sailing off in [Turn] 5," explained Fiorelli. "I was afraid I was going to end up in fourth place for a while. I got by Mike [Flynn] and was able to gap him. I kept trying [to get up to Geraci and Azan], but after scaring myself about five times, I decided that discretion was the better part of valor. I did keep fighting, because anything can happen, and it did."

Geraci was on Azan's tail,

and the fight for victory was on. Geraci took his turn up front in the Krügspeed Lotus Exige as the fifth lap began, claiming the position fully in Turn 1. Azan pulled the same move the next lap, and the two ran nose-to-tail for the rest of the race, with Geraci making attempts whenever the opportunity presented itself. Indeed, it looked like the battle could end up badly on several occasions, the size disparity of the little Lotus compared to the E46 BMW being somewhat comical, but also surely presenting some visibility issues. The drivers, however, had it handled.

"Because I've raced against

the Krügspeed guys, although not Anthony, over the past two years, I've gotten accustomed to knowing the Lotus, and I adjust my mirrors a little bit differently. So, I knew where he was every time," explained Azan.

Geraci could make big strides in the Carousel, but Azan knew how to defend against it, and Geraci stayed right on his bumper until the final turn. Geraci set up a wide entry as Azan defended, looking for a good run toward the checker, but he put two wheels off, spun, and Fiorelli was back into second as Geraci recovered for third.

"It was coming into [Turn] 12, and I tried third gear, where I was fourth gear the whole time,"





Rupert Berrington

#### PUSHING HARD

(LEFT) Paul Azan (173) qualified well, but soon found himself racing back from fourth place to take his first SCCA National Championship title. Multiple racers gave chase along the way, including eventual third-place finisher Anthony Geraci (70).

"The start was not exactly what I thought I would have ended up with, however, I battled through"

#### PAUL AZAN

said Geraci. "I thought I'd try something different, get a little torque up the hill, and it didn't work out for me. Then going into [Turn] 14, I went a little deeper and then, unfortunately, the ABS kicked in, I threw it into third gear, spun it around...it was a last-minute change in my strategy, but I had to throw it out there."

Azan was free to take the checker by himself in his Toyomoto Sales/AEM/ActivAutowerks BMW, his first National Championship and his first Runoffs podium. "I don't think it has sunk in as yet, but it feels real good right now,"

Azan admitted after the race.

"The start was not exactly what I thought I would have ended up with, however, I battled through, trying to be patient, took my time, got around Mike, slowly worked my way to getting around David [Fiorelli]. When I got around David, I was just focusing on hitting the marks, and I looked up and I saw Anthony [Geraci] behind me, and we were basically stuck to each other. There were a few places he was fast, and I knew it, so I had to be defending. I actually overdrove the kink and he was gracious enough not to take me out because I was sideways through there.

"It was a very easy, but difficult race," Azan concluded. "It was just hitting marks and keeping the racing clean. We had a good race; to the end it was bumper to bumper."

**Richard S. James**

#### FIGHT ON

(BELOW) David Fiorelli started the race strong from the Tire Rack Pole, but ABS problems soon threw a wrench in the works. Despite that, he pulled off an impressive second-place finish.



Jay Bonvador

#### STU QUALIFYING

##### Driver/Region (Car) Best Time;

1. David Fiorelli/Tex (Subaru BRZ) 2.27.883; 2. Paul Azan/FLA (BMW 330ci) 2.28.193; 3. Michael Flynn/CFR (BMW 330) 2.29.129; 4. Anthony Geraci/NYR (Lotus Exige) 2.29.776; 5. Denny Stripling/Tex (Honda Civic Si) 2.31.937; 6. Luis Rivera/Hous (Mazda Miata) 2.33.515; 7. Mark Wajda/DET (Honda Prelude) 2.35.769; 8. Thomas Wiegner/CHI (Subaru WRX STI) 2.39.665; 9. Jorge Nazario/GPR (Mazda MX-5) 2.41.952; 10. Peter Federlin/LnSt (Toyota Supra) 2.43.605; 11. Tony Lechner/Milw (Mini Cooper S) 2.45.669; 12. Whitfield Gregg/NYR (Mazda Miata) 2.45.915; 13. Alan Orban/STL (Dodge Neon SRT4) 2.46.770; 14. Markham Watson/Hous (Nissan 240SX) 2.57.752

*Lechner - Loss of qualifying 1 times per Chief Steward - GCR 9.3.25.A, supp. 9.11*

#### STU RACE

##### Race 13 laps, 53 Miles: Pos. Driver

- (Laps); 1. Paul Azan (13); 2. David Fiorelli (13); 3. Anthony Geraci (13); 4. Michael Flynn (13); 5. Denny Stripling (13); 6. Luis Rivera (13); 7. Mark Wajda (13); 8. Thomas Wiegner (13); 9. Jorge Nazario (13); 10. Peter Federlin (12); 11. Alan Orban (12); 12. Whitfield Gregg (12); 13. Markham Watson (11); 14. Tony Lechner (10)

**Overall Time of Race:** 32:30.044;  
**Average Race Speed:** 97.150mph;  
**Margin of Victory:** 10.538sec;  
**Fastest Race Lap:** Geraci, 2:28.410 (98.193mph); **Lap Leaders:** Fiorelli, 1; Azan, 2-4, 6-13; Geraci, 5;  
**Sunoco Hard Charger:** Orban

#### STU CHAMPION

##### PAUL AZAN

Florida Region

Toyomoto Sales/AEM/ActivAutowerks BMW 330Ci



Rock Corvine

**RACE 17** | SATURDAY | OCT. 10, 2020 | 4:00 P.M.

## FORMULA CONTINENTAL

**B**efore the start of the race, Tire Rack Pole winner and 2014 FC National Champion Rob Allaer opined that he hoped that it would be a boring race. He was wrong. At the end of the 13 laps, Allaer duly collected his second gold, but he had to work like the dickens to do so.

At the wave of the green Allaer's Martini/Chandon/LTD Motorsports Van Diemen RF02 lagged just a bit, but it was enough to allow Robert Armington to make a nice outside move in Turn 1, slotting cleanly into first. Young Simon Sikes, who earlier in the day had won the Formula F National Championship, moved up quickly from fifth on the grid into second in Turn 5. At the end of the first lap, Armington and Sikes had already opened a gap to the rest of the field. Third through seventh were Allaer, Brandon Dixon, Michael Varacins, John Norton, and Paul Marino.

By the third lap, Allaer had moved within striking distance of Armington and Sikes, the trio covered by one second. The fifth lap saw Allaer make his move on the long Moraine Sweep, moving past Sikes into second as they entered Turn 5. The same lap saw the end of the tight battle between Marino and Norton as they collided in Turn 5 and exited the race.

Meanwhile, Varacins - many times a Formula Vee champion - was getting a handle on his Pepperball/LifeLite/Hoosier Van Diemen F2000

car. He moved ahead of Dixon and took over the fourth spot. Allaer was now right on the rear of Armington's car and looking for a way past. Sikes, meanwhile, trailed by two seconds.

Lap eight saw Allaer make a try for the front. He pulled alongside Armington in Turn 12 but saw that the move was not going to work and backed out. This maneuver contributed to Sikes being able to close

*"It is hard to win this race. At the start I never thought I had a chance, but one has to be fast and lucky"*

**ROBERT ALLAER**

### GOING FOR TWO

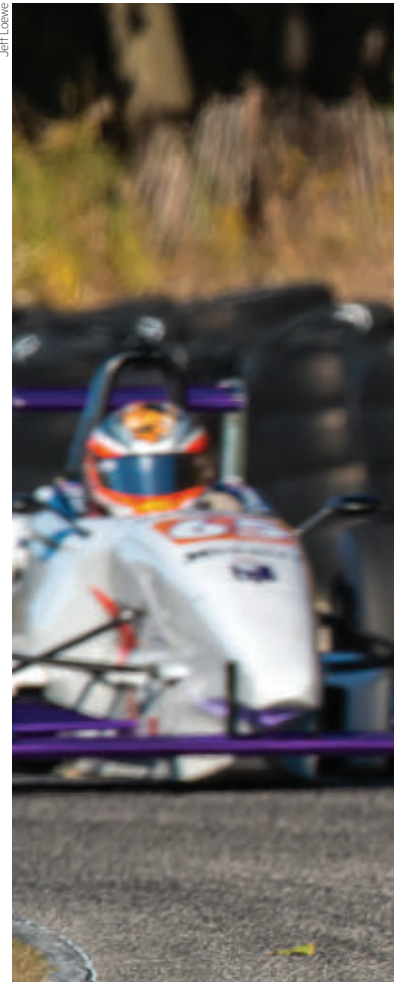
(BELOW) Simon Sikes, who had claimed the Formula F National Championship title earlier in the day, also proved to be a solid contender in Formula Continental.

A strong start and smart race put him in contention, but he would have to settle for a close second-place finish by the time the Runoffs double checkers flew.



Jay Bonvador

Jeff Loeve



### FC CHAMPION

#### ROBERT ALLAER

Central Florida Region  
Martini/Chandon/LTD Motorsports  
Van Diemen RF02

Rick Convine







#### BATTLING BACK

Robert Allaer (52) pushed through a rocky start to claim his second SCCA National Championship title. Meanwhile, Michael Varacins (65) had a solid third-place finish.

Brian Tomasi. The last couple of laps ran out without incident, Allaer winning his second gold medal with a 6.5sec margin over Sikes with Varacins third.

Varacins was pleased with his first podium finish in FC. "My goal this year was to finish on the podium," he said. "I knew we were not going to win, but this is simply awesome."

Sikes was also pleased with his finishing position. "Part of my suspension snapped halfway through the race [and] my car was wandering back and forth," he explains of his Hoosier/Rice

Race/Susi Uni Citation US2000.

"I wanted to give Allaer a battle but was unable to touch him. However, it was a great race and we had some fun out there."

For Allaer, the victory was sweet. Since winning in 2014, he has been second twice and dropped out while in the lead at VIR during last year's Runoffs. "I had a little more straight-line speed than Robert [Armington]," recalled Allaer. "But it is hard to win this race. At the start I never thought I had a chance, but one has to be fast and lucky."

**Tom Schultz**

#### FC QUALIFYING

**Driver/Region (Car) Best Time;** 1. Robert Allaer/CFR (Van Diemen RF02) 2.12.644; 2. Robert Armington/SFR (Van Diemen RF00) 2.13.174; 3. Brandon Dixon/Ala (Citation US2000) 2.14.016; 4. Simon Sikes/Atl (Citation US2000) 2.14.457; 5. Michael Varacins/CHI (Van Diemen F2000) 2.14.744; 6. Brian Tomasi/CHI (Van Diemen RF06) 2.14.767; 7. Mauro Fauza/NNJ (Van Diemen RF03) 2.15.479; 8. John Norton/Milw (Van Diemen RF99) 2.16.580; 9. Paul Marino/CSCC (Van Diemen RF06) 2.17.006; 10. Matthew McDonough/NER (Radon Rn-10 F-2000) 2.17.508; 11. Kevin Fandozzi/DET (Mygale SJ2012H) 2.19.343; 12. Jeffrey Pietz/SFR (Van Diemen DP08) 2.21.905; 13. Lyn Greenhill/SFR (Van Diemen RF02) 2.24.819

*Norton - Loss of qualifying 3 times per Chief Steward - GCR 9.3.25.A, supp. 9.11*

*Fandozzi - Loss of qualifying 3 times per Chief Steward - GRC 9.1.1 table 4.K (p.243)*

#### FC RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Robert Allaer (13); 2. Simon Sikes (13); 3. Michael Varacins (13); 4. Brandon Dixon (13); 5. Brian Tomasi (13); 6. Kevin Fandozzi (13); 7. Lyn Greenhill (13); 8. Jeffrey Pietz (11); 9. Robert Armington (8); DNF. Paul Marino (4); DNF. John Norton (4); DNS. Mauro Fauza (); DNS. Matthew McDonough ()

**Overall Time of Race:** 29:10.476; **Average Race Speed:** 108.226mph; **Margin of Victory:** 6.591sec; **Fastest Race Lap:** Allaer; 2:13.608 (109.071mph); **Lap Leaders:** Armington, 1-8; Allaer, 9-13; **Sunoco Hard Charger:** Greenhill

### THE DOMINATOR

(BELOW and RIGHT) Jacob Loomis didn't just win Formula X, he dominated, scoring his first National Championship by nearly half a minute. (BOTTOM LEFT) With the limited seat time Robert Wright had at the track, a second-place finish was more than admirable. (BOTTOM RIGHT) Jason Vinkemulder rolled the dice on tire selection, and it paid off.

**RACE 18** | SATURDAY | OCT. 10, 2020 | 5:00 P.M.

# FORMULA X

"It felt so good," Jacob Loomis exclaimed after his utterly dominating Formula X win in the Snyder Brothers Racing Star Formula Mazda, adding, "I knew I had to get a good start and just check out." He did, and he did.

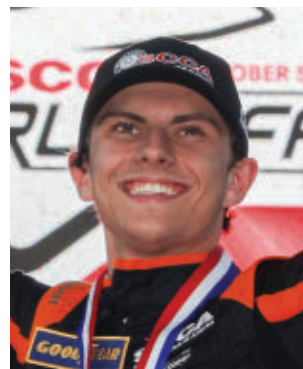
In fact, Loomis controlled the class. Case in point, his slowest qualifying time all week was still 1.6sec clear of second-place qualifier Robert Wright's fastest time, putting Loomis on the Tire Rack Pole with ample time to spare.

During the race, Loomis then upped the game. His first flying lap was quicker than anyone else's best lap from the entire race, and Loomis then turned progressively faster laps for the first five laps. When his pace finally wobbled, it did so by just 0.05sec. After that, he lit the wick once more. His margin of victory was an astounding 27.458sec.

Finishing in second place was P2 qualifier Wright, who crossed under the Runoffs double checkers with about a 30-second buffer on either side. Wright was the only racer not to bring a Formula Mazda to the new FX class; rather, he was piloting his UBS Financial Services Elan DP08.

"It was kind of a last minute thought," Wright admitted of his Runoffs attempt, adding that this was his first time at Road America in 11 years. "We showed up Wednesday. We did about nine laps on Wednesday and about three laps on Thursday, and that clearly wasn't enough."

Vinkemulder crossed the stripe in his Vinkemulder Financial/Lake Effect Star Formula Mazda in third after being chased by Dale



Rick Corvino

### FX CHAMPION

#### JACOB LOOMIS

Texas Region  
Snyder Brothers Racing Star  
Formula Mazda



Jay Bonvador



Jay Bonvador

### FX QUALIFYING

**Driver/Region (Car) Best Time:** 1. Jacob Loomis/Tex (Star Formula Mazda) 2.16.968; 2. Robert Wright/MHR (Elan DP08) 2.19.072; 3. Jarret Voorhies/CFR (Star Formula Mazda) 2.19.502; 4. Dale Vandembush/Milw (Star Formula Mazda) 2.19.568; 5. Paul Ravaris/Tex (Star Formula Mazda) 2.19.664; 6. Jason W Vinkemulder/Milw (Star Formula Mazda) 2.19.678; 7. Moses Smith/Tex (Star Formula Mazda) 2.20.207; 8. Bill Weaver/SFR (Star Formula Mazda) 2.20.591; 9. Brad Drew/Ore (Star Formula Mazda) 2.20.626; 10. Stephen Thomas/WTex (Star Formula Mazda) 2.21.216; 11. Brad Yake/Tex (Star Formula Mazda) 2.24.542; 12. John Goetsch/Tex (Star Formula Mazda) 2.26.514

*Thomas - Loss of qualifying 1 times - Car Change*

### FX RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps):** 1. Jacob Loomis (13); 2. Robert Wright (13); 3. Jason W Vinkemulder (13); 4. Dale Vandembush (13); 5. Jarret Voorhies (13); 6. Brad Drew (13); 7. Bill Weaver (13); 8. Paul Ravaris (13); 9. Brad Yake (13); 10. John Goetsch (13); DNF. Stephen Thomas (2); DNS. Moses Smith ( )  
**Overall Time of Race:** 29:59.682;  
**Average Race Speed:** 105.267mph;  
**Margin of Victory:** 27.458sec; **Fastest Race Lap:** Loomis, 2:17.553 (105.943mph); **Lap Leaders:** Loomis, 1-13; **Sunoco Hard Charger:** Vinkemulder

Vandembush, Jarret Voorhies, and Paul Ravaris, who spun in the Kink. While Vinkemulder's race to third earned him the Sunoco Hard Charger award. His tire selection is what raised eyebrows.

"I qualified sixth, and historically I was hoping for better than that," Vinkemulder said after the race. "So I decided I was going to roll the dice a little and race on my rain tires."

The weather was clear and cool. "[Rain tires are] way softer and way quicker for a few laps," Vinkemulder said. "They were, and I basically drove to the front of the pack. I couldn't catch [Voorhies, Wright, or Loomis], but otherwise that part of the plan worked out."

After the third lap, however, tire heat became an issue. "The second half of the race was trying to be as smooth as possible and be as quick as I could with shot tires," he admitted.

On the top step, meanwhile, Loomis was elated. Formula Mazda was the first racecar he ever drove, back when he was 15, but there's more. "It's even cooler to [win] in my team owner's car," he said. "I'm an engineer for Snyder Brothers Racing and I do all of the Formula Enterprises stuff for them. William [Snyder] let me use his Formula Mazda for a couple of events to see if we could get the title."

Loomis certainly didn't let the team down.

**Philip Royle**



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**RACE 19** | SUNDAY | OCT. 11, 2020 | 8:15 A.M.

## TOURING 4

Nobody anticipated the Touring 4 race would go down the way it did. But as everyone on the T4 Runoffs podium proclaimed in some form or fashion after this spectacular 13-lap battle: Racing is racing - never give up.

As the field neared the green flag on a chilly Sunday morning, it was John Heinrich's Hoosier/Hawk/Mobil 1 Toyota 86 that led the field from the Tire Rack Pole, with Chi Ho's BMW 320i rocket to his left. Michael Borden's nimble MX-5 and Nick Leverone's proven Subaru BRZ comprised the second row. There would be racing throughout the field, but these were the class of the field.

