

# SPORTSCAR



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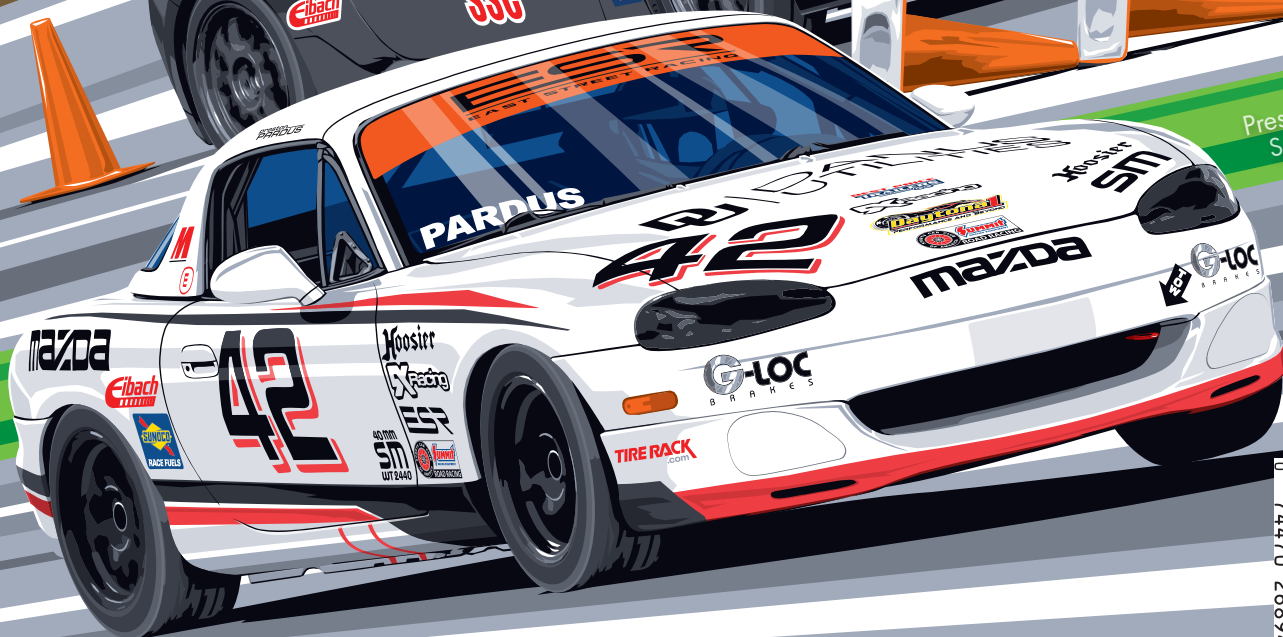
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**MIKE COBB**

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**CONNECTIONS AND  
THE SCCA EXPERIENCE**

**connect:** 1. to join (two or more things) together;  
2. to establish a connection, a rapport or relationship

This edition of *SportsCar* is focused primarily on our recently concluded 2021 National Championship season, including coverage of the Tire Rack SCCA Solo National Championships and ProSolo Finale, the SCCA National Championship Runoffs at Indianapolis Motor Speedway, and the 2021 RallyCross National Championship held for the first time in Chillicothe, Ohio. We very much consider this edition of the magazine to be a "championship yearbook" as it captures many of the trials, tribulations, and heroics of those who participated, with many overcoming significant challenges in pursuit of a coveted SCCA National Championship podium.

I was fortunate to make it to most of our National Championship events this year, and my key takeaway from participating in and working at these events was that as a Club, this was one of our best Championship seasons ever. We had strong participation with deep fields of talented drivers. We had really good weather (for the most part). We had great venues. And, perhaps most importantly, we had strong support from thousands of members, workers, drivers, event leaders, staff, Board of Director members, and more, from the full complement of SCCA programs, connecting with one another in service of bringing these keystone events to life.

Just a few examples of this (there are hundreds, but this page has edges) include:

- Greg Amy, who does all the things with the SCCA including acting as an SCCA Divisional Steward, a National Scrutineer, ran yet another Runoffs at IMS.
- Josh Reinard, a Track Night staff/coach and avid hillclimber, ran his first Runoffs in Formula X.
- Greg Maloy, an SCCA Solo competitor and road racer who has driven multiple Runoffs now.
- Coyote Black, a TNiA lead, Region leader, and IMS Block Party celeb, pursued his second Runoffs start.
- Jeff Blumenthal, Solo Nats F Mod driver and recent Spirit of the Sport Award winner supported many of the F500 crews and drivers at this year's Runoffs.
- Kurt Rezzetano and Amy Aquilante have both served as Track Night staff, and both had a pretty good Runoffs this year.
- Heather Ingram, a new addition to the Time Trials Nationals scene, could be found supporting the driver advocacy team at the Runoffs.
- And we had more staff engaged in supporting Solo Nats and the Runoffs than ever before, working registration, F&C, cooking at Block Parties, and more. Additionally, the GM of SCCA Pro Racing, Sydney Davis Yagel, worked grid at the Runoffs and tried to teach this worker how to "split the grid" for E Prod!

Our world has traditionally been seen as a ladder with a "start here, move there" type of structure, and while it can work that way and does for many, when we see drivers, stewards, staff, and workers exposed to and participating in and across more SCCA events, this raises the awareness of what is more broadly accessible in and through the Club.

Simply said, when members who do more "SCCA things" and demonstrate how accessible (and fun!) the "other SCCA things" are, I believe this grows our collective connectedness, drives the overall SCCA experience, and serves to establish deeper connections, rapport, and relationships across the SCCA family. Thank you for bringing the SCCA Experience to life and for making the 2021 National Championship season one to remember! 🍷



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Jeff Loewe

## PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

# A LOT GOING ON

Is it just me, or do SCCA's keystone events never end? I mean, this issue covers some of the biggest of the big events this year, namely the Tire Rack Solo National Championships, the National Championship Runoffs, and the RallyCross National Championship, but there's more. For instance, the United States RoadRally Challenge kicked off all this issue's action on July 30, and then the Tire Rack ProSolo Finale jumped into gear on Sept. 4. Then, on Sept. 9, the CAM Challenge came out swinging. All of this can be found in this very issue – the largest issue of *SportsCar* ever produced (if you don't count those pesky *Fastrack* pages that we used to print in the magazine before the internet was truly ubiquitous). Want more? Just you wait.

**"No matter how involved you are, I can guarantee that you're just scratching the surface"**

---

By the time this issue lands in your hands, *SportsCar's* editors will be hard at work assembling the Jan./Feb. 2022 issue,

containing not only a wrap-up of the 2021 SCCA Pro Racing seasons from the Trans Am Series, F4 U.S., and FR Americas Championships, but also coverage from Atlanta Region's American Road Race of Champions that took place in November. Then before you know it, we'll be heading to Sebring International Raceway to cover the inaugural 2022 SCCA Team Endurance National Championship on March 30-April 2. And from there, it won't be long until the 2022 Tire Rack Time Trials Nationals will take place on May 12-15 at NCM Motorsports Park in Bowling Green, Ky. After that, we're about three months from everything starting over again.

I'm exhausted just thinking about it.

The point being, there's a lot to do in this Club, and no matter how involved you are, I can guarantee that you're just scratching the surface.

2021 marked a different kind of participation for me in the Club. For the first time since 2005 (and assuming I don't sneak in an autocross before year's end), I didn't drive a car in any form of SCCA competition. Instead, I volunteered in Emergency Services as well as kept up with my duties on the board for Cal Club Region. Beyond that, I participated in a different way: as a spectator.

I'm a stereotype in that I joined the Club for the cars and stayed for the people. Still, cars remain a big part of why I'm here, so while I wasn't competing, I still wanted to get behind the wheel. Therein, I opted to drive to the Solo National Championships and Runoffs this year, adventuring along some of this country's great backroads (with part of that adventure appearing on pg. 156 of this issue). Those journeys added a unique dynamic to attending the events. Once there, it was nice to walk the paddock and chat with friends without the stress of competing. Following 16 seasons of Solo and SCCA Road Racing (plus the periodic RallyCross and RoadRally), the change was surprisingly welcome.

I'm also legitimately pumped about the forthcoming SCCA Enduro series. I can't say I'll be competing at the SCCA Team Endurance National Championship (nor will I be driving to that event since I live in California), but my intention is to volunteer or crew, and should an SCCA Enduro come to a track near me, you better believe I'll be there competing, volunteering, crewing, or a combination thereof.

Truly, it's a never-ending parade of SCCA events I don't want to miss – and I didn't even mention the next big one on my calendar: the 2022 SCCA National Convention. Taking place virtually on Jan. 21-28, the event is free to attend, and if it's anything like last year's online gathering, there will be more video sessions than you have time to attend. Luckily, most, if not all, sessions will be recorded for later playback, but learn from my mistake: live is best so you can ask questions.

Yes, there's always something to do when you're an SCCA member, but for now, there's a lot to read, so settle in and start flipping.... 📖

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**T**he 26th running of the United States RoadRally Challenge in a town named Sparta feels like it should be 20 centuries away. A powerful army doing battle with Athenians doesn't seem to fit. However, from July 30-Aug. 1, 2021, Sparta, Wis. – a town somewhat ironically with a population nearly 10,000 strong – played host to three quite tough RoadRally battles.

Just 25 miles east of La Crosse, Wis., and the Mississippi River, Sparta is a quaint, inexpensive venue for the USRRC, with the pleasant starting location quickly putting competitors on the lightly traveled roads and into the great scenery.

With two 8 a.m. starts followed by Sunday's 7 a.m. jump on the day, getting ready for the routes had the same requirement for early morning effort as it did concentration, as the rallies would soon show. To that point, Jim Duea characterized the weekend's rallies as "pretty intense" – an undeniable assessment, especially considering the rallies also used a couple different types of apps for scoring, meaning no day was business as usual.

# BEYOND SPARTA

WORDS Rick Beattie  
IMAGES James Heine

Boasting a healthy turnout in a feistily named host city, the 2021 United States RoadRally Challenge took to the Wisconsin countryside over the July 30-Aug. 1 weekend for a USRRC to remember







**ON A ROLL**

(MAIN) Satish Gopalkrishnan and Savera D'Souza swept the Limited class, winning all three days. (LEFT) Cheese, the unofficial mascot of Wisconsin.





## WHY ROADRALLY?

This year's event, like last year's, saw a doubling from the small number of USRRC Class S teams in the past. Much of that credit can go to the Richta and MiRally apps being used in these events.

In Class S, Dan McCoy, running with his cousin Jarrett McCoy, is a solid example of having a great time rallying. The McCoy's were second in Class S on the Sturculinus Creek and Sparta Trail and fourth in Class S on the Badger Bash. This was just Dan McCoy's second road rally. His first event was a trivia rally put on by the British Car Club in Rockford, Illinois, with Jarrett's dad and good friend Jim Dunkel. They won it in a white Mustang GT convertible, with lots of heckling at the end.

Dan has done two stage rallies, The Rally in the 100 Acre Woods, and began SCCA autocross earlier this summer in St. Louis. On this rally, he had a chance to spend quality time with Jarrett. "Our dads are identical twins, and I'm an only child, so Jarrett is literally the closest thing I have to a brother."

"Another highlight was meeting people. I'm eager to get to more rallies and get my foot in the door, so to speak, in the RoadRally scene."

**Rick Beattie**

## FRIDAY: STURCULINUS CREEK NATIONAL COURSE RALLY

Twelve teams started Friday on the first event, Rallymaster Mike Thompson's Sturculinus Creek National Course Rally. The event ran from Sparta to Black River Falls and back to Club 16, which is three miles from the start. A stop for the midday break was at Black River Falls.

Almost the entire route was on nicely paved country roads. Although this event used the Richta GPS Checkpoint system for the run, Thompson's style in writing this 19-control event didn't change. It still used one leg for each page of instructions, numbered and lettered instructions on the right, with the Leg and Checkpoint, Priority and MRD Lists, and end of the Free Zone.

Like many times before, watching for Purple Cows and traveling through the Purple Cow Zone was included.

It was a great start to the weekend. "I would never have thought I'd be saying Mike's Sturculinus Creek National Course Rally was the least stressful of the three,"

## ALONG THE TRAIL

(Clockwise from TOP LEFT) Alex and Katy Hedlund ran Stock together for the first two days, mixing with another team for Sunday's Badger Bash. Jim Duea and Dave Fuss won Equipped on Sunday, but their previous third-place finishes hurt them in the overall points. Rallying in certain parts of the country can lead to unique challenges.

explained Duea, who ran the event with Dave Fuss.

Each leg of the event began with a free zone (no controls.) Somewhere beyond the end of the free zone, competitors passed the checkpoint, an alert sounded, and their score was displayed. "I like running in free zones to figure out the traps," said Duea. "[It] reduces the stress and minimizes the need to drive aggressively."

Bruce Gezon added to the description of how the Friday event worked. The event was "atypical in that it was a Course rally, where the Richta App is usually used on a Tour rally." The event also used the flying start concept. "The flying start is a very logical way to go these days as it eliminates the need for on-course and off-course loops to be equalized time-wise," Gezon explained. "First car to the restart point just goes ahead and restarts. No time lag is introduced in the progress of the rally."

