



RACE READY

With the chips falling into place, Bailey Monette sets his sights on gold at the National Championship Runoffs



PREVIEW

From who could win to how to win the Runoffs at Indy

IN THE DIRT

What to expect at the 2021 RallyCross Nationals



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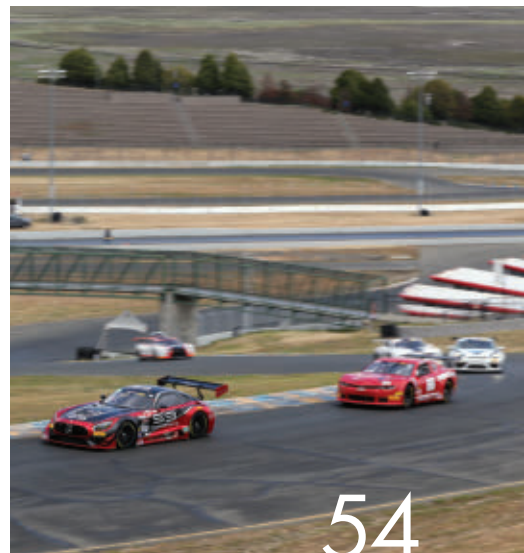
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CONTENTS

FEATURES

- 16 DRIVEN TO RACE**
Bailey Monette is pulling out all the stops for this year's SCCA Runoffs
- 24 RUNOFFS PREVIEW**
From Sept. 25-Oct. 3, 2021, Indianapolis Motor Speedway is the place to be
- 24 WHO WILL WIN THE RUNOFFS?**
Top contenders in every class
- 26 AS, BS, STL, STU
 - 28 T1, T2, T3, T4
 - 30 EP, FP, HP
 - 32 SM
 - 34 GT-1, GT-2, GT-3, GT-L
 - 36 SRF3, FE2
 - 38 FA, FC, FX
 - 40 F5, FF, FV
 - 42 P1, P2
- 44 KEY CORNERS AT INDY**
Top tips for racing at IMS
- 50 THE X FACTOR**
Factory-built racecars are fast, fun, and welcome in the SCCA
- 52 THE NEXT LEVEL**
Meet three pro racers who got their start in SCCA Road Racing
- 54 THE BIG TIME**
Want to race with the pros? Trans Am has a series for you



DEPARTMENTS

- 6 WELCOME TO THE SCCA**
SCCA VP of Road Racing, Eric Prill
- 8 LATE BRAKING**
News from around SCCA and the world
- 14 POBST POSITION**
Racing Champ Randy Pobst speaks
- 56 FIRST GEAR**
Up-and-coming young members
- 58 FRONT LINE**
Celebrating our stellar workers
- 60 INSIDE SCCA**
- 60 RALLYCROSS**
Matt Wolfe talks RallyCross
 - 62 AUTOCROSS**
Inside the world of Solo with Paul Brown
 - 64 ROADRALLY**
Rick Beattie explains RoadRally
- 66 MARKETPLACE**
You want it, someone has it
- 70 CARS FOR SALE**
Your next racecar is here!
- 72 CALENDAR**
Thousands of events you need to attend
- 76 TOP GEAR**
Essential tools, accessories, and gear
- 78 FROM THE EDITOR**
Why our Runoffs predictions might be wrong...

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ERIC PRILL

SCCA VICE PRESIDENT OF ROAD RACING

THE MAGIC OF INDY

Back in 2008, I was part of a small staff contingent that traveled to Indianapolis Motor Speedway (IMS) to discuss with its then-president Joie Chitwood the potential of an Indy Runoffs following the run at Heartland Park Topeka (HPT). Admittedly, I was lukewarm to the idea before the trip. We were in the middle of the HPT contract, and that track had its share of vocal critics. IMS is obviously limited with what it can do in the infield, and I didn't want to go someplace where our racers would be unhappy, and potentially form a negative opinion of the world's most famous racetrack. The last thing any of us wanted was to have a great opportunity with Indy, only to have our members revolt when we got there.

But then we drove our rental car through Tunnel 2 and popped out with the museum in full view. My heart started racing. I was overcome with the history and power of Indy. I remember saying to Jim Julow and Terry Ozment, "We need to race here."

Our meeting with IMS in 2007 didn't result in the Runoffs moving there. Actually, there was a radical idea of a one-year visit amidst centennial celebrations of the track opening and the first "500," but that concept was about five years too early for the Club.

It's well documented how the next round of discussions in 2015 went. It led to the first Indy Runoffs, nine years after that first meeting. The Doug Boles-led IMS team hosts the most famous race in the world, yet was incredibly engaged in planning our special event, knowing we were starting from scratch at a place SCCA had never held an event. To top it off, our members came in droves – 969 drivers – 260 more than we'd ever had at the Runoffs.

And as a driver, the first time I drove up the front straight on the test day and felt the bump at the start-finish line – the yard of bricks – all I could think about was my late father. I thought about all the Indy 500s that we listened to live on the radio, and then watched later that evening on tape delay. I wanted to share the experience with him – doing laps at speed on the track where our heroes raced. I finished the session, drove to my paddock space, and sat in my trailer, alone. I pulled my phone out and wrote a letter to him, which I posted to Facebook. It seemed appropriate that all my friends, and his, share in the experience.

That heart-pounding experience continued throughout the week. I can't tell you how many members expressed to us how incredible it was to be at Indy; how it exceeded expectations.

The fairytale extended into my race. In my 16th Runoffs start, having been close many times, I finally saw the checkered flag before anyone else. As I crossed underneath it, I felt the bricks, but this time with both hands in the air. The next couple of hours were a blur.

I've watched the broadcast a few times and you can see it in my face during the interview. I was emotionally drained and in awe of the surroundings. And then, as my wife Robin got in the car for the victory lap, she handed me a small plastic bottle to carry with me for that final lap.

"Your dad's ashes," she said.

Turned out, my dad and I got to experience the Magic of Indy together after all – in a racecar, taking a victory lap around Indianapolis Motor Speedway.

And now, four years later and equipped with the experience and knowledge from 2017, we return for the 2021 Runoffs, ready to create more SCCA memories. 🍷



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WATCH THE RUNOFFS LIVE!

Want to watch the 2021 SCCA National Championship Runoffs but can't make it to Indianapolis Motor Speedway for the Oct. 1-3 race weekend? Head to scca.com/runoffs for a link to the live video stream during the race weekend, featuring not only up close and personal on-track action, but also commentary for some of racing's best in the business.

Ben Kolde



ACT NOW RUNOFFS CONTINGENCY REGISTRATION

With the National Championship Runoffs just weeks away, it's time to add another item to your Runoffs prep: contingency registration. And, while you might not anticipate doing well enough during the Sept. 25-Oct. 3 championship event to qualify for the contingency programs, keep in mind that many of the programs reward performance beyond the podium.

At press time, more than 20 companies are offering a contingency program for

2021 Runoffs racers, running the gamut from brake manufacturers like Hawk Performance to G-Loc Brakes, Tilton, Carbotech Performance Brakes, and Pagid to parts suppliers like Summit Racing Equipment, Tire Rack, and Pegasus Auto Racing Supplies. Auto manufacturers like Mazda Motorsports, Toyota/TRD, Nissan/Nismo, and Ford Performance are also in on the action, as are tire manufacturers Hoosier Racing Tire, Goodyear, Pirelli, and Hankook.

Other companies with contingency offerings include Sunoco, Bell Helmets, Eibach Springs, Hyperco, Penske Racing Shocks, SCCA Enterprises, SPA Technique, Race-Keeper, and Speed Sport Engineering.

Most, if not all, contingency programs require pre-race registration, which can be found at scca.com/runoffs, or even on site at Indianapolis Motor Speedway during the Runoffs, as well as sticker placement on the vehicle. 📍



Rupert Barrington

REGISTER NOW: RALLYCROSS CONTINGENCIES

With the Oct. 15-17, 2021, SCCA RallyCross National Championship at Ross County Fairgrounds in Chillicothe, Ohio, nearly upon us, participants are reminded to head to scca.com/rallycross to register for various contingency programs. Contingency programs are being added all the time, so be sure to check back often and register before the event.

WEST COAST SWING
(RIGHT) IMSA returns in California with two quick stops – the first coming at WeatherTech Raceway Laguna Seca.

Michael Levitt / LAT Images



IMSA's 2021 Season Pushes Toward Thrilling Conclusion

The 2021 IMSA racing season has been a rollercoaster, with teams now in the final haul leading to the Nov. 11-13 Motul Petit Le Mans at Michelin Raceway Road Atlanta. Prior to that, however, comes three challenging rounds that will see racers, teams, and workers (including many holding SCCA licenses) traverse the U.S. in a coast-to-coast battle of determination and endurance.

The final few race weekends of the 2021 season kickoff on Sept. 10-12 at WeatherTech Raceway Laguna Seca, for the Hyundai Monterey Sports Car Championship. The weekend

will be packed with action from series like the WeatherTech SportsCar Championship to the Michelin Pilot Challenge, Lamborghini Super Trofeo, and Idemitsu Mazda MX-5 Cup Presented by BFGoodrich Tires.

WeatherTech SportsCar Championship teams then head down the coast for the Sept. 24-25 Acura Grand Prix of Long Beach, where they will face down the challenging circuit that winds its way through the streets of Long Beach.

Another quick turnaround puts teams and workers on the East Coast just two weeks later for the Michelin GT Challenge

at VIRginia International Raceway on Oct. 8-10, where racing includes not only the WeatherTech SportsCar Championship, but also the Michelin Pilot Challenge, Prototype Challenge, and Porsche Carrera Cup.

More information about these race weekends, including how to watch the action at home, can be found at imsa.com. Want a closer seat? With IMSA's and SCCA's partnership, it's easier than ever for SCCA volunteers to become part of the action during IMSA race weekends, so get involved with your SCCA Region today. 📍

FLYING HIGH

Turn 1 at Indianapolis Motor Speedway can be troublesome – as can be forgetting to register for contingency offerings prior to your Runoffs race.

2022 SCCA National Convention Takes Shape

Save the date for Jan. 21-28, 2022, as the 2022 SCCA National Convention is coming back to help you, the members, lead this Club into the future.

The week-long convention will once again be virtual and free, featuring a kick-off from SCCA President and CEO Mike Cobb, followed by all of the traditional elements:

program direction sessions and town halls, leadership and how-to seminars, and a virtual celebration for the 2022 SCCA Hall of Fame class. The SCCA will also recognize perennial awards for Woolf-Barnato, Member of Excellence, and many others.

Most importantly, just like in 2021, all convention sessions will be recorded and included on the

Member Account Portal for later viewing by SCCA members.

While the pandemic dictates a virtual 2022 convention, the SCCA has reserved the South Point Hotel, Casino & Spa in Las Vegas, Nev., for a Jan. 19-22, 2023, convention.

Registration information will become available on Nov. 18, with registration opening on Nov. 30. 📍



BRAINERD THRILLS FOR F4 WITH A WILD PODIUM RIDE

The finish for the opening round of the SCCA Pro Racing-sanctioned F4 U.S. Championship Powered by Honda at Brainerd International Raceway during the July 17-18 weekend was a history-making moment for the series as three Canadians topped the podium for the first time in championship history.

Nico Christodoulou drove from flag to flag for his first victory of the season, with Mac Clark finishing second, and Louka St-Jean taking third.

During the second race of the weekend's tripleheader, Clark swapped finishing positions with Christodoulou, with Bryson Morris rounding out the podium.

The final race of the weekend saw more success for Morris, who started fourth but found himself leading the field when it counted, besting Christodoulou and Hayden Bowlsbey.

The next round for the series is the Andy Scriven Memorial Race Weekend at VIRginia International Raceway on Sept. 24-26, followed by the COTA finale with Formula 1 on Oct. 22-24. 📍



Chris Clark

FIRST WIN

Race three was good to Bryson Morris.

POINTS BATTLE: TRANS AM WEST

The Trans Am West Coast Championship is entering its final two weekends of the season, with a stop at Utah Motorsports Campus on Oct. 9-10, followed by Circuit of the Americas on Nov. 5-7. Current point leaders are Steve Goldman (TA), Carl Rydquist (TA2, shown), Erich Joiner (XGT), and John Schweitzer (SGT).



Chris Clark

THE BIG TIME

(RIGHT) The F4 U.S. Championship returns to COTA in October as part of the F1 weekend.

F4 U.S. RETURNS TO F1 U.S. GRAND PRIX

The SCCA Pro Racing-sanctioned F4 U.S. Championship Powered by Honda will join Formula 1 for the Formula 1 Aramco United States Grand Prix 2021 at Circuit of the Americas in Austin, Texas, Oct. 22-24. F4 U.S. was previously scheduled to end its season in November as part of the Austin SpeedTour event at COTA alongside the FR Americas series, but the F1 weekend will now serve as the two-round championship finale for F4 U.S. competitors.



Gavin Baker

"The addition of the F4 U.S. Championship to the F1 United States Grand Prix weekend is always exciting for the F4 championship and it signifies our place as one of the primary destinations for young drivers," said Tony Parella, CEO of Parella Motorsports Holdings, which manages SCCA Pro Racing-sanctioned series such as F4 U.S., FR Americas, and Trans Am.

F4 U.S. has been invited to the prestigious event since 2017, creating a major

boost and excitement for the FIA-supported, U.S.-based, junior open-wheel series.

The overall F4 U.S. championship winner will receive a scholarship to enter Formula Regional Americas Championship Powered by Honda for the 2022 season and the top seven drivers will earn Super License Points to aid in their ascension through the FIA motorsports ladder.

For more information about F4 U.S., visit f4uschampionship.com. 📍

TRANS AM SUMMER HEATS UP

Racers in the SCCA Pro Racing-sanctioned Trans Am Series Presented by Pirelli experienced a summer like no other with racing at Road America and Brainerd International Raceway, followed by a TA2 exclusive in the Nashville street-circuit battle during the Music City Grand Prix.

At Road America during the Independence Day weekend, Chris Dyson returned to the TA top step with his fourth win of the season. Meanwhile, Erich Joiner kept up his winning ways

in XGT, while Justin Oakes took SGT honors. In TA2, Sam Mayer was victorious.

Two weeks later at Brainerd International Raceway, Ernie Francis Jr. put an end to a four-race unlucky streak with the win. Meanwhile, TA2 saw Rafa Matos pulling out the victory over Mike Skeen.

Meanwhile, during the Aug. 6-8 TA2 race weekend, Mike Skeen used a pair of restarts to win the first race ever held on the streets of Nashville on Saturday, capturing his ninth career TA2 Trans Am Series



Chris Clark

STREET FIGHTERS

In Nashville, Mike Skeen led the field to the TA2 checker.

Presented by Pirelli victory.

The Trans Am series continues in September with trips to Watkins Glen and VIRginia International Raceway, followed by the series finale at COTA in November. 📍

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ERRATA: CLICKING IN

In the May/June issue, a feature incorrectly stated that SFI-approved harnesses expire within two years of the manufacture date. In fact, per the GCR 9.3.18.E.1, they expire within five years of the manufacture date. That said, many SFI and FIA harnesses, come with expiration dates printed on them, so always check your belts before heading to the track.



Philip Royle



Calvin Baker

CONSISTENCY IS KING

(LEFT) Kyffin Simpson is showing that when it comes to running for a season championship, nothing beats consistency.

Consistency Dominates FR Americas Points Race

While Joshua Car all but dominated the SCCA Pro Racing-sanctioned FR Americas Powered by Honda tripleheader on July 17-18, three podium appearances – which included a pair of wins – was still not enough to overcome the consistency that is Kyffin Simpson.

Car began the weekend on the pole, gridded next to Ian Rodriguez, but 24 laps later, Car had slipped to third with Rodriguez claiming the win. Splitting the two with a solid performance

of his own was Simpson.

Simpson would go on to claim two more second-place finishes that weekend, with Car scoring a pair of wins – but while those winning points helped Car's chances at the overall championship, Simpson's front-running consistency kept him on top as the series heads into the final two rounds of the 2021 season.

Following 12 rounds, Simpson leads Car in the FR Americas driver's championship 224 to 175, with Varun Choksey a

distant third with 103.

With 25 points on the line for a win, Car needs ample success on his part in the final six rounds of the season – plus bad luck for Simpson. Consistency, meanwhile, can wrap up the title for Simpson, who thus far has scored 10 podium finishes.

FR Americas next travels to Alton, Va., for the Andy Scriven Memorial Race Weekend at VIRginia International Raceway on Sept. 24-26, with the final round coming in Austin, Texas at COTA on Nov. 5-7. 📍

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Gayle Jardine	10	Can Club
Warren Leach	6	San Diego
Carol Deborde	5	Reno
Russell Allen	3	Pan American
Cris Bera	3	Houston
Jose Chocron	3	Puerto Rico

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(Category based on 2020 year-end membership)

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Land O'Lakes	14.0%
Indianapolis	13.1%
MEDIUM REGIONS (200-400):	
Reno	30.3%
Tennessee	26.6%
Oklahoma	20.6%
SMALL REGIONS (<200):	
Allegheny Highlands	196.4%
Puerto Rico	111.9%
West Texas	31.3%

Global Time Attack to Compete at Long Beach

The SCCA Pro Racing-sanctioned Global Time Attack (GTA) has announced that the Global Time Attack Pro Championship will run at the Acura Grand Prix of Long Beach, set for Sept. 24-26.

The GTA event will take place with competition laps on all three days. The event will feature 20 cars in three different divisions trying to set the fastest flying lap of the

iconic 11-turn, 1.97-mile Long Beach race circuit. It's the first time Global Time Attack has run at the Acura Grand Prix.

Global Time Attack, which staged its first-time attack in 2011, was founded with the goal of assembling the world's fastest, dedicated time attack cars together on a particular circuit. At Long Beach, it will feature the Unlimited, Limited, and Street classes.

The cars will be sent out five to 10 seconds apart so each can complete a number of flying laps of the circuit – laps with no race traffic – to see which car and team can set the fastest time. Only a team's fastest lap over the course of the weekend will count.

"Words cannot explain how excited we are at Global Time Attack to join the 2021 Acura Grand Prix," said Jason Dienhart, president of Global



Philip Royle

LONG BEACH BOUND

The SCCA Pro Racing-sanctioned GTA is heading to Long Beach in September.

Time Attack. "We are honored to take part in this historic event and look forward to the GTA drivers attacking the iconic Long Beach Race Circuit." 📍



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FUEL CELLS – NOT AS EASY AS THEY SEEM

“We are installing a fuel cell – shop says it’s an easy deal, three days,” says my racing buddy. I say, “Seems like it ain’t that easy.” Two years and many dollars later, they are still working to get it right.

You know I like, and do a lot of, so-called budget endurance racing, and I am actually quite pleased to see SCCA entering this type of competition. One of the most important features of really long races, six to 24 hours, is fueling. Pit stops, for one. As they always say in one of the series I compete in: Fueling is the most dangerous thing we do, so we are very strict about the safety. So true. When pouring a highly flammable liquid quickly into a roasting hot racecar, great caution is advised.

In SCCA Club Racing, the events are short, and there can always be a few extra gallons in the cell at the end of the race. In endurance racing, it’s usually a wise strategy to run the tank as far as possible. Most series allow a two-hour driver’s stint. That’s a long time. So, to win, a team must be able to drive that

whole time on one tank. Many cars do not have enough fuel to make it. Some series allow bigger fuel tanks, some do not. (It will be interesting to see what choices SCCA makes.)

Many teams choose a fuel cell because most series allow vehicles to go 10 percent larger in size than the factory tank. Safety is another reason. I dislike having to say this, but the fact is that many fuel cell installations are far less safe than the original factory-engineered tanks and fuel lines of more modern cars. Manufacturers put a lot of time and skill into fuel tanks, often locating them just ahead of the rear axle under the back seat of the package shelf area, usually the safest place in the chassis. Most fuel cells are installed by individuals or private race shops with far fewer standards to meet.

For instance, many cells are located at the rear of a street-based car, in a trunk designed as an impact-energy crumple zone – this avoids the inconvenient driveshaft running down the center of rear- and all-

wheel-drive racecars. Wise builders add roll cage-like protection because the fuel cell makes a lousy airbag. But this is still a very vulnerable crash damage area, which will not be crash-tested until reality strikes.

Another challenge is the tank venting. For fuel to flow in and out, air must also flow. Getting this right ain’t easy, which you will witness at many races where fuel pours from the back of cars leaving the pits with a full load. Driving g-forces shove fuel in all directions, and often right out the vent. Many traditional builders use a loop for a vent line, but this often ends up filling with fuel and blocking the venting action.

To function properly, the vent line must go beyond the edges of the cell in all directions. In other words, just beyond all the way right, all the way left, all the way behind, and all the way forward, to keep fuel from pouring out under high G.