As Heinrich claimed the lead into Turn 1, the race seemed reminiscent of the 2019 Runoffs where Heinrich dominated early on. Last year's race, however, took a turn for the worse as clutch problems forced Heinrich to slow and Leveone claimed the win. Perhaps 2020 would be different.

Leverone showed his nose at the green, but it was for naught as through Turn 1 it was Heinrich, Ho, Borden, and Leverone in a freight train that others couldn't stop. The field then separated more during a first-lap, multi-car, Turn 3 incident that added more gap from seventh back.

The next few laps saw Leverone challenging Ho for second into Turn 5, with Borden in tow. By the third lap, Heinrich sported a two-second gap to Leverone and Borden, with Ho

hanging back. But Ho charged hard on the next lap, passing Borden on the front straight.

"That [BMW] obviously doesn't have what I have in cornering, so every time we'd go through a corner and I'm behind him, I'd have to way over slow and then he'd drive away from me, and that just built the gap between me and Nick," said Borden, who at this time was also distracted by the fact that his hood was slightly open.

By lap six, Heinrich had less than two seconds on Leverone and Ho was another 0.4sec back, but Borden was an increasingly distant fourth. "I started thinking I was out of it," Borden recalled, "but you've got to put your head down. It's the Runoffs, you never know what's going to happen. So, I did that, and the BMW spun."

Ho's lap six spin into Turn 14, likely caused by a broken rear suspension component, was just the first unexpected thing to happen in this race.

"I had some smoke coming off of the Kink one time - I think a diff seal or something blew out, and it smoked up pretty good," Leverone said of lap eight. "I had a pretty bad lap right there and Michael started gaining on me. Then maybe two laps after that, John started having trouble and we caught him."

It turns out, 2020's T4 race wasn't reminiscent of the 2019 championship at all, it was looking to duplicate.

"It was every gear," 15-time



Runoffs champion Heinrich said of the problem that cost him this year's win. "The clutch just wasn't disengaging the way it should. As soon as it started happening, I had to shift without the clutch."

With two laps remaining, Borden was as quick as ever and on Leverone's bumper as they closed hard on a wounded-but-determined Heinrich into Turn 5. Then came

the race's defining moment.

"I knew it was going to get wild on that lap," Borden admitted. "I knew I was going to pass at least one of these guys on that lap, and it turned out that all three of us were there, so I'm just like, I'm doing it, and I just stuck it in there."

"We were three abreast going in [to Turn 5], and I didn't know where John was because he was inside



Rupert Barrington



Rick Convine



Rick Convine

#### POWER PLAYERS

(FAR LEFT) Nick Leverone (186) ran a strong race and was in contention for the win, but came up 0.589sec short at the checker to Michael Borden (42). (LEFT) John Heinricy set the pace for the first 10 laps, but a clutch issue left him scrambling for gears, dropping him to third.

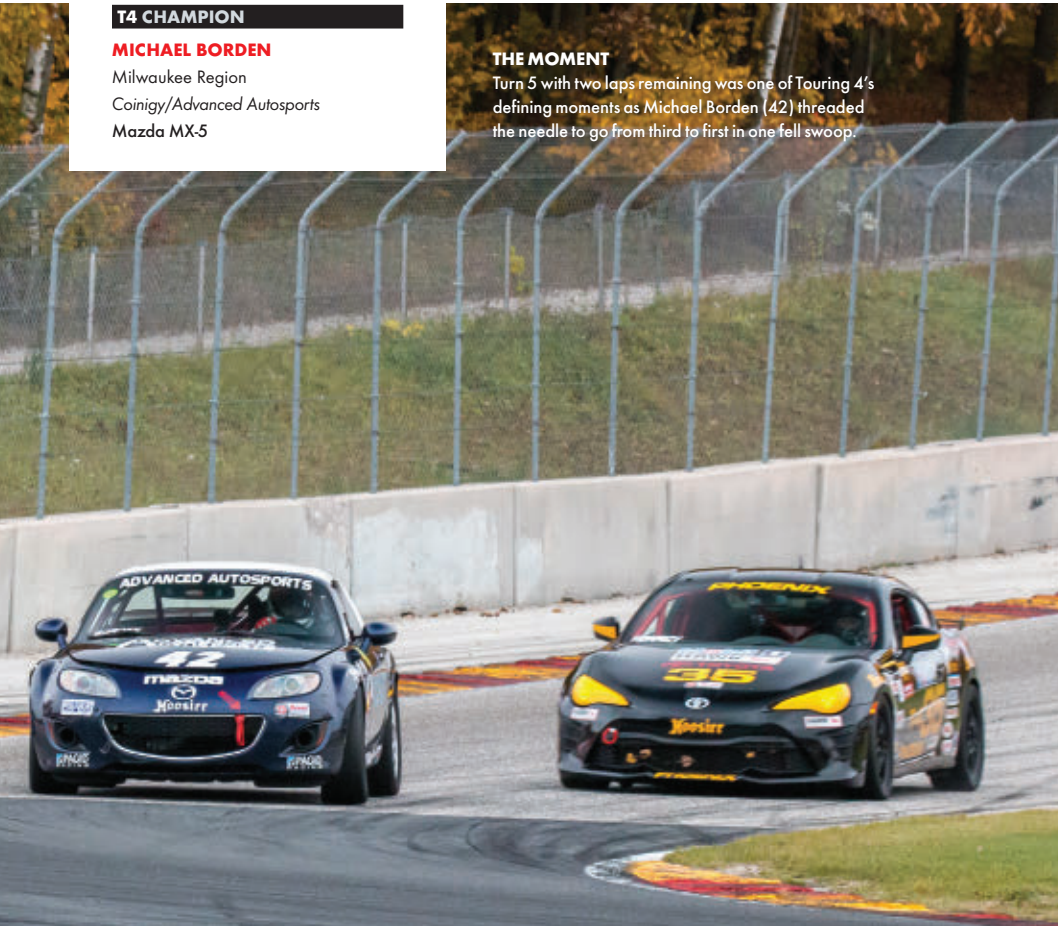
#### T4 CHAMPION

##### MICHAEL BORDEN

Milwaukee Region  
Coinigy/Advanced Autosports  
Mazda MX-5

#### THE MOMENT

Turn 5 with two laps remaining was one of Touring 4's defining moments as Michael Borden (42) threaded the needle to go from third to first in one fell swoop.



Jeff Loewie

#### T4 QUALIFYING

##### Driver/Region (Car) Best Time;

1. John Heinricy/DET (2018 Toyota 86) 2.37.403; 2. Chi Ho/FLA (2014 BMW 320i) 2.37.714; 3. Michael Borden/Milw (2010 Mazda MX-5) 2.38.152; 4. Nick Leverone/NER (2013 Subaru BRZ) 2.39.237; 5. Steve Bertok/SCR (2006 Mazda MX-5) 2.39.948; 6. Richard Mooney/Milw (2010 Mazda MX-5) 2.40.070; 7. Richard Dickey/Tex (2004 Mazda RX-8) 2.40.358; 8. James Ebben/Milw (Mazda MX-5) 2.40.399; 9. Roldan de Guzman/Nwst (2013 Scion FR-S) 2.41.414; 10. Colin Koehler/Nwst (2013 Scion FR-S) 2.42.085; 11. Brent Simonson/WDC (2005 Mazda RX-8) 2.42.106; 12. Kevin Fryer/WDC (2006 Mazda MX-5) 2.42.444; 13. Sergio Zlobin/Hous (2004 Mazda RX-8) 2.43.275; 14. Derrick Ambrose/Ore (2015 Mazda 3) 2.43.427; 15. Paolo Salvatore/Hous (2010 Ford Mustang V6) 2.44.475; 16. Ralph Porter/IND (2004 BMW Z4) 2.45.908; 17. Richard Grunenwald/OVR (2006 Ford Mustang V6) 2.46.171; 18. Matthew Miller/MVR (2005 Ford Mustang V6) 2.46.874; 19. Michael Dalton/CHI (2007 Pontiac Solstice) 2.50.698; 20. Steven Christopher/OVR (2006 Mazda MX-5) 2.53.748

Leverone - Loss of qualifying 3 times per SOM - GCR 6.1.11.A,B,D

#### T4 RACE

##### Race 13 laps, 53 Miles: Pos. Driver (Laps);

1. Michael Borden (13); 2. Nick Leverone (13); 3. John Heinricy (13); 4. Steve Bertok (13); 5. Richard Dickey (13); 6. Roldan de Guzman (13); 7. Kevin Fryer (13); 8. Colin Koehler (13); 9. James Ebben (13); 10. Derrick Ambrose (13); 11. Brent Simonson (13); 12. Ralph Porter (13); 13. Sergio Zlobin (13); 14. Paolo Salvatore (13); 15. Richard Grunenwald (13); 16. Matthew Miller (13); 17. Steven Christopher (12); 18. Michael Dalton (12); 19. Chi Ho (6); DNF. Richard Mooney (0)

**Overall Time of Race:** 34:38.338;  
**Average Race Speed:** 91.153mph;  
**Margin of Victory:** 0.589sec;  
**Fastest Race Lap:** Ho, 2:37.881 (92.302mph); **Lap Leaders:** Heinricy, 1-10; Borden, 11-13;  
**Sunoco Hard Charger:** Fryer

"Both of these guys are good racers and I was able to trust them that we would go through there cleanly" **MICHAEL BORDEN**

of Michael," Leverone recounted. "I couldn't see him, but I was trying to account for everybody."

"Both of these guys are good

racers and I was able to trust them that we would get through there cleanly and make it happen - and it worked out," said an elated Borden, who had exited Turn 5 in the lead with Heinricy close behind.

Out of Canada Corner, a missed shift by Heinricy put Leverone in second. At the checker, it was Borden over Leverone, with Heinricy limping to third.

With the win in his Coinigy/Advanced Autosports Mazda MX-5, Borden - a Runoffs rookie - concluded his first year in T4 with a perfect race record, he clinched the SCCA Super Sweep, and also earned a nomination to Mazda's MX-5 Cup Shootout. All of which he succinctly summed up in three words: "It's pretty crazy."

**Philip Royle**

**RACE 20** | SUNDAY | OCT. 11, 2020 | 9:15 A.M.

## H PRODUCTION

When the seven-time SCCA National Champion Steve Sargis was asked if he had a strategy for this year's H Production race, he said it was to "show up on the grid on time." He did show up on time, and he took his spot on the inside of the second row. Daniel Meller, a one-time National Champion in his own right, was on the Tire Rack pole with Christopher Schaafsma, the 2017 Runoffs silver-medal winner, on the outside of the front row. All indications pointed to this being an epic showdown.

There was an ominous sight as the cars left pre-grid, though, as Meller's Nissan had to be pushed. Then at the green, Meller did not get a good start and appeared to be enveloped by the pack; Schaafsma and Sargis, however, pulled strong into Turn 1. And, while Meller's race didn't start as planned, he was fourth headed down the hill to Turn 5.

Schaafsma's VW was very fast and leading the pack, but it was quite chilly on this Sunday morning. It might have been cold tires, a setup decision, or carrying too much speed, or a combination thereof, but as Schaafsma entered the Kink, the rear kicked loose, and he nosed hard into the inside wall. He attempted to continue, but his car would have none of it. Then an incident involving Lee Fleming and Leanna Wright in Kettle Bottoms put oil on the track, so the flags came out - first double yellow then black, putting the field in a line in the pits. Except Meller wasn't in that line; he was instead against the pit wall with

the hood off and his crew frantically diagnosing a problem. Turns out, cylinder number four wasn't singing full song, and he retired from the race while everyone else sat on pit lane.

National Championship races at Road America are 13 laps or 40 minutes, whichever comes first (with some exceptions, depending on the situation). Only three laps were complete, with two of them behind the pace car, and the clock was running while the cars sat in the pits. HP was about to become a timed race.

The clock indicated 15 minutes and 30 seconds remained of the allotted time when the green fell again, and Sargis wanted to use that time wisely. Pulling quickly away from Mark Brakke, Ralf Lindow, Origer, Greg Gauper, Chris Albin, Vesa Silegren, William Trainer, and the rest of the field, Sargis took

*"You really don't know what's going to happen. You have to make it up as you go along"*  
**STEVE SARGIS**

charge and gapped the field until he had a 16-second lead at the checker. Brakke also established a good gap to cross the finish line in second, although he lost his finishing position after running afoul of the GCR in the tech shed.

The battle for the remaining podium steps was hot, involving Origer, Lindow, Trainer, Gauper, and Albin. It eventually sorted out at the



checker with Trainer ahead of Origer, Lindow, Gauper, then Silegren.

Silegren, last year's HP National Champion, had quite a challenge getting to the Runoffs. He was a victim of the Easter Sunday tornado that damaged many homes and businesses in the eastern suburbs of Chattanooga, but he made the event and finished a respectable sixth.

It turns out, Sargis had more strategy than he let on before the race. He knew he had to push hard to win, and he wanted to be first into the Carousel on the restart. "I thought if I could get to the Carousel before anybody else, I could put a little bit of space between [the field and] me, because my car does that [corner] easy."

Sargis was quite pleased to





Jeff Loew



Rick Corvine

### THE LEADERS

(MAIN) Steve Sargis is known as a Production-category powerhouse, and this year's dominating performance showed why. In second place, William Trainer (TOP, FAR LEFT) had his mirrors full of Mike Origer (TOP, MIDDLE), with the two crossing the finish line 1.1sec apart.



Rick Corvine

### HP CHAMPION

#### STEVE SARGIS

Blackhawk Valley Region  
Carbotech Triumph Spitfire

### HP QUALIFYING

#### Driver/Region (Car) Best Time;

1. Daniel Meller/Milw (1979 Nissan 210) 2.39.695; 2. Christopher Schaafsma/CHI (1986 Volkswagen Golf) 2.39.982; 3. Steve Sargis/BVR (1975 Triumph Spitfire) 2.40.096; 4. Mark Brakke/LOL (Mazda 2) 2.41.869; 5. Lee Fleming/SFR (1969 MG Midget) 2.43.043; 6. Ralf Lindow/NEB (1987 Volkswagen Golf) 2.43.675; 7. Mike Origer/CHI (Volkswagen Scirocco) 2.44.606; 8. Greg Gauper/Milw (1984 Honda Civic Si) 2.44.621; 9. Chris W Albin/STL (1985 Volkswagen Golf) 2.44.743; 10. William Trainer/CHI (1987 Volkswagen Scirocco) 2.44.762; 11. Vesa Silegren/CHA (1987 Honda CRX) 2.45.056; 12. Leanna Wright/TEN (2004 Mini Cooper) 2.48.126; 13. Andrew Wright/TEN (1962 Triumph Spitfire) 2.52.230; 14. Jack Schulz/OZMT (1970 MG Midget) 2.54.267; 15. Jerry Oleson/Colo (1962 Austin-Healey Sprite) 2.54.310; 16. Riley Salyer/Hous (1984 Honda Civic) 2.55.120; 17. Robin Bank/STC (1985 Volkswagen Golf) 2.55.176; 18. Angus Crome/STL (1985 Volkswagen Golf) 3.02.401; 19. Tom Broring/WDC (1977 Triumph Spitfire) 3.05.769

Andrew Wright - Loss of qualifying  
1, 2 times - Car Change

### HP RACE

#### Race 10 laps, 40 Miles: Pos. Driver

(Laps); 1. Steve Sargis (10); 2. William Trainer (10); 3. Mike Origer (10); 4. Ralf Lindow (10); 5. Greg Gauper (10); 6. Vesa Silegren (10); 7. Riley Salyer (10); 8. Chris W Albin (10); 9. Tom Broring (10); 10. Jack Schulz (10); 11. Andrew Wright (10); 12. Robin Bank (10); 13. Angus Crome (10); DNF. Daniel Meller (3); DNF. Christopher Schaafsma (0); DNF. Lee Fleming (0); DNF. Leanna Wright (0); 18. Mark Brakke (10); DNS. Jerry Oleson ( )

Brakke - Moved to last in class per  
Chief Steward - GCR 9.1.5.E.d.1  
Oct. GCT Lvl 2 prep

**Overall Time of Race:** 40:48.426;  
**Average Race Speed:** 59.519mph;  
**Margin of Victory:** 16.230sec;  
**Fastest Race Lap:** Sargis, 2:41.708  
(90.118mph); **Lap Leaders:** Sargis,  
1-10; **Sunoco Hard Charger:** Broring

have won with his Carbotech Triumph Spitfire. "It was a project to put together a limited prep H car so my kids could go through Driver's School, and both of them have done that," he said.

Trainer came from 10th on the grid to take the silver in his VW Scirocco. He summarized his Runoffs thusly: "Qualifying for me didn't go well, and I missed the third qualifying

session. I knew the car was good, I just never had a chance to show it. [On race day] it came together. There's never a better time for that."

With his eventual third-place finish, Origer was happy with not only his racing, but that of those around him. "[We had] a four-car train going, and Trainer was able to get around the train and lead it. It was a very clean race - good discipline. We were

all waiting for somebody to make a mistake, and everyone did their job."

Back to Sargis' plans, he quipped that nothing in racing is certain, especially at the Runoffs. "You really just don't know what's going to happen," Sargis said after collecting his eighth SCCA National Championship trophy. "You have to make it up as you go along."

**J. Michael Hemsley**

**RACE 21** | SUNDAY | OCT. 11, 2020 | 10:15 A.M.

## SUPER TOURING LITE

Joe Moser campaigned a Honda Prelude for years in EP and STU, claiming a championship in the latter. But after a year trying a Mazda, Moser knew he had to be back in a front-wheel-drive Honda product. And, the one he chose, a CRX Si built by Sam Myers, not only had the right elements to be a winner in STL, it had a special connection as well: he and his father, who passed away last December, raced CRXs together in Improved Touring.

"He got me into kart racing at 14, and when I was 16, he gave me my first hand-me-down CRX and built a new one," an emotional Moser said after winning this year's STL National Championship title. "He beat me, always, for a long time - I don't know if he decided I needed an ego boost or something, but he started letting me win a bit. He was the guy who set the CRXs up, and cared more about me winning than anything on the track. Getting back into the CRX brings back all those really good years."