Critiques are typically written in the "leg slips" of Course rallies to describe how and what occurred on the previous leg. In the app, Gezon explained, "Rich Bireta, its designer, was very proactive in implementing our suggestions that critiques were necessary in order to utilize Richta for Course events – and it worked out nicely."

Dinner at Club 16 gave time to get the scores worked out by Fred Rosevear, with help from Crittenden.

In Class E, Gezon, with Bob Morseburg navigating, came in first with only three points, with Crittenden and navigator Chuck Larouere following right behind with four points. Duea and Fuss were third with 33 points.

First in Class L went to Satish Gopalkrishnan and navigator Savera D'Souza with 136 points, while Jessica Toney and Jim Wakeman took first in Class S with 151 points.

Almost every year, Thompson is asked on a scale of one to 10 how tough his rally would be that year. Thompson would typically say seven or eight, but everyone knew to add at least two or more to the number.

## SATURDAY: SPARTA TRAIL NATIONAL TOUR RALLY

Clarence Westberg, Rallymaster for the next event, the Sparta Trail National Tour Rally, constructed 86 pages of instructions and 309 checkpoints. It was well beyond a difficulty scale of 10. Per Gezon's description: "[It was] unlike anything written in recent years."

The course was a 230-mile route with eight hours and 20 minutes of travel time. The General Instructions, better called "Specific Regulations," gave a short and fairly simple description of the task: "Regularity Tests (RTs) shall be set up where participants have to follow the established average speed and stay close to the ideal time throughout the route."

Timing penalties are the "points." At the conclusion, the team with the fewest points wins.



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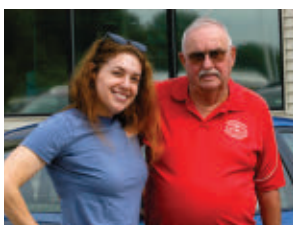






## ROAD TO VICTORY

(Clockwise from TOP LEFT) The team of Dan and Jarrett McCoy ran in Stock class on Friday and Sunday, but on Saturday entered in Limited. Bruce Gezon (left) and Bob Morseburg scored two wins in Equipped, which was enough for the overall class win. Clarence Westberg was the rallymaster for Sparta Trails. Jessica Toney and Jim Wakemen locked up the Stock class with three wins. Satish Gopalkrishnan and Savera D'Souza dominated in Limited.



The route itself was great. Starting in Sparta, the course went through Arcadia, Wis., twice before the end at the Tenba Ridge Winery, two-thirds of the way back to Sparta.

The area is one of rolling hills and twisting roads, including an unpaved road trip over one of the ridges. One leg over an unpaved road required quick turns up to the ridge and all the way back down.

RoadRally always has its moments, and we were blocked by a truck on the way down – and sometime later blocked by an owner's attempt to push his mobile home backwards into his driveway. A few time allowances put everything back in place.

Westberg described the event as "what the rest of the world calls a Regularity Rally.

Internationally, these events work exactly the same as stage rallies. The idea is you have to maintain the pace [be regular] throughout the stage."

Sparta Trails used the MiRally SmartControl System, which uses two transponders. No phone or registration was required, and the boxes provided back up. "The transponders have no other task. They are purpose built," Westberg explained.

Sparta encompassed 25 Regularities, each with many timing points. There were max scorers for both the timing point and the regularity.

"We especially liked Sparta Trail in that it required the basic premise of early rallying of staying on time all of the time," Gezon and Morseburg noted.

"The success key is

flooding the instructions with mileages to the thousandths," said Gezon. "The navigator can then finetune timing discrepancies before reaching the control." Westberg used a Spanish App for this system.

Sparta Trail concluded at the Tenba Ridge Winery halfway between Arcadia and Black River Falls.

The Friday winners stood their ground. Gezon and Morseburg took first overall and first in Class E with 90.4 points. Again, first in Class L went to Satish Gopalkrishnan and navigator Savera D'Souza with 200.5 points, and Jessica Toney and Jim Wakeman took first in Class S with 783.7 points.

## SUNDAY: BADGER BASH NATIONAL TOUR RALLY

On Sunday, the Badger Bash National Tour Rally was well planned for the final day. With a half hour earlier start time, the end was near 2:15 p.m., giving time to eat lunch and start the journey home.

The rally, which looped east of Sparta until turning south of I90, used the Richta App and 26 legs for the route. There were 73 checkpoints scattered within the 26 legs. There were no visible checkpoint signs in the leg, but again, just after passing the location an alert sounded and your score was displayed.

The checkpoints in the legs varied from just one or two, to as many as eight or nine. Southeast of Sparta there was

a limited 15-minute stop in Norwalk, Wis., if needed. Four gas and food sites in various locations were also available.

The Route Instructions were presented in 11 or 12 rows and four columns: NRI, OM (official mileage), CP (checkpoint)/Start/End/CAST/Pause, and Instruction. Everything was in big, bold, uppercase type. Information was simple and direct.

Afternoon eating was at the La Banvanera Restaurant and Cantina next door to the hotel. It was a great conclusion to the weekend.

There were a few changes to the last of the three-day results as Duea and Fuss moved up to finish first in Class E and first overall with 25.5 points. However, first in Class L went to Satish Gopalkrishnan and navigator Savera D'Souza with 25.9 points, and Jessica Toney and Jim Wakeman again took first in Class S with 201.3 points.

## OVERALL, AND LOOKING FORWARD

First in Class E Challenge winners were Bruce Gezon and Bob Morseburg with a score of 26 points. First in Class L winners were Satish Gopalkrishnan and Savera D'Souza with 30 points, the same as Jessica Toney and Jim Wakeman in Class S.

As of the date of this writing, the time and location for the 27th USRRC had not been finalized, so keep an eye on [scca.com](http://scca.com) and [SportsCar](http://SportsCar) for the latest news. 📍





## IN A VINTAGE PICKUP...

There's an old adage in RoadRallying that goes something like this: "Every car's a rally car – sometime." The father-and-son team of Eric and Tyler Linner proved this during the 2021 USRRC.

The novice team ran the USRRC's concluding event, the Badger Bash National Touring Rally on Aug. 1, in Tyler's 1965 Ford F-100, not the first kind of vehicle that comes to mind when thinking about an SCCA National RoadRally.

In an event that included a typical cross-section of contemporary vehicles, including BMW, Mitsubishi, Subaru, and Toyota sports cars, as well as everyday sedans, SUVs, and a smattering of hybrid vehicles, Tyler's F-100 stood out as an intriguing exception.

"To be honest, I would rather have driven my 1973 Saab Sonett III, but it's still under the knife," said Tyler. "I pulled it out of a barn in Colorado last summer after a 20-year slumber, so it's not quite ready."

"The F-100," adds the new Land O' Lakes Region member, "was the one working vehicle I had that included an analog odometer reading to the tenth and any torque whatsoever for the hills."

The F-100 has been part of his family since 2001, and he inherited care for it after his grandfather got too old to drive, Tyler explained.

Driving the 150 miles from their home in Minnesota to rally headquarters in Sparta, Wis., he and his dad stuck to Minnesota and Wisconsin backroads because the gearing on the stock mid-1960s pickup doesn't deal well with highway speeds. Still, Tyler added, the truck's 352 V-8 mated to its three-on-the-tree pulls remarkably well, even if shifts are not necessarily quick.

How did the F-100 fare on the Badger Bash? Well, overall, OK, Tyler said. "Handling is not a 56-year-old pickup's strong suit," he explained. "I had to stand on the four-wheel unassisted drum brakes to bring the speed down for corners, then spin the wheel like it was a yacht. The



## SOMETHING DIFFERENT

(TOP) Eric (left) and Tyler Linner entered the USRRC in a 1965 F-100 (ABOVE).

manual steering features seven turns lock-to-lock, and even then, the tall all-terrain tires aren't made to bite into pavement. We slid around quite a bit inside on that vinyl bench seat, too."

In addition, the F-100 has no air conditioning and no cigarette lighter into which one can plug a tablet or smart phone, or any other 21st-century device.

"It has cowl-fed foot vents, which blow enough air around to keep me cool to around 80 degrees," Tyler explained, "and we used a solar charger to keep the rally phone topped off during the drive."

However, the pickup's dashboard did provide a helpful benefit. "Navigating was made easier because we simply stuck the relevant route-book sheet to the metal dash with a fridge magnet."

Being new to TSDs, they didn't fare well in the results. Still, Tyler and his dad are not discouraged. "Thanks to Clarence Westberg's practice rally last weekend [Aug. 21–22], we are a lot more confident in our skills," Tyler reported, "and the Rabbit Rally app will be a godsend. We are signed up for the Hiawatha Tour Rally in September [The Trail of Hiawatha National Touring Rally, Sept. 19]; so, my goal is to put a few 'finishing' touches on my recently resurrected Sonett for that event."

"The Sonett," he added, "should corner better."

**James Heine**

## 2021 UNITED STATES ROADRALLY CHALLENGE RESULTS

### STURCULINUS CREEK NAT'L COURSE RALLY | JULY 30, 2021

**Position/Class Position, Driver/Navigator, Marque, Penalty Points.** 1/1E, Bruce Gezon/Bob Morseburg, Mini Cooper S, 3.0; 2/2E, Jim Crittenden/Chuck Larouere, Subaru Outback, 4.0; 3/3E, Jim Duea/Dave Fuss, Ford C-Max Energi, 33.0; 4/1L, Satish Gopalkrishnan/Savera D'Souza, VW GTI, 136.0; 5/1S, Jessica Toney/Jim Wakeman, Mazda 3, 151.0; 6/4E, Charles Hanson/David P. Head, Ford Edge, 190.0; 7/5E Stu Helfer/Rick Beattie, Ford Fusion, 293.0; 8/6E, Gary Starr/Peter Schneider, Mitsubishi Eclipse, 312.0; 9/2S Dan McCoy/Jarrett McCoy, Ford Fiesta ST, 405.0; 10/3S, Evan Blattner/Tanja Birke, BMW M Roadster, 412.0; 11/4S, Alex Hedlund/Katy Hedlund, Subaru BRZ, 443.0; 12/5S, Winston Wilde/Brendon Wilde, Honda, 444.0.

### SPARTA TRAIL NAT'L TOUR RALLY | JULY 31, 2021

**Position/Class Position, Driver/Navigator, Marque, Penalty Points.** 1/1E, Bruce Gezon/Bob Morseburg, Mini Cooper S, 90.4; 2/2E, Charles Hanson/David P. Head, Ford Edge, 136.0; 3/3E, Jim Duea/Dave Fuss, Ford C-Max Energi, 166.0; 4/4E, Gary Starr/Peter Schneider, Mitsubishi Eclipse, 172.0; 5/1L, Satish Gopalkrishnan/Savera D'Souza, VW GTI, 200.5; 6/5E Stu Helfer/Rick Beattie, Ford Fusion, 207.1; 7/2L, Ted Rurup/Teah Rurup, Nissan Sentra, 390.3; 8/3L, Scott Noffke/Dana Noffke, Toyota MR2 Spyder, 768.7; 9/1S, Jessica Toney/Jim Wakeman, Mazda 3, 783.7; 10/4L, Dan McCoy/Jarrett McCoy, Ford Fiesta ST, 1794.7; 11/5L, Robert Carr/Tomas Szudajski, Honda Acura TLX, 1975.7; 12/6L Evan Blattner/Tanja Birke, BMW M Roadster, 2388.1; 13/2S, Alex Hedlund/Katy Hedlund, Subaru BRZ, 2866.7; 14/3S, Winston Wilde/Brendon Wilde, Honda, 3255.1.

### BADGER BASH NAT'L TOUR RALLY | AUG. 1, 2021

**Position/Class Position, Driver/Navigator, Marque, Penalty Points.** 1/1E, Jim Duea/Dave Fuss, Ford C-Max Energi, 25.5; 2/1L, Satish Gopalkrishnan/Savera D'Souza, VW GTI, 25.9; 3/2E, Gary Starr/Peter Schneider, Mitsubishi Eclipse, 31.6; 4/3E, Bruce Gezon/Bob Morseburg, Mini Cooper S, 46.7; 5/4E, Charles Hanson/David P. Head, Ford Edge, 54.5; 6/5E Stu Helfer/Rick Beattie, Ford Fusion, 56.4; 7/1S, Jessica Toney/Jim Wakeman, Mazda 3, 201.3; 8/2S, Scott Noffke/Dana Noffke, Toyota MR2 Spyder, 263.1; 9/3S, Alex Hedlund/Winston Wilde, Subaru BRZ, 263.4; 10/4S, Dan McCoy/Jarrett McCoy, Ford Fiesta ST, 380.5; 11/5S Evan Blattner/Tanja Birke, BMW M Roadster, 396.0; 12/6S, Katy Hedlund/Brendon Wilde, Honda, 397.3; 13/7S, Robert Carr/Tomas Szudajski, Honda Acura TLX, 522.7; 14/8S, Tyler Linner/Eric Linner, 1965 Ford F100, 902.3.