To check your design, imagine the cell on its side, because any racecar worth a darn will generate more than



HEADS UP

Safe fueling practices have always been a top priority in racing. Well, maybe not *always*, as James Hunt might have been thinking in 1978 (LEFT). Today, however, there's no excuse not to use a fuel system that is not only safe, but also features redundant pumps and fuels rapidly – without the need for a clipboard to catch errant fuel.

one G in cornering and braking (they will not make over one G accelerating unless a real beastie in a lower gear). Warning, some builders like to locate the fuel pickup in the rear of the tank, which works great for drag racing, but as soon as you brake hard, fuel slams full forward and it starves the pickups. Most of the time, there is far more g-force braking than under power.

Also, the tank vent must be large enough to allow a five-gallon jug of fuel to flow into the tank in about 12 seconds, much faster than you ever need to fill your sprint-racer. Make it at least 3/4 inch.

A big advantage of the cell is that the builder can make a much larger fill tube, and then do the same with the fuel jugs. This is an art in and of itself, especially when accomplished without spilling much, which can result in a nasty penalty and unsafe fuel running all over the smokin'-hot brakes and exhaust. We made part of our fill tube clear so we can see when it's near full, reducing overflow.

Now for a real bugaboo: the fuel

pickup and pump system. Most series allow an external, small fuel tank (surge tank), but this is not as safe as keeping all fuel inside the safety cell. Thus, many builders put a surge tank inside the cell.

Here's the basic plan that you must have: Preferably two pickup pumps at opposite ends of the cell, held in place mostly by fuel cell foam, using high-volume low-pressure pumps (preferably old-school diaphragm style – they can run a long time without fuel when your level gets low). Feed these lines into the surge tank. Or try a new high-tech easy option: the Holley Hydramat, which sucks up fuel like a super sponge.

Pick up the fuel from the middle height of the surge tank with your pressure pump that feeds the injectors on the engine. Then you can add a second pump that draws from the bottom for a reserve, and as backup in case the first fails, so you can continue your race. This efficient design will use every drop and stop you right on course if you don't predict your

"To check your design, imagine the cell on its side, because any racecar worth a darn will generate more than one G in cornering"

range exactly right (which is very tough to do). These pumps will be high-pressure, lower volume pumps that use rollers and need fuel to lubricate and cool them. Mount them low and close to the cell, or even better, inside cell, because they do not lift well like the diaphragm style.

From the engine, if fuel-injected, there will be a return line. Run this into the surge tank as well, to keep it full. From the surge tank, have an overflow line back into the main cell. All these lines must be mounted out of harm's way as best as can be (imagine a failed rear driveshaft, for example).

Follow this guideline and you'll avoid embarrassing fuel-spewing vent lines, starving at half-tank, overheated pump failures, slow messy fills, and you'll minimize fire danger. See you at the enduros! 🚩



DRIVEN TO

RACE READY

Bailey's 2021 racing season is arguably his best ever.



RACE

Ten years deep into SCCA Road Racing, Bailey Monette sees 2021 as pivotal. But regardless of what happens at this year's Runoffs, a life without racing is one he won't imagine

WORDS Philip Royle | IMAGES Rick Corwine

“I’m adopted,” reveals a grinning Bailey Monette when I inquire about his past. Our conversation came shortly after the Chicago Region June Sprints, a coveted race weekend that, more often than not, sets the tone for the National Championship Runoffs. Bailey finished third in FE2 on Saturday at the Sprints, logging a fast lap comparable to that of six-time Formula Enterprises National Champ Scott Rettich. Bailey’s adrenaline really got pumping on Sunday, though, as a last-lap shuffle put him out front; the opportunity, it should be added, was not wasted. The hope, he explains, is to repeat the feat come Oct. 1, when the FE2 class takes to Indianapolis Motor Speedway for this year’s Runoffs. Based on what I gleaned of Bailey’s mindset and drive, he’s certainly capable.

Still, his recent racing success is only part of what surprised me.

“There’s a lot of math and birthdays, but if I counted correctly, I’m the 22nd out of 30 brothers and sisters,” Bailey explains as my jaw drops. “It’s not a foster home kind of deal – an actual adoption through agencies, and we all share the last name. The ages range from twins that are currently 3-years old to my oldest brother who is, I believe, in his high 50s.” A pause, and then: “There’s a lot of birthdays to remember, but I try my best.”

THE RIGHT FORMULA

Bailey Monette (RIGHT) has raced in numerous classes through the years, but has found a home in FE2 (LEFT). This year, his dedication has led to a near-perfect season, with high hopes for the upcoming Runoffs.



"I've bounced around through different cars...but I've always tended to like the formula cars"
BAILEY MONETTE

Of the 30, plus Dad, Robert Monette, four are road racers. "There's me, Paige, Zach, and Dad; they're all in GT-1," Bailey explains.

Robert's racing story began with circle track racing, with the now-25-year-old Bailey following a similar trajectory in his early days.

"I did go-karts throughout, and I did Quarter Midgets where you only go left and there are no rights," he says. "And then I hopped into a Legends car and did the quarter-mile stuff."

By this point, Dad was competing in SCCA's GT-1 class, but Bailey was too young to drive. When he turned 15, though, it was on.

"I raced a Panoz Esperante, Radical SR3 and SR4, then H Production in a Mini Cooper," he says. "I've bounced around through different cars trying to find out where my niche was, but I've always tended to like the formula cars."



CHEERS

(ABOVE) Bailey takes racing seriously, but he also knows how to enjoy the spoils of victory.

Bailey's early results were far from spectacular, but with the move to FE, and eventually FE2, things clicked.

"My recent success has been kind of crazy and I still can't fathom it," he admits of his 2021 racing season. "Two years ago, the last year that FE was still a class, we had jumped from P2 in a Stohr and gotten into FE. The P2 was OK – I'd gotten second in the points in 2018, but I didn't attend the Runoffs that year."

Come 2019, Bailey was deep into FE – it's more hands-on with few electronic assists, he notes. It's also a spec chassis with minimal adjustments, allowing the driver's skills to shine – something he relishes. Yet at the Runoffs that year – his rookie Runoffs showing – his results were upsetting.

"2019 was a heartbreaker," he admits – the emotion of that day still showing on his face. "I actually shed some tears on that one."

"They had put some oil dry down. I went from sixth to like fourth, I got third on the back stretch, and I went too deep into the braking zone and got on the oil dry and went off a little bit. I got back on and regained two spots throughout the race. But that first-lap incident really hurt on and off the track because I was looking pretty good in the class."

It was a blow to the gut.

With FE passing the baton to FE2, so did Bailey, and the 2020 season saw decent results in the class, with a promising Runoffs performance at Road America.

"The 2020 Runoffs was really good, and I got some good TV time running in the top five for most of the race, and then I dropped down to sixth," he says. Still, he knew he had more in him. "I feel like last year I could have done a lot better. I was really focusing on not burning up the tires so early, and I think I posted the third fastest lap of the race, so that showed there was potential to possibly be up front. But I waited until five or six laps [remained]





A GREAT YEAR

(TOP) This year's June Sprints saw Bailey Monette up front in FE2, leading Max Grau and Scott Rettich to Sunday's checker. (ABOVE) Bailey notes that teaming with Comprent Motor Sports has been a game changer for his on-track performance.

before I decided the tires were good, and the leaders just maintained pace.

"Last year I had a lot of fun and learned a lot. But 2019 was sickening."

Luckily, the best was yet to come.

"The whole package came together this year," a suddenly chipper Bailey says of the current racing season. "My father has really gotten behind me because he's seen the success, which is great.

"I run FE2 with a team out of Athens, Ga., called Comprent Motor Sports, run by Kevin Kloefer. With my father and the skills of people like [driver coach] Kenton Koch, and with Comprent being a very well-run team, it's been a night-and-day difference."

This year, Bailey swept at the Pittsburgh Hoosier Super Tour plus the Watkins Glen and Road Atlanta Super Tour weekends; and don't forget the June Sprints win.

Coming into the 2021 Runoffs, Bailey's hopes are high, and he's ready to employ every trick he's learned along the way.

"In 2019, there was no need to push it," Bailey says of that fateful opening lap two years ago. "I should have taken more time to take in all

"At the beginning of Saturday's Sprints race, I made some time-consuming decisions"

BAILEY MONETTE

of the extenuating circumstances with the oil dry. Plus, the FE2 tires take a few laps to come in, so I've learned to put in more rear brake bias during the beginning of the race, then move it front as the fronts start to come in.

"Be patient at the beginning of the race," he continues. "At the beginning of Saturday's Sprints race, I made some time-consuming decisions. Also, stay aggressive and stay respectful."

The goal come Oct. 1, he says, is to race smart and be the first to the checker.

"I'm definitely going for a win," he readily admits. "I want to do it for myself. I want to achieve something. If I get to go pro or not, that's one thing, but I want to make a mark in SCCA."

There's more riding on the line than just a Runoffs win, too. "We're currently tied with Charles Russell for first in the Super Tour points, so I'll have my hands full at the Runoffs.



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WINNERS EDGE

(TOP) Bailey Monette has stepped up his commitment to the sport, with solid results in FE2 following. (ABOVE) Case in point, this year's June Sprints saw Bailey making two trips to the podium, and enjoying every moment.

"I'm putting a lot of pressure on myself, and I want to come through. I've been daydreaming of the hug I'll give my dad if I win."

It was perhaps an odd question, and one that gave Bailey pause when I posed it, but since Bailey started racing at such a young age, I couldn't help but inquire: Knowing what you know now, what advice would you offer 15-year-old you?

"Keep your nose clean," Bailey says after a pause. "I finished high school and got a scholarship to play college basketball for a year. I had a lot going on, and I tended to get some speeding tickets, and Dad had to teach me some lessons about not getting in trouble if you want to enjoy the finer things in life."

Also, stay focused. "Hop on the simulator twice as much as I was," he says." Then adds, "Market myself better, reaching out to sponsors. I was hoping that getting results on track would get me eyes, but [that's not always the case]."

Bailey will be the first to tell you that his future involves racing, but he's also adamant that it involves a return to college, too. Perhaps down the road it will even involve professional racing, should the pieces fall into place. But for

"What would I do without racing? Go to work and go home? That's fine, but I would feel lost without racing"

BAILEY MONETTE

being a young, enthusiastic, and skilled racer, Bailey's outlook is surprisingly pragmatic.

"It's a long road, but I'm not at all frightened of it," he says of moving through the SCCA racing ranks with hopeful eyes on a professional series. "I may never make it. I may get one shot. I may get a test. I may just get thought about. Who knows?"

"But what would I do without racing?" he asks. "Go to work and go home? That's fine, but I would feel lost without racing."

"I'm not expecting anything to be given to me during this journey, and I will never carry myself like that. I will also never forget my roots and who brought me up," he says as our conversation concludes.

Yet before we part ways, Bailey, who performed a "shoey" on the Sprints podium and sports an unmistakable beard, adds a final piece of advice for his younger self: "Don't be afraid to be different." 🍷



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WHO WILL WIN THE RUNOFFS?

With the 2021 National Championship Runoffs returning to Indianapolis Motor Speedway on Sept. 25-Oct. 3, all we know for sure is that anything can happen. Here's our best guess of what *could* happen...although we're probably wrong

WORDS J. Michael Hemsley, Steve Nickless, Philip Royle, Tom Schultz, Reece White, and Jeff Zurschmeide | **IMAGE** Rick Corwine

Four years ago, National Championship Runoffs competitors and workers had no idea what to expect. The Runoffs had begun its yearly track rotation in 2014, following a five-year stint of SCCA's championship road racing event at Road America. But while the racetracks the Runoffs had attended from 2014-'16 were all big names – WeatherTech Raceway Laguna Seca, Daytona International Speedway, and Mid-Ohio Sports Car Course – none drew attention like Indianapolis Motor Speedway.

This is not to speak poorly of the tracks the Runoffs has competed on since 1964, but the Brickyard was special, and everyone knew it. By the time the final checker flew on Sunday, Oct. 1, 2017, the Runoffs entry count tallied up at 969, some 250 entries higher than the prior record. Impressive.

Since 2017, the Runoffs has traveled to Sonoma Raceway, VIRginia International Raceway, and Road America – and, this year, the Runoffs returns to Indy on Sept. 25-Oct. 3.

Nobody is expecting the entry count to beat the 2017 record, but it won't be far off. Case in point, at the time of this writing in early August, the entry count was at a mind bending 888, with a few classes standing above the rest.

B-Spec is a fascinating class. The slowest of the road racing classes, it also was traditionally one of the lowest in weekend-to-weekend participation averages. Yet as of this writing, the B-Spec entry list stood at 59, beating each of the three classes in the always-popular Production category. And then there's SRF3 with 86 entries and Spec Miata sporting a 97-car field.

Granted, those numbers will remain fluid until the final green flag of the championship week, but regardless, they prove the popularity of Indianapolis Motor Speedway as a venue for SCCA's winner-take-all National Championship event, the historic Runoffs.

However, high entry counts bring with them all kinds of logistical issues, from workers shuffling racecars on and off the track in a timely manner, to the flow of paddock traffic, to yellow-flag conditions, to potential Last Chance qualifying races for classes exceeding 72 entries. At the same time, stratospheric entries also mean winning will be that much more difficult.

Expect to see several "dark horse" drivers, as we call them – hot-shoe Regional racers simply checking off a bucket-list track, who wow the crowd with unexpected podium performances. There are also well-known National

drivers who put their all into this particular season because, hey, it's Indy. In 2017, we saw that come in three GT classes, with GT-1's David Pintaric, GT-3's Collin Jackson, and GT-Lite's Chris Bovis all raising already impressive bars.

These surreally high entry counts also mean our job as Runoffs prognosticators is insanely difficult. On the pages that follow come our predictions for what *could* happen come Oct. 1-3, 2021, when the green flags drop on 26 National Championship races. Are our predictions correct? It's highly unlikely. We took the safe road on some – picking Andrew Aquilante to win is hardly going out on a limb – but as we saw in 2017 in American Sedan, Formula 500, and Touring 4, absolutely anything can (and will) happen at the Runoffs. So, if we forgot to mention you as a potential winner, don't get mad, get even – by winning!

Before you turn the page and jump into our Runoffs predictions, be sure to check out scca.com/runoffs for not only the latest Runoffs event schedule, but also for a link to the free live stream of the races come the Oct. 1-3 race weekend. You see, while we will report on the behind-the-scenes racing drama come the next issue of *SportsCar*, you can watch the action unfold on track as it happens.

Now you can turn the page....







AMERICAN SEDAN, B-SPEC, SUPER TOURING

WORDS Jeff Zurschmeide | IMAGES Jeff Loewe

PODIUM PREDICTIONS

AS

1. Andy McDermid **8**
2. Greg Eaton **2**
3. John Heinricy **15**

BS

1. David Daughtery **10**
2. Riley Salyer **1**
3. John Phillips

STL

1. Danny Steyn **2**
2. Joe Moser **2**
3. Greg Maloy

STU

1. Joe Moser **2**
2. Chip Herr
3. Kip VanSteenburg **2**

AMERICAN SEDAN

Eight-time American Sedan National Champion Andy McDermid had a rough week the last time the Runoffs was held at Indianapolis Motor Speedway. A crash early in the week sent him home to repair his Mustang; repaired and back on track, his car broke during the race and left him sidelined. This year, he plans to correct that result, and he's our pick to win.

"I have unfinished business at Indy," he says. "That place sure owes me one. I'm thinking that Greg Eaton, Amy Aquilante, Danny Richardson, Phil Smith, and some others I'm sure I forgot to mention are looking like threats for the top step on the podium. AS is looking like a growing class again, and that's exciting."

American Sedan is racing under new rules that boost competitiveness

of restricted preparation level cars, and that could affect the competition. "I think the restricted prep cars will be very fast," McDermid predicts. "Amy Aquilante has been racing one and she was very fast in it. At the Cat National, John Heinricy was in one. They've leveled the playing field a lot with the rules. It's a great thing."

B-SPEC

Another class with impressive growth is B-Spec. Since none of them have power to speak of, the diminutive B-Spec cars are all about handling. David Daughtery is our pick to claim his 11th career SCCA National Championship this year, but he could have his hands full with both new talent and the established drivers in the field.

"I think it's going to be an

interesting race," he says. "B-Spec continues to grow and attract new talent. We've got 55 cars entered in the race. This year's fast drivers will include Kyle Keenan, my son Chris Daughtery, John Phillips, and Steve Introne. Charlie Valdez from Texas and Frank Schwartz in his Mini Cooper will be strong. Then you've got Stuart Black, he's making great progress. He could be a player. And you've got Tony Roma, Brandon Vivian, and Sergio Zlobin."

One big change that could shake up the B-Spec results is a tweak to the Mazda2's balance of performance. "I think it's going to be kind of a stranglehold up front with Mini Coopers and maybe a couple of Mazda2s in there," Daughtery says. "But I think it's going to be a heck of a race. It won't be a snoozer!"



"Joe Moser has played the greatest poker hand known to man"
DANNY STEYN

LITE, AND SUPER TOURING UNDER

SUPER TOURING LITE

Our pick to win STL is Danny Steyn, who won back-to-back championships in 2018 and '19, and finished second last year. But he'll have a hard challenge from last year's winner, Joe Moser.

"This is a really interesting race because you always have your known unknowns, and you always have your unknown unknowns," Steyn says. "Joe Moser has played the greatest poker game known to man, because he has not shown his new car once – not once. He has converted his old car, which easily beat me, over to STU, and I'm sure he's one of the favorites there. He's built a new car for STL."

"We just tested the new STL CRX for the first time [earlier this year] at Road America," Moser responds, "and it was excellent – much stronger than expected."



In addition to Steyn and Moser, the list of contenders in STL is impressive. "There are seven or eight who are capable of winning," Steyn says. "The Honda drivers are always going to be quick. They have an engine and a weight advantage on us, so Max Gee and Greg Maloy are going to be there, and Mike Taylor will be a contender. Then, in the Mazda camp, Craig McHaffie and David Palfenier will be up front, for sure."

CLASS ACT
(ABOVE) Joe Moser will be running his STL-winning CRX in STU this year, and is considered a top contender for the title.

BACK FOR MORE

(FAR LEFT) We expect past STL National Champ Danny Steyn to claim his third title in the class. (LEFT) Andy McDermid has unfinished business in American Sedan at Indianapolis Motor Speedway. (LEFT, BELOW) David Daughtery is the one to beat in B-Spec, and frankly, we don't think anybody will be able to.

SUPER TOURING UNDER

As mentioned, 2020 STL champion Joe Moser has taken his winning car to STU, where he previously won the 2016 National Championship.

"We had heard over and over again that winning STU would take big money," Moser says, "and that small displacement, naturally aspirated cars didn't have a chance. After running through countless lap simulations to estimate what a small-displacement, front-drive CRX could do, we decided we had a chance. Chad LeBeau and King Motorsports put together a killer B20-VTEC engine, we bolted it into the STL CRX, and headed down to Florida in the winter to try it out. It was a huge success at Sebring and Homestead, with two new track records and huge smiles on my end."

Drivers who will be there to compete with Moser include a laundry list of STU contenders, which includes the likes of Eric Heinrich, who is once again trying his hand at small-displacement STU performance in his E30 M3.

"My old friend Kip VanSteenburg is always a rocket and is bringing back his championship-winning Porsche 944 S2," Moser adds. "I've never raced against Chip Herr, personally, but my King Motorsports colleagues vouch for his driving skills and top-notch car. I hope to see David Fiorelli, our 2020 STU pole winner, too. Finally, you have the huge South Florida STU contingent. Our 2020 champion Paul Azan, Jorge Ortiz, and Jose Pena tend to lead the pack from this group and will absolutely be threats to win it all." 🍷



TOURING 1, 2, 3, AND 4

WORDS Steve Nickless | IMAGES Jeff Loewe

PODIUM PREDICTIONS

T1

1. Andrew Aquilante **10**
2. Mark Boden **4**
3. Tim Kezman

T2

1. Kurt Rezzetano **2**
2. Tim Kezman
3. Mark Boden **4**

T3

1. Marshall Mast **2**
2. Jason Ott
3. Breton Williams

T4

1. Tom Fowler
2. John Heinrich **15**
3. Chi Ho

TOURING 1

A lesser driver might have shrugged his shoulders and walked away after twice snatching defeat from the jaws of victory. But 10-time SCCA National Champion Andrew Aquilante likes his chances of claiming title number 11 – it would be his sixth in Touring 1 – at the Indianapolis Motor Speedway this fall.

Aquilante was en route to that sixth T1 title in a wet Runoffs race at VIR two years ago when a timing chain broke on the final lap, handing the win to class arch-rival Mark Boden. In the lead again at Road America last fall, a tie rod broke on lap 10, with Boden once more capitalizing on Aquilante's misfortune.

"Yes, OK, I was leading the past two years," Aquilante explains. "However, one race was in the wet and in the other race, Mark [Boden] was all over me and had the superior car but couldn't make it happen. It's one of those things: We're fighting with less horsepower, more weight, less tire, [but] we're still in the front."