Moser put his Hoosier/King Motorsports/Carbotech Honda CRX Si on the provisional pole in the first qualifying session, but there was a hint of an engine issue that fully manifested itself in the second qualifying session. Fortunately, engine builder King Motorsports, another big reason for Moser wanting to be in a Honda product, is not far from Road America. He took the car to the shop, rebuilt the engine, dyno tested it, and had it back at the track on Friday afternoon.

However, missing the Thursday qualifying session hurt him, with Danny Steyn posting a faster time in his OPM/Nelson/G-Loc Mazda MX-5 and claiming the Tire Rack Pole. But it mattered little, as Moser took the lead at the green flag. Steyn fell in behind Moser, followed by third qualifier Max Gee, Greg Maloy, and Darin Treakle.

Behind the lead pack, things got rough when Taz Harvey and Brian Laughlin made contact as the field charged into Turn 1, with Laughlin hitting the wall. Laughlin's day was over, but Harvey would continue.

Up front, Gee made attempts at Steyn, but ultimately dropped back. Moser, meanwhile, was able to put some distance on Steyn, but a full-course caution on lap seven for a crash in the Kink erased it.

When the race resumed two laps later, Maloy made his move to take third from Gee, although Gee would take it back briefly when Maloy went wide in Turn 12. Maloy took the position again in Turn 3 on the following lap. As a furious fight erupted for fourth between Treakle, Gee, and Harvey, Maloy was able to put a gap on his pursuers, securely in third in his McB Autosport Honda CRX.

"If it wasn't for the full-course caution, I probably would have finished fourth," Maloy noted. "Max [Gee] had a pretty decent gap on me, but I got a good jump on the restart. I passed him once, almost got second, but couldn't quite keep it in Turn 1. Then he passed me back going into

Canada Corner and we had a little touch coming out of there. I passed him on the outside of Turn 3 and it was kind of hairy; I wasn't sure it was going to work."

Moser kept a small, but comfortable gap on Steyn to take the win. Maloy, Treakle, and Gee rounded out the top five after Harvey, who finished fourth on the track, received a penalty.

For 2018-'19 STL National Champ Steyn, who said the only reason he was close to Moser was that he could flat-pedal the Kink, second was probably all he could muster. "The full course yellow definitely worked in my favor because it allowed my tires, which were literally melting away, to cool," he said. "I was falling farther and farther back, and

"In the end, the team at King [Motorsports] said, 'This thing is ready to go. It's not fragile. Go for it!'"

**JOE MOSER**

it allowed the tires to cool and I could actually challenge Joe.

With the win, Moser also earned the Super Sweep award, all a very satisfying result on little sleep. "I honestly didn't get any sleep last night," Moser said. "I got about two hours. You start going through your head everything that could possibly break but in the end, the team at King said, 'This thing is ready to go. It's not fragile. Go for it!'"

**Richard S. James**



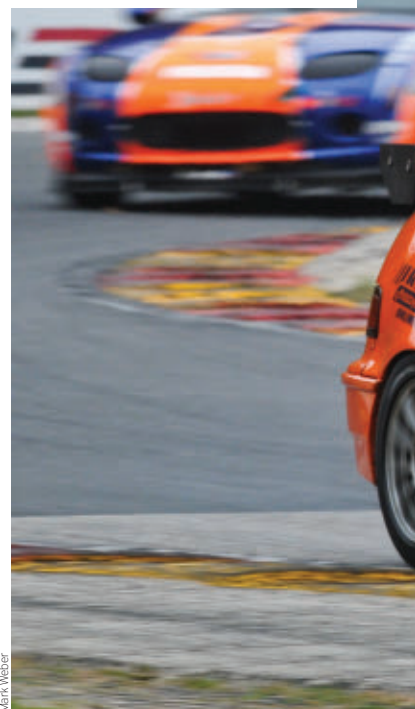
Rick Corwine

### STL CHAMPION

#### JOE MOSER

Detroit Region

Hoosier/King Motorsports/Carbotech  
Honda CRX Si



Mark Weber

### STL QUALIFYING

#### Driver/Region (Car) Best Time;

1. Danny Steyn/FLA (Mazda MX-5) 2.31.420; 2. Joe Moser/DET (Honda CRX Si) 2.32.024; 3. Max Gee/NEO (Honda Prelude) 2.32.977; 4. Greg Maloy/DET (Honda CRX) 2.33.699; 5. Darin Treakle/WDC (Honda Civic Si) 2.34.492; 6. Mike Taylor/Atl (Honda Civic) 2.34.507; 7. Nick Iarossi/Dix (Mazda Miata) 2.34.718; 8. Justin Elder/LOL (Mazda Miata) 2.35.122; 9. David Palfenier/CHI (Mazda Miata) 2.35.150; 10. Brian Laughlin/NEOk (Mazda Miata) 2.35.765; 11. Bob Beede/NER (Honda Civic Si) 2.35.883; 12. Marcos Vento/GPR (Toyota Celica)





Jay Benavente



Jeff Leewe

#### POWER MOVES

(MAIN) Joe Moser moved to STL this year, and with it he earned his second SCCA National Championship. (LEFT) Danny Steyn ran strong all race long, but came up two seconds short of the win at the checker. (LEFT, MIDDLE) Greg Maloy used the mid-race caution to make up ground and capture the final step of the podium.



2.35.997; 13. Joe Smith/KAN (Mazda Miata) 2.36.190; 14. Taz Harvey/SFR (Acura Integra Type R) 2.36.402; 15. Amy Mills/NYR (Mazda Miata) 2.36.458; 16. Spencer Clark/Milw (Acura Integra GSR) 2.36.601; 17. John Elder/LOL (Mazda Miata) 2.37.202; 18. Richard Astacio/NER (Mazda MX-5) 2.37.410; 19. Scott Bettinger/WICH (Mazda Miata) 2.37.886; 20. Jaden Lander/NYR (Mazda MX-5) 2.38.137; 21. Tom van Veen/Nwst (Honda Civic CX Hatch) 2.38.978; 22. Alan Stubblefield/Hous (Mazda Miata) 2.41.068; 23. Kristina Etherington/CSCC (Mazda RX-8) 2.41.628; 24. Sean Duncan/DET (Honda Civic VX)

2.42.475; 25. Stan Milam/BVR (Mazda Miata) 2.45.493; 26. James Goughary/NER (Mazda Miata) 2.46.264; 27. William Keeling/Hous (Mazda Miata) 2.48.032; 28. Whitfield Gregg/NYR (Mazda Miata) 2.48.451; 29. Dan Harding/NEO (Mazda RX-7) 2.49.402; 30. Tim DeRonne/OVR (Pontiac Solstice) 2.49.529; 31. Kendall Jones/DET (Honda CRX) 2.52.953; 32. Michael Olivier/SFR (Honda Civic EX) 2.53.492

*Goughary - Loss of qualifying 1 times per Chief Steward - GCR 9.3.50*

#### STL RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Joe Moser (13); 2. Danny Steyn (13); 3. Greg Maloy (13); 4. Darin Treakle (13); 5. Max Gee (13); 6. David Palfenier (13); 7. Taz Harvey (13); 8. Justin Elder (13); 9. Spencer Clark (13); 10. Marcos Vento (13); 11. John Elder (13); 12. Jaden Lander (13); 13. Tom van Veen (13); 14. Kristina Etherington (13); 15. Scott Bettinger (13); 16. Sean Duncan (13); 17. James Goughary (13); 18. Stan Milam (13); 19. Dan Harding (13); 20. Whitfield Gregg (13); 21. Tim DeRonne (13); 22. Michael Olivier (13); 23. Joe Smith (12); 24. Mike Taylor (12); 25. Bob

Beede (11); DNF. Alan Stubblefield (5); DNF. William Keeling (5); DNF. Kendall Jones (4); DNF. Nick Iarossi (2); DNF. Amy Mills (1); DNF. Brian Laughlin (0); DNS. Richard Astacio ( )

*Harvey - Loss of 3 positions per SOM - GCR 6.5.2.C.1,2*

*Lander - Loss of 1 position per Chief Steward - GCR 6.11.1.D*

**Overall Time of Race:** 38:00.764;  
**Average Race Speed:** 83.063mph;  
**Margin of Victory:** 2.141sec;  
**Fastest Race Lap:** Moser, 2:32.115 (95.801mph); **Lap Leaders:** Moser, 1-13; **Sunoco Hard Charger:** Harding

**RACE 22** | SUNDAY | OCT. 11, 2020 | 11:15 A.M.

## GT-2

Regardless of the randomness the year has thrust upon the world, the one fact even 2020 couldn't disrupt is that Andrew Aquilante is a GT-2 powerhouse. Although it did try.

"This has been an interesting week - how about an interesting year. And that was an interesting race," Aquilante said after claiming this year's GT-2 Runoffs title in his Phoenix Perf/Hoosier/Hawk Chevrolet Corvette, bringing his in-class National Championship tally to five. "This week has been a little bit rough, even with this car. [There were] some issues that crept up before we left [for the Runoffs] and some kind of MacGyver fixes that worked and lasted, so that's good news."

That issue was an alternator. But Aquilante's more pressing concern before the race was what would happen when the green flag flew.

"The start, and any restart is my biggest concern," Aquilante admitted - and this race in particular involved two restarts. "As we saw on the second start, I was planning more for Mark [Boden], not the TA2 cars sneaking ahead."

The race's first start began as normal with Aquilante dropping the hammer from the Tire Rack Pole, but a full-course caution came out after Brad McAllister and Jonathan Start tangled on lap three heading into Turn 3, with tire-to-tire contact resulting in Start shooting into the wall in a gut-wrenching moment.

When the race resumed on lap eight, Aquilante led Boden, McAllister, Rhett Barkau, and Cliff White. Hard on the gas, McAllister, pulled to the outside of Aquilante while Boden darted inside. White was coming fast from behind, too, but Aquilante found enough room to slot in behind McAllister's TA2 Mustang, then he pulled to the outside to run side-by-side with McAllister through Turn 1 while Boden trailed with White to his left.

"[Aquilante] picked the perfect start speed for my first gear, I was right in the power band," McAllister said of his Periodontal Associates Ford Mustang during that restart. "I called it and was already on the gas before [Aquilante and Boden], so I was able to jump out and I was right in that power band."

**"As we saw on the second start, I was planning more for Mark [Boden], not the TA2 cars"**  
**ANDREW AQUILANTE**

Aquilante's outside counterattack stuck and he reclaimed the lead. Unfortunately for Boden, the rear of his Porsche let go and he spun to the inside wall, ultimately resulting in another full-course caution a few laps later as the tire barrier was repaired.

The clock struck zero under yellow, but race officials allowed time for a two-lap shootout to the

Jay Bonvillian



checker. This time, it was Aquilante facing down a trio of TA2 cars in McAllister, White, and Barkau. But this restart was different.

"Andrew picked a different speed [for the second restart], and he picked right between my first and second [gears]," McAllister said.

"Partially, some of that had to do with how fast the pace car

was going," Aquilante added. "On the first restart, we were doing 45-50mph and on the second restart, we were probably doing 75mph - we were booking."

McAllister couldn't challenge for the lead on that final restart, and he also had a charging White to contend with.

White, running third, was a relative unknown in the GT-2





Rick Convine



Rick Convine

#### GT-2 CHAMPION

#### ANDREW AQUILANTE

Philadelphia Region  
Phoenix Perf/Hoosier/Hawk Chevrolet Corvette



Rupert Berrington

#### THRILLS AND CHILLS

(MAIN) With full-course cautions leading to wild race restarts, Andrew Aquilante's (33) drive to his 10th SCCA National Championship was a thriller. (FAR LEFT) Brad McAllister tried to thread his way to the front, but his valiant attempts fell short and he had to settle for second. (LEFT) Cliff White stepped from his Spec Racer Ford into a TA2 car for GT-2 and finished an impressive third.

#### GT-2 QUALIFYING

##### Driver/Region (Car) Best Time;

1. Andrew Aquilante/PHL (Chevrolet Corvette) 2.12.298; 2. Mark Boden/CHI (Porsche 991.2 Cup) 2.14.077; 3. Jonathan Start/WMR (Dodge Viper ACR-X) 2.14.362; 4. Cliff White/TVR (M1 RACE CARS TA2) 2.14.456; 5. Brad McAllister/Ore (Ford Mustang) 2.15.240; 6. Rhett Barkau/BVR (Dodge Challenger) 2.15.265; 7. Tom Patton/CIN (Sunbeam Tiger) 2.16.711; 8. Thomas Herb/CHI (Porsche 991.1 GT3 Cup) 2.16.776; 9. Scotty B White/Nwst (Dodge Viper Competition Coupe) 2.16.921; 10. Thomas West/NER (Chevrolet Camaro) 2.17.458; 11. Pete Peterson/CCR (Toyota Celica) 2.17.786; 12. Darren Dilley/Ore (Mazda RX-7) 2.19.678; 13. Oli Thordarson/CCCC (Chevrolet Corvette) 2.19.756; 14. Jorge Nazario/GPR (Chevrolet Corvette) 2.19.949; 15. Jim Valdez/Colo (BMW E46 M3) 2.22.599; 16. Patrick Utt/Milw (Chevrolet Camaro) 2.22.987; 17. Terry Gilles/NEO (Nissan 350Z) 2.23.561; 18. Timothy Gray/LOL (Ford Mustang) 2.23.725; 19. Tom Stanford/BVR (Chevrolet Camaro) 2.27.121; 20. Andrew Wright/TEN (Sunbeam Tiger) 2.28.299

#### GT-2 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Andrew Aquilante (13); 2. Brad McAllister (13); 3. Cliff White (13); 4. Rhett Barkau (13); 5. Thomas Herb (13); 6. Thomas West (13); 7. Jorge Nazario (13); 8. Oli Thordarson (13); 9. Jim Valdez (13); 10. Timothy Gray (13); 11. Andrew Wright (13); 12. Tom Stanford (13); 13. Mark Boden (7); 14. Patrick Utt (7); 15. Darren Dilley (7); 16. Terry Gilles (7); DNF. Jonathan Start (2); DNF. Pete Peterson (2); DNF. Tom Patton (1); DNS. Scotty B White ( )

**Overall Time of Race:** 46:29.236;  
**Average Race Speed:** 67.921mph;  
**Margin of Victory:** 5.044sec;  
**Fastest Race Lap:** Aquilante, 2:14.279 (108.526mph); **Lap Leaders:** Aquilante, 1-13; **Sunoco Hard Charger:** Wright

equation - even to himself. A three-time SRF National Champion, this was White's first time in GT-2 at the Runoffs. "I was in the Spec Racer race [the day before], and we had one full-course caution and restart, and that's fairly typical in a class of that size," White said. "I had no clue what to expect in a class of this size."

But while White had an impressive race, his goal of running his Innoviv/Igor/BH construct/Valvoline M1 Race Cars TA2 Mustang in GT-2 extended beyond himself. "Duane Neyer Motorsports has been helping me get the car ready," he said. "We're hoping to create a ladder system for the Spec Racer. The [TA2] car handles

a lot like a Spec Racer, so we want to get the Spec Racer guys to come and test it."

Truly, 2020 has proven to be a worthy contender for challenging the status quo. But in GT-2, Aquilante - now with his 10th overall SCCA National Championship gold medal in hand - is the real powerhouse.

**Philip Royle**

**RACE 23** | SUNDAY | OCT. 11, 2020 | 1:00 P.M.

## FORMULA VEE

Chris Jennerjahn doesn't claim to be psychic. But the long-time Formula Vee racer, who has been attending the Runoffs off and on since 1999 and has come close but never finished on the podium, knew something was up during this odd 2020 season.

"I had a good feeling, really for the last couple of weeks, that something may be different," Jennerjahn said of his 11th Runoffs attempt that resulted in his first SCCA National Championship. "It started when I got my motor back from Peak Performance and needed to get it in the car. I asked my wife, and I knew she would say no, but she said yes. She helped me lift it and put it in the car and I said, something is different this year - it feels really, really good."

With the motor in, Mrs. Jennerjahn on board as always, and a full field of Formula Vees ready to attack Road America, the next step was to survive the race. And, as it turned out, the 2020 race was a full-blown brawl.

Six cars entered the final lap, but only four emerged at the end for the final three spots. Andrew Whitston's Protoform P2 and Jennerjahn's Jennerjahn Machine Inc. Vortech FV had a gap at the white flag, but the pack of Andrew Abbott, Tire Rack Polesitter Hunter Phelps-Barron (Autowerks/Hoosier/Vector Racecars Vector AM-1), Alex Scaler, and Brian Farnham slammed that door shut under braking at Turn 5.

Scaler and Farnham made

side-to-side contact at the exit of Canada Corner, which pinballed Farnham into the side of Whitston, launching the right side of his car into the air before the prior two spun off the track and out of contention.

That separated Jennerjahn from the pack and gave him the room needed to sprint through Turn 14 and up the hill for a 0.642sec win, with Whitston, Abbott and Phelps-Barron three-wide, in that order, for second through fourth places.

Formula Vee is very draft dependent, especially at Road America, and the Canada Corner chaos was caused by five drivers



Rupert Berrington

### LAST LAP SCRAMBLE

Four racers made the climb to the finish line vying for the win.

At the stripe, Andrew Whitston (BELOW) claimed second, with Andrew Thomas Abbott (ABOVE) just 0.012sec behind.