## POINTS STANDINGS

### EQUIPPED CLASS

DRIVER/NAVIGATOR	CREEK	SPARTA	BASH	TOTAL
Bruce Gezon/Bob Morseburg	10	10	6	26
Jim Duea/Dave Fuss	6	6	10	22
Gary Starr/Peter Schneider	6	5	8	19
Charles Hanson/David P. Head	4	8	4	16
Stu Helfer/Rick Beattie	4	4	4	12
Jim Crittenden/Chuck Larouere	8	0	0	8

### LIMITED CLASS

Satish Gopalkrishnan/Savera D'Souza	10	10	10	30
Ted Rurup/Timothy Rurup	0	8	0	8
Scott Noffke/Dana Noffke	0	6	0	6
Dan McCoy/Jarrett McCoy	0	5	0	5
Robert Carr/Tomas Szudajski	0	4	0	4
Evan Blattner/Tanja Birke	0	3	0	3

### STOCK CLASS

Jessica Toney/Jim Wakeman	10	10	10	30
Alex Hedlund	5	8	6	19
Katy Hedlund	5	8	3	16
Winston Wilde	4	6	6	16
Dan McCoy/Jarrett McCoy	8	0	5	13
Brendon Wilde	4	6	3	13
Evan Blattner/Tanja Birke	6	0	4	10
Scott Noffke/Dana Noffke	0	0	8	8
Robert Carr/Tomas Szudajski	0	0	2	2
Tyler Linner/Eric Linner	0	0	1.9	1.9



# FRESH DIRT!

The 2021 RallyCross National Championship headed east to a new venue, bringing with it new challenges, new competitors, and new champions

WORDS Matt and Andie Wolfe  
MAIN IMAGE Rupert Berrington

2021 was a year of change for the RallyCross National Championship. For the second time in the event's 15-year history (remember, the year-end events in 2005-'06 were Challenges, not Championships), competitors would be slinging dirt at a site east of the Mississippi River. So, while it is true that the Ross County Fairgrounds in Chillicothe, Ohio, had hosted several RallyCross National Challenge events in the past, this marked the first time the site would host the premier RallyCross event in its National calendar. Exciting!

The Western Ohio and Ohio Valley Regions had hosted a test event earlier in the year to determine how well the surface would hold up to 125 entries and 10 runs come the RallyCross National Championship's Oct. 15-17, 2021, weekend. Those successful test results mirrored what competitors experienced over the championship weekend as many in attendance marveled at how incredibly well the surface held up to the demands of knobby tires and powerful vehicles driven with flair.

Helping mitigate degradation was the use of pavement for the starting line. The fairground has several paved paths used for the camping site adjacent to the competition field, and each course used a portion of that to limit the need to move the start, which is traditionally the highest degradation point of any RallyCross course.





#### FRESH DIRT

The RallyCross National Championship moved to a new location this year, kicking up dirt at Ross Country Fairgrounds in Chillicothe, Ohio.



Another first that was completely unplanned was the weather on Friday evening before the beginning of competition. While Ohio is not traditionally thought of as an area for extreme weather conditions, a strong line of storms brought more than just rainfall after sunset. In the wee hours of the morning, all residents and guests of Ross County were jolted awake by the sound of tornado sirens blaring and clouds rotating overhead. A total of six tornadoes were reported to have touched down in the area. Thankfully, all of them missed the fairgrounds. Despite more than a few mangled tent frames, no significant damage was reported by anyone who had camped overnight.

Of the 126 entries for the weekend, Ohio led the way with 27 representatives hailing from the event's hosting state. Michigan sent the next highest total with 22 drivers, while Pennsylvania was represented by seven competitors. New York and Kansas each sent six drivers, with five coming from Maryland. Kent Hamilton was the competitor farthest from home after making the trip from Anchorage, Alaska.

While conditions were soggy on Saturday morning, sunny skies and stiff breezes dried the course throughout the day and by the evening, conditions had all but dried. When the final run was completed on Sunday afternoon, 10 new National Champions were crowned. However, their work was not yet done. Before heading home, each champion would have the opportunity to participate in a Race of Champions behind the wheel of a Sierra Cars RX3. But more on that later. For now, here's how the action unfolded.



### FAST ACTING

Quick work by everyone involved kept the RallyCross National Championship moving right along.



### STOCK FRONT WHEEL DRIVE

After day one of competition, Chang Ho Kim found himself in somewhat unfamiliar territory. The two-time former Stock Front National Champ from New England Region was looking up in the standings at another Honda driver, Detroit Region's rookie Jason Meyer. The wet and wild conditions on Saturday nearly sent Kim for a spin in the final turn of the second Saturday course, which

helped Meyer keep his scant 0.181sec lead in his Honda Civic.

Also looking up at Meyer in the standings was Milwaukee's Josh Armantrout in a Mini Cooper S. Meyer put down quick times on day two, but Kim and Armantrout began to claw their way past him with each run. When the dust settled on Sunday, it was Kim who emerged victorious to claim his third National Championship in his Acura Integra Type R.

"I'm relieved," Kim announced afterward. "I thought for sure I'd hit a cone or spin out like I did [on Saturday]." Chang attributed the drying course conditions to helping him make his comeback drive. "I thought it would dry out a bit, and the gearing was working well, so I figured I was in the mix."

Kim took home the SF crown by just 0.3sec over Armantrout, who made a strong push on his last two runs. Meyer would fall to

third, which was still an impressive drive for the Nationals rookie. Hal Denham and Philip Bunker rounded out the remaining trophy positions in Stock Front.

### STOCK REAR WHEEL DRIVE

Stock Rear was the Sean Grogan show from start to finish. The multi-time National Champion from Detroit Region pulled out an early lead and never looked back, setting new fast times on every run in his Porsche Boxster.



Rupert Berrington



STOCK FWD CHAMP  
**Chang Ho Kim**

Rupert Berrington



Rupert Berrington



STOCK RWD CHAMP  
**Sean Grogan**



Rupert Berrington



STOCK AWD CHAMP  
**Brad Legris**



Grogan was the defending National Champion in SR, too, but had to bring home the win last year in a borrowed car after the Boxster's clutch failed. This year, the car ran flawlessly on both days and helped him claim the championship by an impressive 20-second margin.

"It was great to have the car work the whole way," said Grogan. "Last year, I almost packed up and went home when the clutch exploded,

**"I'm relieved. I thought for sure I'd hit a cone or spin out like I did [on Saturday]"**

**CHANG HO KIM**

but a couple different people convinced me to stay, and John Voegeli let me jump in his car."

Coming home in second place was Mark Macoubrie from Kansas City Region in a Porsche 911. He was able to stay

ahead of last year's runner-up and hometown Ohioan John Voegeli, who tagged a cone on Saturday afternoon and was unable to recover.

Voegeli was able to claim a moral victory as the fastest front-engine, rear-drive car in the SR field in his Mazda Miata. Logan Altyer, meanwhile, came back from a large deficit on day one to claim the fourth and final trophy spot piloting SR's lone Nissan entry, a 240SX.

#### STOCK FRONT WHEEL DRIVE

1. Chang Ho Kim	Acura Integra	617.598
2. Josh Armantrout	Mini Cooper S	617.945
3. Jason Meyer	Honda Civic	621.525
4. Hal Denham	Mini Cooper S	627.049
5. Phillip Bunker	Honda Civic HB Sport	634.797
6. Ray Davis (Mini Cooper); 7. Kim Hapgood (Acura Integra); 8. Trevor Graham (Ford Fiesta); 9. Mike Bommarito (Toyota Corolla); 10. Vince Moellering (Volkswagen Golf); 11. Eric Dieterich (Mini Cooper); 12. Brock Yoder (Chevrolet Cobalt LS); 13. Stuart Rotblat (Volkswagen Golf); 14. Stephen Otis Lee Miller (Ford Focus SVT); 15. Tami Tackett (Chevrolet Aveo); 16. Donna England (Chevrolet Aveo S)		

#### STOCK REAR WHEEL DRIVE

1. Sean Grogan	Porsche Boxster	562.906
2. Mark Macoubrie	Porsche 911 Carrera C	583.000
3. John L. Voegeli	Mazda MX-5 Miata	583.942
4. Logan Altyer	Nissan 240SX	593.340
5. Adam Raymer (Mazda MX-5 Miata); 6. Don Breneman (Mazda Miata); 7. David Rudy (Chevrolet Camaro SS); 8. David Myers (Mazda Miata); 9. George Farrar (Ford Mustang); 10. Jo Dziengel (Mazda Miata)		

#### STOCK ALL WHEEL DRIVE

1. Brad Legris	Lexus RC 350	658.880
2. Sean Heinrich	Subaru Legacy	676.713
3. Noah Quick	Subaru Impreza WRX	678.499
4. Timothy Thompson	Ford Focus RS	680.748
5. Jan Gerber	Mitsubishi Evo IX	681.229
6. Trenton Von Holten (Subaru STI); 7. Jim Golden (Subaru Impreza 2.5RS); 8. Geoffrey Wolpert (Subaru Impreza Outback); 9. Steve Ducharme (Mitsubishi Lancer Evo); 10. Tyler Powers (Jeep Renegade); 11. Alex Pankiw (Subaru Impreza Outback); 12. Colin Sheidler (Subaru WRX); 13. David Piccioli (Suzuki SX4); 14. Scott Johnson (Subaru Crosstrek); 15. Ashley Piccioli (Suzuki SX4); 16. Aaron Linke (Audi A6)		





Jeff Loeve

## STOCK ALL WHEEL DRIVE

This year's Stock All winner seemingly came out of nowhere in a car not many would have picked to win when Brad Legris put in an impressive drive to claim an SCCA National Championship in his very first attempt. Legris' car of choice? An all-wheel-drive Lexus RC 350 has been a regular at Detroit Region events for the last two years and has proven to be very capable in the right hands.

"It feels good," said Legris after bringing home the win. "A few people have definitely commented that they're surprised about the car's speed and that it's a sleeper car."

"I've raced pretty much every local event for the last two years getting ready for this event, so it feels very rewarding to do well here – even with a tornado and having my tent collapse in on me in the middle of the night on Friday."

Legris also pointed out the significance of his car's number: "I lost my dad to cancer a few years back. He was a firefighter, and his truck number was 53. So, after he passed away, I started running that number to honor him."

Sean Heinrich of Iowa Region was the next fastest finisher in SA in a Subaru Legacy, followed closely by Noah Quick, who finished third in a Subaru WRX. Timothy Thompson and Jan Gerber rounded out the SA trophy positions.

## PREPARED FRONT WHEEL DRIVE

PF was full of former National Champions, as well as a few fast drivers looking to claim their first win – and with all manner of machines on the grid, this class was a tough one to predict.

Tennessee Valley Region's Leon Drake held a 0.642sec lead after day one, but he knew the rest of the pack would be

charging hard behind him. Despite their best efforts, Drake held on to take the win in his Honda "C R/X."

Drake was overjoyed to claim the Prepared Front National Championship. "It's awesome," he exclaimed afterward. "Just incredible that we still get to do this, and even at my age you can still do this and win! We had wonderful competition in the class, and even after the weather we had on Saturday, the grip out there was unbelievable."

Drake was also very pleased with repairs he made to his Honda after last season. "It doesn't smoke anymore," he added. "It used to be a freight train – now it's definitely running like it's supposed to. The car is nimble and does exactly what I want."

Jake Bucknam in a Mini Cooper S did a great job of keeping Leon honest all weekend but would have to settle for second ahead of

**"Even after the weather we had on Saturday, the grip out there was unbelievable"**

**LEON DRAKE**

Christian Retterer and his Acura Integra GSR. Last year's defending Champ Jim Rowland claimed a fourth-place finish in his Nissan Sentra SE-R, while Josh Remetter snagged the final PF trophy in a Mini.

## PREPARED REAR WHEEL DRIVE

Prepared Rear was once again a two-horse race between Shawn Roberts and Gonzalo San Miguel. The pair of Miata drivers have been duking it out for National Championships in their Miatas across the country for years now and always put on a great show. But after finally claiming his first National Championship last year, Roberts repeated the feat this year and made it two in a row.



## LINED UP

(LEFT) Unique to RallyCross, parade laps are vital to keeping the event moving and drivers familiar with the course's changing conditions.



Rupert Berrington



Rupert Berrington



Rupert Berrington



### PREPARED FRONT WHEEL DRIVE

1. Leon Drake	592.726
2. Jake Bucknam	594.065
3. Christian Retterer	595.910
4. Tim Rowland	598.589
5. Josh Remmetter	603.027
6. Matt Wolfe (Ford Escort); 7. Donald Carl (Nissan Sentra SE); 8. Jacob Kennedy (Ford Focus SVT); 9. Alex Ashbaugh (Dodge Neon SXT); 10. Andrea Wolfe (Ford Escort); 11. Chris Murphy (Ford Fiesta); 12. James Smith (Ford Focus ST); 13. Samantha Steelman (Ford Fiesta ST); 14. Thomas Hoster (Acura RSX); 15. Sidney Scott (Mini Cooper S)	

### PREPARED REAR WHEEL DRIVE

1. Shawn Roberts	583.939
2. Gonzalo San Miguel	587.960
3. Lothrop Withington IV (Toyota MR2 Spyder); 4. Katie Orgler (Mazda Miata); 5. Keith Lightfoot (Mazda Miata)	

### PREPARED ALL WHEEL DRIVE

1. Mark Hill	598.265
2. Clifton Kangas	613.808
3. Thomas Klonowski	665.707
4. Patrick Burke (Subaru Impreza L); 5. Tiernan Eiberger (Subaru WRX); 6. Tyler Moser (Audi A4); 7. Mario Sanchez-Armas-Vel (Subaru Impreza)	





Jeff Leewee

## IN THE BOX

Cone calls in RallyCross require a slightly different method than in autocross.