Aquilante has prioritized his GT-2 effort this summer, spending only a minimal amount of time in his familiar Phoenix Performance Ford Mustang. Indy, though, with its challenging infield, was the site of his most recent T1 championship in 2017, and he likes his chances, although there is no overlooking his Fall-Line Motorsports challengers,

who *SportsCar's* editorial team has picked to fill out the T1 podium:

"Mark's BMW M3 will be very strong, and Tim [Kezman] will be pretty strong as well," Aquilante says. "Tim doesn't have as much time in the car as Mark, but that car in the hands of anybody – as we saw last year with Tom, who hopped in it at the last minute for the Runoffs – it's a strong car. I don't expect there to be anyone showing up out of left field like what we had at Sonoma."

TOURING 2

In T2, T1 front-runner Andrew Aquilante likes Phoenix Performance teammate Kurt Rezzetano's chances as much as *SportsCar's*



editors who placed him just above the Fall-Line pair in their *Who Will Win the Runoffs?* estimation.

"This year, clearly, it was a level playing field for the V8 cars [like ours]," says Aquilante. "We feel a lot better."

Rezzetano, who has a pair of T2 National Championship titles, will be chased by a trio of six-cylinder, Fall-Line Porsches driven by Mark and Joe Boden, plus Tim Kezman. Mark is the defending T2 champ, taking over a recovering-from-injury Kezman's Porsche 996 and claiming a popular Runoffs victory on his home track, Road America – a win made even more memorable for son Joe, the third-place finisher, joining him on the podium.

Of the 20-plus T2 racers set to



take to the track, there are quite a few who could nose into the action – like Charlie Peter, who put his BMW in second place at last year's Runoffs. In fact, we'd be shocked if he didn't prove our podium prediction wrong.

TOURING 3

Marshall Mast, the third Phoenix Performance driver picked by *SportsCar* this year to win a Touring class, has never missed a podium finish in his four Runoffs appearances. Indeed, the Narvon, Pa., native made it almost look easy at Road America last fall, qualifying on the pole and outrunning nearest challenger Jason Ott into Turn 1 twice – once at the start and again on the restart after a long

SAFE BET
(TOP LEFT) We don't think even Andrew Aquilante's competitors would bet against him in T1, so we certainly won't.

TAKING THE TOUR

(LEFT, TOP) Expect Kurt Rezzetano to collect his third T2 National Championship this year. (LEFT, MIDDLE) In T3, Marshal Mast will likely be up front, but we don't think the win will be easy. (LEFT, BOTTOM) Tom Fowler will possibly earn his first National Championship title this year, coming in T4.

mid-race red flag – to claim his second National Championship crown.

Indy is quite a different challenge than Road America, though, and Coloradoan Ott's nimble BMW Z4 should give Mast's potent Ford Mustang a real run – and with six top-five Runoffs finishes to his name, Ott is gunning for more.

Meanwhile, keep an eye on ex-EP and STL Mazda driver Breton Williams. Sixth in last year's Runoffs, the Iowan is a serious dark-horse pick.

TOURING 4

A fourth 2021 Touring National Championship for Phoenix Performance? Possibly, as evergreen, 74-year-old, 15-time National Champ John Heinricy once again will park his Toyota 86 under the Pennsylvania team's tent. But in T4, we're going a different route this year and selecting OPM Autosport major domo Tom Fowler to claim the gold – albeit with Heinricy on his tail.

Fowler, once noted for speed in a Honda Civic, stepped away for several years, but returned with a Mazda RX-8 in 2019 for the Runoffs at VIR and was an immediate T4 frontrunner. Note that Fowler's Georgia-based OPM Autosports team also includes Danny Steyn, our pick to win both Spec Miata and STL, and this year Fowler has entered T4 in an NC MX-5 – the same chassis Steyn runs.

Meanwhile, we anticipate that Chi Ho will turn a disappointing 2020 run into a podium finish this year. Ho was fast at the 2017 Runoffs at Indy, but we're unsure if his heavier BMW will be able to keep pace with the nimble 86s and MX-5s in the long run. 🍀



E, F, AND H PRODUCTION

WORDS J. Michael Hemsley | IMAGES Jeff Loewe

PODIUM PREDICTIONS

EP

1. Jesse Prather **4**
2. Matt Reynolds **3**
3. John Hainsworth

FP

1. Craig Chima **3**
2. Eric Prill **2**
3. Kevin Ruck **2**

HP

1. Steve Sargis **8**
2. Eric Vickerman
3. Chris Schaafsma

E PRODUCTION

Jesse Prather is pretty confident, and he has reason to be. He has, after all, won every race he's entered in his BMW Z3 for the past two seasons. On top of that, Prather is an excellent driver, and his BMW is incredibly reliable. But a win at the Runoffs is not going to be easy.

Three-time EP champion Matt Reynolds and two-time EP podium finisher John Hainsworth

are incredibly fast and consistent, and they were on the podium with Prather last year. Then factor in that past EP National Champ Jon Brakke is entered with a BMW Z3 sporting a Prather-built engine.

Bill Lamkin will be there driving a BMW 328, while past Formula Mazda champion Mike Anderson will be wheeling a BMW 325is.

There's a rumor that Kip VanSteenburg acquired a BMW as well, but as of press time,

he's entered in a Porsche 914-6. Regardless, he'll be fast.

As of this writing, a few front-pack mainstays have not entered, but if they do decide to come, they'll undoubtedly put up a podium-quality fight.

F PRODUCTION

The rationale behind the choice of Craig Chima to win is that if a Lotus can win at Road America, it can win at Indy. Also, Chima is quite a wheelman. Chima believes the Lotus



BACK FOR MORE

(LEFT) Jesse Prather will be hard to beat in EP, but that doesn't mean a slew of others won't also be gunning for the gold medal.



in an Acura Integra this year, and he's fast in whatever he drives. Then there's Chuck Mathis, who works magic in his Volkswagen Rabbit. But one not to count out is Cliff Ira, who will be there in a Honda Del Sol.

Variety, they say, is the spice of life – and from the looks of it, this year's FP race should prove quite spicy.

H PRODUCTION

Here's how you pick the podium for one of the most highly stressed, small engine classes at the Runoffs: You look at experience, then for consistency, and finally at recent race results. Experience and consistency lead directly to Steve Sargis and his seriously fast Triumph Spitfires. He has won eight National Championships and has been on the podium 19 times in three classes, always in a Triumph Spitfire. He's our pick to win, and likely no one in this 40-plus car field would disagree.

Still, in the "recent race results" category, there's a weakness.

"I absolutely hand grenaded two motors in two sessions at the June Sprints," Sargis notes. But fear not, as he's not only building a new engine so his son can run a couple of races, but he's prepping one for the Runoffs for himself.

That uncertainty adds a bit of optimism for his opponents. Certainly, Eric Vickerman will be optimistic that his speed and a great car will gain him the gold. Chris Schaafsma will be looking for the top spot with his speedy VW. And Vesa Silegren certainly wants to be a repeat winner in his Honda CRX. 🍷

"I absolutely grenaded two motors in two sessions at the June Sprints"

STEVE SARGIS

could win, too, and intends to work hard to ensure that it does, but he knows there are several racers who will do their best to ensure it does not.

For his part, Chima has made improvements to his car, including revised front and rear suspensions,

and he was very competitive at Mid-Ohio and in Pittsburgh. Despite that, he's quick to point out that both Kevin Ruck and Charlie Campbell were faster than him at Watkins Glen, and that Eric Prill won the last time the Runoffs came to Indy.

These three aren't the only fast drivers in FP, though. For starters, there's the Mazda Miata gang, which includes Sam Henry and Campbell, along with Mason Workman and David Bednarz. Rick Harris is entered

THE FAST ONES

(ABOVE, TOP to BOTTOM) FP could see a Lotus take the top step, with three-time National Champion Craig Chima at the helm. In HP, few will have the pace to keep up with Steve Sargis.



SPEC MIATA

WORDS Jeff Zurschmeide | IMAGES Jeff Loewe

SPEC MIATA

Danny Steyn has two SCCA National Championships to his name, but while they both came in a Miata, neither were in Spec Miata. Still, with five top-10 Spec Miata finishes at the Runoffs, Steyn is a fast and consistent force in the class, and he's also our pick to take top honors this year. A risky prediction? Perhaps, but be it at the Runoffs, the June Sprints, Hoosier Super Tours, or beyond, Steyn has proven he has what it takes.

But before we hand him the champagne, there's a long line of prominent Spec Miata drivers – including past champions – who would like to have a word.

Last year's champ is Preston Pardus, whose victory put him in the much smaller club of repeat SM champions. Pardus moonlights as a NASCAR Xfinity Series driver when he's not at the Runoffs, and he took his first Spec Miata crown

"You're hovering on this delicate balance of slipping and sliding"

DANNY STEYN

at Indy in 2017. Two-time champion Jim Drago and 2019 champion Todd Buras are also among the 90-some drivers (and counting) planning to race their Miatas at Indy.

Yet no one knows the competitive landscape better than Steyn, and

PODIUM PREDICTIONS

SM

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



GOING FOR IT

(LEFT) Danny Steyn has come close to Runoffs victory in Spec Miata, and this could be the year he makes it happen. But with a large and talented field, the win won't come easy.



he's realistic about the challenge he faces. "If I were to consider all the usual suspects, there have to be at least 20 drivers capable of beating me at any time, and all 20 of them have," Steyn says. "Obviously, you'd never rule out the East Street gang, so that would include Jim Drago, Preston Pardus, and Todd Buras. I think together they've got five wins, so you cannot eliminate them."

That's just the start. If you consider the Super Tour standings,

POWERHOUSES

(ABOVE, TOP to BOTTOM) Preston Pardus is on a roll and won't give up. Meanwhile, Jim Drago can never be counted out.

Steyn is in the lead, but he's closely followed by Drago, Elivan Goulart, Pardus, Travis Wiley, Nick Leverone, Charles Mactutus, and Ryan Gutile, all of whom have entered this year's Runoffs. Brandon Collins could be a wild card; he's currently leading the U.S. Majors Tour points for the Northern Conference, and he's entered as well.

"We've got some amazing young guys," Steyn says of the crop of First Gear Mazda Challenge

drivers. "Charles Mactutus, who's 24, and Connor Zilisch, the world championship karter. He's only 15. And then Travis Wiley from Texas. So, there's a bunch of young, fast guys you just cannot ignore. And then you've also got Konrad Czaczyk from Florida, who was there last year – he was very close to winning it last year."

In 2017 at Indy, Steyn finished second on track, but lost the position during post-race tech. "My car was not compliant," he says. "They did absolutely the right thing in disqualifying me. It was embarrassing, to say the least. So, yes, there's some unfinished business and I hope to show that I was worthy of that second place and hopefully worthy of the first place this time."

Steyn has reasons to be confident that he can make it work this year at Indianapolis.

"What makes Indy so appealing for me in particular is that you're in a continuous state of weight transfer," he says. "You're hovering on this delicate balance of slipping and sliding, either understeer up front or a little bit of oversteer in the rear. It's like driving on ice, and the trick is to not overheat the tires. But this really does fall into my wheelhouse because I love being on the verge of drifting. If you give me a wet day, I'm very happy. So that's a bit of an equalizer."

"Of all the tracks that could give me a shot in Spec Miata, this is the one that gives me the best shot, and I came pretty close to it in 2017," Steyn concludes. "I'm hoping to come back and show that I can do it in Spec Miata." 📍



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

WORDS Reece White and J. Michael Hemsley | MAIN IMAGE Chris Clark

PODIUM PREDICTIONS

GT-1

1. David Pintaric 1
2. Mike Lewis 10
3. Dave Ruehlrow

GT-2

1. Andrew Aquilante 10
2. Tim Kezman
3. Mark Boden 4

GT-3

1. Mike Lewis 10
2. Troy Ermish 1
3. Tony Ave 2

GT-L

1. Chris Bovis 3
2. Joe Huffaker 10
3. Mike Lewis 10

GT-1

David Pintaric will happily admit that he wants to be a race car driver when he grows up, and still pictures himself winning the Indianapolis 500 before reality sets in. So, when he won the GT-1 National Championship at the Brickyard in 2017, it was a true dream come true.

It's hard to argue with the power of dreams, and because of that – along with a brand-new Trans-Am car that will run for the first time at this year's Runoffs – Pintaric is our choice in GT-1 this year.

The track is special to him, and his memories of the last win are bittersweet. Pintaric's father passed away less than 30 days after his win, and there would be nothing sweeter than picking up a second win in 2021.

But it won't be easy. Mike Lewis is always a contender, though the question is whether the old Jaguar XKR has enough legs in the motor to hold on. Jordan Bupp has been quick all year long and won in Trans Am 2 at Indianapolis in 2018. Dave Ruehlrow comes with Ave Motorsports power, and James McAleese is sneaky good when overlooked. All will be contenders.

Oh, but there's a wild card: Rain. If that happens, keep an eye out for Thomas Herb and his Porsche 911.

GT-2

No one is foolish enough to bet against Andrew Aquilante in GT-2, especially with Kevin Allen sitting out Indianapolis to prep his tube-framed Nissan for his home track of VIR next year. Yet Aquilante's biggest concern is the weight of his Corvette and how that might affect both the green flag start and the end of the race.

If tire management becomes an issue on the Phoenix Performance



Corvette, watch out for the Fall-Line crew. Tim Kezman and Mark Boden are our podium selections in the Porsche 911 GT3 Cup cars, which should be good to the end.

Of course, a GT-2 wild card is the Trans Am 2 cars. it's quite possible that someone pilots one to the top step. Also, could Pete Peterson have a resurgence? Almost anything can happen in this wild class.

GT-3

Like always, to win GT-3 you must finish in GT-3. As we've seen in these highly stressed cars, reliability can be more important than speed.



Jeff Leowe



Jeff Leowe



Mark Weber

Our best indicator may well be the finishes from Mazda's GT-3 Challenge, which has provided a "regular season" of sorts for these cars. Taz Harvey leads the points, but our pick this year is Mike Lewis in his Mazda. Lewis is the defending champ, and his team has seemingly dialed in that car over the past couple of seasons as he's made a return to his younger days.

But it's tight beyond that – the GT-3 field at this year's Runoffs is full of talent. Lewis' quickest West Coast rival, Troy Ermish, is next in line for us this year. And then there's Tony Ave who will certainly be a contender.

UP FRONT

(FAR LEFT) David Pintaric was a powerhouse at the 2017 Runoffs at Indianapolis Motor Speedway, and we're expecting to see more of the same this time around.

DOMINATORS

(LEFT, TOP TO BOTTOM) We expect Andrew Aquilante to notch another GT-2 Runoffs win. Mike Lewis is among the best in GT-3, so it will take dedication for anyone to keep up – and even more to pass for the win. Chris Bovis is coming off of a difficult 2020 Runoffs, but considering his strong GT-Lite showing in 2017 at Indy, we anticipate his return to the top step.

"I think we're well prepared. But I thought that last year, also"
CHRIS BOVIS

At press time, there are 21 GT-3 cars on the entry list and almost any of them could win. Take your pick – former champ Stacy Wilson or newcomer and son Blake Wilson? Harvey or Paul Young or Joe Kristensen? Rob Warkocki could be right there. Take your pick.

GT-LITE

Although Chris Bovis points out that Runoffs performance is difficult to predict, his appearance at the Indianapolis Runoffs in 2017 makes him an easy choice for the gold. Plus, Peter Shadowen, arguably Bovis' top competitor, is taking this year off. Plus, Bovis just had a very successful weekend at Road America, where he says the car felt normal. "I think we're well prepared," he says, adding, "But I thought that last year, also."

Super consistent Joe Huffaker will do everything he can to make sure Bovis' preparation isn't enough, but it will be a challenge, especially with the likes of Michael Lewis. Lewis was the meat in an ugly three-car sandwich last year, but his car is back together and as gorgeous as ever, so we expect him to be in the hunt.

However, that hunt will also involve a few others, including Brian Linn and Scott Twomey. So, while we don't anticipate Bovis having any issues with the win this year, the remaining two steps are anyone's guess. 🍷



SPEC RACER FORD 3 AND FORMULA

WORDS Jeff Zurschmeide | IMAGES Jeff Loewe

PODIUM PREDICTIONS

SRF3

1. Mike Miserendino **5**
2. Brian Schofield **2**
3. Charles Russell Turner

FE2

1. Scott Rettich **6**
2. Bailey Monette
3. Max Grau

SPEC RACER FORD 3

Attempting to predict a winner in the SRF3 Runoffs race is risky business. Any given Runoffs field in SRF3 is bound to feature at least half a dozen racers of top-notch caliber, with often more than 10 prior National Champions. That said, our pick to take gold this year is Mike Miserendino, which is about as safe as any choice can be.

With five prior SCCA National Championships and seven more podium finishes in SRF and SRF3 to his credit, Miserendino is often the man to beat. "I don't think I have delivered

the last few times I have been picked, but maybe I can straighten that out this year," Miserendino jokes. "I expect the field to be absolutely stacked, with John Black, Brian Schofield, Scott Rettich, Bobby Sak, Denny Stripling, T.J. Acker, Franklin Futrelle, Clay Russell, and others. I could go on and on. If you add up the National Championships on the entry list, I bet the number is over 20, and I bet the podium count is over 50."

He's not far off with that. Glancing down the standings for the Hoosier Super Tour and the various Conference Majors results,

the list of names is familiar to anyone who follows the class. Past Runoffs Champion James Goughary is first in the Hoosier Super Tour and Northeast Conference. The balance of Super Tour standings is a gaggle of talented SRF drivers, including Schofield, Turner, and Black. Bobby Sak is atop the Northern Conference point standings, and Denny Stripling leads in the Mid-States Conference. Caleb Shrader, meanwhile, is leading the Western Conference and could be a dark horse contender at Indy.

But back to Miserendino.... The



ANYONE'S RACE

The last time the Runoffs visited Indy, Mike Miserendino (FAR LEFT) scored an SRF win and a silver medal in SRF3. We expect him to take gold in SRF3 this year. But with the likes of Brian Schofield (LEFT, TOP), Charles Russell Turner (LEFT, MIDDLE), plus a slew of others, the win is far from guaranteed.

"Our team has had a great season and we have had multiple new drivers run FE2 with us this year," Rettich says. "We have been more focused on our FE2 customers than my own personal program, but I have had the opportunity to run more events recently to get prepared for the Runoffs. I think we will be a serious contender for the win, but there are many drivers who have a great shot at the win this year."

With six prior championships in the first Formula Enterprises class, and then eight more podium finishes to his credit, Rettich would be a leading driver in any estimation.

Another series contender includes Bailey Monette, who is not only leading the Hoosier Super Tour standings (as of press time), but he beat Rettich on Sunday at this year's June Sprints. He's also featured on this month's cover of *SportsCar*. In fact, we wouldn't be at all surprised if he won.

It's truly a tossup between Rettich and Monette, and we foresee Max Grau sitting a car length behind, waiting to capitalize. Yet Grau won't be the only one waiting to pounce. In the Northern Conference, Dean Opperman, Jason Pribyl, and James Libecco each have two Majors wins. In the Western Conference, Jeff Read is leading, and T.J. Acker has been on the podium at every race he has attended, including three wins. Three-time champion Darryl Willis leads the Mid-States Conference, while in the competitive Southeast Conference, Charles Russell Turner leads with five wins. Robert Vanman leads the Southern Conference. Any of these drivers could make a play at the front of the grid. 🍷

ENTERPRISES 2

last time the Runoffs took place at Indy, Miserendino claimed the championship in SRF and took second in SRF3. "The SRF3 race at Indy in 2017 turned into a two-car race between me and Tray Ayers," Miserendino recalls. "I don't expect that to happen this year. I bet we have a five to seven car race for the lead the whole time."

When the bench is that deep, every driver has to have a plan, and the smart ones are a little bit cagey about exactly what that plan might be.

"There's no new approach for me," Miserendino insists. "I just try

and make sure my car is handling well over practice and qualifying, and then drive mistake-free for the race and hope for the best.

"It is an honor to be able to race at Indy again, and I really appreciate all the folks at SCCA who make it happen."

FORMULA ENTERPRISES 2

There's a lot of cross over between SRF3 and Formula Enterprises 2; both managed out of SCCA Enterprises. And one driver who will race in both classes is Scott Rettich, who is our choice to win FE2.

LUCKY 7

(ABOVE) All six of Scott Rettich's SCCA National Championship titles have come in FE. We expect this to be the year he extends that to FE2.



Jeff Loewie



Tom Schultz

FORMULA ATLANTIC, FORMULA CONTINENTAL, AND FORMULA X

WORDS Tom Schultz | MAIN IMAGE Jay Bonvouloir

SWIFT WORK

(Clockwise, from TOP LEFT) We anticipate that Hans Peter will return to the top step of the Runoffs podium this year. John LaRue is a solid guess for the FC Runoffs win, although several other talented racers could prove us wrong. Young Austin Hill should set the pace in Formula X.