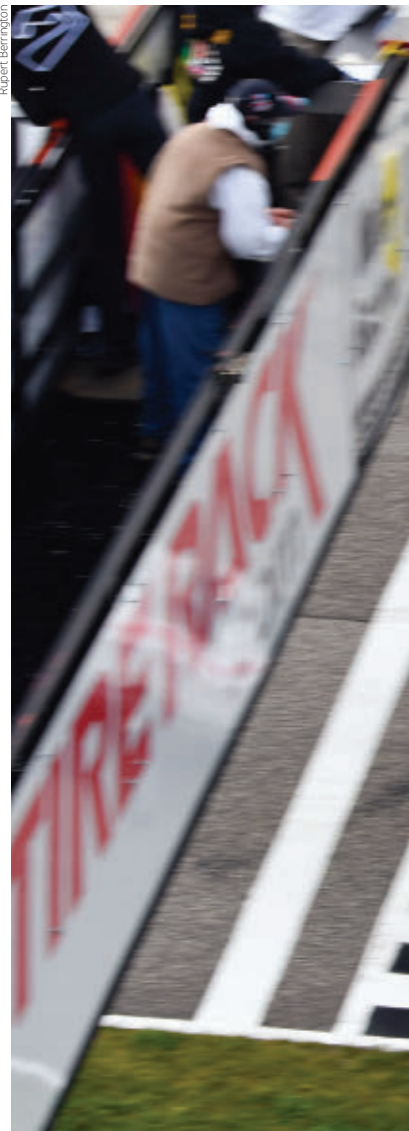
Rupert Berrington

trying to put themselves in position to take the gold medal.

"I was going to follow Andrew [Whitston] down into [Turn] 12, but nobody wanted to lead into 12," Jennerjahn said. "Brian came on the inside and the three of us - it will be interesting to see our miles per hour - were pretty slow. Finally, I thought, well, one of us will have to go and so I just nailed it and got out of there and saw all the stuff happen from behind. It takes some luck to win this race and today I got some."

Luck became the name of the game, as Whitston - the 2019 National Champ - needed a bit of it himself to earn his runner-up medal. "I was really struggling with about three laps to go," Whitston admitted. "My brakes really went off and I was struggling. I didn't know if I was going to make the corner, go shooting off the track, or go over the top of somebody. It was pretty

Rupert Berrington



### FV CHAMPION

#### CHRIS JENNERJAHN

Indianapolis Region  
Jennerjahn Machine Inc. Vortech FV

Rick Corvine







#### CELEBRATION

Chris Jennerjahn raised his fist in victory as he neared the finish line, claiming his first SCCA National Championship title.

nerve wracking. I was really moving my brake markers back. I think that probably led to some of the shenanigans going into 12, because I was just trying to stay on track and see where it came out. I'm really lucky to end up in this position."

So, a little bit of luck combined with a lot of skill and preparation was the recipe in Formula Vee, likely the same as most every other class.

"It's awesome," Jennerjahn said immediately after the race. "I've been doing this since 1987 and never thought I'd win one. It's a great feeling, and it was a fun race with a great group of guys."

Reece White

#### FV QUALIFYING

##### Driver/Region (Car) Best Time;

1. Hunter Phelps-Barron/Tex (Mysterian M4) 2.43.994; 2. Andrew Whitston/Milw (Protoform P2) 2.44.248; 3. Alex Scaler/SJR (Mysterian M3) 2.44.458; 4. Chris Jennerjahn/IND (Vortech FV) 2.44.496; 5. Brian Farnham/NEO (Silver Bullet FR-1) 2.44.626; 6. Devin Boucher/Tex (Mysterian M2) 2.45.138; 7. Andrew Thomas Abbott/DET (Vector AM-1) 2.45.213; 8. Zachary Whitston/Milw (Protoform P2) 2.45.589; 9. Jeff Loughhead/OVR (Vortech FV) 2.45.686; 10. Ron Whitston/Milw (Protoform P2) 2.45.878; 11. Graham Loughhead/OVR (Vortech FV) 2.45.946; 12. Charles Hearn/Hous (Vortech FV) 2.45.998; 13. Rick Shields/STC (VDF) 2.46.281; 14. Quinn Posner/Nwst (Protoform P3) 2.46.650; 15. Stevan Davis/Atl (Vortech FV) 2.46.964; 16. Dennis Andrade/Nwst (Vortech FV) 2.47.083; 17. William Styczynski/

CHI (Vortech FV) 2.47.607; 18. Steve Whitston/Milw (Protoform P3) 2.47.616; 19. Stuart Delaney/DET (Caracal C) 2.48.115; 20. Mark Richardson/CILL (Mysterian M3) 2.50.751; 21. Rich Richardson/CILL (Lazer 1) 2.50.757; 22. Alexander Bertolucci/INR (Citation XTC-41) 2.50.931; 23. John Kennelly/NER (Vortech FV) 2.50.999; 24. Pete Meck/MHR (Caracal D) 2.51.192; 25. Robert Neumeister/Colo (Protoform P2) 2.51.894; 26. Joseph Bertolucci/CHI (Citation XTC-41) 2.54.852; 27. Robert Posner/Nwst (Protoform P3) 2.56.351; 28. Charlie Turner/CSCC (Vortech FV) 3.00.681

#### FV RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Chris Jennerjahn (13); 2. Andrew Whitston (13); 3. Andrew Thomas Abbott (13); 4. Hunter Phelps-Barron (13); 5. Quinn Posner (13); 6. Zachary Whitston (13); 7. Graham

Loughhead (13); 8. Devin Boucher (13); 9. Jeff Loughhead (13); 10. Stevan Davis (13); 11. Charles Hearn (13); 12. Pete Meck (13); 13. John Kennelly (13); 14. Joseph Bertolucci (13); 15. Mark Richardson (13); 16. William Styczynski (13); 17. Charlie Turner (13); 18. Brian Farnham (12); 19. Alex Scaler (12); 20. Rich Richardson (6); DNF. Stuart Delaney (5); DNF. Steve Whitston (5); DNF. Ron Whitston (4); DNF. Alexander Bertolucci (2); DNF. Rick Shields (0); DNS. Dennis Andrade ( ); DNS. Robert Neumeister ( ); DNS. Robert Posner ( )

**Overall Time of Race:** 39:28.701; **Average Race Speed:** 79.979mph; **Margin of Victory:** 0.642sec; **Fastest Race Lap:** Scaler, 2:45.816 (87.885mph); **Lap Leaders:** Andrew Whitston, 1-3, 6, 12; Abbott, 4; Jennerjahn, 5, 13; Farnham, 7-11; **Sunoco Hard Charger:** Meck

**RACE 24** | SUNDAY | OCT. 11, 2020 | 2:00 P.M.

# FORMULA ENTERPRISES 2

Liam Snyder is half of the Snyder Brothers Racing team, or half of the actual brothers on the team, since their team engineer Jacob Loomis won the FX championship in one of the team cars. But together with his brother Mark, Liam has been part of a dynamic duo that has changed the face of Formula Enterprises. Mark won the FE championship in 2018, while Liam sat on the pole and finished second last year in FE2. This year, Liam completed the circle by taking the championship in FE2 in a hard-fought race that highlighted the skill and determination that exists in this class.

Among the 25 FE2 drivers who came to Road America this year, the grand master is eight-time champion Scott Rettich. Rettich won the championship every year from 2009-'16, and as a Midwesterner, has plenty of experience at Road America. Rettich demonstrated his skill and experience by putting his Alliance Autosport/Red Line Oil SCCA Mazda FE2 into the Tire Rack pole position by 0.257sec, which is substantial in a spec formula class like FE2. Snyder, meanwhile, qualified his Snyder Brothers Racing FE2 on the outside front row, followed by Max Grau in the Competition One FE2 and Charles Russell Turner in the Southeast Spec Racer/PCS FE2.

With Rettich just one race away from his ninth

championship and a Super Sweep, he had a lot of reasons to want to win. What happened next, though, surprised everyone. Rettich, usually fast on the draw, was swarmed by competitors at the green. There's no other way to put it. The rest of the lead qualifiers got away cleanly, leaving Rettich in the middle of the mid-pack scrum as the field approached Turn 1 for the first time. Also, uncharacteristically, Rettich proceeded to spin near the apex, resulting in chaos that took out the defending



Mark Weber

## THE THREE TO BEAT

Liam Snyder (MAIN) has come close to winning FE2 twice before, but this year he sealed the deal. Running a close second at the stripe was Max Grau (BELOW), with Charles Russell Turner (ABOVE) not far behind.



Jay Bonvadour

2019 FE2 champion Rhett Barkau, among others.

Grau emerged from the starting melee in the lead, with Snyder and Turner set to chase him down. Snyder and Grau changed positions several times during the race, with neither making any significant mistakes. Turner sat in third and watched it all play out, biding his time and waiting for a mistake that never came. "I was playing a long game," he revealed, "thinking if it went the distance, I'd have a chance. I wanted to be ready to take advantage of any mistakes. But toward the end, they were getting better and I struggled just to hold onto them."

In any pack, the 10th lap of a Runoffs race at Road America is when drivers have to make their move if they

Rupert Berrington



## FE2 CHAMPION

### LIAM SNYDER

Texas Region  
Snyder Brothers Racing SCCA Mazda FE2

Rick Corvine







want to improve their finishing position. Grau made a hard push on Snyder, going side-by-side from Turn 3 down to Turn 5 and up the hill toward Turn 6. Snyder emerged in the lead, but the action invited Turner to advance up to Grau's rear wing.

On the final lap of the race, Grau and Turner remained close, but Snyder was careful to close and lock every door. "The last lap I just put my head forward, didn't look in my mirrors, and I hit all my points," Snyder said. "I'm thankful [Grau] didn't have a chance to get by me.

"There aren't many cars that would be super comfortable

half an inch apart like we were," Grau said after the race.

When they crossed under the checkered flags, Snyder held a lead of 0.786sec over Grau, with Turner just 0.44sec farther back. Owen McAllister claimed fourth place, and Robert Vanman collected fifth, both within striking distance.

In the winner's circle, an exuberant Snyder took the moment to call attention to a family friend battling childhood cancer. "We're doing this for Teddy," Snyder said. "We're winning for him, and he's winning his race, too."

**Jeff Zurschmeide**

#### FE2 QUALIFYING

**Driver/Region Best Time;** 1. Scott Rettich/OVR 2.12.806; 2. Liam Snyder/Tex 2.13.063; 3. Max Grau/GtRv 2.13.312; 4. Charles Russell Turner/WDC 2.13.329; 5. Owen McAllister/Tex 2.13.454; 6. Robert Vanman/Tex 2.13.614; 7. Rhett Barkau/BVR 2.13.858; 8. Bailey Monette/Atl 2.14.033; 9. TJ Acker/CSCC 2.14.345; 10. Paul Schneider/CCR 2.14.468; 11. Sabré Cook/Colo 2.14.481; 12. Dean Oppermann/CHI 2.14.526; 13. Todd Vanacore/CFR 2.14.551; 14. John Yeatman/SFR 2.15.197; 15. Thomas W Burt/Nwst 2.15.325; 16. Steve Grundahl/Milw 2.15.330; 17. Kelton Jago/WDC 2.15.517; 18. Eric Cruz/NCR 2.16.567; 19. Jeff Read/CSCC 2.16.726; 20. Ray Mason/OVR 2.17.175; 21. Richard Mork/LOL 2.18.160; 22. Sam Harrington/WDC 2.18.366; 23. William Snyder/Tex 2.19.716; 24. Keith McDonald/WDC 2.27.662; 25. Dennis Marklein/Milw 2.48.387

#### FE2 RACE

**Race 13 laps, 53 Miles: Pos. Driver (Laps);** 1. Liam Snyder (13); 2. Max Grau (13); 3. Charles Russell Turner (13); 4. Owen McAllister (13); 5. Robert Vanman (13); 6. Bailey Monette (13); 7. Scott Rettich (13); 8. Sabré Cook (13); 9. TJ Acker (13); 10. Paul Schneider (13); 11. Todd Vanacore (13); 12. Thomas W Burt (13); 13. Steve Grundahl (13); 14. Kelton Jago (13); 15. John Yeatman (13); 16. Dean Oppermann (13); 17. Jeff Read (13); 18. Sam Harrington (13); 19. Richard Mork (13); 20. Eric Cruz (11); DNF. Ray Mason (5); DNF. Keith McDonald (4); DNF. William Snyder (3); DNF. Rhett Barkau (0); DNS. Dennis Marklein ( )

**Overall Time of Race:** 29:16.877;  
**Average Race Speed:** 107.831mph;  
**Margin of Victory:** 0.786sec;  
**Fastest Race Lap:** McAllister, 2:13.271 (109.347mph); **Lap Leaders:** Grau, 1, 5-7; Snyder, 2-4, 8-13; **Sunoco Hard Charger:** Harrington

**RACE 25 | SUNDAY | OCT. 11, 2020 | 3:00 P.M.**

## GT-LITE

Chris Bovis has a tendency to pull out all the stops when he *really* wants to win. And, this year, he *really* wanted to win, to the point that he put his Hart Max Advisors/Goodyear Honda CRX on the grid some six seconds clear of second-place qualifier Joe Huffaker. Why the speed? Bovis was racing to honor his parents, his greatest supporters, who had both passed away.

On the chilly Sunday afternoon when the green flag flew on the GTL race, no one was surprised when Bovis immediately pulled away from the field. As the pack headed up to Turn 6, minor chaos ensued as traction was lost from what some drivers reported as possible fluid on the track. Defending Champion Peter Shadowen had his back end try to come around and Huffaker nearly lost it, too, while Graham Fuller and Lans Stout made minor contact. Bovis, meanwhile, avoided the slip and kept hitting his marks.

At the end of lap one, Shadowen was the driver who made the most progress at keeping Bovis in check, moving from fifth to second, although Bovis was running away from the pack. For his own part, Shadowen was trying to do the same to those behind him, and he pulled from Scott Twomey, Huffaker, and Michael Lewis.

On the entry of Turn 1 at the start of the second lap, Stout and Goodale got together,

dropping both far back in the field. Unfortunately, it wasn't the only contact Goodale would suffer in this race.

The next laps saw Bovis and Shadowen pulling well away from the battles behind them. Interestingly, though, while Bovis had a good lead, Shadowen's Road N Race Automotive/Goodyear/HPD Honda CRX was slowly closing.

Farther back, the battle for third was a thriller. Positions changed several times every lap, but Roy Lopshire seemingly

had a fire lit under him as he came from 11th on the grid to hold an excellent third place during the first half of the race.

Nearing the halfway point, Shadowen turned a lap faster than Bovis' qualifying time and was undeniably closing on the leader; at the tail end of the next lap, he was past the now-slowing Bovis.

Unfortunately, Bovis was suffering from electrical problems, and he entered the pits, placing Lopshire in a fantastic second position - until he slowed, too, courtesy of a shift linkage bolt failure. That placed Huffaker in a solid second place.

The hot race was for third. Fuller, Goodale, and Lewis - although not always in that order - were on it. It looked as though this fight would go



Mark Weber

### TOOTH AND NAIL

The battle for the last two spots on the podium was tremendous, with Joe Huffaker (BELOW, 77) eventually securing the silver. Behind him, a three-car battle roared that ended in heartache with a massive crash entering the Carousel. That turn of events left Bill Meyer (ABOVE) collecting the bronze.



Jay Bonvillian

Mark Weber



### GTL CHAMPION

#### PETER SHADOWEN

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



Rick Corvino





#### BACK TO BACK

Peter Shadowen, the defending GT-Lite champion, struggled in qualifying, but everything came together for the race. By the last lap, Shadowen found himself more than a minute ahead of the competition as he collected his fourth SCCA National Championship title.

#### GTL QUALIFYING

##### Driver/Region (Car) Best Time;

1. Chris Bovis/CHI (Honda CRX) 2.31.943; 2. Joe Huffaker/SFR (MG Midget) 2.38.031; 3. Lans Stout/Ore (Nissan Sentra) 2.38.241; 4. Jonathan Goodale/Colo (Mazda MX-5) 2.38.288; 5. Peter Shadowen/FLA (Honda CRX) 2.38.993; 6. Graham Fuller/WDC (Honda CRX) 2.39.591; 7. Michael Lewis/SanD (Mazda RX-7) 2.39.980; 8. Charles Leonard/CFR (Nissan 200SX SE-R) 2.40.106; 9. Scott Twomey/Nwst (Toyota Tercel) 2.40.130; 10. Bill Meyer/OZMT (Toyota Tercel) 2.40.912; 11. Roy Lopshire/KCR (Toyota Tercel) 2.41.021; 12. Jamie Blust/CDR (Austin-Healey Sprite) 2.43.700; 13. Taz Harvey/SFR (Mazda Miata) 2.45.369; 14. Edward Nicholson/KCR (Nissan 200SX) 2.50.625

*Bovis - Loss of qualifying 1 times per Chief Steward - GCR Appendix F SIR Test*

*Shadowen - Loss of qualifying 2 times per Chief Steward - GCR 9.3.50*

#### GTL RACE

##### Race 13 laps, 53 Miles: Pos. Driver (Laps);

1. Peter Shadowen (13); 2. Joe Huffaker (13); 3. Bill Meyer (13); 4. Lans Stout (13); 5. Taz Harvey (13); 6. Graham Fuller (12); 7. Jonathan Goodale (12); 8. Michael Lewis (12); 9. Roy Lopshire (11); 10. Charles Leonard (11); 11. Chris Bovis (8); 12. Edward Nicholson (6); 13. Scott Twomey (13); 14. Jamie Blust (13)

*Twomey - Moved to last in class per Chief Steward - GCR 9.3.50*

*Blust - Moved to last in class per Chief Steward - GCR 9.3.50*

**Overall Time of Race:** 33:49.600;  
**Average Race Speed:** 93.342mph;  
**Margin of Victory:** 66.766sec;  
**Fastest Race Lap:** Shadowen, 2:31.601 (96.126mph); **Lap Leaders:** Bovis, 1-7; Shadowen, 8-13; **Sunoco Hard Charger:** Harvey

to the line, but on the last lap at Turn 8, Goodale tucked to the inside of Fuller while Lewis set up for a fast exit behind them. The result was all three vying for the same track position at the entry of the Carousel.

It is unlikely Fuller knew they were three abreast, and as he set up for the sweeping right hander, he and Goodale touched, creating an unfortunate chain reaction that sent all three hard into the retaining wall. That battle was over, and Bill Meyer was now the bronze medal winner.

Asked what his thoughts were when he caught sight of Bovis, Shadowen replied, "Bovis,

carrot, go!" And, after a rough week, Shadowen was more than satisfied with the win.