"It was pretty much what it was like last year," Roberts noted. "We blew the engine up in the car in Tennessee earlier in the season, so I let the car sit and think about what it did for a while. Then, the last local event before Nationals, I decided to put in one of the spare motors we had sitting around the garage and got it running for our last local event before we came here."

Roberts' win wasn't without drama – his co-driver Katie Orgler de-beaded a tire on one of her runs. "I heard them announce that she de-beaded and I said, oh [expletive]. Luckily, I had brought an extra tire just in case and we got it changed."

Gonzo, as San Miguel is known, put in a valiant effort but fell short of chasing down Roberts this year. He was the only other trophy recipient in the relatively small PR field. Lothrop Withington IV earned an honorable mention as the third-place finisher in a Toyota MR2

## PREPARED ALL WHEEL DRIVE

Kansas Region's Mark Hill is no stranger to the RallyCross Nationals, but this one had a decidedly different feel as he was the hunted rather than the hunter.

Hill set the pace early on day one, but Clifton Kangas was still close enough to keep him honest after the second course. However, on day two, Hill put his head down and drove away from the pack to claim his third RallyCross National Championship.

"It's a big deal," Hill said about his win. "When you're chasing someone, it's a totally different feeling than when you've got people chasing you."

Hill faced some major mechanical trouble on Saturday afternoon when important brake hardware went missing from his Mitsubishi's front caliper. "My hands were shaking enough that I couldn't thread the hole," Hill said. "Warren Elliot gave me reassurance to calm down and

## "I love that Nationals was in Ohio this year because I had a lot of my friends here"

**ANDY THOMAS**

concentrate. So, I just took a breath and got it back together."

Hill enjoyed the competition in PA over the weekend. "When I've got people who are really good, it keeps me going and pushes me," he admitted.

Clifton Kangas of the New England Region was the runner-up in PA in another Mitsubishi Lancer Evolution, followed by Detroit's Tom Klonowski in his Subaru Impreza, who claimed his first Nationals trophy.

## MODIFIED FRONT WHEEL DRIVE

After putting on a clinic last year, the smart money would have been on Z.B. Lorenc to claim another National Championship in his own backyard. However, after day one, it was Andy

Thomas who led the way in his Toyota Celica by just over three seconds. Thomas continued to improve his lead throughout day two, finishing a full 12 seconds ahead of last year's champ on his home turf.

"After almost dying of COVID last year, I was just happy to be able to race again," Thomas said. "I actually had one of my adrenal glands removed from complications.

"I love that Nationals was in Ohio this year because I had a lot of my friends here," he added. "For the third event in the car this year, I'm very happy."

Thomas' Celica had a very unusual journey to becoming a Mod Front National Champion. "I bought this as a daily driver-slash-autocross car in 2012 and, on a whim, I decided to take it to the Solo Nationals that year," Thomas explained. "I ended up in third place in G Stock, and afterward I ran it competitively for a few years. My co-driver won a National Championship in 2013. Then we tried ProSoloing too much and kept blowing up transmissions, so I put a 6-speed out of a GTS in it and it was no longer autocross friendly, so I started RallyCrossing it – and it just morphed from there."

His Celica is registered in Maryland and passes emissions, so he drove it to and from Ohio for the RallyCross National Championship.

After leading on Saturday morning, Ohio Valley Region's





Rupert Berrington



Rupert Berrington



Rupert Berrington



Rupert Berrington



#### MODIFIED FRONT WHEEL DRIVE

1. Andy Thomas	Toyota Celica	563.314
2. Z.B. Lorenc	Volkswagen GTI	575.391
3. Daniel Hutchison	Honda Civic	580.604
4. Jonathan Rogers	(Dodge Neon ACR); 5. Derek Denti (Acura RSX); 6. William Ehrman (Dodge Neon GLH); 7. Matthew Rogers (Dodge Neon); 8. Randy Tackett (Nissan Sentra); 9. Pete Bates (Nissan Sentra)	

#### MODIFIED REAR WHEEL DRIVE

1. John W. England	Mazda Miata	575.207
2. Brianne Corn	Mazda Miata	580.258
3. Michael Golden	Toyota MR2	584.272
4. Pete Remner	Mazda RX-7	588.855
5. Nick Drymalski	BMW M3	590.363
6. Scott Beute	(Ford Mustang LX 5.0); 7. Rick Landis (Subaru BRZ); 8. Ryan Redenbaugh (Toyota Corolla); 9. Doug Leibman (Volkswagen Super Beetle); 10. Evan Arthur (Mazda Miata); 11. Howie Johnson (BMW 318ti); 12. Jon Yanca (Mazda MX-5); 13. Brian Strack (Toyota Corolla); 14. Todd Wicker (BMW 325is)	

#### MODIFIED ALL WHEEL DRIVE

1. Jess Moeding	Mitsubishi Lancer	549.353
2. Jeff Denmeade	Mitsubishi Lancer	551.150
3. Austin Dowda	Honda RT4WD Wagon	554.736
4. Scott Banas	Subaru Impreza RS	554.936
5. Todd Kean	Subaru Impreza 2.5RS	555.557
6. Michael Julian	Subaru Impreza	562.164
7. Warren Elliott	Mitsubishi Evo IX	562.229
8. Chris Endres	GMC Typhoon	564.208
9. W. Orion Fairman	(Subaru 2.5RS); 10. Mike Detota (Subaru Impreza); 11. Dan Shirley (Subaru Impreza); 12. Andrew Williamson (Subaru Impreza); 13. William Petrow (Subaru Impreza); 14. Mason Verbridge (Subaru 3.3RS); 15. Benjamin Howe (Subaru Impreza); 16. Ben Kirchner (Jaguar X-Type); 17. Kevin McGowan (BMW 330xi); 18. Logan Siegel (Subaru Impreza); 19. Nick DeYoung (Subaru 3.3RS); 20. Jake Namer (Subaru Impreza 2.5RS); 21. Kent Hamilton (Isuzu Impulse RS); 22. Jeremie Snyder (Subaru Impreza 2.5RS); 23. Andrew Hamilton (Jaguar X-Type); 24. Mason Nickel (Volvo C30 T5 AWD); 25. Jonathan Olschewski (Isuzu Impulse RS); 26. Julia Stewart (Subaru Impreza); 27. Todd Briley (Subaru Impreza 2.5RS); 28. Valerie Briley (Subaru Impreza 2.5RS)	

#### CONSTRUCTOR 2WD

1. Cole Powelson	Sierra RX3	573.772
2. Vaughn Micciche	(Sierra RX3); 3. Jakey Harper (Sierra RX3)	





Lorenc fell back to second and stayed there on day two. Daniel Hutchinson of the Detroit Region finished behind Lorenc in third for the final trophy.

### **MODIFIED REAR WHEEL DRIVE**

MR had some unexpected twists and turns throughout the weekend. Defending National Champ Brianne Corn was leading the charge over John England and Michael Golden on day one. Corn was piloting a Mazda Miata, but notably not one owned or built by Pete Dozeman – The King and all his wings were absent on the grid this year. In

his place was a much milder looking Miata that was still fast.

Corn was looking poised to bring home another National Championship until a missed gate on her final Saturday run handed the lead over to England. However, this wouldn't be the first time Corn would have to fight back on day two to take a win, and everybody in the MR grid knew that she'd be coming out swinging on Sunday.

Corn threw everything she had at the course on day two, but she wasn't able to recover after the gate penalty, leaving the door open for England to

finally claim his second National Championship on his home turf.

"It's awesome!" England exclaimed after the win. "I was really hoping to finally get a repeat. I won in 2016, but kept chasing it every year after, so I was wondering if I could get it again, especially in that car. We also just had a baby two weeks ago, so it's been hectic at home. For my second event this year, I'm really happy."

England was also happy about getting to pilot one of the Sierra RX3 cars for the event's Race of Champions. "The National Championship

is cool, but I'm really excited to get in the Sierra car," he added.

Michel Golden rounded out the podium in MR, while another Ohio native, Pete Remner, claimed the fourth spot in his first-generation Mazda RX-7. Nick Drymalski clinched the fifth and final trophy in one of the European MR entries, a BMW M3.

### **MODIFIED ALL WHEEL DRIVE**

With 28 drivers, Modified All was the largest class of the event, and it was a battle royal up and down the order.

2020's MA Champ Austin Dowda led the way after





Jeff Loewe

## LONG DAYS

From sunup to sundown, everyone put in long hours to ensure a premier event with fierce competition.

Saturday morning, but he started clipping cones in the afternoon. Those cones opened the door for Jess Moeding, who took the day-one lead by 2.8sec. However, it was still anybody's guess as to who would emerge victorious after day two. Then, when the dust finally settled after a flurry of fast final runs, it was Jess Moeding who claimed his first National Championship.

"It's my first win in four attempts," said Moeding. "I just tried to drive my own race and not worry about anybody else. The car didn't break, I didn't do anything terribly stupid, and I made a better tire selection this year."

Moeding also stayed clean for the second year in a row, which proved to be the difference between him and Dowda, who fell to third. Jeff Denmeade laid down a flyer on his final run, which was fast enough to slot him into second place.

Former National Champ Scott Banes returned to the MA grid this year and was the fastest Subaru in MA, earning him a fourth-place finish. Todd Kean also had an impressive drive and finished fifth in his Impreza. Michael Julian bested Warren Elliot by less than a tenth to earn the sixth-place trophy. Chris Endres, who finished with 20 seconds of cone penalties, drove his GMC Typhoon to a hard-charging, eighth-place finish to claim the final MA trophy and the fastest time of the class on Sunday.

## CONSTRUCTORS 2 WHEEL DRIVE

The C2 class only featured one type of vehicle this year, but it was one that everybody in attendance loved watching. Sierra Cars filled out the C2 grid with a pair of RX3s. The RX3 is a purpose-built, tube-frame machine powered by a Suzuki Hayabusa engine connected to a sequential transmission. With 200hp on tap and weighing in at only 925lbs, the RX3s are highly amusing to drive and watch. Company founder and 2021 National Champion Cole Powelson was ecstatic to have the opportunity to share his creation with the other 2021 champs.

"One of my greatest pleasures is driving racecars," Powelson said. "My second greatest pleasure is sharing that racecar experience with other people. I've put about 500 different people in these cars over the years and I've had as much fun driving as I've had sharing them. So, to be able to get the Constructors class championship this weekend is just unbelievable."

Powelson was very happy to have the RX3 be eligible for SCCA competition. "It feels great to have these cars be a part of this series. The recent rule changes allowed us to compete, and we've run some Regional events, but we really wanted to come to Nationals and share the experience with the champions.

"Hopefully, word gets out

that people can drive these cars and build their own. We sell parts and pieces, so at-home constructors can build the cars themselves. We also provide turn-key racecars and arrive-and-drive programs, so being able to introduce RallyCross to people with an exciting new platform is definitely the goal."

## RACE OF CHAMPIONS

The 2021 SCCA RallyCross National Championships also featured a Race of Champions featuring each newly crowned National Champion from the nine classes competing for bragging rights behind the wheel of the Sierra RX3s.

C2 champ Cole Powelson bowed out of the Race of Champions and let Chief Steward Ed Trudeau try his hand behind the wheel.

Each National Champion was given one acclimation run on a shortened version of Sunday's course. They would then be timed over two runs, which were scored cumulatively to determine the champ of champs.

Vaughan Micciche laid down a bogey time, which was quickly eclipsed by Stock All Champ Brad Legris. Legris' best time was only bested by John England, but he tagged a cone on his first timed run, which meant that Legris would win not only SA, but also the 2021 Race of Champions as well as Rookie of the Year honors. 🟡

"I was really hoping to finally get a repeat. I won in 2016, but kept chasing it"

JOHN ENGLAND

### RACE OF CHAMPIONS

1. Brad Legris Sierra RX3	87:01
2. Vaughan Micciche Sierra RX3	87:08
3. John W. England Sierra RX3	88:812
4. Leon Drake Sierra RX3	89:235
5. Shawn Roberts (Sierra RX3); 6. Sean Grogan (Sierra RX3); 7. Chang Ho Kim (Sierra RX3); 8. Jess Moeding (Sierra RX3); 9. Mark Hill (Sierra RX3); 10. Andy Thomas (Sierra RX3)	





With a COVID-truncated 2020 season, the 2021 Tire Rack ProSolo National Series should have been a return to normal – but it was not to be. That, however, isn't to say that the season didn't overcome unforeseen, early season hardship to sing a triumphant song at Lincoln Airpark on Sept. 3-5. And what an event it was.