FORMULA ATLANTIC

The Formula Atlantic picture is complicated this year, and according to Hans Peter – our pick to win this year – “the older cars have an advantage, and people who own [Swift] 16s are not doing many SCCA races. I had to make sure that I had a competitive car, so Mirl Swan has prepared a special 014.a for me.”

Peter has won this class at the Runoffs in 2007 but has been largely absent ever since (although he did return to the Runoffs in 2020 to score a silver FA medal). But his skill combined with the preparation of multi-time champion Mirl Swan should be enough to see Peter notch the win.

The competition is mixed but should be led by the defending National Champion Spencer Brockman, who will also be in a Swift 014.a. Lee Alexander and Mirl Swan are also in 014.a cars and will be competitive.

Keith Grant will likely lead the Swift 016.a entrants – and he won the last time the Runoffs was at Indy. Meanwhile, 14-year-old phenom Austin Hill is driving a Pro Formula Mazda while Jim Booth has a Ligier JS53. The dark horse in this is P1 champ James French, who is piloting a 30-year-old Ralt RT-41.

FORMULA CONTINENTAL

The Formula Continental class is awash with Van Diemens of various vintages with the occasional Citation thrown into the mix. The Citations appear to be the ticket at the moment, as our picks for the first two spots are both in that chassis. We like the chances of John LaRue, who last won Runoffs gold in 2016. His strongest challenger will be young Simon Sikes, who ran multiple classes at last year’s Runoffs and landed a first and a second for his efforts. He’s been very active in Club and pro series this season and is fully capable of upsetting our prediction.

Rob Allaer seems to have the fastest Van Diemen, and he’s won the Runoffs twice in the past. He will have his son Nolan to contend with in another Van Diemen – Nolan is not only fast on his own but has beaten the “old man” on occasion.

Also, look for Tim Minor in a Citation, and the Van Diemen mounted Michael Varacins, Bill Johnson, Chuck Moran, and Brian Tomasi to also be in the picture.

FORMULA X

Formula X is new class with a lot of variables. And, while this is the

new home for ex-Formula Mazda cars, other chassis have proven to be potent. Foremost among these is the Elan DP-08, which is best known as being the former USF-2000 pro chassis. Our picks for the top two spots are driving Elans and, in our view, will be dominant.

In first place should be Austin Hill. Now hold on, you say, he’s just a kid. True, Hill is all of 14-years old, but he has displayed skill well beyond his years. He has been racing in FA and FX with SCCA, and he also competes in SCCA Pro Racing-sanctioned FRP series. And he has been winning.

Hill is going in with his eyes open, saying that this is the biggest race of the year and that everyone will be bringing their A game. “I can’t make any mistakes,” Hill notes. “I have to qualify good to have a great start to the race. I want to approach this race as a normal race and try to remain relaxed yet focused.”

Robert Wright should be Hill’s strongest challenger, while Melvin Kemper should be keeping pace in a former Formula Mazda. The dark horse is James Goughary in a Ligier.

Regardless, everyone will be chasing the young Austin Hill. 🏆

PODIUM PREDICTIONS

FA

1. Hans Peter 3
2. Spencer Brockman 1
3. Austin Hill

FC

1. John LaRue 2
2. Simon Sikes 1
3. Robert Allaer 2

FX

1. Austin Hill
2. Robert Wright
3. Mel Kemper 1

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FORMULA F, FORMULA VEE, AND FORMULA 500

WORDS Reece White | MAIN IMAGE Jeff Loewe

FORMULA F

Last year's Formula F Runoffs race was an instant classic, and that's as good a place as any to start with this year's prediction. Tim Kautz crossed the line first a year ago, but a pass under the yellow saw him moved in the final results. Simon Sykes was just behind, followed by Bob Perona. Jonathan Kotyk was in the mix for most of the race as well.

This year, we're going to pick Sykes to repeat and take the

checkered flag on the track. That comes with a twist, however – he's having a fantastic season in USF2000 on the Road to Indy, but hasn't spent time in the Formula F. Will that competition and success help his confidence, or will removing the wing for the first time all season throw him off his game? We're betting on the former.

The experience of Kautz and Perona can't be discounted, though, and we expect both to land on the

"[Andrew Whitston] acknowledges that, in addition to talent and skill, it will also take a little bit of luck"

podium for the second consecutive year. Kotyk will expect to be in the mix, and the last we saw Joe Colasacco, he was running second in Formula Continental at the Runoffs in 2019. In short, with long straightaways at Indy, it's anybody's race.



UNPREDICTABLE

(LEFT) Formula Vee is always an unpredictable humdinger of a race, but if we were to try to predict it, we'd put our money on Andrew Whitston. (BELOW) Clint McMahan is a powerhouse in F500, although this year's win won't come easy. (BOTTOM) The Formula F battle will likely end with Simon Sikes on top.

Jeff Lawrence



Jay Bonvaldi



"It's nearly impossible to look at the Formula 500 race and not choose Clint McMahan"

top step. He's acknowledged that, in addition to talent and skill, it will also take a little bit of luck to be there. If that luck comes through, he'll hold the gold medal.

FORMULA 500

It's nearly impossible to look at the Formula 500 race and not choose Clint McMahan to win. For starters, he hasn't lost a Runoffs since 2017 (though he skipped the West Coast swing in 2018). To be the best, you have to beat the best, and McMahan is the pick until proven otherwise.

So, who completes the podium? Calvin Stewart is always fast and prepared, and the former champ is the likely bet to challenge McMahan. We expect him to finish with the silver medal.

We've got our eye on a handful of others as podium contenders. Ryan Mayfield is McMahan's protégé, moving from sim racing to the real world and making his first Runoffs start this year. James Weida is always right there, always consistent, and ready to pounce on any mistakes.

Our pick for third is a bolder choice at first glance. Sven de Vries has made just one career Runoffs appearance, but it came at Indianapolis in 2017. He started 11th, and he then drove all the way to a runner-up finish. He has the speed to make the run, and we've got our eye on him to do it. 🏆

FORMULA VEE

Formula Vee is just as wide open. To start with, we can look at a couple of families – the Whitstons and the Abbotts. Andrew and Zach Whitston shared the podium two years ago, and Andrew Abbott joined them. Last year, Chris Jennerjahn broke through with a National Championship, slipping ahead of "the Andrews" – Whitston and Abbott, respectively, to take the win.

PODIUM PREDICTIONS

FF

1. Simon Sikes **1**
2. Tim Kautz **3**
3. Bob Perona

FV

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

F500

1. Clint McMahan **3**
2. Calvin Stewart **1**
3. Sven de Vries

As always, the name of the game in Formula Vee will be avoiding the chaos. Jennerjahn, an Indy native, saw his race end in 2017 with a Turn 1 crash. The young guns, which include Hunter Phelps-Barron, Brian Farnham, and Alex Scaler, will keep the brothers Whitston, Abbott, and veterans Rick Shields, Roger Siebenaler, and Jonathon Weisheit busy.

This year, however, we think Andrew Whitston returns to the



PROTOTYPE 1 AND 2

WORDS Tom Schultz | MAIN IMAGE Jay Bonvouloir

WINNING COMBINATION
Prototypes require engineering prowess and driving precision to come together in order to claim Runoffs gold. We anticipate James French in P1 (ABOVE) and Tim Day Jr. in P2 (RIGHT) to have this year's winning combinations.

PROTOTYPE 1

The P1 class has a mix of chassis, with the Elan DP-02 being an odds-on favorite – especially considering the drivers behind the wheel. Regardless, the one to watch is last year's Runoffs champion James French, who is piloting a fendered Swift 014.a – the one he won with last year. He has raced for his father Brian's team for years, and his Carl Liebich-prepared cars always run up front. He had a memorable win at the June Sprints this year, too, threading his way from last through a field of P1s and Atlantics.

"Our team has put a ton of work into developing this package, and I am confident that the performance we found will carry over to Indy," French tells us. "The competition has been quite good and the closest battle I've had was with Chip Romer."

Indeed, Chip Romer has proven to be French's strongest competitor, and he has notched a number of wins, including the Saturday go at the June Sprints. He will continue to be a thorn in French's side, and if French falters, Romer will be there for the win.

Other Elans in the picture include those of Todd Vanacore, John McAleer, and Darryl Shoff, all of whom have Hoosier Super Tour wins.

Lee Alexander has the fastest Stohr at the moment. Jim Devenport is, as usual, the joker in the mix. He has two Runoffs championships driving the Norma, but this year he also has an Elan DP-02 at his disposal – it is anticipated that he will test both and select whichever proves faster.

PROTOTYPE 2

In the P2 race, our pick is for Tim Day to continue his winning ways. Day was first in 2018, second last year, and is always in the hunt – we expect no less in Indianapolis. And, to that end, Day has been working on improvements. "In the off season, we embarked on a major development project," Day reports. "We switched from the Hayabusa motor to a modern 2017-'21 Suzuki 1L GSX-R in our Stohr WF-1. Running the smaller motor allows us to remove 150lbs. We saw no reduction in lap times at Road America [which he won], but it is still early in the development process. Nevertheless, I have increased confidence in the car."

Day's opposition is deep this year, with several drivers hoping to take the gold. Day sees last year's champion Greg Gyann as his toughest competitor. "Greg and his team have evolved and have raised the bar," says



Jeff Lowe

Day. "He was the first to take the leap and switch to the Suzuki 1L GSX-R in the Stohr. It has worked for him."

Our pick for second is a bit out of the ordinary. Bob Iverson is running a Ligier JS49 and has been fast. The Ligier has great acceleration and approaches P1 speeds on the long straights. He has been knocking at the door and may walk through at Indy.

Tray Ayres has shown himself to be a front-runner in his move up to the P2 class, claiming the 2019 Runoffs title. He has an Elan DP-02, and it would not be surprising to see him add another gold medal to his collection. The other gold, it should be noted, came in SRF3 at Indy in 2017.

Meanwhile, Lucian Pancea has dogged Day's heels the last couple years. Day has a lot of respect for his talent and says that Pancea is an experienced driver who "has raced me very hard and clean at the June Sprints. He is very competitive, and I'd expect no less at the Runoffs." 🏆

PODIUM PREDICTIONS

P1

1. James French 1
2. Chip Romer
3. Todd Vanacore

P2

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

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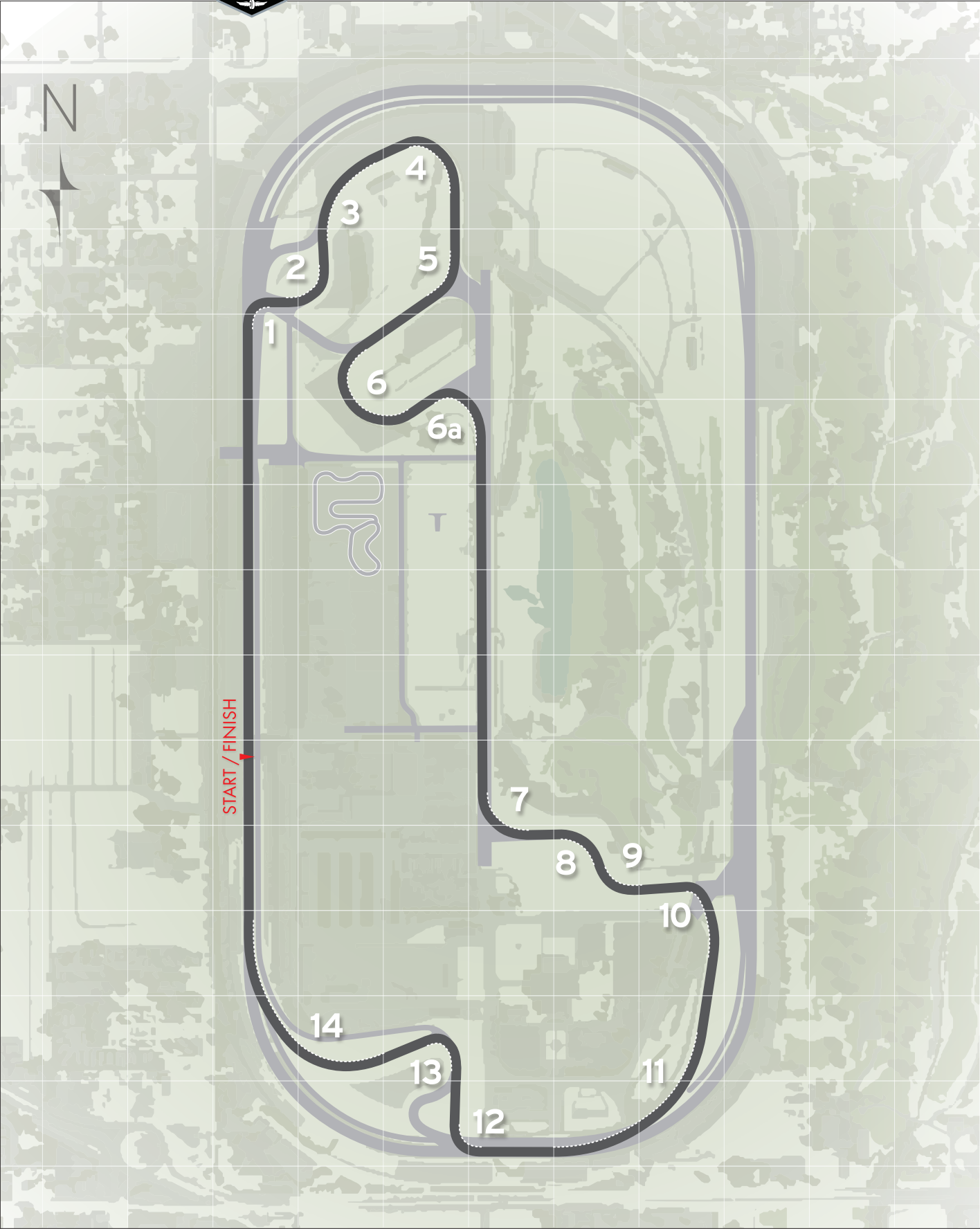
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KEY CORNERS

Want to win this year's National Championship Runoffs? These turns are vital to success at Indianapolis Motor Speedway | WORDS Jeff Zurschmeide



With more than 800 drivers already entered for the 2021 SCCA National Championship Runoffs, which takes place Sept. 25-Oct. 3 at Indianapolis Motor Speedway, competition will be – to say the least – tight. Some racers will have an advantage, as they will have driven Indy during the 2017 Runoffs. Others – perhaps the majority of the field – will be making their first visit to the Brickyard this fall. Experienced or not, though, with this many competitors set to take to the track, drivers need to hit the ground running – for that, we bring you the corners that are utterly key to winning.

There's no single way to drive any racetrack. The challenge is different in a B-Spec car than in an American Sedan or a Spec Racer Ford. So, rather than talking around the track, we asked several leading drivers to identify one corner or factor that can make or break a good lap of the Indy road course.

"Because our American Sedan cars are so heavy, it's mostly bravery into the braking zones and handling," says eight-time SCCA National Champion Andy McDermid. "I think things are so well put together in the power department, everyone's in a good situation. I've heard that the pavement changes at Indy can affect a car, but personally I haven't found it to be a

problem. A lot of tracks where I race have pavement changes, and if you have experience with that, you can handle it."

Of course, smaller cars have a whole different view of things.

"At Indy, it is all about figuring out which rumble strips your car can use to the driver's advantage and which will slow your car down," remarks 10-time National Champion David Daughtery, who will be racing in B-Spec. "For instance, in my car the rumble strips in Turns 7, 8, 9, and 10 are easy on my car and add huge track width. But the strips at the exit of Turn 13 seem to set off my knock sensor and kill my acceleration.

"This track is definitely going to favor the nimble cars," Daughtery believes. "That is obviously the Mini Cooper. The Chevrolet Sonic also handles well and has finished on the podium at Indy. I believe that the Mazda2 is going to be very much in the hunt this year. That's why I've acquired one."

Differences may also be apparent based on a car's drive configuration.

"Indy is a punishing track for front-wheel-drive cars with its slow, low camber corners and relatively low grip," states STL defending National Champion Joe Moser, who raced in a Honda Prelude at the 2017 Runoffs.

With just one high-speed straight on the course, getting a good run up to it is essential.

"Everyone considers Turn 13 to be the most important turn because it leads to the only fifth gear straight," says two-time STL National Champion and Spec Miata frontrunner Danny Steyn, "but there is more to this track than Turn 13. For example, a good exit out of Turn 6a is critical as it leads to the second longest straight; but in my opinion, the complex of Turns 7, 8, 9, and especially Turn 10, is the most important segment on the track. That's because a good run will put you in a position to challenge the driver ahead of you."

It works the other way, too.

"Conversely, a poor execution of this segment leads to overdriving Turns 12 and 13," Steyn warns. "If you put too much heat into the tires in these turns, then you will be on the back foot. This segment requires compromising some aspects of every turn to get the best segment time, and it has such a beautiful rhythm when you get it right. It also rewards left foot brakkers which I, unfortunately, am not."

One aspect of Spec Miata racing that is not at the forefront at Indy is drafting.

"The draft always plays an important part in Spec Miata, but this is a track where draft is not as critical as it is at a track like Road America, where we had three fifth-gear straights," Steyn explains. "At Indy, we have a whole bunch

"If you put too much heat into the tires in these turns, then you will be on the back foot"

DANNY STEYN

of switchback curves with only one fifth-gear straight. So, yes, the draft is important, but it's not nearly as critical. Most of the passing takes place on the main straight, going into Turn 1, but there are places where you can stick a nose in."

Other champions echo Steyn's take on the track.

"In a lot of classes, especially the higher-powered ones, Turn 13 will be the most important corner," states six-time FE2 National Champion and SRF3 racer Scott Rettich. "In lower-powered spec classes such as Formula Enterprises 2 and Spec Racer Ford 3, Turn 14 is easy to go through at full throttle, so I would say that Turns 7-10 are the ones that will be the deciding factors for lap time in our classes. If you make a mistake in Turns 7 or 8, it will cost you a lot of speed through Turns 9 and 10, which lead onto one of the longer full-throttle runs to Turn 12."

For any car, finding the fast way around the track is a matter of both advice and experience. If you lack the experience, then be sure to get some advice from those who have driven at Indianapolis before. 📍



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Watch the Runoffs Live

Head to scca.com/runoffs on Oct. 1-3, 2021, to watch the races live at Indianapolis Motor Speedway for free.

The Runoffs schedule, live timing and scoring, results, and more will also be available at scca.com/runoffs.

Qualifying starts on Sept. 28 – don't miss it!



PROOF OF CONCEPT

SCCA member Colin Harrison has gone from Skip Barber Racing School pupil to competing with the pros

The Skip Barber Racing School made quite a splash in SRO Motorsports' popular TC America championship in 2021, signing on as presenting sponsor (it's now the "TC America Powered by SBRS" series) and entering a four-car fleet of TC- and TCA-class Honda Civics which have already collected several podium finishes, including a dramatic TC win at the Sonoma Raceway season opener.

The goal, though, was only in part to show off the abilities of SBRS instructors Eric Powell, Carter Fartuch, and Mike Stillwagon. The underlying mission was to create "arrive and drive" racing opportunities for the school's more talented students, and this has already been to the profit of 20-year-old Colin Harrison, the first graduate to step into the pro ranks in an SBRS-prepared TCA-class Honda Civic Si.

In his pro series debut at a VIRginia International Raceway track he'd never even seen before practice, rookie Harrison's performance was noteworthy. He finished a cautious 10th in class in the first race, then a more confident seventh in the second as his lap times improved dramatically.

"I always liked cars, but I never did karting, never raced," says the Neohio Region SCCA member, who learned car control hustling his mom's cars around their expansive, Cleveland-suburbs property.

In 2018, still in high school, Harrison attended a pair of Skip Barber schools, "and loved it!"

The next year, settling in to business school on a full-ride scholarship, he attended a rally school and got his rally license. But by the middle of his second college semester, he was bored – and sorely tempted by a Skip Barber marketing e-mail for a school at Laguna Seca.

"I'd always wanted to drive Laguna," Harrison says. "So I was like, 'Sweet. I'll do another Two-Day School as a refresher.' My instructor was Mike Stillwagon and we got talking; and 10 minutes into our conversation, Mike said, 'Would you be interested in racing Hondas with us? I think you'd be a really good fit for it.'"

"It was a huge offer – huge trust on his part."

You guessed the rest: Checking out of school mid-semester, Harrison got a first taste of the front-wheel-drive Civic in three test days at Austin's Circuit of The Americas, going from "well off the pace" to "right on the pace" in the Texas rain.

"I was really proud of myself," he recalls.

Weeks later, he rolled out for practice at VIR.