Just over a minute back in second, Huffaker was all smiles. "My car was still in F Production trim, and I didn't have a lot of chance to do anything to [it]," Huffaker admitted of his Huffaker Engineering/Goodyear/G-Loc MG Midget. "I've never been to Road America in this capacity... so I got to learn everything Thursday." Huffaker promised to be back next year with his Midget in proper GT-Lite trim.

Meyer, driving his Toyota/Hoosier/Summit/Hawk Toyota Tercel to the checker 45sec

"Nearing the halfway point, Shadowen turned a lap faster than Bovis' qualifying time and was undeniably closing"

after Huffaker, was surprised at his third-place finish. "This is totally unexpected," Meyer said. "I started 10th and figured I could get into the top six, maybe. So, to finish third, this is my best Runoffs finish ever."

Truly, you can never predict what's going to happen at the Runoffs. Maybe that's why we keep coming back.

**J. Michael Hemsley**

**RACE 26** | SUNDAY | OCT. 11, 2020 | 4:00 P.M.

## PROTOTYPE 1

Jay Bonoulair



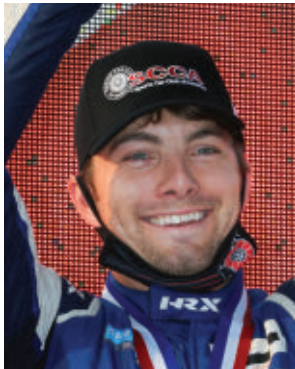
James French was practically raised at Road America. He lives 20 minutes from the track and as a child accompanied his father, Brian, to many a racing weekend. He recalls playing with toy cars in the paddock, then moving to karts and the Skip Barber

School. He has been racing cars since his mid teens and was the IMSA PC Champion in 2018. While his previous Runoffs experience has only been at Road America, he has two third-place finishes to show for it. In short, he's a very fast racer competing on his home track.

The result? James French went flag-to-flag this year for the P1 win, boasting an 8.2sec margin of victory. His day was made all the sweeter by the third-place finish of his father, Brian, who won Formula Atlantic 21 years ago. Both of their cars are converted FA chassis and are prepared by Carl Liebich.

James French qualified his Motorsports Enterprises Ltd Swift 014 Toyota on the Tire Rack Pole 0.4sec faster than Jean-Luc Liverato, who was fastest the first two days. However, Liverato crashed his Elan DP-02 on Thursday and was a non-starter, affording James French a little





Rick Corvino



Jay Bonaiuto

## POWERING DOWN

James French (MAIN) ran a strong race, but that doesn't mean it was problem free. He made it to the finish line, but a victory lap was not in the cards as his car was wounded. Todd Vanacore (LEFT) had a good enough gap to Brian French (FAR LEFT) to keep Brian in third, although he still had to hustle.

## P1 CHAMPION

### JAMES FRENCH

Milwaukee Region

Motorsports Enterprises Ltd

Swift 014 Toyota

steadily pulling from the pack, having five seconds in hand over Vanacore and the rest. Romer was a few lengths behind James French when he dropped a wheel off the track and spun across the road, walloping the inside wall exiting Turn 1. A two-lap, full-course yellow ensued to clear the car and a debris trail.

The green waved again on lap seven with French leaping to an immediate lead over Vanacore. Miller made an absolute demon start, charging from seventh all the way to third by the third corner. Miller held this place for just one lap, though, as Brian French executed a fine inside pass in Turn 5 to claim third. That position, however, came with strong pressure from John Mcaleer, Darryl Schoff, and Slusher.

James French was in firm control of the race, extending his margin by more than a second each lap. By lap 11 of 13, once

position at the next left. However, Slusher misjudged his exit and ran into the back of Miller's car, causing a spin and loss of several places for the unfortunate Miller.

The race finished with James French handily scoring a fine win over Vanacore. Brian French completed the podium in third with Schoff, Slusher, and Mcaleer rounding out the top six.

James French revealed afterward just how fortunate he was to finish. "I was struggling a bit with oversteer, and I was also having a bit of an issue with the crank trigger sensor," he revealed. "It let go on the last lap and I lost power going into the Kink. I was praying and hoping it would make it across the finish line."

He finished and won, yes, but the victory lap was not an option as the car seemingly no longer moved under its own power and was pushed to the paddock.

Vanacore was pleased with second. "James French just ran away," he said. "I had a big enough gap to hold off Brian French, who ran very fast near the end."

Brian French's third-place finish is interesting on many levels. His Motorsports Enterprises Ltd Ralt RT-40 P1 Toyota is apparently the very same car, only in Atlantic form, with which he won FA in 1999, when he competed in his very first Runoffs. Now, both he and his son sit on the P1 Runoffs podium together, his son holding a Runoffs gold medal of his own. "It's just great," he beamed.

Tom Schultz

## P1 QUALIFYING

### Driver/Region (Car) Best Time;

1. James French/Milw (Swift 014 Toyota) 2.01.101; 2. Jean-Luc Liverato/Atl (Elan DP02 Mazda) 2.01.479; 3. Chip Romer/LV (Elan DP02 Mazda) 2.01.622; 4. Todd Vanacore/CFR (Elan DP02 Mazda) 2.02.100; 5. Todd Slusher/LV (Elan DP02 Mazda) 2.02.156; 6. John Mcaleer/Atl (Elan DP02 Mazda) 2.02.178; 7. Brian French/Milw (Ralt RT-41 P1 Toyota) 2.02.925; 8. Jason Miller/Milw (Wynnurfst Kohler) 2.04.369; 9. Johnnie Crean/CSCC (Stohr WF1 Kawasaki) 2.04.689; 10. Jim Devenport/SFR (Norma Auto Concept M20 F Honda) 2.05.079; 11. Lee Alexander/TEN (Stohr WF1 Suzuki) 2.05.139; 12. Darryl Schoff/NEP (Elan DP02 Mazda) 2.05.217; 13. Jeffrey Lederman/SFR (Stohr WF1 Suzuki) 2.06.187; 14. David Locke/IND (Stohr WF1 Suzuki) 2.07.586; 15. Greg Case/CILL (Stohr WF1 Suzuki) 2.13.865; 16. Wes Allen/CKY (Elan DP02 Mazda) 2.15.201; 17. Gary Peck/BVR (Stohr WF1 Suzuki) 2.16.378; 18. Jon Douchis/FLA (Elan DP02) 2.19.504

*Douchis - Loss of fastest qualifying 2 lap. per SOM - GCR 2.1.4, 6.1.1.B*

## P1 RACE

### Race 13 laps, 53 Miles: Pos. Driver

(Laps); 1. James French (13); 2. Todd Vanacore (13); 3. Brian French (13); 4. Darryl Schoff (13); 5. Todd Slusher (13); 6. John Mcaleer (13); 7. David Locke (13); 8. Greg Case (13); 9. Johnnie Crean (13); 10. Jim Devenport (13); 11. Lee Alexander (13); 12. Jeffrey Lederman (13); 13. Jason Miller (13); 14. Gary Peck (13); 15. Wes Allen (13); 16. Jon Douchis (13); DNF. Chip Romer (3); DNS. Jean-Luc Liverato ( )

**Overall Time of Race:** 30:13.215;  
**Average Race Speed:** 104.481mph;  
**Margin of Victory:** 8.196sec;  
**Fastest Race Lap:** French, 2:01.870 (119.577mph); **Lap Leaders:** French, 1-13; **Sunoco Hard Charger:** Schoff

bit of a buffer to Chip Romer and Todd Vanacore. And, at the green, James French grabbed the lead into Turn 1, followed by Romer. Vanacore, Todd Slusher, Brian French, and Jason Miller followed.

The complexion of the race changed at the start of lap four. French and Romer were

James French flashed by, you'd have to wait six seconds before you'd see the HalifaxPlantation.com Elan DP02 Mazda driven by Vanacore. Following him were Brian French, Schoff, Miller, and Slusher.

On the penultimate lap, Slusher passed Miller for fourth in Turn 3, only to have Miller reclaim the

"I was also having a bit of an issue with the crank trigger sensor. It let go on the last lap and I lost power"

JAMES FRENCH

Rupert Berrington

# THE FV BUG

2019 Jim Fitzgerald Rookie of the Year winner Hunter Barron has found a home in Formula Vee

WORDS James Heine | MAIN IMAGE Elliott Barron

The last year has been quite extraordinary for Texas Region member Hunter Barron. In 2019 – his inaugural year of National racing with the SCCA – the 23-year-old Formula Vee racer won the Southwest Division's FV title, finished second to Andrew Whitston at the National Championship Runoffs at VIRginia International Raceway, and earned the SCCA's Jim Fitzgerald Rookie of the Year. An Extraordinary year, to say the least.

In 2020, in spite of the abbreviated SCCA racing season caused by the coronavirus, Hunter recorded back-to-back second-place finishes Feb. 7-9 at the Lone Star Region Hoosier SCCA Super Tour at COTA (once again in hard contests with Whitston, who won both days), and then recorded fifth- and first-place finishes at the WeatherTech Chicago Region June Sprints Hoosier Super Tour at Road America, with his second-day victory coming against Chris Jennerjahn and third-place-finishing Whitston.

All this is in addition to a shelf of Formula Vee titles accumulated with the Corinthian Vintage Auto Racing (CVAR) organization in 2017, '18, and '19.

These days, in addition to racing, Hunter divides his time between classes at University of Texas at Tyler, where he's a junior, and work

at Barron Racing, the family's FV service and prep shop.

Like many young racers, Barron recalls watching motorsports "as a kid," but the bug really caught him in high school, he says, after his late grandfather, Jim Barron, returned to racing in 2014 after a long hiatus, and then his father, Elliot, a former motocross racer, and his brother, EO (for Elliot Oliver, to distinguish him from the senior Elliot), as well as his sister, Heather Barron, and a cousin, Cassandra "Kassie" Fuller, also joined the family's racing efforts.

"After my brother hopped into a Vee, I got jealous and wanted to be in one, too,"

Hunter explains. "The next year [2016], I started my school weekend. I ran CVAR for four years, with one co-championship and two championships, and then we bought an SCCA car to try our luck in SCCA, and we've enjoyed every minute of it."

While the rush of racing wheel-to-wheel and competing in tight fields is a definite draw, so also are the relationships he has established with fellow racers, Hunter says. "It really makes going to the races and racing against them fun, especially in the FV community."

What about the Jim Fitzgerald Award for Rookie of the Year honors? The award is presented annually by SCCA's

Club Racing Board to the road-racing competitor who shows the greatest promise based on driving ability demonstrated during his or her first season of National competition. And, yes, Hunter admits, he had a good 2019 season, but receiving the award was unexpected.

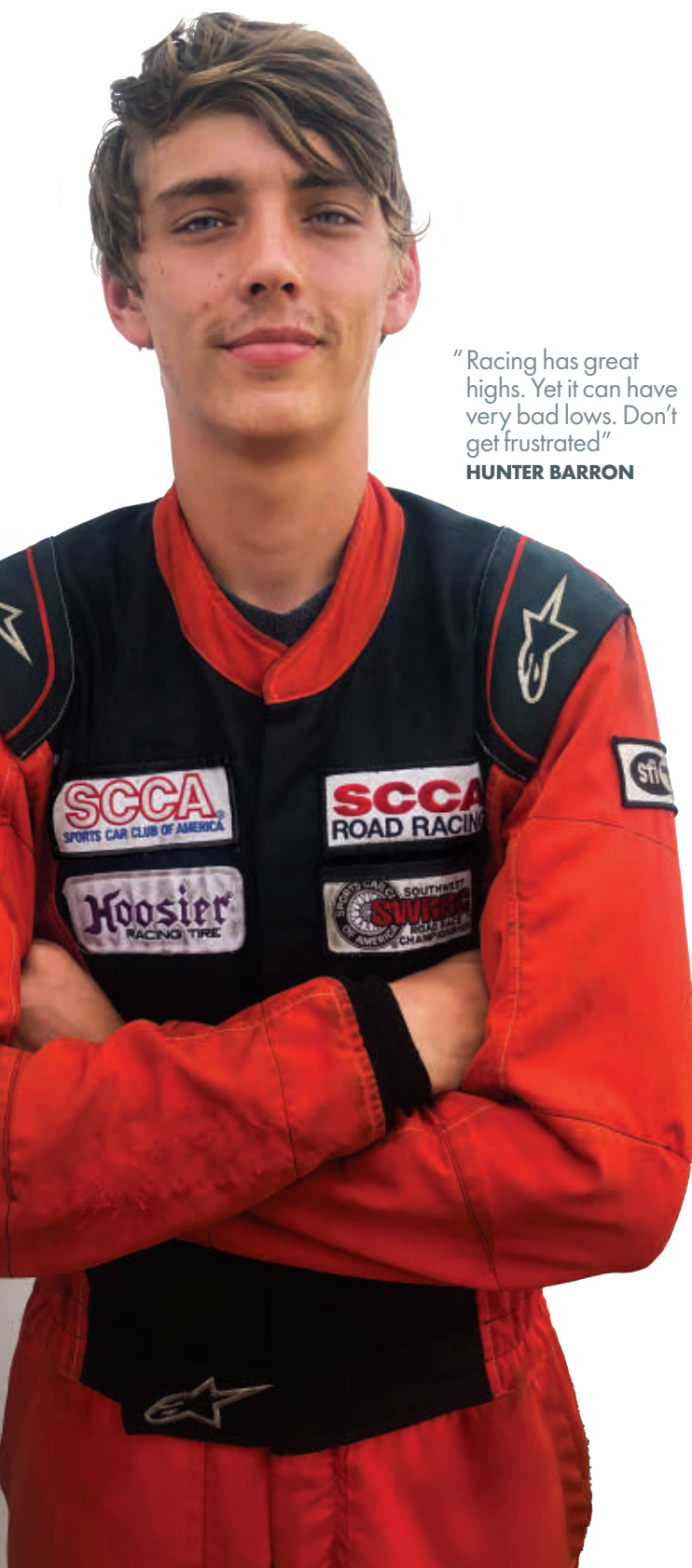
Racing a Formula Vee has offered other benefits, too, in addition to recognition as a rookie of the year and an accumulation of motorsports hardware for walls and shelves, Hunter observes, "I've learned patience while still knowing

**THE RIGHT FORMULA**  
Hunter Barron (RIGHT) finds he fits quite well in Formula Vee competition (BELOW).



Jay Bonvillian





"Racing has great highs. Yet it can have very bad lows. Don't get frustrated"

**HUNTER BARRON**

when to be aggressive in the car and how to control myself inside and outside the car."

That Hunter has found a home in FV is due, it seems, to equal parts serendipity, family history, and the recognition of a potential business opportunity.

Grandfather Jim Barron, who passed away early this year at the age of 81, raced from the late 1950s to the early 1980s, Hunter explains. When his grandfather returned to racing via the vintage route, he opted for open-wheel cars, including a Super Vee and a Formula Atlantic. "But my dad, who'd only raced motocross, did some research and decided to start with Formula Vee, with the mindset of progressing to Formula Fords and Super Vees."

But something happened, Hunter reports. The FV bug struck - big time.

"He ran one year and then kind of started to fall in love," Hunter says. "Then he found a really cool one-off Formula Vee and ran it. He really fell in love with Formula Vee, the community and the cars. He stuck with it and put us kids in it. One day I would like to move up, but for now I'm very happy running Formula Vees."

As noted, the family FV contingent now includes not only Dad, but also Hunter's two older siblings and a cousin, plus family friend and fellow FV driver-mechanic Devin Boucher. Mom, Hunter notes, serves as the team's number-one supporter

as well as the person "to keep us boys all in line and in check."

Dad, Hunter notes, not only put him in a position to do what he loves, but also he has imparted "a lot about what it takes, not only to be a fast driver, but also a lot about the mental side of it, and being able to predict and act accordingly."

Plus, Hunter notes, "He always gave us someone to chase."

For young people interested in racing, and thinking about getting started, Hunter offers this advice: "Racing has great highs. Yet it can have very bad lows. Don't get frustrated if it's not going the way you had hoped. It takes time to get a grip on everything, especially when you're trying to do it all at once. Just take things one race at a time, and each time out will be a learning experience."

Down the road, Hunter says he plans to finish school and continue focusing on racing and the family's evolving FV operation, Barron Racing, which currently maintains a stable of some dozen-and-a-half vintage and SCCA Formula Vees and offers prep, maintenance, and trackside support services.

"I want to grow the business and make it successful," he explains. "If you haven't figured it out, racing is my life, and I enjoy every minute of it. "I can't think of anything in particular that's really more important to me besides family, friends, and enjoying life." ●

# SAFE AND FUN

Cal Club Region's Tracy Roper brings turbo-level enthusiasm to the race grid | WORDS Jim Kearney | IMAGE Ceci Smith

Tracy Roper wasn't born on the grid, but if she were, she'd know what to do. In 2010, her then-husband, a Cal Club Region worker, suggested she come along to the races, and that grid might be a good fit. "My first race experience was at Willow Springs and it was fantastic," she says. "I absolutely loved it. I loved cars, but it was the people who most impressed me. They were so welcoming and accepting of me."

She says she loves helping drivers be safe and have fun. "I see it as our job to help them enjoy themselves and have a good experience."

"On the grid, I'm always dressed in yellow and smiling," she adds. "I stand in the drive line and my arms are up and waving. I want them to see me and I'll show them where to place their car, preferably without having to back up. We try to accommodate them and put them at ease. Often, they are nervous, and they forget things."

To that end, she has a well-rehearsed drill on grid. "I first check the car number and the class to see if they are actually in this session," laughing as she says that it's not unusual for a driver to show up a session early. "We go over them head to toe, checking for required stickers and that their belts, helmets straps, and [head and neck restraints] are properly secured in place - sometimes they don't get the harness straps correctly positioned and sometimes it isn't clipped to the helmet."

Tracy walks around the car and keeps an eye peeled for loose hood pins and sometimes she finds weird stuff, like the trunk is open. "Once

I had a driver not have the trunk secured three times in one day."

Then comes the "chicken dance" as she asks drivers to imitate her flapping her wings to check their arm restraints. "We get very close to them to check everything, sometimes the driver needs a special wristband. Another reason to get in tight: are the pins pulled from the fire bottle? Is there something silly missing like the driver forgot his gloves or arm restraints? She knows who might have extras and does what she can to get them out for the session. "It's their day. I want to help them have a positive experience."