First, here's what happened before the 2021 ProSolo Finale: A single course "PS1" event

in Florida went well, but the first conventional two-course ProSolo of the year unearthed fundamental issues with the timing system, cutting the event short and putting the season on hold. As many upcoming events as possible were then converted to Solo Championship Tours.

From there, autocrosser Brian Conners led a team of hardware and software experts who spent countless hours resolving the bugs, landing upon a solution that allowed the

season to restart at Bristol in July. While there, small glitches arose, and subsequent ProSolos at Packwood, Toledo, and Oscoda, brought steady improvements.

There were other issues to resolve, like how ProSolo Finale registration would be organized, and how awards like the Fletcher and JCJ Cups, but it was nothing that couldn't be overcome, especially considering the previous year.

And, with that, here's what happened in Lincoln, Neb.



#### SHOWDOWN

Kim Whitener (left) headed off against Kate Fisher (right) in the final round of the Ladies Challenge, with Whitener taking the win.



#### FINAL ROUND

(LEFT) The last go-round of the Super Challenge saw David Whitener (199) line up against Mark Scroggs, with Whitener emerging victorious.

A unique couple of years led to a different kind of Tire Rack ProSolo Finale, but when competitors met at Lincoln Airpark on Sept. 3-5, it was game on

# THE RETURN!

WORDS Paul Brown | IMAGES Rupert Berrington



over Civic driver Laney Blume, leaving Duncan in third.

L3 was an unusual story, with very few improvements on Sunday morning. Julie Heaton took over the class in her STF WRX with her last two runs on Saturday afternoon, then coned three of her four runs on Sunday morning. Still, she held on to a nearly half-second win over Kate Fisher in her STX FRS.

In Street, Charles Krampert had a great Saturday morning in his AS Corvette, comfortably leading the class. He didn't improve on Saturday afternoon, and Kevin Wenzel got to within about a half second. Krampert took off just 0.012sec on Sunday morning, but true to ProSolo form, that was not enough, and Wenzel took the win by 0.177sec.

Dave Marcus showed that the Supra is a particularly good car for BS, leading for the entire event. In CS, Rick Cone was quick and clean on Saturday morning, then even quicker on Saturday afternoon to take the lead by a couple of tenths into Sunday. Mark Scroggs cleaned up on Sunday morning, beating Cone by about a tenth on each side for the win.

In ES, Eric Peterson put his MR2 Spyder in the lead and held on through Saturday. On Sunday, though, he joined the majority of trophy positions by posting his best times on his last two runs, although his improvement was in thousandths on both sides. Bartek Borowski,

#### BACK ON COURSE

Saturday morning saw the only precipitation of the championship week, though that was really just a sprinkle. Temperatures, meanwhile, were high enough on Saturday afternoon to reduce power, overheat some tires, and toast brains; ideal cooler conditions on Sunday morning meant nearly a clean slate for every driver as improvements were the rule.

Competition began with the L classes. Shelly Monfort

drove the SM Vitamvis Mazda RX-8, and after a dirty set of Saturday morning runs, she cleaned things up and held on for the lead. Nicole Wong ran the family Camaro in ESP trim, and nearly pulled off last-run heroics, coming up just 0.082sec short. Andrea Wolfe was well down the rankings until she, too, showed her best effort in her last two runs to move up to third in the FM Doof Wagon.

Cindy Duncan led L2 for much of the event in her FS

**"Saturday morning saw the only precipitation of the championship week, though that was really just a sprinkle"**

Mustang, but as is so often the case, a lack of improvement on Sunday meant that others passed her. Laura Marcus in her BS Supra used her last two runs to take a huge jump in both time and positions, ending up with a 0.6sec win





#### THE LEADERS

(Clockwise from ABOVE) Laura Marcus collected the win in her L2 Supra. As is often the case, Jeff Kiesel dominated R1. Bartek Borowski took the win in a hotly contested E Street. In R2, it was Andrew McKee pulling off the victory.

meanwhile, took off nearly a second to take the win by just 0.165sec over Dennis Hubbard, with Charles Matthews just 0.033sec behind that.

In GS, Brad McCann held a tiny lead after Saturday morning, but made only incremental improvements in the other two sessions, while Michael Yanase laid claim to huge chunks of time and took the win.

SSC saw a rather unusual situation for ProSolo: Joey Green's first two runs ended up being his best, and they held up for the class win. The other 14 drivers chipped away at his lead all weekend, but to no avail. Mason Herrick, who took a much more conventional route by posting his best times on his last two runs, ended up 0.108sec out of the win.

STR featured 16 drivers all in ND Miatas, and the depth of talent meant positions changing nearly every run. Therein, Mark Dudek had a great Saturday morning with 35-second runs on both sides that he could not improve

on – although the class was catching up. Ken Houseal and Josh Luster both had their best runs on Sunday, with Houseal coming out ahead by 0.019sec for the closest win of the event.

Ten STX drivers battled this one out, with Manfred Reysser and Ray Dsouza at the sharp end. Dsouza led Saturday, but Reysser got him by a couple of tenths per side with runs in the 36s to take a relatively comfortable win.

In STS, David Whitener returned to the class in the traditional "blurple" livery of team Whitener. Saturday looked like this was going to be a bit of a pushover as he held a lead of almost 0.4sec. Eric Stoltz had other ideas, though, clocking a sparkling 36.5 second run on the right to give him a 0.042sec win over Whitener.

#### INDEXED COMPETITION

S1 is made up of vehicles from the Street Modified category plus BSP, CSP, DSP, and FSP. There, Sam Strano coned both

of his left-side runs on Saturday, but after that, everything went his way in the John Vitamvas SM RX-8. He cleaned things up for the afternoon to take the lead, then posted 33sec times on both of his right-side runs on Sunday morning to lock in the win. Running as a second driver, Vitamvas had a chance and did set fast time on the left by some 0.060sec but couldn't break out of the 34s on the right.

S2, with entrants from SSP, ASP, SSR, and ESP, saw Jeff Wong grab the lead on Saturday morning in his ESP Camaro, although Grant Reeve and his SSR Corvette found time in the afternoon to drop Wong to second. Reeve improved by 0.147sec on just one run on Sunday morning, but that was enough to keep him in front of the charging Adrian Cardenas in his ASP RX-7.

S3 has vehicles from SS, STU, and FS. Ron Bauer in his shiny new GT4 held the lead for all of Saturday, though true

"Saturday looked like this was going to be a bit of a pushover as [David Whitener] held a lead of almost 0.4sec"

to form, James Yom had dirty runs that would have led in his vintage all-analog GT3. Sunday morning, Yom cleaned it up and took the win with his last two runs. He never managed to quite match a dirty 35.0 on the left, and he is lucky that C8 pilot Rob Clark red lit his last right-side run, as that time would have actually put him at the top of the standings.

Generally speaking, AWD cars all go to S4, so it's an eclectic group other than the drive type. Erik Strelnieks in his SM GTR looked like he would run away with this one despite having almost half his runs marred by cones or red lights, but Aaron Buckley found almost a second per side on Sunday morning in his





# SP1

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# SCHUBERTH



## EVENT REPORT

### ON TOP

(BOTTOM RIGHT) In Sport 1, it was Sam Strano with the win. (RIGHT) Kevin Wenzel held on for A Street glory. (RIGHT, MIDDLE) Michael Yanase led G Street with a sizable margin.



STH Audi. Strelnieks ended up winning by just 0.219sec after leading the eight-driver class by 1.6sec after Saturday.

S5 had 18 drivers from HS and STH, with no representatives from DS this time around. Ron Williams had times on Saturday morning good enough to win, but on Sunday it looked like his win was in jeopardy. Fellow Honda pilot Cameron Goode got within about 0.1sec on his first pair of runs. Williams used his last pair of runs to take off another 0.6sec, easily holding onto the lead as none of the other contenders in the class could improve.

R1 combines all the Modified classes and attracted 17 drivers for the event. There, Jeff Kiesel won with a huge margin in his EM Sprite by 3.062sec (indexed).

R2, housing the Prepared classes, saw Andrew McKee with more than a second on the class on Saturday in the family XP RX-7. Patrick Washburn, meanwhile, sat in third place in the Lucky Lugnut EP Civic, despite having no clean runs on the left side, well within striking distance. Washburn coned his first run on Sunday morning but managed a somewhat safe last effort that was finally clean. McKee posted his best times on his last two runs, taking off a full second to edge Washburn by just 0.167sec.

CAM had 17 drivers from a mix of all three CAM classes. Justin and Eric Peachey held first and second place after Saturday



morning, with third place more than a second back. Their Corvette had a catastrophic mechanical failure on its first Saturday afternoon run, though, so they both found rides in other CAM cars but were not able to improve. Still, that margin over third place never changed.

### THE CHALLENGES

With 28 entries in the three L classes, the Ladies Challenge was an eight-driver bracket, but the competition was tough – there were no “gimme” rounds.

Shelley Monfort tagged a pair of cones against Kim Whitener in round one. Whitener proceeded with the classic “launch on the second green” and had an almost perfect reaction time. Whitener easily won that round, then in her second-round matchup against Julie Heaton had a 0.501 light for real on her way to winning a rematch against her class winner. The second-round matchup between Kate Fisher and Laura Marcus was decided in Fisher’s favor by just 0.031sec.

The final pairing had Fisher and Whitener matched up, a pairing of the second- and third-place finishers in L3. Whitener, though, completed the L3 sweep, besting the other driver who beat her in class competition, and taking her fifth Fletcher cup.

The open Challenge was even closer despite its 32-entry bracket – and this one even had a displaced cone in the final four that was too close for the course workers to call, and that ended up being ruled on by a Chief Steward (it was in, by the way).





## VICTORIOUS

(LEFT, TOP TO BOTTOM) Eric Stoltz took the STS win by just 0.042sec. In S4, Erik Strelneiks drove his GTR to victory. Julie Heaton led the competitive L3 field. (RIGHT) David and Kim Whitener celebrated together after winning the Super and Ladies Challenges.

As is so often the case when things are so close and with this level of pressure, many rounds were decided by red lights and cones rather than on time. Fitting that mold perfectly was the eventual winner, who was gifted a red light in the first round, a cone in the second, and then a mechanical issue; he had to win a round on time in the final four to advance to the Top Eliminator round. His rival had a slightly tougher time, although he did benefit from that previously mentioned bumped cone. But in the final pairing, Dave Whitener continued his consistent, clean driving, while Mark Scroggs whacked a cone on the last run to decide the matter in Whitener's favor.

Keeping to the theme of a unique couple of seasons, the ProSolo Finale didn't mark the



"In the final pairing, David Whitener continued his consistent, clean driving, while Mark Scroggs whacked a cone"

conclusion of the 2021 season, as another event was slated for Nov. 6-7 in Texas. What does the 2022 season hold in store? We'll find out soon enough. 🎯

## TIRE RACK PROSOLO NATIONAL SERIES

**LINCOLN AIRPARK**  
Lincoln, Neb. | Sept. 3-5, 2021

### FINALE RESULTS (trophy winners)

**AS:** (8 entrants) 1. Kevin Wanzel (Porsche) 71.225; 2. Charles Krampert (Chevrolet); 3. Dan Simms (Chevrolet); **BS:** (14 entrants) 1. David Marcus (Toyota) 72.464; 2. Andrew Kessel (BMW); 3. John Hale (Chevrolet); 4. Jay Balducci (BMW); 5. Ben Edmiston (BMW); **CS:** (12 entrants) 1. Mark Scroggs (Mazda) 73.400; 2. Rick Cone (Mazda); 3. Darrin DiSimo (Mazda); 4. Vivek Goel (Mazda); **ES:** (14 entrants) 1. Bartek Borowski (Mazda) 76.063; 2. Dennis Hubbard (Toyota); 3. Charles Mathews (Mazda); 4. Eric Peterson (Toyota); 5. Riley Heaton (Mazda); **GS:** (9 entrants) 1. Michael Yanase (Honda)

75.774; 2. Terry McIntyre (Honda); 3. Brian Tefft Jr.;

**SSC:** (15 entrants) 1. Joey Green (Subaru) 74.689; 2. Mason Herrick (Scion); 3. Jimmy Vajdak (Scion); 4. Matt Waldbaum (Scion); 5. David Spratte (Scion);

**STR:** (16 entrants) 1. Ken Houseal (Mazda) 71.367; 2. Josh Luster (Mazda); 3. Billy Davis (Mazda); 4. Mark Dudek (Mazda); 5. Daniel McCelvey (Mazda); **STX:** (10 entrants) 1. Manfred Reysser (Scion) 73.427; 2. Raymond Dsouza (Subaru); 3. Jonathan Mudge (Scion); 4. Jeff Peterson (Scion); **STS:** (9 entrants) 1. Eric Stoltz (Mazda) 73.613; 2. David Whitener (Mazda); 3. Rich DiMarco (Mazda);

**CAM:** (17 entrants) 1. Justin Peachey (Chevrolet) 57.949; 2. Eric Peachey

(Chevrolet); 3. Brian Coulson (Chevrolet); 4. David Rock (Chevrolet); 5. Steve Waters (Chevrolet);