"We're proud of Colin," says Kirk Dooley, SBRS COO whose list of duties includes the TC America program. "He's the perfect definition of a 'Skip Barber-developed pro racer.' As our coaching and development programs expand, we'll see more racers like Colin go from beginner to pro – and succeed." —Steve Nickless



(TOP) SCCA member Colin Harrison joins a four-car, Skip Barber Racing School-prepared fleet of Hondas in SRO's TC America. (ABOVE) Harrison (left) was rewarded by team boss Kirk Dooley with a special-edition BRM watch for two top-10 finishes – and for bringing his SBRS Civic Si home intact! – in his pro racing debut. (MAIN) Colin Harrison made his TC America debut at VIRginia International Raceway.



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THE X FACTOR

SCCA Road Racing's GTX class opens up a world of opportunities when it comes to factory-built racecars – so we drove one

WORDS Jeff Zurschmeide | IMAGES Courtesy BMW



2018 was a big year for factory-produced racing cars. SCCA inaugurated the new GTX class in SCCA Road Racing, designed to provide a Club-based home for professional racing cars in FIA GT3 as well as SRO GT4 and TCR classes. Cars in this class include the Audi R8-LMS, Porsche 991 GT3, and all of the SRO GT4 cars. Put another way, GTX is a class of dream cars.

Among the FIA-homologated, factory-produced racing cars

accommodated in the GTX class is the BMW M4 GT4. First released in 2018, its drivers racked up 33 wins and 100 more podium finishes in that competition year.

It should be said that there's a caveat to GTX, and that is that while the class is eligible for Regional, Majors, and Hoosier Super Tour competition, the class has yet to be invited to the National Championship Runoffs. Regardless, when the opportunity arose to travel to the BMW

Performance Center West at The Thermal Club near Palm Springs, Calif., to evaluate the M4 GT4 for ourselves – something anyone can do – how could we say no?

THE BMW M4 GT4 BY THE NUMBERS

Like all cars classed in SCCA's GTX, the BMW M4 GT4 is constructed to be a racing car from the factory. The FIA-compliant roll structure is installed during assembly, and nothing is included that would have to be

removed later. In keeping with FIA rules, the M4 GT4 uses the same S55B30 twin-turbocharged 3.0L inline six-cylinder engine that is installed in the street M4. The current GT4 regulations allow about 425hp, which is actually less than you can get in a stock street M4. However, the GT4 is about 700 pounds lighter than the road-going model, so it's hardly a penalty box.

The GT4 also uses the same seven-speed, dual-clutch



RACE READY

From powerful motors (RIGHT) to big brakes and a fully-prepped interior (BOTTOM RIGHT), factory-built racecars like the BMW M4 GT4 (LEFT) come with everything you need to race competitively in pro series and SCCA's GTX Club Racing class.



with six-piston AP calipers, with four-piston AP calipers clamping 355mm discs in the rear. There's no power-assist of any kind on the brakes, but the ABS system is still in place. BMW's stability control is also left in place and fully functioning, but it's been tuned for the car's purpose.

On the outside, the M4 GT4 is lightened with a carbon fiber roof, doors, and hood. A full set of aero devices are installed, including the FIA-compliant rear wing. Inside, you get a racing seat, AP pedal box, AIM dashboard, and yoke-shaped steering wheel with controls. One pleasant surprise was that the air conditioning system is still in the car and ducted to blow through the racing seat, but it's been programmed to come on only under braking.

If you want to buy an M4 GT4 of your own, BMW is happy to sell you a turn-key and ready-to-race example. The starting price (there are options) converts to just about \$205,500.



After lunch, we headed to the long course for instruction in street M4 Competition coupes. It's worth mentioning that the instructors are all current or past professional racers, and they seem to have ESP about students' amateur foibles. My instructor, Rick Porter, knew exactly when I was dropping my eyes (a lifelong bad habit) and called me on it every time. It was some of the best coaching I've ever had.

AT THE WHEEL

We soon suited up to drive the racecars. Performance Center staff helped us into the car and got us belted in, then they pulled the wheel and pedal box to you instead of sliding the seat.

The M4 GT4 has not been softened up or detuned from pro racing specs in any way. As the instructors told us, the cars we were about to drive would pass tech at any SRO or FIA pro race.

The racecar requires the driver to shift with the paddles. We'd always driven manuals on track, but it took just moments to demolish our allegiance to the clutch and stick. With the BMW dual-clutch box, upshifts are

instantaneous and downshifts are as smooth as only coordinated programming can make them. But here's the best part: If we lost count of downshifts and hit the paddle once too often, the M4 GT4 simply ignored the mistake rather than damaging its expensive engine.

The M4 GT4 accelerates with authority, but it's also a forgiving and predictable car that goes where it's pointed. There's plenty of rubber under the wheels, and while the brakes feel like stepping on a rock, they won't give up easily. We never did get them to fade, nor could we get the ABS to activate, and we gave the brakes all we had.

The course we took retails for \$2,795, and full disclosure: BMW comped us the whole thing. Half-day and full-day lapping sessions in the M4 GT4 are more expensive, but BMW also offers less expensive options on the skills course, skid pad, and the track. Whatever course your budget allows, we're pretty sure you'll have a great time, and you might just end up doing the math yourself on how feasible it would be to enter SCCA's GTX class at the next U.S. Majors Tour. 📍

transmission available in the 2018-'20 M4, but it's been programmed for racing use. The driveline finishes up with a limited-slip differential and rear-wheel drive.

As with any racing version of a road car, the most dramatic differences are found in the suspension and brake systems. Öhlins provides adjustable dampers and BMW adds adjustable suspension geometry. Braking force comes through massive 390mm front discs

TAKING THE CLASS

We arrived at Thermal and registered in BMW's dedicated classroom building. Everything we needed was provided, including helmets and full driver's suits for the track sessions. But the day begins with some fun exercises designed to get us ready for the main event. Students start the program in the nimble M2 coupe, running on BMW's configurable skills course.



THE NEXT LEVEL

Landing a professional ride is incredibly difficult, but there's one thing these Hyundai N TCR pro racers have in common

WORDS Philip Royle | MAIN IMAGE Michael Levitt/LAT Images

It's no secret that those looking to race at the professional level don't simply receive a phone call welcoming them to big leagues. Quite the contrary. The road to the pro ranks is never easy, taking determination on every level before an opportunity *might* arise. Therein, racers with an eye on a motorsports career, often start exactly where you are today: in the SCCA.

At the pro level, little offers the bang for the buck like factory built TCR cars, which is why

many teams opt for series like the IMSA Michelin Pilot Challenge TCR class championship. And simply glimpsing at one auto manufacturer within that series, Hyundai, it doesn't take long to discover that the SCCA was a pivotal step for many of their drivers.

Racing the No. 98 Curb Agajanian Hyundai Elantra N TCR for Bryan Herta Autosport, Ryan Norman cut his teeth in the SCCA ranks, specifically in Formula Enterprises and

Formula Atlantic. In 2015, the then-17-year-old Norman ran to a second-place finish in Formula Enterprises in the U.S. Majors Tour's Southeastern Conference, going on to finish second at the National Championship Runoffs at Daytona International Speedway.

Swapping to Formula Atlantic for 2016, Norman clinched the FA Southeastern Conference championship with seven poles and eight wins, then took the FA win at the

Runoffs at Mid-Ohio, besting the next fastest driver – two-time Runoffs champ Keith Grant – by 14 seconds at the checker.

At that time, Norman told us that his immediate goal was to race Indy Lights – which he did from 2017-'19. He made the move to Bryan Herta Autosport and IMSA in 2020, immediately proving his mettle by finishing first in the points.

Norman is not the only Hyundai N TCR driver with an SCCA pedigree.



FROM CLUB TO PRO

Ryan Norman (LEFT) co-drives a Hyundai Elantra N TCR car in IMSA Michelin Pilot Challenge competition, but his early wheel-to-wheel experience came in SCCA competition. Similarly, Hyundai Veloster N TCR racers Tyler Gonzalez (BELOW) and Mason Filippi (BOTTOM) also cut their teeth in the SCCA.



Jake Galstad / LAT Images



Richard Dole / LAT Images

Seventeen-year-old Central Florida Region racer Tyler Gonzalez logged ample seat time at SCCA Club races following his years in karts. Racing Spec Miata from 2018-'20, Gonzalez also competed in SCCA's Touring 3 and GTX classes before stepping behind the wheel of a Hyundai N TCR car in IMSA competition in 2020 and then the No. 27 Copeland Motorsports Hyundai Veloster N TCR for 2021.

Mason Filippi is yet another Hyundai driver whose SCCA Road Racing past has run hand in hand with success, although his motorsports journey began long before that. Riding dirt bikes at the age of 4, Filippi moved to Spec Miata at the age of 14, obtaining his SCCA competition license in 2014 when he turned 15.

A California resident, Filippi attended the Runoffs when the SCCA National Championship event traveled to WeatherTech

Raceway Laguna Seca in 2014. There, he finished an impressive 13 spots up from his starting grid position. He continued to race in Spec Miata through 2016 before moving to World Challenge, ultimately landing a seat in a Hyundai N TCR car for the Michelin Pilot Challenge, where he finished second in the points in 2019 and third in 2020. This year, the 23-year-old is back for more, driving the No. 51 Copeland Motorsports Hyundai Veloster N TCR car. 🏆

STREET PERFORMER

Most of us have no grand visions of racing professionally. Rather, we're weekend warriors simply enjoying the sport – and for us, there are still ways to enjoy an N badged Hyundai.

From improved power output over its base counterpart to finely tuned suspension and more, Hyundai's N street cars run competitively in both SCCA autocross and Time Trials competition right out of the box.

For example, in National Time Trials competition, the Hyundai Veloster N is classed in Sport 3, where the 2.0L turbo I-4, 275hp coupe competes against a swath of equally potent sports cars. And, in autocross, the Veloster N is placed in D Street, doing quite well despite the stiff competition. Case in point, Brady Loretz put his 2019 Hyundai Veloster N in the D Street trophies at the 2019 Tire Rack Solo National Championships, with his co-driver Nicholas Mellenthin not far behind. As of press time, Loretz was slated to return to the Solo National Championships in 2021, sharing his Veloster N with co-driver Donald Gutierrez.

With crisp handling on and off the track, plus features like N Grin Shift, which allows for a boost in torque for a set period of time, the uniquely aggressive \$32,500 Veloster N is worth a test drive. And should it find its way to your driveway, there's no excuse not to hit the autocross course or racetrack for some fun.



Rupert Berrington

DAILY DRIVEN

(ABOVE) Brady Loretz successfully competes in SCCA autocross in his Hyundai Veloster N. In fact, Loretz earned a trophy at the 2019 Tire Rack Solo National Championships and was back for more this year.

THE BIG TIME

The ProAm Challenge aims to promote crossover between Club-level SCCA racers and the Trans Am Series, with more to come | **WORDS** Richard S. James | **IMAGES** Chris Clark

There was a time when the SCCA Pro Racing-sanctioned Trans Am Series and the SCCA Road Racing GT-1 class were (more or less) directly correlated; the same car could run in either and many did, with SCCA racers regularly dipping a toe into the pro racing waters when opportunities presented themselves. Then the Trans Am rules diverged a bit, making moving back and forth more difficult. But in the modern era, not only can GT-1 cars compete in Trans Am with a simple wheel and tire change, but also TA2 cars slot directly into SCCA GT-2, and Touring 1, 2, and 3 cars, as well GTX, fit into Trans Am's GT classes.

There are a lot of opportunities for SCCA Club-level racers to compete in a Trans Am race – or several, for that matter – and they can even count a couple Trans Am weekends toward their National Championship Runoffs qualification requirements. Yet, the number of racers who do is small. So, in the search for ways to encourage crossover, Trans Am created the ProAm Challenge. Making an easy path for teams to cross to Trans Am is the primary focus of Trans Am's ProAm Challenge, with the schedule and rules package providing flexibility for teams and drivers to chase both their ProAm Challenge and their SCCA Road Racing goals in the same year.

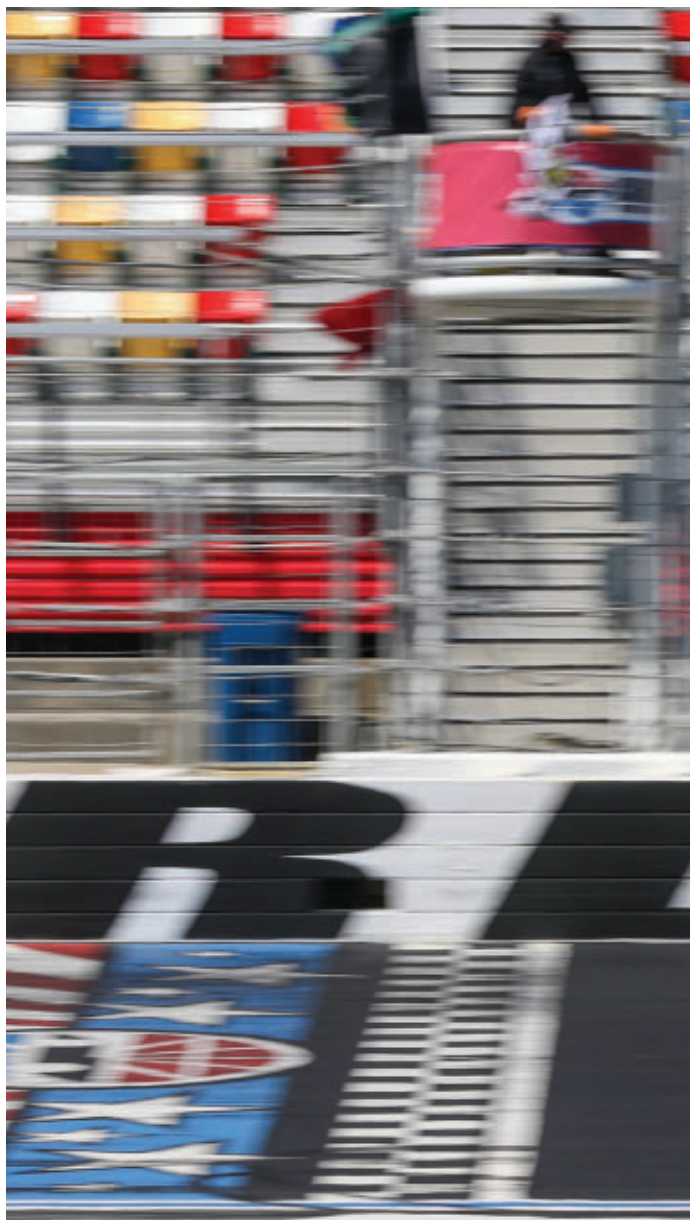
Two 2021 weekends – Charlotte Motor Speedway and Sonoma Raceway – were the focus of the inaugural ProAm Challenge season, with the goal of those weekends being to attract amateur racers; with the goal of them continuing on to compete for a championship.

"We set the parameters that the championship was going to be a six-race commitment," explains Trans Am Race Company President John Clagett. "If you're East Coast, you would want to include Charlotte, but ultimately you didn't have to go to Charlotte to be eligible [for the championship], same for Sonoma. But those are events that were going to

"We set the parameters that the championship was going to be a six-race commitment"
JOHN CLAGETT

EAST AND WEST

Trans Am's ProAm Challenge included two targeted race weekends in 2021 – Charlotte (MAIN) and Sonoma (RIGHT) – allowing drivers to test the waters in a low-stress environment.





be a showcase for a ProAm competition where drivers and teams wouldn't necessarily have to deal with the regular championship contenders."

Clagett notes that the ProAm Challenge has stirred interest, similar to the beginnings of the West Coast series. "With the ProAm, we created a lower point of entry for the teams, and that gives them the ability to go touch, feel, and then

see how they feel about Trans Am after doing that. That was the goal and I think we have achieved that," Clagett says.


The list of Trans Am winners and champions includes many who got their start in SCCA Road Racing, such as Paul Newman, Mark Donohue, Scott Sharp, Dorsey Schroeder, and Tony Ave. Many drivers have run simultaneous programs in

SCCA Club Racing and in one of the Trans Am classes, recently including Ernie Francis Jr. and Mark Boden, who have both won SCCA National Championships at the Runoffs and claimed Trans Am championships in the same year as well.

To further facilitate crossover, Clagett notes that Trans Am is looking at other initiatives, such as achievement at the

Runoffs could result in a test with a Trans Am or TA2 team, or some other incentive to reward success at the Club level.

"We'll keep spinning out new layers," Clagett says of strengthening the partnership between SCCA Road Racing and Trans Am.

For more information on the Trans Am Series as well as the ProAm Challenge, head to gotransam.com. 

LEARNING CURVE

New to sports car racing, Boris Said Jr. is proving a quick study behind the wheel

WORDS James Heine | MAIN IMAGE Jeff Loewe



Come Sept. 28, about the time his high school classmates are heading for their first classes of the day, San Diego Region's Boris Said Jr. will be suiting up at the Indianapolis Motor Speedway and preparing for his inaugural Spec Miata qualifying session at the 2021 National Championship Runoffs.

The 17-year-old high school senior bears a familiar name. His grandfather, Boris "Bob" Said raced sports cars in the 1950s and '60s and went on to compete in bobsledding for the United States at the 1968 Olympics in Grenoble and the 1972 Olympics in Sapporo. Dad, Boris, of course, is a well-known and well-

liked veteran racer whose thick portfolio ranges from Showroom Stock and Trans Am to NASCAR, IMSA, and the WeatherTech championships, as well as numerous series and events around the world.

As a kid, says the younger Boris, he raced dirt bikes a lot – yet, sports car racing was not at the top of his to-do list, or even close to the top of it. But about three years ago, he decided to give karts a try, and now, "Here I am," he says.

After a test day last fall at Buttonwillow Raceway Park, courtesy of SVRA and Trans Am's Tony Parella, who supplied the car, Boris began his road-racing career at the



Courtesy Boris Said

STEPPING IN

From West Coast races (ABOVE) to the June Sprints (TOP), Boris Said Jr. has been putting in his time, learning from the best in Spec Miata.

"Road America is a hard track to learn – I was asking a lot of questions"
BORIS SAID JR.

SVRA's Road Atlanta Grand Prix, a Trans Am-slash-vintage weekend on Nov. 19-22. There, he earned his competition license and competed in the Miata Heritage Cup, where he recorded finishes of eighth and ninth in a small field of 11.

And, no, Dad hasn't been pushing him, or twisting his arm, Boris notes, but now that he's taken the step, Dad is offering encouragement and being helpful.

What is it like working with Dad? "It's fun," Boris says, "and we have a lot of fun doing it. We get to work on my car together."

By the time you read this, Boris will have completed five weekends of SCCA Spec Miata racing, including two Hoosier Super Tours plus three Majors weekends. In the First Gear Mazda Challenge (FGMC), he sits atop the standings in Western Conference competition, while in the FGMC Super Tour standings, he's 15th in a field of 42.

In addition to his dad, there are several drivers in the Spec Miata ranks who have also been helpful in his short career, Boris notes, including the San Francisco Region's Ryan Gutile and the Blackhawk Valley Region's Voytek Burdzy. For their help, he adds, he is very thankful.

Boris is a young man with a bright future in motorsports if he opts to follow that route, observes Ryan, who sits atop the Western Conference



Courtesy Boris Said

Spec Miata standings (where Boris is third in a field of 33).

"I met Boris at the beginning of this year at the Fontana Majors," Ryan recalls. "His dad came by my trailer to ask about transponder mountings. We got to talking, and everything kind of grew from there. We worked together a lot that first race. Fontana is a pretty big draft track. I pulled him around for a while, then we pulled each other around, and we hit it off from there."

Ryan describes Boris as mature for his age and a fast learner. On introduction, you'd be surprised to discover that he's still in high school, Ryan says, adding that, "Boris seems

to have the world figured out."

Voytek agrees. A veteran Spec Miata racer himself (and currently second in the Northern Conference points), as well as an accomplished SRF3 and STL racer, Voytek encountered Boris in the Advanced Autosports compound at the 2021 June Sprints. He discovered a young man new to Road America, with a lot of questions about the track and about setup, he recalls. So, he jumped in to lend a hand.

At the time, he adds, because he doesn't follow motorsports news on a regular basis, he didn't connect Boris with the Said family's racing history – until he casually mentioned to

Boris Sr. that "he seems to know a lot about racing."

That comment, naturally, resulted in good-natured ribbing from his Advanced Autosports colleagues, Voytek says.

"I was thankful for anything I could get from people," Boris explains. "Road America is a hard track to learn – I was asking a lot of questions."

All this illustrates Boris' approach to racing and his ability to adapt, Ryan notes.

"I hired a driver coach for myself. A lot of times, Boris, my coach, and I will download together and go over stuff. When the coach tells Boris, 'You need to do this,' or 'You need to do that,' Boris goes out and does

DECISIONS

Boris Said Jr. (LEFT) may or may not follow in the footsteps of his famous racecar-driving father, but while he might have been bitten by the racing bug, there's also college to consider.

it in the next session, where it will take me three or four sessions to get it figured out and make that improvement. He picks up things fast."

Spec Miata presents a steep learning curve, Ryan adds. The class is competitive, the cars are closely matched, and the racing can be wild. Yet, Ryan says, Boris is "absolutely doing well in that environment."