To best understand the driver's point of view, she made a point of sitting in a racecar and taking in the restrictive position the driver is in. "They have a limited field of vision and they are quite restricted in their movements," she admits. "Someone once suggested that we have them open their doors to make it easier for us to check things. But I pointed out many of them can't do that once they are strapped in."

The role calls for a lot of checking in a methodical manner in a short period of time. "The job is easy if you are a detail-oriented person who understands the serious implications of the need for doing what is required, she says. "Like everything, it's not a fit for everyone."

Tracy understands that by the time a driver is on the grid, he or she is focused on other things, so when she trains a potential new recruit, she does her normal routine but says every step aloud. "They have to be comfortable getting in



**WATCHFUL EYES**  
Tracy Roper enjoys helping drivers on grid, with her routine also ensuring the racers stay safe.

close to the drivers. We touch their belts and eyeball the safely gear."

Tracy lives north of Los Angeles and works at a number of tracks for many different sanctioning groups, everything from vintage groups to single marque events to the Long Beach Grand Prix. But she has become a real National Championship Runoffs aficionado, working the event on numerous occasions.

She was completely in the dark at the Runoffs at VIRginia International Raceway when it was announced that she was the recipient of the 2019 SCCA Grid Worker of the Year Award. "It was only two years ago at the Runoffs at Sonoma when I asked someone what this award was about," she laughs. "I was stunned to hear my name called as the recipient of the Worker of the Year Award. What an honor!"

It turns out, one of the people who had nominated Tracy for the award was Gayle Lorenz, with whom she has worked the Runoffs grid. "At the Indy Runoffs in 2017, Gayle got me a ride in the pace car and I'll never forget that as long as I live," says Tracy. "The people in the SCCA are the best. I've made long-lasting friendships with folks all over the country." 🍷



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**BUILDING BLOCKS**

Club Racing Board committees are actively working on ideas for American Sedan (LEFT) and Formula Continental (BELOW) in order to keep racers happy and class sizes healthy.

## FASTER AND BETTER

American Sedan and Formula Continental committees work to build strong classes and tight competition

WORDS Peter Keane, Chairman, Club Racing Board | MAIN IMAGE Jeff Loewe

The Club Racing Board (CRB) appreciates the amount of time all of its Advisory Committees devote to the sport of SCCA Road Racing. These committee members spend countless hours reviewing and researching the hundreds of member letters received each year, selflessly dedicating themselves to the betterment of the sport. Most recently, the American Sedan and Formula Continental Advisory Committees have gone the extra mile to build a foundation that will revitalize their classes, and it's worth taking a closer look at their efforts.

American Sedan (AS) presented a "What Do You Think" (WDYT) item in *Fastrack* spanning several topics, and they received solid feedback from numerous AS competitors. In an effort to reduce costs, the American Sedan Advisory Committee has recommended a few changes for the 2021 season. First, they are suggesting the removal of soft, autocross-style compound competition tires from the class. In their place, a list of approved tires has been generated. Second, the committee has increased the brake rotor size to 13 inches, so competitors do not have the additional cost of turning

rotors down to the current specification. The committee is also working on "spec" engine packages for all of the models to further reduce engine costs for the class.

Earlier this year, a Formula Continental (FC) ad hoc committee was formed for the purpose of investigating and pursuing increased entries for this prolific class. FC has long been a core formula class, offering extreme performance at a reasonable cost. Due to the popularity of FC, it has been the target of many competing classes over the years. But despite this assault, FC realizes solid participation in various SCCA Regional and Pro series, in addition to SCCA U.S. Majors Tour events.

The FC ad hoc committee is comprised of Regional, U.S. Majors Tour, and Pro drivers, as well as suppliers, manufacturers, and series promoters. The initial meetings focused on defining the positive attributes of FC and improved messaging about the class, events, cars, and participants. A Facebook page was developed, which immediately gained a significant following and now boasts close to 500 active members. To review conversations within that group, simply go to Facebook and search for "FC Racing Group."



Clark Morris

While rules adjustments were not on the ad hoc committee's agenda, there were a few rules that the committee felt were hampering participation. The most striking of those was the concept of a spec tire, which was recently implemented in the Formula F class and was well received by its racers. While FC is one of the last pure "formula" classes, the ad hoc committee believed a spec tire would be beneficial, especially if it offers improved mileage at a lower price point. Look for developments on this issue in the near future.

The ad hoc committee is further focused on putting at least 35 cars on the grid for the National Championship Runoffs in 2021 at Indianapolis Motor Speedway, which will also mark the 46th anniversary of FC racing in the United States. If you have interest in Formula Continental, please reach out to John LaRue at [jlaraue@johnblaraue.com](mailto:jlaraue@johnblaraue.com).

As always, the CRB appreciates all member input and is always looking for new members for our Advisory Committees. Any comments or resumes should be sent to [crb@scca.com](mailto:crb@scca.com), with letters regarding What Do You Think items and rules suggestions being made at [crbscca.com](http://crbscca.com). 📌



# THE VOLUNTEER INCENTIVE PROGRAM

## 12-19 DAYS

Gregory Abbott	Cal Club
Andrew Almquist	Milwaukee
Jerry Andersen	Cal Club
David Bailey	Milwaukee
Bradley Bastian	Blackhawk Vly
Charlene Bettinger	Wichita
Arjen Bleeker	NE Oklahoma
Scott Boito	E Tennessee
Nick Boley	Colorado
John Boltik	Central Florida
Robert Brookfield	North Carolina
Sara Brookfield	North Carolina
Jerry Cabe	Cincinnati
Robert Cage	Washington DC
Daniel Cain	Cal Club
George Carpenter	Ohio Valley
Madison Carpenter	Ohio Valley
Corrine Carter	Indianapolis
Jan Castelluccio	Indianapolis
Ann Chamberlain	San Francisco
Arlene Chrt	Chicago
Kenneth Chrt	Chicago
Margaret (Maggie) Clark	Cal Club
Jan Coleman-Mitchell	Atlanta
Robert Crawford	San Francisco
James Crider	Houston
Andrew Crogan	Central Florida
Elizabeth Crogan	Central Florida
Matthew Crotty	Lone Star
James Crouse	Central Florida
Christine Cwiklinski	Milwaukee
Dana DeShong	Central Florida
Dian Dingle	Susquehanna
Steve Dunkmann	Milwaukee
Patty Dwyer	San Francisco
Jamie Dzenclowcz	North Carolina
Michael Finn	Florida
Pat Foss	Chicago
Wayne Foss	Chicago
Samuel Fouse	North Carolina
Jeffrey Fox	Glen
David Fyffe	Cal Club
J Gentry	North Carolina
Louis Giallanela	N New Jersey
Kathy Gillen	Land O'Lakes
Jim Gillen	Land O'Lakes
Jim Gleason	Lone Star
Mitch Grant	Central Florida
Sherry Grant	Central Florida
Lon Hake	Blackhawk Vly
John Hammond	Atlanta
George (Smokey) Harper	Northwest
Larry Hartman	Atlanta
Carl Hayssen	New England
Carla Heath	Washington DC
Douglas Hendrickson	Blackhawk Vly
Rick Henschel	Buccaneer
Randall Hermann	Blackhawk Vly
Dave Hermann	Blackhawk Vly
George Heyl	San Francisco
Michael High	Washington DC
Patrick Hoban	Florida
Taryn Hodge	Ohio Valley
Dan Hodge	Ohio Valley
Donald Holmen	Chicago
Randall Holton	Ohio Valley
Robert Horansky	Buccaneer
Liam Hostrop	San Francisco
Shelia Hunter	Washington DC
Taylor Hyatt	Washington DC
Theodore Johns	Dixie
Don Johnson	Buccaneer
Peyton Johnson	North Carolina
Charlie Johnson	Blackhawk Vly
Jim Johnstone	Lone Star

Kim Joiner	Blackhawk Vly
Steve Kearney	Central Florida
Michael Kelley	Washington DC
JD King	South Jersey
Wendell Kinnaid	Cal Club
Joseph Kirby	San Francisco
Bruce Kosakoski	Mohawk Hudson
Marianne Krauss	New York
Karen Lamm	San Francisco
Don Landers	San Francisco
Bradley Lau	Hawaii
Michael Lawler	Cal Club
Morgan Leist	Lone Star
William Lemmond	C Carolinas
John Leps	Central Florida
Therese Lombardi	Oregon
Marianne Lyons	New England
Alec MacPhail	San Francisco
Kathy Maleck	Land O'Lakes
Chuck Marcy	Land O'Lakes
Bruce Marshall	South Jersey
Timothy Martin	Central Florida
Leslie Martinez	Milwaukee
Paul May	Texas
Michelle McCall	Colorado
Karen McCoy	Oregon
Kennedy McElroy	Lone Star
Bonnie McKee	Central Florida
Brent McNaul	Lone Star
Meg Meyer	South Jersey
Douglas Mitchell	Detroit
Mary Ann Mullen	Central Florida
Earl Myers	Ohio Valley
Robert Newberg	Blackhawk Vly
James Norlin	Oregon
Elizabeth Offutt	Buccaneer
Peter Olivola	Atlanta
Phillip Osborne	Ohio Valley
Paul Parsons	Cal Club
Genie Parsons	Cal Club
Lois Petersen	Arizona
Tom Phillips	Cincinnati
Patrick Prevenas	Blackhawk Vly
Michael Quaintance	Ohio Valley
Jeffery Reglin	Chicago
Robert Rivello	Washington DC
Patricia Robbins	Washington DC
Arthur Robbins	Washington DC
Richard Roberts	Milwaukee
Richard Rock	Blue Mountain
Bill Roper	Cal Club
David Rupp	Ohio Valley
Sue Rupp	Ohio Valley
James Schanz	South Jersey
James Schmuck	Chicago
Janet Schmuck	Chicago
Dale Schubel	Milwaukee
Chad Seel	Lone Star
James Shanks	North Carolina
Eric Shuman	Cal Club
Catherine Stegeman	Chicago
Donna Stevens	New England
Michael Stiller	Buccaneer
Kurt Storck	St Louis
John Sutton	Chicago
Larry Svaton	Houston
Charles Tanck	Finger Lakes
Jim Taylor	N New Jersey
Gary Thomlinson	Washington DC
Donna Tonkin	Ohio Valley
Marsha Toombs	Finger Lakes
Michael Toombs	Finger Lakes
James Tornetta	South Jersey
Judith Troemel	Milwaukee
David Turner	North Carolina
Matti Viikila	Washington DC
Susan Wakeman	Detroit

Stanley Wantland	Washington DC
Judith Warren	Washington DC
Roberta West	Mid South
David White	New England
Elizabeth Winiarz	New England

## 20-29 DAYS

Olaf Abrahamson	Chicago
Paul Anderson	Washington DC
Virginia Anderson	Washington DC
Robert Anderson	New England
Cathy Barnard	S Texas Border
Ronald Bashor	Texas
Donna Bastrzycki	New England
Bruce Bettinger	Wichita
Jennifer Bicket	San Francisco
Kenneth Blackburn	North Carolina
Bill Blake	San Francisco
George Bloeser	Philadelphia
Judith Bloeser	Philadelphia
Christopher Buccola	Chicago
Lauri Burkons	Neohio
John Callahan	Florida
Edward Capullo	New England
Linda Capullo	New England
Laura Case	Cal Club
Wanda Cecil	South Carolina
Joshua Cockey	Washington DC
Sheila Cockey	Washington DC
Rhonda Corbitt	San Francisco
Robert Cowie	Cincinnati
Stuart Cowitt	Florida
Robert Crawford	Washington DC
Anna Crissman	North Carolina
David Dominguez	North Carolina
Donald Drennon	C Carolinas
Scott Farrell	Florida
Alice Fatherree	Washington DC
Dave Foreman	Lone Star
Dave Fredrick	Central Florida
W French	Washington DC
Jim Gaffy	Oregon
Joseph Gray	Susquehanna
Sandra Gray	Susquehanna
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Peter Watson	New York
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William Dwyer Jr	San Francisco
William Forman	Washington DC
Rachel Forman	Washington DC
Terry Hanushek	South Jersey
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Sharon Prip	Central Florida
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David Rodman	New England
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Sharon Rollow	Atlanta
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Eric Whitnable	Ohio Valley

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James Hooker	Central Florida
Charles Leonard	Central Florida
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Barbara Mayes	South Carolina
Margaret Mitchell	Florida
Stirling Robertson	Lone Star
Jim Rogaski	San Francisco
Jerome Russet	Land O'Lakes
A. Richard Wong	W New York

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**HUMBLE BEGINNINGS**

The lead-up to the first Solo National Championships in 1973 saw intense competition at Divisional events as drivers had to qualify for an invite to the Solo Nationals.



## THE EARLY DAYS

With no 2020 Tire Rack Solo National Championships to report on, let's look back at the event's humble beginnings | WORDS Paul Brown | IMAGES SportsCar Archive

2020 marks the first time since 1972 there was no Solo National Championships. The announcement of the cancellation of this year's running of the winner-take-all autocross event came on Aug. 5 and was both a disappointment and a relief. But for me, the event's cancellation really hit home the Friday we should have been on site in Lincoln, Neb., setting up our paddock, and then mid-week when we would have been competing or working. Weather reports indicate this might have been a really interesting year, with temperatures ranging from the 40s to the 90s. But we'll never know what would have happened. Meanwhile, this should be a distant memory come September 2021 as we return to near-capacity attendance at Lincoln Airpark for the continuation of the iconic Tire Rack Solo National Championships.

Meanwhile, this article appears in the championship edition of *SportsCar*, which features the winner-take-all events for everything except for the Solo National Championships. Not having any championship results to discuss, this seems like a great opportunity for some random thoughts about the Solo Nationals - so let's dig in.

My first year competing at the Solo National Championships was 1985, which was also the first year of having a Chiefs Team consisting of members spanning the country rather than a host Region heading up the event. Given the size and complexity of the event, there really are not a lot of Regions that could have managed the event once it broke the 600-entry barrier. It's interesting to recall how challenging we found it to run that many entries through a couple of courses in four days. 2018, it should be noted, wasn't the only time a day's competition could not be completed on schedule and had to wait for daylight the following day.

The first Solo National Championships took place in 1973. That year, 224 entries were run over a single weekend. That format continued through 1982, where organizers managed to handle 577 entries. As the event transitioned into a four-day event, it would be more than 20 years before the Club would run that many through their competition runs in a two-day span.

I remember competing in an autocross in Roswell where the timing system failed and we were forced to utilize stopwatches. The first Solo National Championships

took that a step further, with the start and finish being so far apart that the stopwatch operator received the start signal verbally over a radio. There are questions about the validity of the current claim of resolution to the thousandth of a second with existing timing systems, so consider this: There was a class decided by a tenth of a second with that original remote manual system.

Way back in the day, a cone counted if it was just wiggled; not surprisingly, that resulted in disagreements. Later, the rule was tweaked to the cone having to reside completely inside a two-inch box, which was then altered to "still touching any part of the two-inch box" when it was codified into the rulebook. That finally turned into the current no-two-inch border requirement of "still touching any part of the box drawn around the cone."

We've come a long way over the decades, and the Solo National Championships has become an event that no one wants to miss. In fact, it took a pandemic to stop many of us from showing up at Lincoln Airpark in early September this year. And, now that we've all been forced to miss one, it'll be fantastic to see everyone again come the 2021 running of the Tire Rack Solo National Championships. 🍷





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#### MORE OF EVERYTHING

Evening and nighttime events (LEFT) can increase the level of fun, and allow competitors to get creative with their lighting solutions (BELOW).

## BOOGIE NIGHTS

Nighttime RallyCross events offer unique challenges for competitors and organizers alike, but it's totally worth it | WORDS Matt Wolfe | IMAGES Philip Royle

Regardless of the type of motorsport, competing under the cover of night is a great way to add excitement. It's a very unique experience and something every competitor absolutely must check off their bucket list. Indeed, hosting night events presents unique challenges that must be considered in order to make them a success, but it's not impossible. And - especially for RallyCross - saying the effort is worth it would be an understatement of epic proportions.

The first step to hosting a successful nighttime RallyCross is finding a suitable venue. While not a requirement, it's usually a wise idea to select a venue that has operable lights that shine on the course area. Having sufficient artificial light may sound like it removes some of the challenge from night competition, but it makes navigating the course far less frustrating if there are a lot of elevation changes, as well as safer for course workers.

Artificial light also helps deal with one of the biggest challenges of hosting night events: dust. If your site happens to be on a surface that produces copious amounts of dust, then running at night is going to be nearly impossible without some form of artificial

lighting. In dusty conditions, auxiliary lights on vehicles not only don't aid the driver's vision, but in many cases, they can actually be a detriment. It's also important to remember that when the sun goes down, the breeze often dissipates with it. If you had a prevailing wind during the day that was helping clear the course, you may lose that at night, quickly turning the course into a hazy mess.

If you do choose to host a night event without any artificial lighting, there are a few tips that can help. One often-utilized trick is to stick reflective tape onto the tops of the cones that headlights will catch. This will help keep drivers from getting lost and make it more obvious to corner workers when someone tags a cone. If you're in a pinch, some Regions have placed white cups upside down on the top of cones to make them easier to see.

Additionally, if you're hosting a night event, there is usually a day course that competitors run beforehand. It is usually a good idea to run the same or a very similar course at night if you are racing completely in the dark as it minimizes the potential for drivers to get lost on course. SCCA's Saginaw Valley Region in



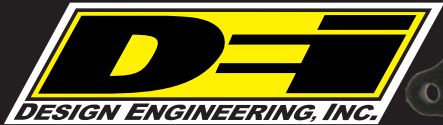
Michigan hosts Ice Trial events every winter on a RallyCross sanction that often feature day and night runs on the same course. Even if you ran the course during the day, running at night is still a difficult challenge as the lake that is used lends itself to very long courses (one of the turns actually sends you around a small island).