**L1:** (13 entrants) 1. Shelly Monfort (Mazda) 60.192; 2. Nicole Wong (Chevrolet); 3. Andrea Wolfe (Doof Wagon); **L2:** (9 entrants) 1. Laura Marcus (Toyota) 60.489; 2. Laney Blume (Honda); 3. Cindy Duncan (Ford); **L3:** (10 entrants) 1. Julie Heaton (Subaru) 60.379; 2. Kate Fisher (Scion); 3. Kim Whitener (Mazda); 4. Chris Peterson (Scion);

**S1:** (15 entrants) 1. Sam Strano (Mazda) 58.245; 2. John Vitamvas (Mazda); 3. Steve O'Blenes (Mazda); 4. Randall Wilcox (Mazda); 5. Geoffrey Zimmer (Volkswagen); **S2:** (18 entrants) 1. Grant Reeve (Chevrolet) 58.612; 2. Adrian Cardenas (Mazda); 3. Jeff Wong (Chevrolet); 4. Bryan Carbon (Chevrolet);

5. David Hedderick (McLaren); 6. Tony Rivera (Mazda); **S3:** (19 entrants) 1. James Yon (Porsche) 58.155; 2. Rob Clark (Chevrolet); 3. Ron Bauer (Porsche); 4. Jeremy Foley (Chevrolet); 5. Matthew Braun (Porsche); 6. Doug Rowse (Porsche); **S4:** (8 entrants) 1. Erik Strelneiks (Nissan) 58.299; 2. Aaron Buckley (Audi) 3. Mark Hill (Mitsubishi); **S5:** (13 entrants) 1. Ron Williams (Honda) 59.232; 2. Cameron Goode (Honda); 3. Sam Karp (Honda); 4. Chris Carris (Ford);

**R1:** (17 entrants) 1. Jeff Kiesel (KFR Turbo Sprite) 56.618; 2. Jason Hobbs (Novakar); 3. Zak Kiesel (KFR Ebon Hawk); 4. Brad Smith (Doof Wagon); 5. John Ryan (Dulon); **R2:** (9 entrants) 1. Andrew McKee (Mazda) 58.353; 2. Patrick Washburn (Honda); 3. Fred Zust (Lotus).



# WE'RE BAAAACK!

The Tire Rack SCCA Solo National Championships returned on Sept. 7-10, 2021, following a COVID-forced hiatus, with more than 1,100 enthusiastic competitors tackling Lincoln's glorious concrete, and celebrating a much-needed Solo reunion

**WORDS** Karen Babb, Michael Bard, William Bostic, Doug Brown, Paul Brown, Jeff Cashmore, Alan Claffie, Chris Dunn, Chad Englert, Buck Enriken, Rocky Enriken, Steve Fehr, Julian Garfield, Colton Hobaugh, Kelsey Karanges, Chris Kunkel, Jessica Lewis, Ryan Lower, Chuck Mathews, Devin McCuen, Manfred Reysser, Andrew Scott, Donour Sizemore, Patrick Washburn, John Wolf | **MAIN IMAGE** Perry Bennett

A utocrossers finally got to pound the pavement at Lincoln Airpark once again in the hunt for an SCCA National Championship title. At the site, it all seemed so familiar – yet oh so different. But following the event's COVID pandemic-induced cancellation in 2020, the Tire Rack SCCA Solo National Championships welcomed 1,116 enthusiastic drivers for four days of cone dodging, partying, and a lot of reuniting. It was joyous to be back.

South of the vendor rows there were the usual two courses, four grids, cars lined up in neat rows and sent out in orderly sequence, engines screaming, tires squealing, cones flying, and workers running. You know, just like we've done 47 times before (and on this particular pavement, 11 times previously).

Beyond that, from the vendor row itself and extending out into the City of Lincoln, was the New Normal.

The vendor row had become Solo Downtown, an outdoor mall with alfresco purveyors of tire service and racer needs, apparel and SCCA gear, photos, shocks, and at the east end a food court adjacent to two massive tents – the Tire Rack Event Center – that became the focal point for meetings, greetings and the catered gatherings on Monday and Wednesday evenings.

Gone was the trek to the far side of Lincoln for awards banquets on Wednesday and Friday, instead replaced by awards in grid – with an actual three-step podium – even before final results were posted or impound was released, which meant all the winners were present. Gone was the three hours of awards at the Wednesday banquet, with only a short presentation of the most prestigious Solo awards, such as Solo Cup and Driver of Eminence, during the Wednesday feed in the TREC.





**GOOD TIMES**

Jeff Schmidt celebrates after coming from behind on day one in CSP to win by 0.179sec.





## TOP CONES

(RIGHT) This year's trophies were presented in grid, mere moments after the results were announced.

Also gone was the dust storm of 2019 and the floods of 2018. The repaving of the paddock area for the U.S. Air Force was now long complete, and the week saw utterly perfect blue skies and 80-degree F weather. The asphalt repave, starting about Row 6 and extending north beyond Row 34, was even grooved in 25x25-foot squares, enabling the paddock organization for the Solo Nationals.

But with the Air Force now storing planes in Lincoln, some strange sights did abound. For example, north of the paddock were parked several RC135 reconnaissance aircraft plus an E4B "Doomsday Plane," which looks like an Air Force One but is outfitted for the Secretary of Defense as a National Airborne Operations Center. During Monday's course walk activities, a TC135 training aircraft was wheeled next to the East Course grid for a static display visited by many Nationals participants, with USAF aircrew on hand to answer questions.

Perhaps we should also give a nod to the University of Nebraska, whose Cornhuskers had home football games on both weekends bookending the Solo Nationals. According to one local vendor, that may have actually saved the 2021 Solo Nationals at the last minute. Because of rising COVID cases, Lincoln-Lancaster County Health Department issued a directive in late August imposing

stricter masking and separation requirements. It's conjecture, but football is king in Nebraska, so cancelling games was likely a non-starter. They happened, and in between, we happened.

New procedures instituted by SCCA Staff and Event Chairs Scott Dobler and Jeff Cox – the result of hours of brainstorming over the past two years – produced not only the new site layout but also smooth and fast entry and registration processes, both online and on site. Seldom was there much of a line at the registration tent. SCCA even arranged for the porta-potty vendor to provide service to competitors with RVs in the paddock.

Another innovation: Late Wednesday evening after the awards celebration was the Sunset Remembrance Toast. Moving away from the conversational hullabaloo in the tents, a goodly number of participants gathered by the scales between the courses for a quiet reflection upon the memories of those who have passed away. After a brief eulogy by Chief Steward Bob Tunnell, at the 7:48 p.m. sunset, he invited those circled round him to call out the names of those departed they had known and raise a glass in their memory.

On course – or, rather, not on course – this year's Solo Nationals ran without Junior Karts for the first time since 2008 as that program continues

its reevaluation. However, Junior Kart alumni won the two largest classes, namely Mason Herrick winning a 58-car Solo Spec Coupe class and Riley Heaton taking the 54-car E Street class. Herrick, age 16, became the youngest *official* Solo National Champion with his 0.005sec victory (his five Junior Kart wins and Heaton's two were "National wins" because the Junior Karts are supplemental classes).

The 1,116-entry total perhaps still reflected some COVID concern – it was the smallest entry since the Solo Nationals moved to Lincoln in 2009, but still arguably the largest motorsports event in the country. Yet it is not unusual over the years for a Solo Nationals between the five-year milestones to experience some entry declines. Undoubtedly, we'll make up for it at the 50th running of the event in two years.

More telling may have been the growing number of empty classes, all Ladies classes, since the rule was instituted defining a champion as the winner of a class of three or more cars. This year, 16 Ladies classes (out of 39) were not contested, and four more were at one or two cars designating their top driver as "National winner." Yet DSL produced the largest Street Ladies class ever at 15 cars.

Neither the overall entry nor the Ladies class entry were

top-10 record-setters, but the Open class entry of 1,005 was the sixth-most in Nationals history, perhaps because of the growing number of women competing in Open.

Two individual records were advanced. Jeff and Shawn Kiesel added two more championships to their trophy shelf, raising their family count to 30. Mark Daddio trophied fourth in B Street, his 29th trophy finish in 29 tries, topping the tally of drivers who have never failed to take home hardware.

In so many ways, the 2021 Solo Nationals was unlike any that had gone before. But in the most significant ways, it was once again the Solo Community Family Reunion that attracts autocrossers from every corner of the nation (and three from Canada) for six minutes of seat time and a week of friendship and camaraderie.

**Rocky Enriken**



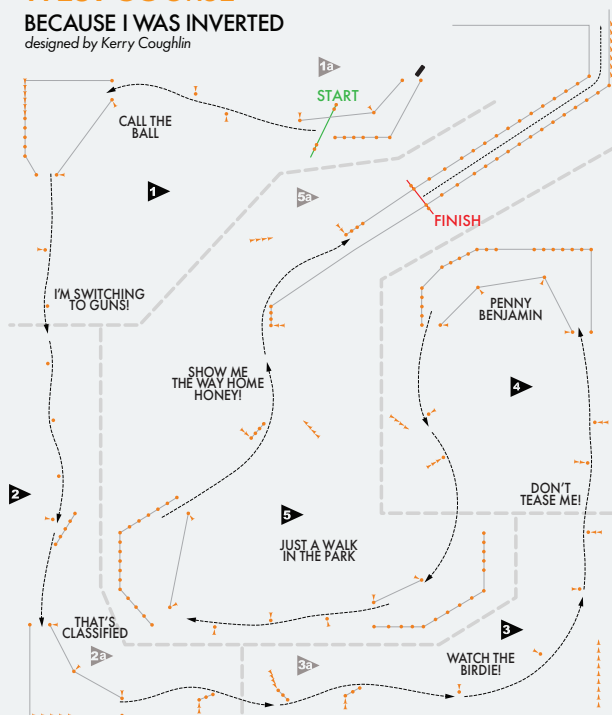
Perry Bennett



## WEST COURSE

### BECAUSE I WAS INVERTED

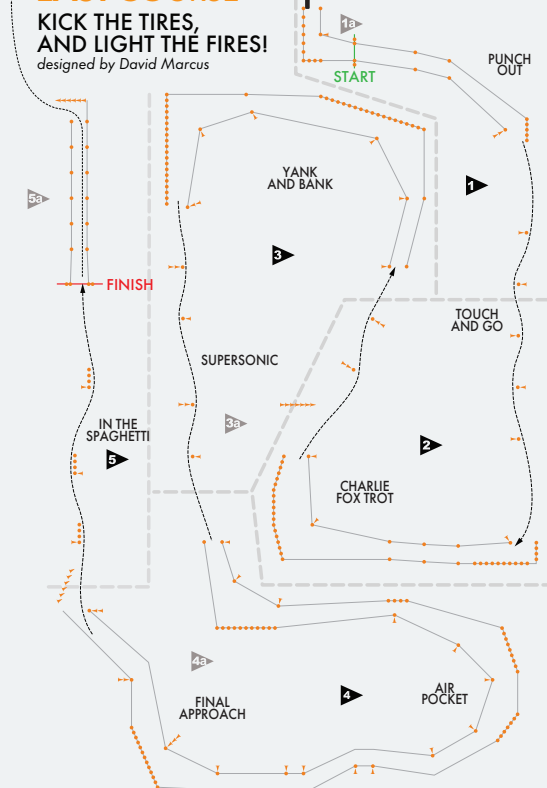
designed by Kerry Coughlin



## EAST COURSE

### KICK THE TIRES, AND LIGHT THE FIRES!

designed by David Marcus



## TOP CONE: THE COURSES

It seems a little out of place, perhaps, for Tire Rack Solo National Championships courses on a former Air Force Base, and with temporary residents from Offutt AFB parking several RC135s on the tarmac, to evoke the image of Navy Air and the 1986 film *Top Gun*. But hey, when you feel the need...

Course designers Kerry Coughlin, doing his first Solo Nationals course design, and David Marcus, who's been here before, adopted aviation themes for their layouts.

Let's have a look at each one.

### WEST COURSE: "Because I was inverted"

Coughlin borrowed from the script of *Top Gun* for his design. His minimalist approach used only 137 standing cones on course, not including the finish. The course title was from a scene where Maverick (Tom Cruise) was describing an encounter flying just above a MIG fighter to "communicate" with the enemy pilot. But how could you see him if you were above him? Because....

Utterly coincidentally, T-shirts were seen at the event depicting a winged Miata flying upside down with the Maverick quote on them.

- **CALL THE BALL:** When a carrier pilot takes control of the landing, and the Solo competitor takes control of the course, through a two-cone thread-the-needle and a sweeping lefthander.

- **I'M SWITCHING TO GUNS:** When the pilot abandons missiles for close-in combat, as in close-in to the six slalom cones down the west edge.
- **THAT'S CLASSIFIED:** Another 90-degree left into a series of fencerow slaloms. "I could tell you how to negotiate that section," Coughlin said, "but why should I?"
- **WATCH THE BIRDIE!** Back to Maverick's encounter with the MIG, and "communicating" with a hand gesture – another 90-degree left into another slalom. "If you don't pay attention to what is before or after the element, you could get the birdie," said Coughlin.
- **DON'T TEASE ME!** Fast four-cone slalom, "very risky/rewarding," according to Coughlin.
- **PENNY BENJAMIN:** The Admiral's daughter. The showcase Turn on the course. Get greedy and it can bite you.
- **JUST A WALK IN THE PARK:** Get lined up right and this piece should be easy – but watch that swoop at the end.
- **SHOW ME THE WAY HOME HONEY!** Three wallums, get parallel but not too close, and then a unique finish diagonally from the center of the course area.