Away from the racetrack, perhaps not unusual for a Southern California teenager – or any teenager, in fact – there is surfing, riding dirt bikes, hanging out with friends, snowmobiling, and skiing with family, Boris says, describing his family as "typical," noting, however, that Dad's career has afforded him opportunities to travel and glimpse the world at large.

The best advice Dad has given him? Recognize the mistakes you're making and learn from them, Boris says. "Always look at every corner and see what you could do better."

And after Spec Miata? "I would like to move on to the MX-5 Cup or a series like that...but there is also college, too," Boris says.

And how does Dad view all this? Well, says the senior Boris, he knows what it's like to be bitten by the racing bug, and Boris Jr. definitely has been bitten by that bug. Plus, Boris Sr. adds: "We're having a lot of fun doing this together." 🟡

DRAWN TO THE TRACK

New Jersey Region's Bill Etherington and New England Region's J.B. Swan collect a pair of Worker of the Year awards, celebrating their dedication to the sport | **WORDS** Jim Kearney

Bill Etherington came to the SCCA via a new car dealer. In the mid-1990s, he bought a Saab 900 from a car dealer who had an interest in racing Lotus vintage racecars. Bill went to a race at Lime Rock Park to spectate and he noticed people in white working the event. He went to more races, primarily at Lime Rock, including Trans Am races and, around 1998, he gave the Northern New Jersey Region a call and said he'd like to get involved. He explained that he had a degree in mechanical engineering and was an environmental engineer for the New Jersey Department of Environmental Protection. They thought tech was the right place for him and he made his first appearance at Pocono Raceway on Mother's Day in 1999.

Initially handed fundamental tasks, by 2003 he had his National tech license and the following year became the Chief of Tech for the Northern New Jersey Region. In 2005, he went to Mid-Ohio Sports Car Course to work the National Championship Runoffs – that was an eye opener.

"That was interesting—they really knew their stuff," he says. "When you work tech at the Runoffs, you really become immersed in the rules."

By the time the Runoffs got to Heartland Motorsports Park in Topeka, Kan., he was asked to focus on the Production category of racing classes. By 2010, he was the Chief of Tech at the Runoffs, a post he handled on four occasions: 2010-'12, and 2020. This, among other things, earned him the 2020 SCCA Tech Worker of the Year award.

In addition to serving as Line Chief/Category Chief at the Runoffs, Bill has been very active in multiple Regions, and with the exception of 2014, he's made every Runoffs since 2005, helping with Production and other areas as needed.

"In my work," he explains of his day job, "I was always dealing with written rules and how they apply to the real world." Much of his environmental work pertained to air quality matters from trucks to industrial plants. His career experience was the perfect preparation for his work with the Club. "Most people don't realize that the planning for our events takes place many months in advance, particularly in the case of the Runoffs. We may have as many as 20 to 25 people on the calls, which have now morphed into Zoom calls."

Reasonable compliance plans that can be quickly and efficiently implemented are discussed. "With the great number of classes, it cannot be a one-size-fits-all approach," he says.

For a number of years after the Majors concept was first introduced, Bill was at every Northeast and Southeast Conference event. "Now folks from the SCCA National Office are present at Super Tour events and this again makes for a sense of trust and consistency," he notes. "People feel better when they can see a friendly face."

So, what does it take to be part of the tech process? "Really it is about showing up and then continuing to show up," he says. "It can take some time to learn the rules and how they are applied, but you can learn on the job. Like everything else, you learn by doing. Find a mentor to help you."

You need to learn the rules, he points out. "A big part of that is knowing where to go to look for the appropriate rule. In time, you develop a sense of how the process works."

Volunteer retention is also key. "It is important to work closely with new recruits, so they develop and learn the process, but also so they feel invested in being part of the team."

And speaking of teams: "I'm a founding member of the Men in Black of the South

Courtesy



"We come to the races to do a good job and also have a good time doing it"

BILL ETHERINGTON

Jersey Region," he notes. "We have a great tech group that gets the job done and gets along with folks as well. We come to the races to do a good job and also have a good time doing it. We are proud of doing our jobs and enforcing the rules, but we are not above helping a competitor fix their car. We view our role as being in it together with the drivers and their crews and we strive to help everyone compete safely and fairly."

Now living in Clearwater, Fla., he still manages to make events up and down the East Coast as well as making the annual trek to the Runoffs. Bill says there is never a dull day at tech. "You never know just who you are going to meet," he concludes. "The sport brings together all sorts of people of varying backgrounds and you don't know what issues may arise on any given day. The Club has lots of interesting folks and they are all passionate about their involvement"

GROWING A REGION

When you speak with New England Region's J.B. Swan, you'll talk for quite a while before he says anything about Race Administration—which is ironic for someone whose dedication to the position was honored in 2020 when

DEDICATION TO THE SPORT

(LEFT) Bill Etherington is a founding member of South Jersey Region's Men in Black tech crew. He was also the recipient of the 2020 Tech Worker of the Year award. (RIGHT) J.B. Swan splits his time between racing and working. In 2020, he was presented with the Race Administration Worker of the Year award.

he was presented with the Race Administration Worker of the Year award. It turns out he enjoys talking about his true love: building and racing cars.

He just finished a build on a Chevy Sonic to run in B-Spec, already logging three Majors and two Regional weekends behind the wheel. He's aiming to return to Indianapolis to reprise his only prior Runoffs entry in 2017.

In 2017, he ran his Mazda IT7 in E Production without any special changes and climbed from 45th on the grid up to 30th – "I had a blast," he says.

Born and bred in the Boston area, J.B. first dabbled in circle track racing, running a Monte Carlo in Rookie Stock at Hudson Speedway in New Hampshire. "That cured me of being bothered by cars running close to me," he says. He later helped a buddy run a Mazda IT7 in hill climbs and did a few himself. He joined the Club in 2002 when he crewed for another friend who ran a Spec Racer Ford. He bought his own IT7 and went road racing, primarily in the Northeast Division. He still races about seven weekends a year.

The conversation eventually turned to Race Administration.

About seven years ago, he took over the Race Chair post and he really enjoyed it. The big hurdle, he says, is to get other people to help out. "To me, this is all a group effort. I don't make all the choices. It is really important that everybody be heard."

Scheduling the races is a big slice of the job. "Getting started early is really important," he insists. "Just like driving the car, you need to put in the time if you want to do it better."

The most difficult part of the job is communicating effectively. "You really have to know who's who," he notes. "You need to get to know who runs the racetracks. Then you need to get to

Michael Buccella



"You really have to know who's who...these are the folks in charge. I'm the small guy"

J.B. SWAN

know the stewards, who run the races. These are the folks in charge. I'm the small guy, I get us there, then I'm done."

But ahead of time there are a thousand details. For that, he needs to find a Race Chair for each event. Food and beverages need to be obtained, stored, and distributed. Box lunches for the workers need to be delivered at the appropriate time. Then there is the matter of the worker party in the evening and setting up for that.

The big bonus for J.B. is that if he can get someone to be the Race Chair then he can arrive at the track and be "just" a racer. When he can't come up with a Race Chair, he has to do some working in addition to his racing. "But I have a number of race buddies who will help me out in terms of taking care of my racecar," he says. "We have a group of IT7 drivers up here who paddock together, hang out together, and support one another. It is really a special group of folks."

One of the big reoccurring issues at any race event is selecting the various race groups. "There are a lot of different viewpoints as to grouping, and not everyone is going to be happy with whatever the decision is," he says. "There is always

someone who is going to feel left out. Most racers understand that the bottom line is whatever is best for the group."

He cites the work of the FV group in the Region. "They didn't like being included in the faster 'Wings and Things' group, so I told them to come up with more cars. And they went out and made that happen. Now they average 20 cars a race and they have their own run group."

J.B. says the best part of the job is that he gets to meet a lot of people. "I can see results. Our Region is getting stronger and growing by leaps and bounds. Plus, I get to race—that's what I really like to do."

He says he was very gratified by the 2020 Race Administration Worker of the Year award, but that is not why he does the work. "I was shocked to get a video from SCCA's Director of Road Racing Deanna Flanagan letting me know that I had received the Worker of the Year award. It was pretty cool. But it's not actually about me, so much as it is recognition that we are successful in our group efforts to make the Region better."

In 2020, the Region pulled off something that had been in the works for a number of years: a night race at the Thompson Speedway. "It went over really well." The biggest issue? Duh—lighting. "They ran a night practice the day before so we could see where we needed to add lighting."

"Most people don't know all the work that goes into this job, but they can see the results," he says. "I'm good with that." 📍



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NEW, BUT FAMILIAR

The surface of this year's RallyCross National Championship (LEFT) will be largely grassy with slight elevation changes. The grass and dirt should prove similar to that of the National Balloon Classic in Indianola, Iowa, where the RallyCross National Championship was held in 2015, '16, '18, and '19 (BOTTOM).

RALLYCROSS NATS PREVIEW

2021 brings forth a new location for the RallyCross National Championship, with competitors set to tackle the quick, grassy surface of in Chillicothe, Ohio, on Oct. 15-17 | **WORDS** Matt Wolfe

For the first time since 2008, the SCCA RallyCross National Championship will take place east of the Mississippi. Come Oct. 15-17, 2021, Ross County Fairgrounds in Chillicothe, Ohio, is set to become the next host for the championship, marking new ground for many RallyCrossers. Testing the waters, Ohio Valley Region recently hosted a Regional at the fairgrounds to assess the viability of certain course configurations with regards to surface degradation come the big event in October. But since you probably aren't among the lucky ones to have run at the location prior to the RallyCross Nationals, here's what you need to know.

As some may have already determined based on a Google Maps search, the course area at Ross County is grassy. What those satellite images do not show is elevation change within those fields. While not exactly mountainous, the course area is far from flat, and those elevation changes will be integrated into technical elements of the courses.

The other aspect of the site that satellite images do not depict is just how smooth the field is. The speeds of the afternoon course during the Ohio Valley Region event mirrored

what you are likely to see for top speeds at the National Championship in October, with many cars hitting the top of second gear. Even late in the day, the surface was smooth enough in most spots to sip an iced tea at speed.

This brings us to the topic of surface composition. Anyone who has attended a RallyCross National Championship event at Indianola, Iowa, should feel very at home in this field. The grass wears away after 10 or so runs, and underneath lies a seemingly never-ending supply of packed, firm dirt. The Regional event revealed a few soft spots that will be avoided for high G corners, but most of the field held up impressively well.

If past RallyCross National Challenge events at this venue are any indicator, tire selection may not be as paramount as in past championships. In dry conditions, this site has proven to have so much grip that once the course wears in, many cars on snow tires have a capability to match or beat the times of cars on dedicated rally or RallyCross tires. If there's no moisture in the ground, bolt on the softest compound you've got with a tight treat pattern and let it rip. That said, since the likelihood

of rain in Ohio in mid-October isn't exactly nil, it might be wise to keep some knobby mud tires close by in case things get soggy.

It's worth noting for those who have attended past RallyCross National Challenge events at Ross County Fairgrounds that this year's National Championship will not be taking place in the same field as those events. That field is currently occupied by a fleet of big rigs from the Kenworth factory up the road. The field for this year's National Championship is directly south of the one used in years past for National Challenges. The recent Ohio Valley Region event revealed that the composition of those two fields is essentially the same.

It's worth noting that while this year's location is not a "dry" site, we should remember to be good tenants while enjoying the premises.

Ultimately, Ross County Fairgrounds is poised to be an excellent venue to determine the 2021 SCCA RallyCross National Champions with plenty of fast, technical courses, as well as ample room for camping and socializing. So, if you haven't registered for the event yet, head to scca.com/rallycross, and we'll see you in October! 📍



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PRIME REAL ESTATE

From Nevada to Texas to Illinois, three new autocross sites help keep the action rolling | **WORDS** Paul Brown

NEW ADDITIONS

Route 66 Raceway (ABOVE) may not be ideal for traditional ProSolo courses (RIGHT), but it is a welcome addition to the Solo schedule.



Rupert Barrington

2021 has been unique in a lot of ways. While 2020 featured a short Tire Rack ProSolo National Series season and no ProSolo Finale, 2021 will see a similarly short season, but this time ending with a Finale. On the plus side, the abbreviated ProSolo season did result in a few extra Tire Rack Solo Championship Tours, which were generally well attended by enthusiastic competitors.

One major piece of good news has to do with new autocross sites coming online. We've had at least three sites that have not hosted National Solo events in recent years, and my experience with two of them points to them being not just adequate, but truly prime real estate.

First up was the Las Vegas International Speedway. SCCA last ran a major autocross event there in 1993, but other than being the same site on a map, the facilities are unrecognizable from that earlier visit. The event nearly two decades ago was held in the bowl of the speedway itself, and late enough in the season to be scorching hot. Now there are garages and other structures filling the infield but, fortunately, there has been a massive amount of additional work

done outside the oval and there are acres and acres of flat, smooth asphalt split into several roomy lots. If the local Region can develop a relationship like the ETR folks have with Bristol, the site will accommodate both ProSolos and Champ Tours and will undoubtedly be popular with competitors.

Beeville, Texas, is near Corpus Christy. Like many of our favorite sites, it's a retired military base that has become a municipal airport. Local climate is such that the concrete doesn't deteriorate over time as quickly as our more northerly sites, and it appears to have generous space for both course and paddock. Like Las Vegas, there is room for ProSolo courses, which is a major plus.

The site is mostly used for storage of FEMA emergency housing and has security adequate for far more compelling attractions. Since the storage area is on surrounding access roads and taxiways, there's really no conflict with our autocross activities. The active airport and the related medical helicopter storage are a bit conflicting, but at least it's interesting when we have to hold the start for a takeoff.

Both sites are in climates that will make events more appropriate early and

late in the season rather than in mid-summer. The odds of rain, seems to be considerably higher in Southeast Texas than in the Nevada desert, not that weather at Solo events ever obeys the odds.

The Route 66 Raceway near Chicago has not been on the regular calendar cycle, so it makes the third "new" site on this list. While the asymmetrical lot shape isn't conducive to a traditional ProSolo format, it is quite adequate for a Solo Championship Tour.

Not losing the Lincoln Airpark in Nebraska was a coup for the Club. Nearby Offutt Air Force Base is undergoing a long-overdue complete rebuild, and the planes had to go somewhere. Lincoln was the obvious choice to store those planes, but we are lucky to be a favorite of the local Chamber of Commerce. Since we have been good tenants when using the site, Lincoln Airpark was kept available to us, at the expense of the U.S. Air Force. Could anyone have foreseen that one coming out that way?

Keeping the sites we have and adding a few more bodes well for the ProSolo and Championship Tour series. Maybe there are more prime sites lurking out there waiting to be discovered and put on the schedule. 🍷

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**SPRING FUN**

(LEFT) Gary (driver) and Sharon (navigator) Starr finished first in Badger Burrow's Computer class.

(BELOW) Meanwhile, Jeff Rogers and Alli Kollar won the eight-car "1st Timer" class.



THE BADGER STATE

Did you miss these RoadRallies? The good news is Wisconsin's rally season is far from over | **WORDS** Rick Beattie | **IMAGES** Jay Nemeth Johannes

Spring and summer brought many Regional RoadRally events to Wisconsin, with teams continuing to enjoy the drive in their cars. And, with the six weeks of winter long gone, 24 teams began the Badger Burrow Regional Tour Rallye on May 8.

For Milwaukee Region RoadRally Chair Jay Johannes, this was the first of at least five events this year, and was the 10th running of the Badger Burrow. The results described it as "a true Regional with Land O'Lakes, Chicago, Detroit, and Milwaukee Regions represented."

The rallymaster was long-time rally enthusiast Fred Rosevear, who Gary Starr said, "put on a fantastic event." Gary, driving with his wife Sharon, finished first and first overall with just 11 points in Computer class.

The results credited Rosevear as having written a "five-hour-long brisk course of 110 miles through the hills of the driftless region of Wisconsin, mostly in Iowa County."

Gary described the roads as "very winding and hilly." Checkpoint locations were placed at almost all the signs and, while few were hidden,

many were around tight curves with "speeds perfect; mileages perfect."

The Richta GPS Scoring app worked flawlessly at the 45 checkpoints. "Results were waiting for you when you reached the endpoint," Gary noted.

The results also showed scores were tabulated to 0.1 point per 0.1 second at each control.

For Gary, "everything was spectacular" and always extremely fun, "which is why I drive 300 miles each way to run [the event] every year with [my] wife."

In addition to the Computer Class won by the Starrs, Milwaukee Region had three other classes for this event. The Land O'Lakes Region team of Jeff Rodgers (driver) and Alli Kollar (navigator) finished first in the eight-car, "1st Timer" class, with 160 points. The Blackhawk Valley Region team of Timothy Marx and his son Kyle (navigating) took first in Calculating Class with 107 points. The SOP Class (seat-of-your pants – calculating not permitted) saw the Chicago Region team of Martin Sadowski (driver) and Courtney Reiss win with 160 points in the 13-car class.

Each team received their trophy kit, consisting of a Lego Porsche or Camaro with a billboard to note the location.

Milwaukee Region also put on two National events: the June 5 Road Scholar National Course Rally followed the next day by the Road Scamper National Tour Rally.

In the Scholar rally, Class E and first overall was won by Steve and Julie Gaddy with 126 points while Class L was won by Satish Gopalkrishnan and Savera D'Souza with 270 points. The Class S winning team was Jim Wakeman Sr. and Clyde Heckler with 294 points.

In the Scamper rally, Class L and first overall was won by Satish Gopalkrishnan and Savera D'Souza with 16.5 points, Class E was won by Steve and Julie Gaddy with 18.7 points, and Class S was won by Jessica Toney and J Toney with 129.3 points.

If you couldn't make it to those events this year, you still have a chance to get in on the game. On Oct. 30, from 9 a.m. until 4:30 p.m., Milwaukee Region will host a similar event as a fifth rally this year. It's a Regional Tour rally, again written by rallymaster Fred Rosevear, and it will begin in Delafield, Wis. 📍



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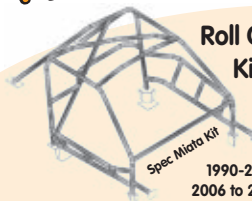
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Editorial Cover Feature: *Championship Issue*

Reserve space by: Oct. 19; Materials due: Nov. 2; Mails: Nov. 23

JANUARY/FEBRUARY 2022

Showcase: *Driving School Directory*

Editorial Cover Feature: *Pro Racing Championship Review*

Reserve space by: Dec. 7; Materials due: Dec. 21; Mails: Jan. 11, 2022

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20 COMPETITION ▼



FORMULA FIRST EVOLUTION MK1FS #208 > Built in 2006, 1st place at Daytona Classic 2016. Includes covered trailer and additional set of mounted rain tires. Asking \$11,000 OBO. Located in Tampa, FL. **Contact: Andres Mamontoff at (813) 926-4940 or andres@mamontoff.com**



RUNOFFS WINNING 2005 MUSTANG > 2021 Runoffs ready. Felice Automotive A-Sedan 300 CID engine (1-hr run time). Auto-gear model L18 trans, Jody's shift linkage, Andy McDermid's custom-built suspension with full floater rear axle. Includes rear-end gear changes, 8 lightweight wheels, 4 new rains mounted. \$57,000. **Contact: Tom Less at (774) 275-0053 or weldengineering@cs.com**



1990 CORVETTE R9G > 1 of 23 manufactured for 1990 SCCA World Challenge season, prepared by Baker Racing. Updated rear body panels to keep current with early 1990s season. Originally the number two car from Baker Racing, it was raced by "Kat" Teasdale. Photo documentation of the car as raced in the 1990 season available. **Contact: Bill Hopwood at (603) 526-6882**

RACING ENGINES > Buick 256" V6 (x2). Chevy V8 331" 18-degree T/A new. Chevy V8 355" - 358" endurance. Chevy V8 410" SB unlimited. Chevy V8 400SB new in GM crate. OME and Tex Racing 4-speed Super T10 transmissions. CO, 80521. **Contact: (970) 988-3076**

FORMULA FORDS > SWIFT SE-1: Cortina engine blown, mounted rains, \$8,500. 1969 Caldwell D9: good engine and Hewland gearbox, new bodywork, apart for restoration, \$8,500. 5-7 p.m., CO, 80521. **Contact: (970) 988-3076**

20 COMPETITION ▼



1962 SCCA FP P1800 > Winningest Volvo in the U.S. 2nd place finish 1988 SCCA Runoffs. Class track records at Sonoma & Laguna Seca. 2.0L Volvo inline 4, Quaife 4-speed, F/R discs, fire system, custom chassis recently sorted by Tom Dyer. Same owner, 44 years, race ready. **Contact: Bruce Ackerman (510) 549-9330 or backerman@sbcglobal.net**



1995 RED DEVIL F-MOD & 16' DAKOTA V-NOSE TRAILER > Bare frame professional rebuild with rebuilt Rotax 494. 11 runs on engine. AiM Evo3 plus laptop. \$36K spent on rebuild. Engineered by Chuck Voboril. \$18,000 for car, trailer with toolboxes, tools, pit equipment, too many upgrades to list. **Contact: (575) 956-3151 or carol.newmex@gmail.com**



ELAN DP 02 CHASSIS #42 > IMSA spec 2019 enduro side fill. Paddle shifters, MoTeC, sealed Elan 2.0 with 2 events. Race ready and clean. 3 sets of OZs, 1 set lightweight mag with rains, for \$57,000. Additional spare package including Elan 2.0 motor sealed with 4 events, spare new transmission case with new diff. 2 of every A-arms, front and back top-bottom, spare fenders, springs, starters, scrap boards and more to run two cars, for \$20,000. Also available, 2015 20' Wells Cargo stacker, \$5K sheet metal, \$14K 20x20 awning with all pit equipment. Selling just car for \$30,000, or parts or trailer complete. **Contact: Steve at (703) 275-7300 or boss@nicklinpm.com**

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CALENDAR

SPORTS CAR CLUB OF AMERICA **SEPTEMBER/OCTOBER 2021**
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The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



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TRANS AM gotransam.com

Feb 19-21 Sebring International Raceway, Fla.