As for preparing a vehicle for night RallyCross, the rules state: "All vehicles must have adequate operable forward lighting to participate in night or low light events." While additional forward lights are not a bad idea for running in a night RallyCross, they are also usually not necessary. If your vehicle has sufficiently modern stock headlights, they will be about all most drivers need. That said, if you do decide to install additional lights on your vehicle, make sure they are securely attached and the correct beam pattern for the application.

Hosting nighttime RallyCross events definitely adds a layer of complexity over hosting a sunlit one, but the payoff in terms of competitor experience and event marketing makes the challenge well worth the effort. Trust me, you won't be sorry. 🍷



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**ON THE ROAD**

RoadRally teams prepare for the January 2020 Son of Sno\* Drift rally.

## ENJOYING THE SPORT

Both before and during the pandemic, 2020 RoadRally events have witnessed challenges and fun | **WORDS** Rick Beattie | **IMAGE** Scott Harvey Jr.

A search for winners of 2020 RoadRally events found teams, rallymasters, and committees who appeared to grab this year's pandemic difficulties and work with them as if they were part of the Rules for Organizers or a paragraph in the RRRs. Given all we've been dealing with, their examples are impressive indeed.

Monte and Victoria Saager in Cascade Sports Car Club events near Portland, Ore., ran TSSD (Time-Speed-social-Distancing) rallies. They stayed at home for the entire event. Using the Richta App, they sent the route instructions to contestants a day early, and then used the app at their kitchen tables to score the teams.

In the first TSSD event, *Zing Goes the Strings of My Heart* on March 21, first overall and first in Unlimited Class was taken by Paul Eklund and Yulia Smolyanski.

On Aug. 8, rallymasters Jon and Kelli Lamkins started the 2020 *Rally Against Leukemia* GTA event in New Hampshire, two states away from their Connecticut home in a time of COVID-19 travel restrictions. A one-day trip in mid-July was enough time to determine the route and locate 10 points of interest.

Using a tourism map, teams had to look for answers to the questions about the points of interest by following the shortest route.

The defending champions, Nina Piccola and Michael Beliveau, won the event traveling an adjusted mileage of 109.09 miles, 2.11 miles shorter than the next two tied teams.

With social distancing and travel restrictions, the Detroit Region 2020 *Press On Regardless* event name fit right in this year. The 68 miles to the finish in the fifth and final section ending in Gaylord, Mich., "traversed some of the gnarliest rally roads in the area," it is said.

This was the first year for this rally using the Richta App, and POR organizers described it thusly: "This is the future for TSD rallying." Despite two problems with calculation errors, no damage was done. Therein, Scott Harvey Jr. and Rob Moran won the event over the 25 other teams that started with just 29.1 points for the 54 scored legs.

Earlier in the year, Detroit Region was also able to run its *Son of Sno\* Drift XXII* rally in January. Texas Region also staged at least one event with the *Sweetheart Ride Road Rally* on Feb. 9, 2020. This Divisional GTA Rally attracted 20 cars. Brian and Trevor Mielock finish first overall and first in Class G in their 2017 Volkswagen Passat with a score of 38.

Getting six of their winter rallies in, Finger Lakes Region attracted an average of just less than 13 cars per event. Twenty-two cars attended the Ithaca Winter Rally on Jan. 18.

Finger Lakes is probably the only Region that uses a variable speed concept to permit teams a range of three or four maximum speeds with a difficulty factor for each group to equalize competition. The Region typically lists the Stock class competitors first in the results. The last rally of the year, Feb. 29's *Leap Day Rally*, showed Stock Class competitors Bruce and James Coulombe first in that class and fourth overall with a score of 61.

At one point during the year, Frank Beyer was able to get back to New England from New York State as John Buffum "decided that the cure to break us out of our COVID Cocoon would be a special version of his *Winter Challenge*, dubbed the *Summer Challenge*."

Beyer was looking forward to the "130-mile jaunt...for which [we] used EZ Trak GPS boxes on our dashboard. We never saw a control all day [as] the EZ Trak unit sits on your dashboard as dumb as a skunk."

In the end, Mark Stone and Marc Goldfarb finished first overall and first in Class A with 37 points and eight zeros on 16 controls. Satish Gopalkrishnan and Savera D'Souza, although finishing third, had 11 zeros.

For Beyer - and hopefully soon for all of us - it was a "nice time, nice friends, [and] nice to be back in the woods." 📍





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## January/February 2021

Showcase: *Driving School Directory*  
Editorial Cover Feature: *Pro Racing Championship Review*  
**Reserve space by:** December 9  
**Materials due:** December 23  
**Mails:** January 13

## March/April 2021

Showcase: *Safety Equipment & Apparel Guide*  
Editorial Cover Feature: *Time Trials*  
**Reserve space by:** February 26  
**Materials due:** March 2  
**Mails:** March 23

## May/June 2021

Showcase: *Brake Buyer's Guide*  
Editorial Cover Feature: *RallyCross*  
**Reserve space by:** April 20  
**Materials due:** May 4  
**Mails:** May 25

## July/August 2021

Showcase: *Solo Nationals Prep Guide*  
Editorial Cover Feature: *The Who Will Win The Solo Nationals*  
**Reserve space by:** June 8  
**Materials due:** June 22  
**Mails:** July 13

## September/October 2021

Showcase: *Runoffs Prep Guide*  
Editorial Cover Feature: *The Who Will Win The Runoffs*  
**Reserve space by:** July 27  
**Materials due:** August 10  
**Mails:** August 31

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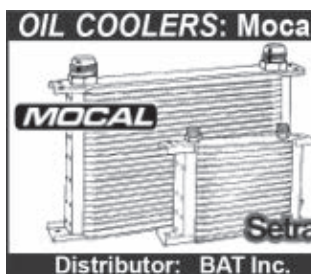

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## 20 COMPETITION ▼



**"PINK SPICE" >** Raced in the 1991 24hr of LeMans by Lynn StJames, Desire Wilson and Cathy Muller. Recently seen at Goodwood Festival of Speed and Le Mans Classic. Chassis n.017, Engine 3.5 Cosworth DFR. New gearbox/cwp. Great spares package. \$250,000. Including shipping to USA. **Contact: Richard Bateman at karenburchett@btinternet.com**



**1986 MAZDA RX 7 ITS / EP >** Former CFR series championship ITS car. Pro built 13B motor, big brakes, locker rear end, fuel cell, fire system, full cage, pro built car. Former Sebring record holder. Very fast and safe. \$9,999. **Contact: (305) 790-7600 or race962@yahoo.com**



**BUICK SOMERSET GT-1 >** One-off build for Buick for T/A by Tommy Riggins. Chassis straight, body in primer. Complete or as roller. Buick V-6, Jerico, Frankland QC. 16 wheels and tires, including 1 new set of slicks and once-used rains. Request a list of extras. \$22,900 complete, \$17,900 roller. **Contact: Lance (248) 880-3276 or lance@mi.rr.com**



**1973 PORSCHE 911 >** 1 hour on Mike Bruns twin plug 3.0 liter. 935 front suspension, coilovers, big brakes. New clutch, rebuilt 915 trans. Sub 2,000lbs weight wet. SVRA, HSR logbooks. \$74K OBO. **Contact: Jeffrey Bauer (941) 266-0353 or carrerajeff@yahoo.com**

## 20 COMPETITION ▼



**RX-8 "BODY IN WHITE" >** New, no undercoating. For racing, drifting, show car, etc., No title or serial numbers. Includes four doors, rear quarters and hood as stock. Nose, tail, front fenders, trunk lid reshaped for mold-making purposes. No drivetrain, suspension or other parts not listed above. Bring a trailer! \$3,500. **Contact: Jim Downing at (404) 680-6590**



**NISSAN 350Z >** SCCA GT-2 4-time SCCA National Championship Runoffs winner. Many more Runoff podiums, track records, Majors, and National wins. Cuneo tube chassis, three fresh engines, two sequential gearboxes, 12 BBS wheels and many spares. Located in Binghamton, NY. **Contact: Jim Goughary (713) 854-4579 or jgoughary@icloud.com**



**STOHR CHASSIS #14 >** 20 hours only on chassis & engine since 2016-'17 rebuild. Spare engine - dyno time only, both engines George Dean Racing GSXR. 6 sets of wheels. Spare complete body and 3rd nose painted. Spare floor plus much more. \$25,000. **Contact: Jim Rawson (713) 782-0195 or proam@iapc.net**



**2000 RADICAL CLUBSPORT >** Race ready. SCCA DSR now P2, 8 championships, 1 SARRC South championship. 2 sets of rims with slicks. Suzuki GSXR 1,000 by George Dean. Spare side pods, new seat belts and more. Tampa. \$17,900. **Contact: Carl (352) 255-9994**

## 20 COMPETITION ▼



**2005 MARGAY KART >** Briggs World Formula engine. New set of MG Yellows on the kart and set of wheels with MG Reds. Spare parts, manual folding/rolling kart stand, kart cover and like new junior kart racing suit. Well maintained. Nash Karts built motor making 18hp. \$3,500. **Contact: Tony (414) 791-0618**



**MAZDA P2 ESR >** 2019 Runoffs winner and Hoosier Super Tour champion. Very reliable, sorted, and competitive P2 package. Fresh engine at Runoffs, spare available, SADEV sequential with auto-blip, MoTeC, custom carbon aero, Ohlin TTX40 shocks w/ blow-off, three sets of wheels, many springs and tools. \$62,000. **Contact: Tray (678) 995-1646 or trayayres@gmail.com**



**FORMULA ATLANTIC 014 >** 2 to choose from. 0-hour Mazda 2.0L conversions. Long list of upgrades. Inquire for information and pricing. **Contact: Kevin (319) 337-4140 or info@hartek.org**

## 30 OTHER ▼



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## DEADLINES FOR PLACEMENT IN UPCOMING ISSUE:

## JANUARY/FEBRUARY 2021

Showcase: *Driving School Directory*

Editorial Cover Feature: *Pro Racing Championship Review*

**Reserve space by:** December 9

**Materials due:** December 23

**Mails:** January 13

## MARCH/APRIL 2021

Showcase: *Safety Equipment & Apparel Guide*

Editorial Cover Feature: *Time Trials*

**Reserve space by:** February 26

**Materials due:** March 2

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# CALENDAR

SPORTS CAR CLUB OF AMERICA CHAMPIONSHIP ISSUE 2020  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

## MEMBER BENEFITS

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



Hagerty is offering SCCA members a 5-percent discount to protect their investments, including collector cars, motorcycles, racecars, and boats, as well as a 5-percent discount on annual insurance policies. Plus, 30-percent off on-track insurance for Track Night in America events.

**RACER** magazine tells the stories of racers in a way that is unlike any other publication, with SCCA members receiving a 58-percent savings off the cover price.



Members receive a discounted subscription rate of only \$16.99 per year to **Classic Motorsports** magazine.



Members receive a discounted subscription rate of only \$16.99 per year to **Grassroots Motorsports** magazine.

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

## PRO RACING



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Feb 29-Mar 1** Sebring Int'l Raceway, Fla.  
*Francis Jr. (TA); Skeen (TA2); Joiner (XGT); Saunders (SGT); Davison (GT)*  
**Jun 26-28** Mid-Ohio Sports Car Course, Ohio  
*Francis Jr. (TA); Merrill (TA); Joiner (XGT); Brummond (SGT); Horrell (GT)*  
**Jul 10-12** Brainerd Int'l Raceway, Minn.  
*Drissi (TA); Skeen (TA2); Thwaites (XGT); Saunders (SGT)*  
**Aug 6-8** Road America, Wis.  
*Dyson (TA); Skeen (TA2); Thwaites (XGT); Saunders (SGT); Horrell (GT)*  
**Sep 24-27** VIRginia Int'l Raceway, Va.  
*Race 1: Francis Jr. (TA); Kicera (TA); Thwaites (XGT); Saunders (SGT); Griffin (GT); Race 2: Francis Jr. (TA); Skeen (TA2); Joiner (XGT); Wlostowski (SGT); Davison (GT)*  
**Nov 6-8** Circuit of the Americas, Texas  
**Nov 19-22** Road Atlanta, Ga.

**TRANS AM WEST COAST C'SHIP**  
**Aug 1-2** Thunderhill Raceway Park, Calif.  
*Pickett (TA); Wilson (TA2); Gregg (XGT); Rydquist (SGT); Bogetich (GT)*  
**Aug 21-23** Sonoma Raceway, Calif.  
*Pickett (TA); Butson (TA2); Gregg (XGT); Rydquist (SGT); Bogetich (GT)*  
**Oct 9-11** Sonoma Raceway, Calif.  
*Pickett (TA); Merrill (TA2); Rydquist (SGT)*  
**Nov 6-8** Circuit of the Americas, Texas



**FORMULA 4** [f4uschampionship.com](http://f4uschampionship.com)  
**Jun 25-28** Mid-Ohio Sports Car Course, Ohio  
*Race 1 postponed (weather); Bogle*  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
*Yeany; Tavella; Yeany*  
**Jul 31-Aug 2** Barber Motorsports Park, Ala.  
*Yeany; Blanco; Kohlbecker; Yeany*  
**Sep 25-27** Sebring Int'l Raceway, Fla.  
*Yeany; Yeany; Yeany*  
**Oct 2-4** Homestead-Miami Speedway, Fla.  
*Blanco; Blanco; Evans*  
**Oct 23-25** Circuit of the Americas, Texas  
*Blanco; Kohlbecker; Blanco (provisional)*  
**2020 Champion: Yeany**

### ► SCCA PRO RACING

Trans Am's 2021 season will kick off on Feb. 20-21 at Sebring International Raceway.



**FORMULA REGIONAL AMERICAS** [framericas.com](http://framericas.com)  
**Jun 25-28** Mid-Ohio Sports Car Course, Ohio  
*Lundqvist; Lundqvist; Lundqvist*  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
*Lundqvist; Lundqvist; Lundqvist*  
**Jul 31-Aug 2** Barber Motorsports Park, Ala.  
*Lundqvist; Lundqvist; Lundqvist*  
**Sep 25-27** Sebring Int'l Raceway, Fla.  
*Malukas; Lundqvist; Lundqvist*  
**Oct 2-4** Homestead-Miami Speedway, Fla.  
*Lundqvist; Lundqvist; Malukas*  
**Oct 23-25** Circuit of the Americas, Texas  
*Lundqvist; Lundqvist; Lundqvist*  
**2020 Champion: Lundqvist**



**F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES**  
[formularacepromotions.com](http://formularacepromotions.com)  
**2021 schedule to be announced**



**RADICAL CUP**  
[radicalsportscars.com](http://radicalsportscars.com)  
**2021 schedule to be announced**



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



**HOOSIER SUPER TOUR**  
[scca.com/supertour](http://scca.com/supertour)  
**2021 schedule to be announced**



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)  
**2021 schedule to be announced**

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**  
**Sep 27-Oct 3, 2021** Indianapolis Motor Speedway, Ind.

**REGIONAL/DIVISIONAL NORTHEAST** [mediv.org](http://mediv.org)  
**2021 schedule to be announced**

**SOUTHEAST** [sedivrracing.com](http://sedivrracing.com)  
**2021 schedule to be announced**

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**2021 schedule to be announced**

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**2021 schedule to be announced**

**MIDWEST** [midiv.org](http://midiv.org)  
**2021 schedule to be announced**

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**May 8-9** MSR Houston/Houston  
**Sep 17** MotorSport Ranch Cresson/Texas

**Oct 30-31** Eagles Canyon/Texas  
**More 2021 events to be announced**

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**2021 schedule to be announced**

**NORTHERN PACIFIC** [norpac-scca.org](http://norpac-scca.org)  
**2021 schedule to be announced**

**SOUTHERN PACIFIC**  
**2021 schedule to be announced**

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

**REGION DRIVER'S SCHOOLS**  
**2021 schedules to be announced**

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

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

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

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

**MSR Houston**  
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Chris Clark



## CALENDAR KEY

All dates/events subject to change

# = Enduro  
CR = Course Rally  
CT = Club Trial  
HC = Hill Climb  
GTA = Game, Tour, Adventure Rally  
GRC = Great Race Class  
NC = National Course  
NT = National Tour  
CRE = Club Racing Experience  
r = Restricted  
Ro = Runoffs qualifier  
RT = Regional Tour  
SR = Social Rally  
TT = Time Trial  
TE = Track Event  
TS = TrackSprint  
v = Vintage

Contact information for registrars and event organizers available at [scca.com](http://scca.com). For changes, e-mail [sanction@scca.com](mailto:sanction@scca.com).



Rupert Berrington

### CLUB RACING

**WHAT** SCCA Runoffs  
**WHEN** Sept. 27-Oct. 3, 2021  
**WHERE** Indianapolis, Ind.

The 2021 National Championship Runoffs will take place at Indianapolis Motor Speedway, marking SCCA's return to the historic venue.

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

### NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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[allenbergracingschools.com](http://allenbergracingschools.com)  
Bertil Roos Racing School  
(800) 722-3669 [racenow.com](http://racenow.com)  
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BMW of North America  
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[bmwperformancecenter.com](http://bmwperformancecenter.com)  
Bob Bondurant School  
(800) 842-7223 [bondurant.com](http://bondurant.com)  
Kaizen Autosport Racing School  
(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

LevelUp Racing School  
(920) 838-6612  
[levelupracingschool.com](http://levelupracingschool.com)  
Lime Rock Driver's Club  
(860) 435-5000 [limerockclub.com](http://limerockclub.com)  
Lucas Oil School of Racing  
(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

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

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

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

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

Sears Point Racing Experience  
(800) 733-0345 [searspointtracing.com](http://searspointtracing.com)

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

Team Stradale  
(815) 727-7234 [teamstradale.com](http://teamstradale.com)

### NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School  
(888) 722-3220  
[allenbergracingschools.com](http://allenbergracingschools.com)  
Danny McKeever's Fast Lane Racing School  
(888) 948-4888 [raceschool.com](http://raceschool.com)  
EXR - Exotics Racing Series  
(702) 802-5662 [exrseries.com](http://exrseries.com)

Pro Drive Racing School  
(503) 285-4449 [prodrive.net](http://prodrive.net)  
Spring Mountain Advanced Driving School  
(800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

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

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

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

2021 schedules to be announced

### TIME TRIALS NATIONAL TOUR

June 9-13, 2021 Time Trials Nationals, NCM Motorsports Park, K.Y.