### EAST COURSE: "Kick the Tires and Light the Fires"

Marcus chose more generic aviation terms for his course names, some specific to Navy Air.

- **PUNCH OUT:** In flying, when a pilot ejects from the plane. On the course, ejecting from the start toward the east boundary.
- **TOUCH AND GO:** In a plane, landing practice. In this autocross, a five-cone slalom into a right turn.
- **CHARLIE FOXTROT:** Phonetic alphabet for letters C and F – also, an abbreviation in which the first word is "cluster." A right turn, more than expected, and a two-cone dance with ample opportunity for what Marcus called "Complete Failure."
- **YANK AND BANK:** Pull the yoke back and over, it can get a pilot in trouble with a high-speed stall. The huge showcase Turn on this course tightens up at the end.
- **SUPERSONIC:** A two-cone slalom, small gap, repeat.
- **AIR POCKET:** A 180-degree carousel corner feeding into a bus stop.
- **FINAL APPROACH:** Watch your speed at the end of the bus stop – it feeds a diagonal leading to the finish.
- **IN THE SPAGHETTI:** To a Navy pilot, it means the tailhook catching the cables across a carrier deck; a good landing. Three fencerows made it the fastest place on the course for some cars.





## STREET CLASSES

### SUPER STREET-R

Grant Reeve, 2019's winner, scored a pair of 58.0 runs, taking the East Course lead early in the class that is the last holdout for Street-category cars running on R-compound tires. Cody Hunt found the same bracket on his third run, but by then, Reeve had posted an even faster 57.214. Sam Strano and Matthew English fought over third place in the mid-58s, English edging Strano for the last podium spot by less than a tenth.

The competition was tight, but admittedly we knew that going in, especially considering all one dozen drivers were using seventh generation Corvettes in Grand Sport trim.

On the West Course, Reeve extended his lead with a solid

first run and gained another tenth at the end, finishing with a 51.628 to bring his total time to a 108.842, earning his third championship. He said it was important to push the car hard and drive it well, but also to have fun doing it. He made some minor changes to the car since his 2019 win and felt he was also driving even better.

Strano briefly moved up to second after first runs, but Hunt caught back up with a final-run 51.9, the only other driver below 52sec, finishing the day 1.209sec back. English and Strano were still neck and neck for the last podium spot, but Strano's first-run 52.2 was just enough to hang on to third, 0.01sec ahead of English in the final trophy spot.

**Chad Englert**

### SUPER STREET

Despite the early morning hour, there were a lot of spectators around during the first heat on Tuesday to witness Super Street kick off the Solo Nationals on the West Course. Lots of championship jackets decorated the million-dollar grid filled with the C8 Corvette, Porsche GT3 and GT4 models, two NSXs, and two Teslas. Half of the 35-car grid was made up of machines built in the 2020s, the other half all from the teens – 2018 was an especially good year.

Tom O'Gorman, wheeling a borrowed NSX, took four runs instead of the usual three. During one of his fastest runs, a missing cone forced a rerun. Normally a good thing – who doesn't want another chance to learn the course – O'Gorman and

co-driver Andy Smedegard were having issues with heat soaking and keeping the tires cool.

Still, O'Gorman ran the fastest time with a 52.675. Right behind was Ron Bauer in his bright green GT4 (and matching shoes and glasses) with a 52.8, then Matthew Braun in a borrowed GT4, just 0.06 sec behind. James Yom in fourth was "happy with his position...[and] feeling good" about the next day. Not being in the lead, Yom said, "Now I feel I can attack."

On Wednesday, East Course, it was a bit warmer in the morning, and many drivers had cold water and extra tires on hand just in case. First runs out, O'Gorman took a big lead. Learning from their mistakes the previous day, O'Gorman and Smedegard took precautions to keep the car and the tires cool.





Philip Royle

### DON'T PANIC!

It was hard not to take notice when a Boeing E-4 "doomsday plane" taxied by the East Course grid.

O'Gorman took the championship for SS, which was his goal when he asked to borrow the NSX from Acura. We would say we're glad that worked out – but when O'Gorman is at the wheel, a win is always the likely turnout.

### SUPER STREET LADIES

Midday Tuesday came around for the third heat, and two Corvettes (three drivers), two Caymans, and a Camaro gridded up. Crissy Hedderick in a new C8 Corvette established the lead on her first run and defended it, continuously getting faster. Her third run was a 58.375, Julie Woodbury's Camaro right behind with a 58.5. It was one of Hedderick's first events in the car. Earlier she had driven a McLaren which, she noted, "Probably hurt by taking away comfort in the C8."

On the East Course, Hedderick maintained her lead, getting faster on each run, to produce a quick time of 65.141sec. It's a sixth jacket for Hedderick, standing on a 123.516sec total time. Woodbury maintained second position, just 0.591sec behind.

### Jessica Lewis

### A STREET

The A Street field was dominated by C5 and C6 Corvettes along with a handful of Porsche Caymans and a lone Skittle-orange Lotus

At the end of second runs, Yom put the pressure on O'Gorman. His second run produced a 59.3, fastest time so far with the oldest car in the grid, a 2010 GT3. With a championship on the line, O'Gorman took his last run and landed a 59.339, just a license-to-kill 0.007sec faster than Yom.

All eyes followed O'Gorman through the finish chute then to Bauer, also taking his last run, and Yom, too – all three on course simultaneously. Bauer was looking fast until before the finish he started coasting – out of gas. Data said it *coulda been a winnah*. Instead, it left Bauer standing on his first run, a 60.0, for fourth in class.

Braun found 1.3sec to jump into third behind Yom after remembering to turn the traction control off.

SUPER STREET-R		
1.	<b>Grant Reeve</b> #157 Corvette GS	NEng 108.842
2.	<b>Cody Hunt</b> #176 Corvette GS	WDC 110.051
3.	<b>Sam Strano</b> #141 Corvette GS	WDC 110.889
4.	<b>Matthew English</b> #76 Corvette GS	WDC 110.899
5. Mike Casino (#133 Corvette GS); 6. Stephanie Reeve/NEng (#57 Corvette GS); 7. Michael Snyder/WDC (#41 Corvette); 8. Brian DePietro/NwOh (#177 Corvette GS); 9. Greg Pollack/Phil (#75 Corvette); 10. John Fink/CCar (#33 Corvette GS); 11. Megan DePietro/NwOh (#77 Corvette GS); 12. Jen Fox/Phil (#175 Corvette).		

### SUPER STREET-R LADIES

No entries



▲ SSR  
**Grant Reeve**  
#157 iRacing.com/StranoParts.com/G-Fab  
Chevrolet Corvette GS



Rupert Berrington

Elise. Who would win? With none of the 2019 podium finishers returning to the class, the title was up for grabs.

A Street shared the East Course Thursday with Formula SAE in Heat 3. This came into play when two of the FSAE cars broke on track and the course had to be shut down to clear the vehicles.

On first runs, Jacob Glover set what would end up being the fastest time in the class at 60.185. This set the tone, as to be top three by the end of the day you needed to be in the 60s. After day one, the podium behind Glover was Charles Krampert's Z06 with a 60.4 and Brian Franke in a Cayman GTS at 60.7,



## SUPER STREET

1. <b>Tom O'Gorman</b> #93 Acura NSX	OhV 112.014
2. <b>James Yom</b> #96 Porsche GT3	CSCC 112.230
3. <b>Matthew Braun</b> #79 Porsche GT4	Det 112.714
4. <b>Ron Bauer</b> #94 Porsche GT4	Nwst 112.879
5. <b>Doug Rowse</b> #89 Porsche GT3	Ariz 113.297
6. <b>Rob Clark</b> #113 Corvette C8	Cinc 113.500
7. <b>Chris Dressler</b> #189 Porsche GT3	NePa 114.029
8. <b>Andy Smedegard</b> #193 Acura NSX	Milw 114.116
9. <b>Yuri Kholondyrev</b> #179 Porsche GT4	NNJ 114.291
10. <b>Monty Pack</b> #99 Porsche GT3	SanF 114.302
11. Tom Reynolds/RioG (#86 Porsche GT4); 12. Jeremy Foley/Tex (#180 Corvette); 13. Kit Gauthier/Nwst (#173 Porsche GT3); 14. Dan Bullis/Ore (#174 Corvette C8); 15. Brian Connors/Phil (#78 Porsche GT3); 16. James Wilson/RioG (#37 Porsche 718 Cayman); 17. Tom Ellam/SanF (#38 Porsche GT3); 18. Eric Sutton/Hous (#171 Acura NSX); 19. Robert Pendergest/Cinc (#13 Corvette); 20. Tom Bruck/SnRv (#81 Porsche GT3); 21. John Kvetko/Tex (#80 Corvette); 22. Eric Stemler/Chi (#59 Corvette); 23. Roger Johnson/Hous (#74 Corvette); 24. Ryan Johnson/Utah (#159 Corvette); 25. Kevin Kirchoff/InNw (#62 Porsche GT4); 26. Matthew Grainger/StL (#23 Tesla Model 3); 27. Dennis Bay/Det (#98 Corvette); 28. Dave Becker/Chi (#15 Corvette); 29. Jim Johnson/InNw (#12 Corvette); 30. Josh Kenny/SBnd (#162 Porsche GT4); 31. Justin Rogerson/Hous (#71 Acura NSX); 32. Tom Larson/SnRv (#181 Porsche GT3); 33. Brandon Hurst/Utah (#5 Tesla Model S); 34. Mark Alft/Wich (#85 Corvette Z06); 35. Natasha Festa/Nwst (#73 Porsche GT3).	

## SUPER STREET LADIES

1. <b>Crissy Hedderick</b> #174 Corvette	Tex 123.516
2. <b>Julie Woodbury</b> #19 Camaro	Nwst 124.107
3. Emma Adams/Milw (#3 Porsche 718 Cayman); 4. Jean Alft/Wich (#85 Corvette Z06); 5. Shannon Siderius/RioG (#37 Porsche 718 Cayman); 6. Lynn Ketcham/Hous (#74 Corvette).	

Scott Arnold



SS ▼

**Tom O'Gorman**  
#93 Acura Motorsports Acura NSX



Rupert Berrington

fourth and fifth, just fractions behind the podium trio.

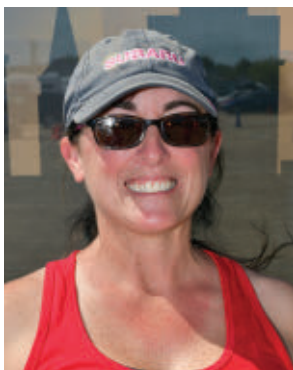
This was a first title for Krampert. He said he had made a shock change between the two days that helped him to get an advantage along with bringing two sets of tires, an older set and a newer one.

"The plan was to switch for the final run," Krampert said, "but I did my first run, and the tail was out all over the place." He made the decision that "these were toast," and swapped to the newer set of tires for the last two runs. "For the last run, Glover was only 0.02sec ahead, so in that run I really had to push – and it worked well."

**Chris Dunn**

**"On the East Course, [Crissy] Hedderick maintained her lead, getting faster on each run"**

Scott Arnold



▼ SSL

**Crissy Hedderick**

#174 Team Minardi Chevrolet Corvette

Talking to some of the top contenders in the West Course grid on Friday, the feeling was that the Caymans were going to have the advantage. The runs started off strong with trophy times in the low 54s and 55s, but nobody in the 53s – yet.

On second runs, only two drivers found that number – Dan Simms at 53.8 and Charles Krampert with a 53.9. Krampert was the only one to do it on final runs, setting FTD of 53.617 for the win totaling 114.039. Glover's day-one FTD kept him in second place just 0.198sec behind, with Simms on the third step of the podium.

The Cayman advantage did not quite materialize, with the Porsches of Kevin Wenzel and Franke finishing

## B STREET

Last time around, there was some mention of a Leeder leading his class (DS winner Mike Leeder), and a Win winning his class (Win-hou Chow in FS). This year, the two of them locked up in BS, along with defending National Champion David Marcus, the East Course designer, and veteran Mark Daddio, who has never gone home without a trophy. Therein lay the battle.

Solo has precious few deep, diverse classes, but this is one of them. Daddio in his GT350 and Leeder in his Camaro 1LE posted low 55sec runs before Tony Chow in the Ben Edmiston BMW M2 dropped a 54.286 early to set the standard.



Rupert Berrington



Edmiston added another low 55, followed by Jason Bucki in another M2 who coned his, before Marcus clocked 54.1 in his Supra, which was great but for the cone he hit right before the finish.

Second runs saw Daddio coning away a high 54, Leeder getting close with a 54.5, and no other sub-55 times until Marcus came across with a 54.4 – but taking out the same cone as before.