Dyson (TA); Merrill (TA2); Oakes (SGT); Di Pippo (GT)

Mar 26-28 Michelin Raceway Road Atlanta, Fla.

Said (TA); Futrelle (TA2); Brummond (SGT); Merck (GT)

Apr 30-May 2 WeatherTech Raceway Laguna Seca, Calif.

Drissi (TA); Matos (TA2); Joiner (XGT); Oakes (SGT);

May 28-31 Lime Rock Park, Conn.

Dyson (TA); Skeen (TA2); Joiner (XGT); Phillips (SGT); Di Pippo (GT)

Jun 25-27 Mid-Ohio Sports Car Course

Dyson (TA); Matos (TA2); Joiner (XGT); Oakes (SGT)

Jul 2-4 Road America, Wis.

Dyson (TA); Mayer (TA2); Joiner (XGT); Oakes (SGT)

Jul 16-18 Brainerd International Raceway, Minn.

Francis Jr. (TA); Matos (TA2)

Aug 6-8 The Music City Grand Prix, Tenn. (TA2 only) Skeen (TA2)

Sep 10-12 Watkins Glen Int., N.Y.

Sep 24-26 VIRginia International Raceway, Va.

Nov 5-7 Circuit of the Americas, Texas

TRANS AM WEST COAST C'SHIP

Apr 24-25 Sonoma Raceway, Calif.

Dyson (TA); Mayer (TA2); Gregg (XGT); Crocker (SGT);

May 1-2 WeatherTech Raceway Laguna Seca, Calif.

Goldman (TA); Lynn (TA2); Crocker (SGT); Weathers (XGT); Joiner (GT)

May 15-16 Thunderhill Raceway Park, Calif.

Rydquist (TA2); Schweitzer (SGT)

Jun 12-13 The Ridge Motorsports Park, Wash.

Rydquist (TA2); Lux (SGT)

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Lynn (TA2); Lux (SGT)

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FORMULA 4

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Mar 26-28 Michelin Raceway Road Atlanta, Ga.

Alder; Alder; Leon

May 14-16 Road America, Wis.

Clark; Clark; Christodoulou

Jun 25-27 Mid-Ohio Sports Car Course

Leon; Leon; Clark

Jul 16-18 Brainerd Int'l Raceway, Minn.

Christodoulou; Clark; Morris

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FORMULA REGIONAL AMERICAS frameras.com

Mar 26-28 Michelin Raceway Road Atlanta, Ga.

Simpson; Simpson; Simpson

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Tavella; Simpson; Simpson

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Car; Abel; Francis Jr.

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Rodriguez; Car; Car

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Sep 10-12 Autobahn Country Club, Ill.

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Oct 15-17 Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)



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Sep 23-26 Road Atlanta, Ga.

Nov 17-19 TBD



ROAD RACING

Date Track/Region



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2022 schedule to be announced

▼ NORTH ROAR

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SOUTHERN CONFERENCE

Sep 4-5 MSR Houston, Texas

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 27-Oct 3, 2021 Indianapolis

Motor Speedway, Ind.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Jul 24-25 Summit Point Raceway/

Washington DC

Aug 7-8 New Hampshire Motor

Speedway/New England

Aug 20-22 New Jersey Motorsports

Park/South Jersey

Aug 21 Thompson Speedway/New

England

Aug 28-29 Pittsburgh International Race

Complex/Steel Cities

Sep 4-6 Summit Point Raceway/

Washington DC

Sep 11-12 Palmer Motorsports Park/New

England

Sep 25-26 Watkins Glen/Finger Lakes

Oct 1-2 Thompson Speedway/New England

Oct 9-10 Summit Point Raceway/

Washington DC

Oct 22-24 New Jersey Motorsports

Park/South Jersey

Oct 30-31 Nelson Ledges Road

Course/Mahoning Valley

SOUTHEAST sedivacing.com

Sep 4-5 # Sebring Int'l Raceway/Central

Florida

Sep 18-19 Homestead-Miami

Speedway/Florida

Sep 25-26 #v Daytona Int'l Speedway/

Central Florida

Oct 22-23 v Sebring Int'l Raceway/

Central Florida

Oct 23-24 Roebeling Road/Southeast Div

Nov 5-7 Palm Beach Int'l Raceway/

Atlanta

Nov 13-14 v Palm Beach Int'l Raceway/

Florida

Nov 26-28 Sebring Int'l

Raceway/Central Florida

GREAT LAKES greatlakes-scca.org

Sep 4-5 Mid-Ohio sports Car Course

Oct 16-17 Mid-Ohio Sports

Car Course/Ohio Valley



Chris Clark

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
Oct 9-10 Blackhawk Farms Raceway/
 Chicago
Oct 23-24 Autobahn Circuit Joliet/Chicago

SOUTHWEST [sowdivscca.org](https://www.sowdivscca.org)
Sep 17 MotorSport Ranch Cresson/Texas
Oct 30-31 Eagles Canyon/Texas

ROCKY MOUNTAIN [coloradoscca.org](https://www.coloradoscca.org)
Oct 16-17 LaJunta Raceway/
 Continental Divide

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)
Sep 18-19 v Portland Int'l Raceway/Oregon
Oct 9-10 Laguna Seca/San Francisco
Nov 5-7 Thunderhill Raceway
 Park/San Francisco

SOUTHERN PACIFIC
Sep 11-12 Buttonwillow Raceway Park/
 Cal Club
Oct 30-31 Buttonwillow
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CT	=	Club Trial
HC	=	Hill Climb
GTA	=	Game, Tour, Adventure Rally
NC	=	National Course
NT	=	National Tour
CRE	=	Club Racing Experience
r	=	Restricted
Ro	=	Runoffs qualifier
RT	=	Regional Tour
SR	=	Social Rally
TA	=	TimeAttack
TE	=	Track Event
TS	=	Track Sprint
TT	=	Time Trial
v	=	Vintage

Contact information for registrars and
 event organizers available at [scca.com](https://www.scca.com).
 For changes, e-mail sanction@scca.com.



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ROAD RACING

WHAT SCCA Runoffs

WHEN Sept. 25-Oct. 3, 2021

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Sep 4 TT New Jersey Motorsports Park/
 South Jersey

Sep 4-5 TT Summit Point Raceway/
 Steel Cities

Sep 11-12 TE/TA Summit Point
 Raceway/Washington DC

Sep 17-19 Weatherly, Pa./Northeastern
 Pennsylvania

Sep 18 TT Thompson Speedway/New
 England

Sep 25-26 TE Dominion Raceway/
 Washington DC

Oct 16-17 TE/TA Summit Point
 Raceway/Washington DC

SOUTHEAST [sedivracings.com](https://www.sedivracings.com)

Sep 18-19 TE/TA Homestead-Miami
 Speedway/Florida

Sep 18-19 TA Carolina Motorsports
 Park/South Carolina

Oct 16-17 TT North Carolina Center for
 Automotive Research/North Carolina

Oct 22 TE Sebring Int'l Raceway/Central
 Florida

Nov 7 TE Road Atlanta/Atlanta

Nov 26 TE Sebring Int'l
 Raceway/Central Florida

GREAT LAKES [greatlakes-scca.org](https://www.greatlakes-scca.org)

Sep 3 TE Mid-Ohio Sports Car Course/
 Ohio Valley

Sep 16-18 HC Empire, Mich./Detroit

Oct 15 TE Mid-Ohio Sports
 Car Course/Ohio Valley

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)

Sep 16 TE Wisconsin State Fair Park -
 Milwaukee Mile/Milwaukee

Sep 17 TE/TA Autobahn Circuit Joliet/
 Chicago

Oct 14 TE Wisconsin State Fair
 Park - Milwaukee Mile/Milwaukee

MIDWEST [midiv.org](https://www.midiv.org)

Sep 14 PDE World Wide Technology
 Raceway/St. Louis

Oct 12 PDE World Wide
 Technology Raceway/St. Louis

SOUTHWEST [sowdivscca.org](https://www.sowdivscca.org)

Sep 19 TT Eagles Canyon Raceway/
 Texas

Nov 20 TT Eagles Canyon Raceway/
 Texas

Dec 4 TT Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN [coloradoscca.org](https://www.coloradoscca.org)

Sep 25 TA Pikes Peak Int'l Raceway/
 Continental Divide

Oct 16-17 LaJunta Raceway/
 Continental Divide

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)

Sep 11 TA Thunderhill Raceway Park/Reno

Sep 19 TE Portland Int'l Raceway/Oregon

SOUTHERN PACIFIC

Sep 11-12 TE Buttonwillow Raceway
 Park/Cal Club

Oct 30-31 TE Buttonwillow
 Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR

Nov 6-7 Michelin Raceway
 Road Atlanta, Ga. (tentative)



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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

L. Delano	9/1/56	New York
Frank Folbre	9/1/56	Texas

60-YEAR MEMBERS

H. Blumberg	10/1/61	Wiregrass
Marvin Wolf	10/1/61	Kansas City

55-YEAR MEMBERS

Robert Allen	10/1/66	San Francisco
Richard Boonisar	9/1/66	New England
Austin Britton	9/1/66	Central Florida
John Cahill	9/1/66	Chicago
Norm Conley	9/1/66	Wichita
Cecil Harris	10/10/66	Houston
Dave Henry	9/1/66	San Francisco
Anton Mallner	10/1/66	New York
Karen Mattacotti	10/1/66	Milwaukee
Michael McDonald	9/1/66	New England
Jon Norman	9/1/66	San Francisco
Dewitt Payne	9/1/66	Susquehanna
David Rollow	10/1/66	Atlanta
K. Scribner	4/1/66	Finger Lakes
Jean Sharp	9/1/66	Des Moines Valley
Dan Sherrod	9/1/66	Texas
Gary Van Horn	9/1/66	Oregon

50-YEAR MEMBERS

Susan Anderson	9/1/71	Southern Illinois
Mike Bachman	10/1/71	San Francisco
Claire Ball	10/1/71	Chicago
J. Alex Bell Jr.	9/1/71	Middle Georgia
Carol Cohn	9/1/71	St Louis
Duane Eitel	10/1/71	Arizona
David Foote	10/1/71	New England
Scott Forehand	9/1/71	Land O'Lakes
Rick Gambill	9/1/71	Central Carolinas
Mark Gifford	10/1/71	Houston
Jane Goodale	9/1/71	New England
William Goodale	9/1/71	New England
James Green	9/1/71	Neohio
Peter Harkins	9/1/71	North Carolina
Charles Hilliar	10/1/71	Chicago
Joseph Hobbs	10/1/71	Hawaii
Jack Kolpack	9/1/71	Blackhawk Valley
Steven Lashley	9/1/71	Atlanta
Edward Lublow	9/1/71	Western Michigan
Edward Mangone	9/1/71	Western New York
Dan Miklovic	10/1/71	Northwest
George Morrison	10/1/71	Wichita
Bill Opperman	10/1/71	Chicago
Ron Pellman	10/1/71	Central Florida
Cynthia Pomeroy	10/1/71	Chicago
Patrick Prevenas	10/1/71	Blackhawk Valley
Frederick Rosevear	10/1/71	Land O'Lakes
Rick Ruth	10/1/71	Chicago
Lawrence Sammarco	10/1/71	Cal Club
Fred Sasser	10/1/71	Chicago
S. Smith	9/1/71	Ohio Valley
Jerilyn Wilson	10/1/71	St Louis

45-YEAR MEMBERS

Gerald Doner	9/1/76	Central New York
John Hartnett	9/1/76	Blue Mountain
Bruce Kalin	9/1/76	Western Michigan
Suzanne Kolker	9/1/76	N New Jersey
David Miller DDS	9/1/76	Oregon
Steve Wolf	9/1/76	Kansas City

40-YEAR MEMBERS

Michael Angus	10/1/81	Chicago
Bob Brewer	10/1/81	Cal Club
Chuck Cecil	9/1/81	South Carolina
Douglas Gall	9/1/81	Ohio Valley
Mark Holland	10/1/81	San Diego
Larry Hubert	10/1/81	Washington DC
Mark McLaughlin	9/1/81	San Francisco
Elizabeth Pemberton	10/1/81	Nebraska
Richard Ratajczak	9/1/81	Central Carolinas
Kenneth Rodrigues	9/1/81	San Francisco
John Smith	9/1/81	Central Louisiana

35-YEAR MEMBERS

Jeff Beck	9/19/86	Chicago
Cheryl Boynton	10/1/86	Glen
Tom Clayton	10/21/86	San Francisco
Andrew Cotyk	9/29/86	Ohio Valley
Michael Dekutoski	9/3/86	Iowa
Bill Dennis	9/3/86	Buccaneer
Norm Dick	9/4/86	Ohio Valley
Samuel Eyer	9/29/86	Washington DC
Cheri Ferguson	9/3/86	Houston
Edward Ferguson	9/3/86	Houston
Larry Gallagher	9/29/86	Ohio Valley
Paul Gipson	9/10/86	Arizona
Rocky Hendrick	10/13/86	Central Carolinas
Cheryl Kaiser	9/23/86	N New Jersey
Robert Lambert	9/26/86	Salina
Cosima Lytle	10/3/86	Atlanta
Thomas Lytle	10/3/86	Atlanta
Cindy Mack	9/9/86	Western New York
Kyle Mack	9/9/86	Western New York
Kathleen McVicker	9/23/86	Ohio Valley
Kenneth McVicker	9/23/86	Ohio Valley
Linda Miklovic	9/18/86	Northwest
Michael Mills	9/18/86	San Francisco
Joan Morrisett	9/4/86	Buccaneer
Thomas Morrisett	9/4/86	Buccaneer
James Murphy	10/21/86	Central Florida
Kenford Nelson	9/16/86	Detroit
Steven Plantieri	10/21/86	Central Florida
Linda Rawson	9/30/86	Houston
Jack Richardson	9/18/86	San Francisco
Bob Ricker	9/5/86	Florida
Patricia Ricker	9/5/86	Florida
Robert Rocho	9/29/86	Colorado
Roger Salomon	9/16/86	Northwest
Gregory Smith	9/26/86	Arizona
William Spellerberg	10/28/86	St Louis
Anne Vincent	9/22/86	Steel Cities
Gregory Vincent	9/22/86	Steel Cities
Lynn Weber	9/29/86	Saginaw Valley
Deborah Wilson	10/13/86	Atlanta

30-YEAR MEMBERS

Brian Beasley	10/17/91	Central Florida
Bob Berman	9/10/91	Florida
Theresa Berry	9/10/91	Cal Club
Tom Berry	9/10/91	Cal Club
Larry Buell	10/14/91	Buccaneer
Ruth Buell	10/14/91	Buccaneer
Nancy Davis	9/26/91	Central Florida
Elisabete Erlandson	9/10/91	Cal Club
Mark Farnham	10/17/91	Neohio
Deric Frisch	10/17/91	Central Carolinas
Theodore Giovanis	10/24/91	Washington DC

Bradford Green	10/29/91	Northwest
Charles Gutow	9/17/91	Washington DC
Ronald King	9/26/91	Buccaneer
Stan Kostewicz	9/5/91	Central Florida
Gary Kramar	9/18/91	Texas
Nick Leverone	10/31/91	New England
Rod Markowicz	9/10/91	South Bend
Craig Markusic	9/12/91	Ohio Valley
William Moore	9/25/91	Central New York
Roderick O'Brien	9/6/91	San Francisco
Rory Osborne	10/4/91	Atlanta
David Packard	9/16/91	Ohio Valley
Jeffrey Pilson	9/20/91	Eastern Tennessee
Paul Risinger	9/10/91	San Francisco
Lou Savino	9/25/91	Indianapolis
William Schmidt	10/17/91	Kansas City
Jim Seafuse	9/25/91	Glen
Sandy Seafuse	9/25/91	Glen
Monica Shaw	10/9/91	Des Moines Valley
Samuel Vassallo Jr.	9/17/91	Washington DC
Robert Wagner	9/5/91	Milwaukee
Evan Webb	10/23/91	Washington DC
Vicki Weinhold	10/7/91	Milwaukee

25-YEAR MEMBERS

Gary Bartlett	10/16/96	Indianapolis
Karter Bollmann	10/3/96	Houston
Paul Capel	9/17/96	New England
Nicholas Craft	10/10/96	Washington DC
Denise Croadsdale	9/25/96	Central New York
John Croadsdale Jr.	9/25/96	Central New York
Margaret Czacki	9/18/96	Pan American
Zachary De Bolt	10/4/96	Indianapolis
William Farr	9/10/96	Texas
Robert Featherly	9/24/96	Lake Superior
Mike Folsom	10/29/96	Arizona
Eric Graunke	9/11/96	Chicago
James Harrison	10/31/96	Wichita
Frederick Howden	10/22/96	San Diego
Scott Johnson	10/29/96	Ohio Valley
Andrew Juner	9/26/96	San Francisco
Susan Juner	9/26/96	San Francisco
Nita Keim	10/29/96	Fort Wayne
James Knab	10/8/96	Finger Lakes
Jack Knapp	9/12/96	New England
Michael Lawler	9/11/96	Cal Club
Joe Leonard	10/24/96	Central Florida
Lance Loughman	9/19/96	Western Michigan
Ellen Lowery	9/10/96	Cal Club
Richard Lyon	10/29/96	Kentucky
Diane Nekich	10/17/96	Milwaukee
Bonnie Rivera	10/17/96	Houston
Suzanne Segal	9/10/96	Las Vegas
Kenneth Selby	9/10/96	San Francisco
William Sephton	10/22/96	Texas
Evelyn Vlasak	9/17/96	Buccaneer
Ted Voigt	9/25/96	San Francisco
Susan Ward-Baldwin	9/18/96	San Francisco
Stephen Wheeler	10/17/96	Finger Lakes
Dana Wiehl	10/21/96	New England
Roland Zuk	9/25/96	Philadelphia
Margaret Zukawski	10/8/96	NE Pennsylvania

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga. Sep 15

Auto Club Speedway, Calif.

Sep 25, Nov 13

Blackhawk Farms Raceway, Ill. Sep 1

Carolina Motorsports Park, S.C.

Sep 1, Oct 6

Charlotte Motor Speedway, N.C. Sep 24

Dakota County Technical College,

Minn. Sep 24

Dominion Raceway, Va. Sep 16

Eagles Canyon Raceway, Texas Oct 12

GingerMan Raceway, Mich. Sep 16

Harris Hill Raceway, Texas Sep 15, Oct 13

Heartland Motorsports Park, Kan.

Sep 14, Oct 14

Lime Rock Park, Conn. Sep 20, Sep 21

Memphis International Raceway,

Tenn. Sep 21, Nov 6

MotorSport Ranch, Texas Sep 14

New Jersey Motorsports Park, N.J.

Sep 22

NOLA Motorsports Park, La. Oct 21

Palm Beach International Raceway,

Fla. Oct 26

Palmer Motorsports Park, Mass. Sep 9

Pikes Peak International Raceway,

Colo. Sep 21

Pittsburgh International Race

Complex, Pa. Sep 9, Sep 23

Pocono Raceway, Pa. Sep 13

Ridge Motorsports Park, Wash. Sep 21

Sebring International Raceway, Fla.

Oct 7

Thompson Speedway Motorsports

Park, Conn. Sep 16, Oct 5

Thunderhill Raceway Park, Calif.

Sep 23

STREET SURVIVAL SCHOOLS

Sep 18 Fowler Proving Ground/Detroit

SOLO

TIRE RACK® SCCA SOLO
CHAMPIONSHIP TOUR

2022 schedule to be announced

TIRE RACK® SCCA SOLO
NATIONAL CHAMPIONSHIPS
Sep 7-10 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO.

Sep 3-5 Finale at Lincoln Airpark, Neb.