TRACK NIGHT IN AMERICA  
Palm Beach International Raceway, Fla.  
Dec. 15  
2021 schedule to be announced

### STREET SURVIVAL SCHOOLS

2021 schedule to be announced

## SOLO

### TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2021 schedule to be announced

### 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.  
2021 schedule to be announced

### CAM INVITATIONAL

2021 schedule to be announced

### STARTING LINE SCHOOLS

2021 schedule to be announced

### REGIONAL

NORTHEAST [nediv.org](http://nediv.org)  
2021 schedule to be announced

SOUTHEAST [sedivtracing.com](http://sedivtracing.com)

Dec 13, 2020 Hoover Metro. Stdm/Alabama

Dec 13, 2020 Hunt Army Stagefield/Wiregrass

Dec 13, 2020 Hoover Metro. Stadium/Alabama

Dec 13, 2020 Hutchinson Island

Paddock/Buccaneer

2021 schedule to be announced

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

2021 schedule to be announced



Rupert Berrington

### AUTOCROSS

**WHAT** Champ Tour & ProSolo

**WHEN** Most of 2021

**WHERE** Coast to coast

Keep an eye on [scca.com/autocross](http://scca.com/autocross) for the latest updates on the Tire Rack Championship Tour and ProSolo National Series.

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

2021 schedule to be announced

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

2021 schedule to be announced

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

2021 schedule to be announced

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

2021 schedule to be announced

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

2021 schedule to be announced

SOUTHERN PACIFIC

Dec 13, 2020 Marana Regional Airport/Arizona Border

Dec 13, 2020 Musselman Honda

Circuit/Arizona Border

Dec 19, 2020 Arizona Motorsports Park/Arizona

2021 schedule to be announced

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

## ROADRALLY

### NATIONAL/DIVISIONAL

2021 schedule to be announced

### REGIONAL/DIVISIONAL

2021 schedules to be announced

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

## RALLYCROSS

### DIRTFISH NATIONAL TOUR

2021 schedule to be announced

### DIRTFISH NATIONAL C'SHIP

2021 event to be announced

### REGIONAL

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

Feb 7 Marovec Farm/Iowa

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

Dec 19, 2020 Alaska State

Fairgrounds/Arctic Alaska

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



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# SCCA MEMBERS CELEBRATING 25-65 YEARS

## 65-YEAR MEMBERS

Karl Ludvigsen	12/2/59	Montana
Gerry Mason	12/2/59	Indianapolis

## 60-YEAR MEMBERS

Robert Brown	12/2/64	New York
Joe Brown Jr.	11/2/64	S West Virginia
Carl Stringfellow	10/2/64	Alabama
Charles Walter	12/2/64	Kansas City

## 55-YEAR MEMBERS

Virginia Apker	11/2/69	NE Oklahoma
Robert Baechle	11/2/69	Central New York
Art Bayless	11/2/69	Atlanta
Bill Blake	12/2/69	San Francisco
Bill Cannons	11/2/69	Central Florida
Karl Danneil	10/2/69	Mohawk Hudson
William Hawkins	11/2/69	Atlanta
Jeffrey Hume	10/2/69	Finger Lakes
Kathryn Jaques	11/2/69	San Diego
Douglas Jones	10/2/69	Oregon
James Kuhns	10/2/69	Cal Club
Robert Lenz	10/2/69	Des Moines Valley
Arnie Loyning	12/2/69	Oregon
James Massey	11/2/69	Gulf Coast
Richard Raymond	12/2/69	San Francisco
Larry Schumacher	11/25/69	Cincinnati
Diana Stark	12/2/69	Northwest
Frank Stoddard	10/2/69	Dixie
Norman Swanson	10/2/69	New England
Cecilia Turner	10/2/69	Cal Club

## 50-YEAR MEMBERS

Judy Beck	11/2/74	Nebraska
Mary Berchak	10/2/74	Ohio Valley
Patricia Buell	10/2/74	Nebraska
Ann Burke	10/2/74	Detroit
Charles Davis	11/2/74	Kansas City
John Hamann	11/2/74	New England
Frank Krajewski	11/2/74	Reno
T Craig Miller	10/2/74	Washington DC
Willard Nix	11/2/74	Chicago
Robert Pasternak	12/2/74	New England
Carol Reber	11/2/74	Washington DC
Douglas Ruth	10/2/74	Ohio Valley
Ed Smith	10/2/74	St Louis
Betty Tignor	11/2/74	Atlanta
Mark Weber	10/2/74	St Louis
Fred Wentzell	11/2/74	New England
Fletcher Williams	10/2/74	Atlanta

## 45-YEAR MEMBERS

Robert Hellebuyck	10/2/79	Kansas City
Alan Rae	10/2/79	Northwest

## 40-YEAR MEMBERS

Bruce Ackerman	10/2/84	San Francisco
Mitchel Attias	11/2/84	Central Florida
Madeline Averett	10/2/84	Lone Star
Amy Burke	10/2/84	Detroit
Micheal Byington	10/2/84	St Louis
Arnold Carbaugh	10/2/84	Glen
Bill Chin	10/2/84	Cal Club
Jim Dentici	10/2/84	Milwaukee
Jon DePentu	11/2/84	Detroit
Pat Foss	11/2/84	Chicago
Wayne Foss	11/2/84	Chicago
William Fox	12/2/84	Cal Club
David Fredendall	12/2/84	Cal Club
Ken Frey	12/2/84	N New Jersey
Bruce Marshall	11/2/84	South Jersey
Susan Marshall	11/2/84	South Jersey
John Norris	10/2/84	Cal Club
Barbara Pamer	12/2/84	Central Florida
Karen Paul	11/2/84	New England
David Rupp	11/2/84	Ohio Valley
Joseph Sepanik	11/2/84	Cal Club

Mark Silverberg	10/2/84	St Louis
Lisa Smalley	11/2/84	Chicago
Paul Smalley	11/2/84	Chicago
Jane Smith	12/2/84	San Francisco
Bob Sonntag	10/2/84	Southern Indiana
Cynthia Straub	10/2/84	Southern Illinois
Kenzo Sudo	10/2/84	San Francisco
David Trevisan	12/2/84	San Francisco
Henry Wilkinson	11/2/84	Central Carolinas
Ronald Williams	11/2/84	Chicago

## 35-YEAR MEMBERS

Robert Axt	12/24/89	Atlanta
Rusty Bell	10/19/89	N Ohio Valley
Elaine Bennett	12/14/89	Neohio
Harry Berzes	12/31/89	Arizona Border
Paul Brewer	10/2/89	Atlanta
Curtis Castleberry	12/14/89	Atlanta
Steven Christopher	12/18/89	Ohio Valley
Bob Condrashoff	12/17/89	San Francisco
Sarah Duffy	11/21/89	St Louis
Ken Epsman	11/20/89	San Francisco
Ronda Fergus	12/13/89	Ohio Valley
Paul Fitzsimmons	11/9/89	Milwaukee
Dudley Fleck	11/20/89	Iowa
Nancy Foster	10/8/89	Colorado
Tim Gavula	12/14/89	Detroit
R J Gordy	10/3/89	San Francisco
Leeds Gulick	11/22/89	Northwest
Michael Haney	11/23/89	Arkansas
William Herscher	10/24/89	Central Florida
John Leverett	10/9/89	Atlanta
John Lieberman	10/15/89	Red River
Robin Manning	10/8/89	Mid South
Patricia Mazzoni	10/3/89	Florida
Alan Mertens	12/14/89	San Francisco
Paul Mevoli DMD	12/14/89	Central Florida
Alan Oppel	12/7/89	Central Florida
Robb Pierson	12/7/89	Oregon
Richard Root	12/14/89	Milwaukee
Gloria Sheets	10/8/89	Ohio Valley
Angie Stewart	10/10/89	Washington DC
Gary Stewart	10/10/89	Washington DC
Gerald Street	12/13/89	Chattanooga
John Swain	11/20/89	Atlanta
Blake Tatum	10/30/89	San Francisco
Don Tucker	12/7/89	Mid South
Mark Ward	12/7/89	Florida
Mark Wishart	12/31/89	South Carolina
Mike Workman	10/3/89	Ohio Valley
Robin Yount	11/20/89	Arizona

## 30-YEAR MEMBERS

Andrew Bettencourt	10/26/94	New England
Steven Bordwell	10/26/94	Milwaukee
Ralph Borelli	11/21/94	San Francisco
Jason Brown	12/19/94	Central Florida
David Bryson	11/8/94	North Carolina
John Burkhard	10/11/94	Washington DC
Steven Burriess	12/13/94	Cincinnati
Robert Chrismas	11/28/94	NW Ohio
Stanislas Czacki	10/10/94	Pan American
Chas Dawson	10/27/94	Central Florida
Bob Fairbanks	12/22/94	Glen
Patricia Ganz	12/7/94	Cal Club
Gary Guethlein	11/8/94	San Francisco
Thomas Healy	10/26/94	N New Jersey
Robert Hengen	10/17/94	Ohio Valley
Theresa Hogue	11/21/94	Indianapolis
Cheryl Holcomb	11/8/94	Cal Club
Gary Holcomb	11/8/94	Cal Club
Rick Houser	12/7/94	Cal Club
Jeffrey Hubbell	11/1/94	New England
Ronald Ignatowski	12/19/94	New England
Keith Jones	12/21/94	Neohio

Charles Krueger	12/19/94	Finger Lakes
Robert Lentz	12/11/94	Washington DC
Robert Macherione	11/1/94	Oregon
Jackie Mall	11/8/94	NW Ohio
Michael McCann	11/21/94	Cal Club
Scott Mencaccy	10/12/94	San Francisco
James Michael	11/21/94	Texas
James Miner	11/28/94	Washington DC
Bart Morris	11/21/94	Ohio Valley
Larry Morris	11/21/94	Ohio Valley
Matthew Naegle	12/14/94	Philadelphia
Ali Naimi	10/12/94	Oregon
Wilford Pearse	11/9/94	Central Carolinas
Patrick Pegues	10/10/94	Washington DC
Gerald Pell	10/12/94	North Carolina
Joseph Petrick	11/28/94	Great River
Robert Plencner	12/21/94	New England
David Pope	11/14/94	Central Florida
Ray Qualls	11/1/94	Washington DC
Mark Rincon	11/14/94	San Francisco
George Russell	12/11/94	San Francisco
James Schings	10/20/94	Central Kentucky
Denise schlaman	10/30/94	San Francisco
Bernard Schuchmann	11/8/94	Texas
David Sleeth	10/17/94	Central Florida
Gregory Straub	11/30/94	Southern Illinois
Chris Taylor	12/21/94	Lone Star
William Thomas	11/21/94	Alabama
Wade Witmer	10/13/94	Washington DC

## 25-YEAR MEMBERS

Mandy Alvarez	11/29/99	Florida
David Anderson	12/8/99	Dixie
Andrew Beyer	10/11/99	Central New York
Cathy Burnette	10/4/99	Central Florida
Don Campbell	11/29/99	San Francisco
Jim Cummings	10/13/99	Washington DC
Rod Davis	11/22/99	Cal Club
Ademir Fedumenti	10/27/99	New England
Michael Flynn	10/27/99	Central Florida
Hugh Golden	10/19/99	Northwest
Mitch Grant	11/30/99	Central Florida
Sherry Grant	11/30/99	Central Florida
Merlin Hansen	12/8/99	Houston
Vernon Head	10/5/99	San Francisco
Peter Holst	12/1/99	San Francisco
Mike Jackson	10/5/99	New England
Scott Larson	12/1/99	Central Florida
Jacquelyn Lepetich	12/8/99	San Francisco
Dr James Logan	12/15/99	St Louis
Peter Mahler	10/6/99	New England
Karen Mali	11/8/99	San Francisco
Scott Martin	11/15/99	Central Florida
Vince Massa	10/13/99	Ohio Valley
Howard Matloff	11/15/99	San Diego
Mark McKnight	12/8/99	Milwaukee
Robby Naish	11/22/99	Hawaii
John Nielsen	11/29/99	Cal Club
Corey Pettett	10/5/99	Arkansas
Scott Richards	12/1/99	Central Florida
Anthony Serra	10/6/99	New England
Anthony Shepherd	11/1/99	Las Vegas
Richard Smith	11/8/99	SW Louisiana
Cameron Sontag	12/8/99	Central Kentucky
Melvin Southworth	10/5/99	Washington DC
Andris Strelnieks	12/8/99	Texas
Suren Tchobanian	12/20/99	Ohio Valley
Rebecca Walker	10/24/99	Central Florida
Brian Watts	12/13/99	Dixie
Lawrence Webster	12/22/99	Detroit
Vincent Wieczorek	12/1/99	South Jersey
Matthew Yip	10/11/99	Washington DC
Ken Zalner	10/19/99	Washington DC
David Zavelson	12/14/99	Lone Star



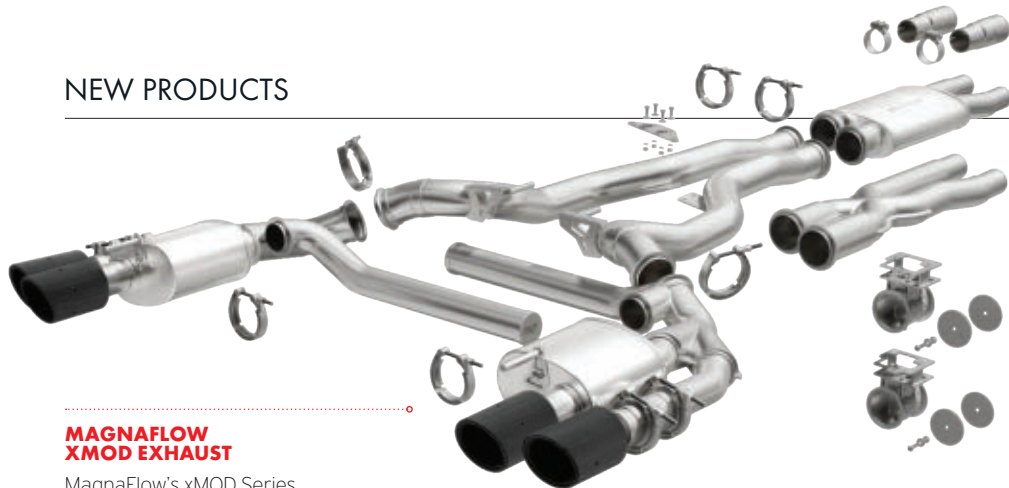
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## PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

# A NEW ADVENTURE BEGINS

2020 has been one unexpected adventure after another. When the pandemic came to a head in March and stay-at-home orders cancelled pretty much everything, I found myself helming a motorsports magazine with nothing to report on. The magazine was quick to pivot, however, with *SportsCar*'s writers shifting their editorial attention to the memberships' amazingly speedy embrace of sim racing. Through those features, we told how everything from SCCA's amateur motorsports arm to its professional racing series launched into the virtual racing world to keep the membership on track while sheltering in place. Luckily, motorsports were among the first sports to return to "normal" in 2020, but little did we know the twists that still awaited us.

Since the return of in-person competition in May, I've been steering *SportsCar*'s content back to normalcy with the ultimate goal of compiling an entertaining, informative, and collectable November/December championship mega issue - the issue you hold in your hands. Then August threw us all for another loop.

Aug. 5 will be etched in the minds of National-level autocrossers for years to come, as that was the day the SCCA announced the cancellation of the 2020 Tire Rack Solo National Championships due to coronavirus concerns. The reasoning for the cancellation was sound and the decision wise, but that didn't make it any easier.

Luckily, the other SCCA National Championship and keystone events went off without a hitch. In fact, many excelled. In most cases, entry counts were on par with pre-pandemic expectations, with some events topping estimates. For all of those events, you'll find coverage in this issue. What this issue also marks, is the start of a new era for *SportsCar*, which, in many ways, is actually a return to the days of old.

When the pandemic thrust the world into an unknown financial tailspin, SCCA worked to

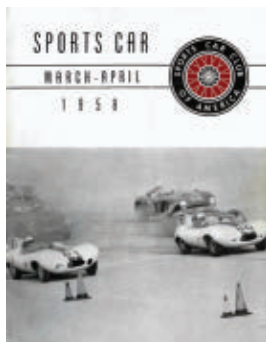
minimize costs, and along with that came the decision to produce 11 issues of *SportsCar* this year, combining the November and December issues into this championship issue. What became obvious as the year neared its conclusion was that the alteration made more sense than anticipated, and thus *SportsCar* will continue into the New Year as bimonthly. Interestingly, though, this isn't *SportsCar*'s first foray into being bimonthly.

*SportsCar*'s first issue printed with a March 1944 cover date, but within six months, the front page sported a September/October 1944 identity. The magazine returned to monthly print frequency with the May 1958 issue, at which point the magazine's editors noted that the newsletter the editors were publishing in between bimonthly issues of *SportsCar* was not cutting it and would be cancelled.

"The *Newsletter* failed to adequately take up the interim slack since it had a limited capacity and was costly for the information which it could present," *SportsCar*'s editors wrote in that 1958 issue, adding that the budget for the now-defunct newsletter would be applied to making *SportsCar* monthly once more. Ironically, the reason for returning to a bimonthly frequency in 2021 is that exact same reason, but in reverse.

Websites and e-news blasts are today's equivalent of *SportsCar*'s 1950s era newsletter, but this time they're both timely and affordable. On top of that, in a time of economic recovery, the Club is wisely analyzing the effectiveness of every dollar. Truly, this decision is the right one.

This is certainly a new adventure for *SportsCar*, but it's an exciting one, too. Since *SportsCar* will now mail half as often, its mission to produce high-quality issues that showcase insightful features about SCCA's workers, racers, and volunteers, capturing the story of the Club for generations to come, is more important than ever. And with that, let's get cracking on the January/February 2021 issue. 🏁



### THROUGH THE YEARS

From September 1944 to April 1958, *SportsCar* was bimonthly, returning to monthly in May 1958.

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