CAM CHALLENGE

2022 schedule to be announced

STARTING LINE SCHOOLS

Schedule to be announced

REGIONAL

NORTHEAST nediv.org

Sep 5 NYC Live at Nassau Veterans

Memorial Coliseum/New York

Sep 11-12 Oswego County Airport/

Central New York

Sep 12 Warminster Community Park/

Philadelphia

Sep 17-19 Seneca Army Depot/Finger Lakes

Sep 18-19 Devens Air Field/New England
Sep 19 New Era Field/Western New York
Sep 19 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Sep 19 Centre County Public Safety Center/Central Pennsylvania
Sep 26 SUNY Broome Community College/Southern New York
Sep 26 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Sep 26 Pittsburgh Int'l Race Complex/Steel Cities
Sep 26 Bader Field/South Jersey
Oct 1-2 Harrisburg Farm Show - Elmerton Lot C/Susquehanna
Oct 1-3 Seneca Army Depot/Finger Lakes
Oct 2-3 Air Force Research Laboratory/Central New York
Oct 3 Pittsburgh Int'l Race Complex/Steel Cities
Oct 9-10 Mid-State Regional Airport/Central Pennsylvania
Oct 9-10 Devens Air Field/New England
Oct 10 New Era Field/Western New York
Oct 17 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Oct 16-17 Saratoga Auto Museum/Mohawk Hudson
Oct 17 Bader Field/South Jersey
Oct 29-31 Harrisburg Farm Show - Elmerton Lot C/Susquehanna
Oct 30-31 Devens Air Field/New England
Nov 7 Bader Field/South Jersey

[SOUTHEAST sedivrac.com](http://SOUTHEAST.sedivrac.com)

Sep 11 Hutchinson Island Paddock/Buccaneer
Sep 12 Fernandina Beach Municipal Airport/Buccaneer
Sep 18 Atlanta Motor Speedway/Atlanta
Sep 18-19 Atlanta Motor Speedway/Atlanta
Sep 19 Dade County High School/Chattanooga
Sep 25-26 Bristol Motor Speedway/Eastern Tennessee
Sep 26 Darlington Raceway/South Carolina
Oct 9 Fernandina Beach Municipal Airport/Buccaneer
Oct 9-10 Bristol Motor Speedway/Eastern Tennessee
Oct 10 Dade County High School/Chattanooga
Oct 23-24 Atlanta Motor Speedway/Atlanta
Nov 6 Florida International Rally and Motorsport Park/Buccaneer
Nov 13-14 Atlanta Motor Speedway/Atlanta
Nov 14 Dade County High School/Chattanooga
Dec 5 Dade County High School/Chattanooga
Dec 11 Hutchinson Island Paddock/Buccaneer

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

Sep 4 Iowa National Guard/Great River
Sep 18 Milwaukee Area Technical College - Oak Creek Campus/Milwaukee
Sep 18 TaxSlayer Center/Great River
Sep 18-19 Farmers Union Oil Company Carpio/Badlands
Sep 24-26 Pekin Municipal Airport/Central Illinois
Sep 26 La Crosse Fairgrounds Speedway/Land O'Lakes
Oct 2-3 Farmers Union Oil Company Carpio/Badlands
Oct 10 Iowa National Guard/Great River

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

Sep 5-6 Grattan Raceway/Western Michigan
Sep 11-12 Kil-Kare Raceway/Western Ohio
Sep 12 Indiana State Fairgrounds/Indianapolis
Sep 18-19 Toledo Express Airport/Northwestern Ohio
Sep 18-19 Valesboro Cummins Test Site/Columbus Sports Car Club
Sep 19 Blue Grass Stockyards Regional Market Place/Central Kentucky
Sep 19 Jack Barstow Airport/Saginaw Valley
Sep 19 Tire Rack/South Bend
Sep 19 Mid-American Air center/Southern Indiana
Sep 26 Kil-Kare Raceway/Western Ohio
Sep 26 Allen County War Memorial Coliseum/Fort Wayne
Oct 2-3 Owens Community College Center for Emergency Preparedness/Northwestern Ohio
Oct 2-3 Kil-Kare Raceway/Western Ohio
Oct 3 Mid-American Air center/Southern Indiana
Oct 9-10 Grissom Aeroplex/Indianapolis
Oct 10 Jack Barstow Airport/Saginaw Valley
Oct 10 Mid-American Air center/Southern Indiana
Oct 17 Tire Rack/South Bend
Oct 17 NCM Motorsports Park/Kentucky
Oct 23-24 Grattan Raceway/Western Michigan
Oct 24 Valesboro Cummins Test Site/Columbus Sports Car Club
Nov 7 Valesboro Cummins Test Site/Columbus Sports Car Club

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

Sep 11-12 Mid-Delta Regional Airport/Mississippi
Sep 18-19 Metropolitan Community College Blue River Campus/Kansas City
Sep 18-19 Remington Park/Oklahoma
Sep 25 Lincoln Airpark/Nebraska
Sep 26 St. Charles Family Arena/St. Louis
Oct 1-3 Remington Park/Oklahoma
Oct 2-3 Columbus Air Force Base/Mississippi
Oct 16-17 Mid-Delta Regional Airport/Mississippi
Oct 17 Crowder College/Ozark Mountain
Oct 23-24 Metropolitan Community College Clue River Campus/Kansas City
Oct 24 St. Charles Family Arena/St. Louis
Oct 30 Liberty Bowl Memorial Stadium/Mid South
Nov 6-7 Mid-Delta Regional Airport/Mississippi
Nov 20 Liberty Bowl Memorial Stadium/Mid South
Dec 11-12 Mid-Delta Regional Airport/Mississippi

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

Sep 25-26 Westgate Mall/West Texas
Sep 26 Lone Star Park/Texas
Oct 3 Lone Star Park/Texas
Oct 23-24 Westgate Mall/West Texas

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

Sep 11-12 Pine Ridge Mall/Eastern Idaho
Sep 17-19 McGee Park/Rio Grande
Sep 18 Colorado Air and Space Port/Colorado
Sep 26 SUNY Broome Community College/Southern New York
Oct 2-3 Pine Ridge Mall/Eastern Idaho



Rupert Berrington

RALLYCROSS

WHAT RallyCross National C'ship

WHEN Oct. 15-17, 2021

WHERE Chillicothe, Ohio

Prepare for dirt-flinging fun at Ross County Fairgrounds this October, as the best of the best converge on Chillicothe, Ohio.

[NORTHERN PACIFIC norpacscca.org](http://NORTHERN PACIFIC.norpacscca.org)

Sep 18-19 Rocky Mountain Twist/Big Sky
Sep 18-19 Portland Int'l Raceway/Oregon
Sep 24-26 Thunderhill Raceway Park/San Francisco
Oct 8-10 Thunderhill Raceway Park/San Francisco
Oct 9 Buttonwillow Raceway Park/San Francisco
Oct 9-10 Rocky Mountain Twist/Big Sky
Oct 17 Bremerton National Airport, Bremerton Raceway/Northwest Region
Nov 12-14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

Sep 10-12 Auto Club Speedway/Cal Club
Sep 19 Arizona Motorsports Park/Arizona
Sep 26 Police Pursuit Track at Maui Motorsports Park/Hawaii
Oct 15-17 Auto Club Speedway/Cal Club
Oct 16 Arizona Motorsports Park/Arizona
Oct 24 Police Pursuit Track at Maui Motorsports Park/Hawaii
Nov 12-14 Auto Club Speedway/Cal Club
Dec 10-12 Auto Club Speedway/Cal Club

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

ROADRALLY

NATIONAL/DIVISIONAL

Oct 23 NC/GTA Springhill Suites, McKinney, Texas/Texas
Oct 24 NT Springhill Suites, McKinney, Texas/Texas

REGIONAL/DIVISIONAL

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

Oct 9 Days Inn/South Jersey
Oct 10 Hampton Inn - Clinton/Northern New Jersey
Oct 16 RGTA Cape Cod Massachusetts, Barnstable, Mass./New England
Oct 17 Mammoth Park/Steel Cities
Oct 30-31 Buffalo Wild Wings, Oneonta, NY/Finger Lakes
Nov 11 RGTA Palmer Motorsports Park, Ware, Mass./New England
Dec 5 46 Subaru/Northern New Jersey

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

Sep 17-19 Best Western Plus Sparta Trail Lodge/Land O'Lakes

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

Sep 11 Qualify Inn, Saint Ignace, Mich./Detroit
Sep 18 Jack's Kitchen/Indianapolis
Oct 2 RT Ruckle's Pier, Clare, Mich./Detroit
Nov 7 Windy Hollow Restaurant, Owensboro, Ky./Southern Indiana
Nov 20 Captain Joe's Drill, Whitmore Lake, Mich./Detroit

SOUTHERN PACIFIC

Sep 3 Bank of America - Mission Hills, Calif./Cal Club
Oct 1 Bank of America - Mission Hills, Calif./Cal Club
Nov 5 Bank of America - Mission Hills, Calif./Cal Club
Dec 3 Bank of America - Mission Hills, Calif./Cal Club

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

RALLYCROSS

RALLYCROSS NATIONAL TOUR

Sep 3-5 Byron Motorsports Park/Milwaukee

NATIONAL CHAMPIONSHIP

Oct 15-17, 2021 Ross County Fairgrounds, Ohio

REGIONAL

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

Sep 11-12 Butler County Fairgrounds/Iowa
Sep 25 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
Sep 25-26 Medina RallyCross/Finger Lakes
Oct 9-10 Medina RallyCross/Finger Lakes
Oct 23 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
Oct 23-24 Medina RallyCross/Finger Lakes
Oct 23-24 Summit Point Raceway/Washington DC
Nov 14 Summit Point Raceway/Washington DC

[SOUTHEAST sedivrac.com](http://SOUTHEAST.sedivrac.com)

Sep 11 HollyTree Off Road/Tennessee Valley
Sep 18 St. Lucie County Fairgrounds/Central Florida
Oct 3 HollyTree Off Road/Tennessee Valley
Oct 9 Florida International Rally and Motorsport Park/Central Florida
Oct 23 HollyTree Off Road/Tennessee Valley
Nov 6 St. Lucie County Fairgrounds/Central Florida
Nov 21 HollyTree Off Road/Tennessee Valley
Dec 11 HollyTree Off Road/Tennessee Valley

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

Sep 3-5 Byron Motorsports Park, Milwaukee
Sep 18-19 USAir Motorsports Raceway/Milwaukee
Oct 8-10 Butler County Fairgrounds/Iowa

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

Sep 12 I-35 Speedway/Kansas City
Sep 26 Madison, Ill./St. Louis
Oct 17 Thunder Valley Sand Drags/Kansas City
Oct 24 Madison, Ill./St. Louis
Nov 7 Thunder Valley Sand Drags/Kansas City
Nov 13 Madison, Ill./St. Louis
Dec 5 Riverside/Kansas City

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

Sep 19 Arapahoe County Fairgrounds/Continental Divide
Oct 24 Arapahoe County Fairgrounds/Continental Divide
Nov 14 Arapahoe County Fairgrounds/Continental Divide

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

NEW PRODUCTS



SLIME PRO-SERIES GARAGE INFLATION STATION

Slime's new Pro-Series Garage Inflation Station features a 25-foot retractable hose, a powerful and quiet motor for fast inflation, and an easy-to-read digital display located at the end of the air hose. The system operates off 120v and inflates up to 99psi. An accessory box includes valve caps, inflatable adapters, ball needle, and Presta valve adapter. Mounts easily to a wall for quick use. slime.com



HEATSHIELD PRODUCTS FORD ECOBOOST TURBO HEAT SHIELD

Improve your 2011-'18 Ford EcoBoost V6 performance with the USA-made, direct-fit Lava Turbo Heat Shield from Heatshield Products. These wrap-around heat shields directly fit the Ford EcoBoost V6 turbochargers without the need for modifications, with the result being reduced turbo-generated under-hood heat and maximum time spent at full boost. heatshieldproducts.com



BOOK: KEN MILES: THE SHELBY AMERICAN YEARS

Before raising to racing fame, Ken Miles got his start in SCCA. A British transplant in Southern California, Miles took to the Club with victory after victory before joining Shelby American, where his skills helped transform the team as it tackled racetracks from Sebring to Laguna Seca to Le Mans. Written and photographed by Shelby American photographer Dave Friedman, this 240-page book offers a first-hand account of this unbelievable adventure. cartechbooks.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



KW VARIANT 4 COILOVERS FOR BMW M3 AND M4

KW's three-way adjustable Variant 4 coilover is now available for the current BMW M3 (G80) and BMW M4 (G82). The coilover is adjustable in low-speed and high-speed compression forces, as well as in low-speed rebound. The M3 sedan and M4 coupe, which are already lowered from factory, can be further lowered by up to 35mm, which corresponds approximately to a lowering of 60mm. kwsuspensions.com



MAHLE MOTORSPORTS FORD 5.2L FORGED PISTON KIT

Mahle Motorsports' latest addition is the Ford 5.2L VooDoo Drop-in Forged PowerPak Piston Kit. The forged replacement piston is available as a drop-in, ready-to-run assembly that requires no rebalancing or compression ratio change. The pistons are designed to accept either the OE rod with tapered small end or an aftermarket rectangular rod and are dual coated with phosphate and Mahle's proprietary Grafal coating. mahlemotorsports.com



K1 FLEX NOMEX GLOVE

The K1 Flex Nomex Glove is constructed of lightweight bonded Nomex and features a seamless, pre-curved palm and finger design. The palm of the Flex glove is engineered with an ultra-grip, fire resistant silicon surface for improved flexibility, grip, and comfort. The lightweight glove is built with minimal external stitching and is available in a variety of contrasting fluorescent and standard colors. FIA 8856-2000 and SFI 3.3/5 approved. k1racegear.com

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



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Jeff Loewe

PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

PROVE US WRONG

Predicting the winner of a race is tough – singling out potential winners in 26 National Championship Runoffs races is all but impossible. But just because something's impossible doesn't mean we're not going to try. Therein, in your hands you hold *SportsCar*'s annual *Who Will Win the Runoffs?* issue. And, as an example of how impossible our prediction process can be, I present the cover.

Bailey Monette came as an enthusiastic suggestion from longtime *SportsCar* contributor and driver coach Jim Kearney. Jim had been tapped to coach Bailey during the Hoosier Super Tour at Pittsburgh International Race Complex in May, and it took no time for Jim to shoot me a note about the amazing 25-year-old FE2 racer who exuded talent.

Research on my end showed that not only was Bailey making headway by leaps and bounds, but he'd also likely be our prediction to win the FE2 class at the 2021 Runoffs. Line up what I just said with our *Who Will Win the Runoffs?* FE2 prediction in this issue and you'll quickly see that six-time FE National Champ Scott Rettich ultimately got the nod, not Bailey. So, what gives?

Our decision ultimately came down to the June Sprints. There, no matter how we sliced it, Scott turned faster lap times than Bailey, albeit by fractions of a second. The debate raged back and forth, and we finally concluded that Scott was the logical pick. Still – and Scott may even agree with this – Bailey is likely the emotional favorite.

None of this is to say Scott shouldn't win or that Max Grau, Charles Russell Turner, and others aren't working

every bit as hard as Bailey in FE2 – maybe harder – but it's difficult not to like Bailey. This year more than ever, he's pushing himself to the limit while also working his way through a class he's only been in for a handful of years. And, while he's only competed in two Runoffs previously, he has experienced incredible highs and lows at both – and in the case of the 2019 Runoffs, those highs and lows occurred during the opening lap.

FE2 wasn't our only impossible prediction to make this year. Between Clint McMahan and Calvin Stewart in Formula 500, well, that was a coin toss. And when Mike Miserendino discovered he was our pick to win SRF3, he wasn't super pleased because it is sometimes said that being predicted as a probable Runoffs winner by *SportsCar* can be a curse. Still, he may have been less pleased when I explained to him that when it comes to classes like SRF3, Spec Miata, Formula Vee, and Formula F, we all but roll an 11-sided die. This year, his number came up and we couldn't disagree.

But here's the great thing about *SportsCar*'s *Who Will Win?* predictions: Should Bailey, Max, Charles, Paul Schneider, or any number of other FE2 racers prove us wrong, we'll be cheering just as loud, because our *Who Will Win the Runoffs?* feature is just for fun. Right now, it's Bailey's job – and every Runoffs racer we didn't pick to win their class come the Oct. 1-3 race weekend – to prove us wrong. 🍀

“Just because something's impossible doesn't mean we're not going to try”

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FROM THE ARCHIVES

10 YEARS AGO...
SEPTEMBER 2011



- GT-Lite racers banded together for a home-grown Runoffs prize fund.
- We featured 17-year-old Colin Thompson, whose goal was to race professionally. He was soon wheeling cars in both World Challenge and IMSA.

60 YEARS AGO...
SEPTEMBER 1961

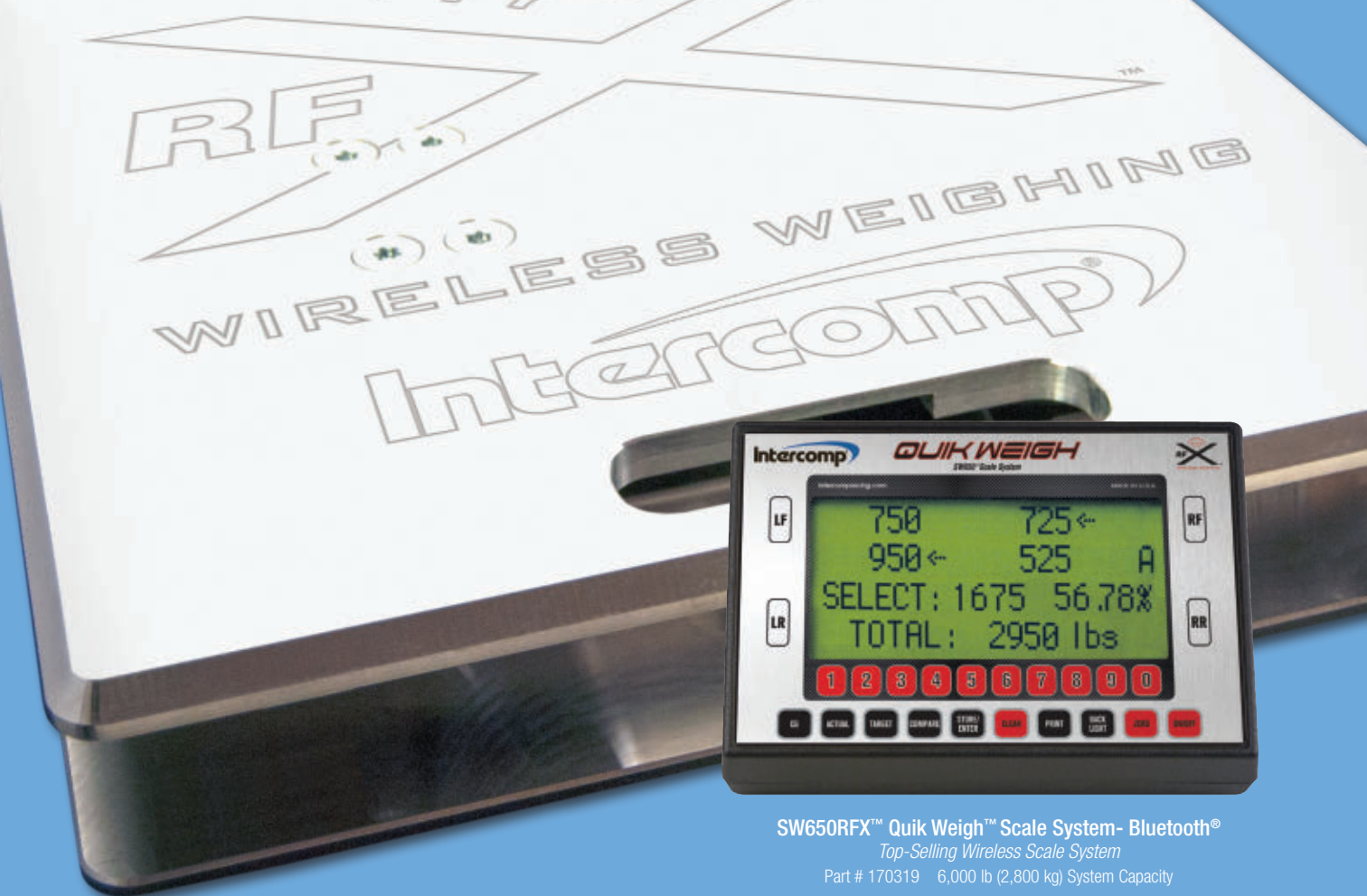


- SCCA's Board of Governors approved a sweeping change that permitted SCCA racers to compete in FIA pro races and accept payment and prizes. Non-FIA events could be competed in should they conform to SCCA standards.

75 YEARS AGO...
SEPT/OCT 1946



- New SCCA members were listed, numbering two in September and three in October. Each member also had to supply a list of their cars, as at the time, sports car ownership was a condition of membership in the Club.



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