Daddio cleaned up his 54.8 on his third look, Andrew Kessel joined the club with his own 54.8 in his M2C, and Marcus was careful enough on his last attempt to get a clean 54.4 to move ahead of Leeder for second behind Chow.

Wednesday looked like it might be a closer battle, with first Daddio and then Leeder posting 61.6s on the East Course to take the class lead (all of a tenth of a second apart) before Chow coned his own 61.6. Second drivers Bucki and Marcus both managed 61.8s, Marcus getting to within .06sec of Leeder.

Run two saw only a couple of improvements, Daddio running a slightly quicker 61.6 and Chow posting a 62.0 that managed to split Leeder and Marcus, though with a run remaining nothing had really been decided.

Leeder used his third run to some advantage, increasing his margin by a bit over 30 thousandths just before Chow

**“For the last run, [Jacob] Glover was only 0.02sec ahead, so in that run I really had to push”**

**CHARLES KRAMPERT**

posted a class-crushing 61.401 to take a lead of 0.557sec. A small 0.8sec blanket covered the top four of Chow, Leeder, Marcus, and Daddio.

In the end, four different marques filled the top four spots. Chow called the choice of the DCT-driven M2 a last-minute decision and, given the gearing, probably not even the optimal choice with the other options of a GT350 or a manually shifted M2, though he considers them to be pretty much equivalent in potential.

#### B STREET LADIES

Yes, BSL matched BS for diversity – an M2, a Supra, and a Camaro. It was just three drivers for Heat 5, but an unusually tight battle, especially given the diverse ways they got to their final results.

Evanthe Salisbury drove a Camaro 1LE and had a sparkling 58.7 on her first shot at the West Course. It was marred by two cones, but nobody would match the raw time. Nats rookie Ashley Heyman's M2 led after every run on Tuesday, her 59.205 giving her nearly a two-second lead over Suzanne Segal's Supra going into day two.

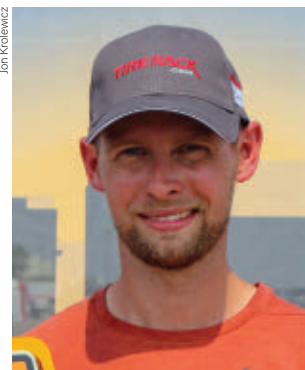
A STREET		
1.	<b>Charles Krampert</b> #94 Corvette Z06	TnnV 114.039
2.	<b>Jacob Glover</b> #97 Corvette Z06	StCt 114.237
3.	<b>Dan Simms</b> #70 Corvette Z06	Chi 115.137
4.	<b>Kevin Wenzel</b> #172 Porsche Cayman GTS	Colo 115.237
5.	<b>Brian Franke</b> #99 Porsche Cayman GTS	Neb 115.624
6.	<b>William Bostic</b> #71 Corvette Z06	CCar 115.647
7.	<b>William Damhoff</b> #90 Corvette Z06	Chi 115.825
8.	<b>David Green</b> #48 Corvette Z06	Wich 116.942
9.	<b>Jeffrey Mark Pilson</b> #33 Corvette	ETnn 117.072
10.	<b>Zack Barnes</b> #178 Corvette Z06	Hous 117.144
11.	<b>Mark Ponusky</b> #143 Corvette Z06	NEng 117.174
12.	Jason Ruggles/Fla (#51 Corvette Z06); 13. Andrew Francis/Chi (#165 Corvette Z06); 14. K.J. Christopher/Tex (#78 Corvette Z06); 15. Rachel Baker/NEng (#35 Porsche Cayman S); 16. Jim Fossum/Atl (#151 Corvette Z06); 17. Kent Weaver/Cinc (#98 Corvette Z06); 18. Tim Sholar/Det (#26 Corvette Z06); 19. Bill Sanford/SanD (#80 Lotus Elise); 20. David Finchum/Chi (#65 Corvette Z06); 21. Van Townsend/Colo (#72 Porsche Boxster); 22. Jim Reyenga/Colo (#159 Corvette Z06); 23. Aaron Botnick/Colo (#42 Corvette GS); 24. Hans Villanueva/Milw (#11 Porsche 718T); 25. Chris Harrison/Neb (#61 Corvette Z06); 26. Christopher Heideman/WMch (#176 Corvette Z06); 27. Ken Pike/Colo (#88 Corvette Z06); 28. Frank Wietharn/Kan (#63 Corvette Z06); 29. Christopher	

Dirkschneider/Neb (#3 Corvette Z06); 30. John Wiseman/NwOh (#84 Lotus Elise); 31. Ben Weaver/Cinc (#126 Corvette Z06); 32. Dave Hardy/Atl (#59 Corvette); 33. Ben Horgen/NEng (#43 Corvette Z06); 34. Michael White/InNw (#17 Toyota Supra); 35. James Harrison/Wich (#27 Toyota GR Supra); 36. Jeff Janulis/Chi (#95 Porsche Cayman S); 37. Michael Lella/SanF (#57 Corvette Z06); 38. Randy Hickman/Colo (#53 Corvette Z06); 39. Tom Pora/Colo (#81 Corvette Z06); 40. Brent Cary/Indy (#31 Corvette Z06); 41. Carl Heideman/WMch (#76 Corvette Z06).

#### A STREET LADIES

No entries

Jon Krolewicz



▼ AS  
**Charles Krampert**

**#94 Your Brand Tire Here Chevrolet Corvette Z06**



Rupert Berrington





Perry Bennett

#### EVERY LAST MINUTE

Those looking for the winner's edge spent ample time walking the courses.

On Wednesday, Salisbury did it again: an untouchable raw 65.9 on her first attempt with two cones to match. Heyman was DNF on her first attempt, which left Segal's 70.2 as the class leader. Salisbury posted a clean 68.0 on her second try, briefly taking the lead before Heyman cleaned up to a 69.8 on what turned out to be the class-winning run, 0.832sec quicker than Segal.

Salisbury would finish last despite an impressive day's-best 67.947 on her last attempt. The hole she dug with the double-coned run on Tuesday was just too much to overcome.

**Paul Brown**

#### C STREET LADIES

C Street is typically a Miata-heavy class, and 2021 was no different. Of the 40 entrants in CS and CSL, 34 were driving NC and ND models of Mazda's

signature roadster, which would claim all the 10 Open and two Ladies trophies.

The C Street Ladies battle on the East Course Tuesday morning, Heat 1, shaped up early between Langlee King and Stephanie Humphries. King took the early lead, with Humphries smacking three pylons on her first run. Both ended the heat with pylons, standing on their second runs, King's 64.400 just 0.4sec ahead.

On the West Course, the cones were King's undoing. A string of clean 57s by Humphries ruled the day, her best an opening 57.047. King coned all three runs. She had the scratch time to take the lead on her second run, but it was not to be. Humphries ended at 121.888; King was 1.483sec behind.

"It was really hard," Humphries admitted. "Obviously, it was a nail-biter the whole way. I just

**"Chow called the choice of a DCT-driven M2 a last-minute decision and...probably not even an optimal choice"**

told myself I was going to go out there and do it, and the odds were in my favor. Here we are!"

#### C STREET

C Street had a massive amount of churn in the trophy positions during third heat, as would be expected from a field with a delta of less than 1.3sec from first to 10th.

Vivek Goel took the early lead after the first run, with John Wolf and Lance Keeley close behind. Nearly everybody improved on their second runs when Mark Scroggs shot to the top of the leaderboard, outpacing Goel by 0.208sec after Goel put himself in cone trouble. Meanwhile,

Christian Kolmers would make a huge move from 10th to third.

The final runs would see Goel and Wolf clean up, but not enough to move the needle. Scroggs improved half a tenth to 62.043, remaining on top after day one. Will King had claimed second, ahead of Rick Cone, Goel, Wolf, and Kolmers.

On the transition-heavy West Course, Scroggs maintained his lead with a fast first-run 55.2, but he left the door open with cones on his second and third runs.

"That was a battle – I had all the pace, just dirty," Scroggs admitted after his last run. "It was fun in the end – I really wanted that last run...I was just going to hang it out and hopefully it stuck. It didn't, but at least the scratch time looked good!"

Hoping to take advantage of the missteps was Cone. He was faster on the West Course than Scroggs, working



## B STREET

1. <b>Win-hou Chow</b> #68 BMW M2	NwOh 115.687
2. <b>Mike Leeder</b> #53 Camaro SS 1LE	Milw 116.244
3. <b>David Marcus</b> #197 Toyota Supra	Fla 116.279
4. <b>Mark Daddio</b> #27 Mustang Shelby GT350	NEng 116.467
5. <b>Jason Bucki</b> #187 BMW M2	Ariz 117.061
6. <b>Andrew Kessel</b> #79 BMW M2 Competition	SanF 117.268
7. <b>Jay Balducci</b> #87 BMW M2	ArzB 117.284
8. <b>Ben Edmiston</b> #168 BMW M2	StCt 117.390
9. <b>Jerry Centanni</b> #98 Camaro	LnSt 117.403
10. <b>Donour Sizemore</b> #99 Lotus Evora	RioG 117.781
11. <b>Andy Neilson</b> #95 Camaro SS 1LE	Hous 118.259

12. Devin McCuen/SBnd (#61 BMW M2); 13. John Hale/LnSt (#198 Camaro SS 1LE); 14. Chris Levitz/Hous (#195 Camaro); 15. Deans Moheet/WDC (#42 BMW M2); 16. Clyde Caplan/WDC (#196 Camaro SS 1LE); 17. Brian Meyer/KC (#94 Mustang Shelby GT350); 18. Marc Segal/LasV (#16 Toyota Supra); 19. Tim Govier/GtRv (#102 BMW M2 Competition); 20. Paul Dodd/RioG (#75 Porsche Cayman S); 21. Kevin Henry/WDC (#96 Camaro SS); 22. Mark Cornelius/Utah (#67 Camaro SS 1LE); 23. Greg McCance/NwOh (#109 Porsche Cayman); 24. Brett



Scott Arnold

## BS ▼

### Win-hou Chow

#68 Green Apple Auto Works/HGB Motorsports/Edmiston Exotics BMW M2



Rupert Barrington

## Ashley Heyman ▼ BSL

#61 National Kidney Foundation BMW M2

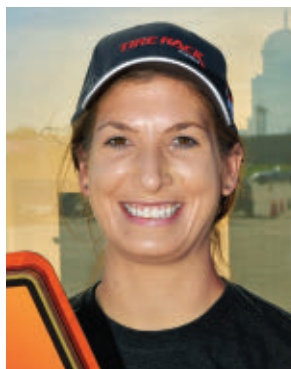


Rupert Barrington

Hudson/TnnV (#199 Lotus Evora); 25. Laura Marcus/Fla (#97 Toyota Supra); 26. Steven Salisbury/WDC (#32 Camaro SS 1LE); 27. Matt Miller/StL (#66 Camaro SS 1LE); 28. Colton Hobaugh/AlHi (#72 Mustang GT350); 29. Thomas Bleh/ODom (#78 Porsche Cayman S); 30. Eric Forbes/LasV (#74 BMW M2); 31. Marcus Merideth/Det (#89 Mustang GT350); 32. Roland Wallner/ODom (#178 Porsche Cayman S); 33. Curt Luther/CSCC (#9 Porsche Cayman); 34. Larry Vaughan/RioG (#175 Porsche Cayman S); 35. Jennifer Merideth/Det (#189 Mustang GT350); 36. Shawn Bauman/AlHi (#40 Corvette); 37. Ryan St. Louis/WDC (#76 Corvette Z51); 38. Mike Bealer/GtRv (#2 BMW M2 Competition); 39. Gus Jacob/KC (#23 Porsche Cayman); 40. Eric Moe/KC (#13 Camaro SS 1LE).

## B STREET LADIES

1. <b>Ashley Heyman</b> #61 BMW M2	Indy 129.086
2. Suzanne Segal/LasV (#66 Toyota Supra); 3 Evanthe Salisbury/WDC (#32 Camaro SS 1LE).	



Scott Arnold

down to a 55.207, but it was not fast enough to erase the deficit from day one.

Further down in the trophies Goel, Wolf, and William Keese swapped places through the late morning.

At the end, it was Scroggs winning his fifth championship at 117.290sec, a scant 0.047sec over Cone. Goel and Wolf completed the podium.

## Andrew Scott

## D STREET LADIES

In a year when Ladies classes were increasingly being left empty, for the second straight Solo Nationals, DSL was not only the second largest Ladies class (after SSCL), it again broke the record for the largest Street Ladies class ever. With the Honda Civic Type R and Ford Focus RS as the favored weapons, 15 drivers took to the East Course for Heat 2 on Thursday.

Two-time defending National Champ Stephanie Reynoso took the lead in her Type R on her first run with a 64.0. Her first 63.7 came with a cone, but she repeated it clean for a 63.706 final run, almost two seconds clear of everyone else. Dawn Danton in a Focus and Jo Dziengel in a Civic were at 65.5, Danton in front by half a tenth.

Day 2 on the West Course saw the battle heat up for the last two podium spots. Dziengel moved up to the second step on first runs and kept improving to a best

of 57.7. Danton's 59.1 was enough to keep her in the final podium spot and block the Type Rs from sweeping the podium.

Reynoso extended her lead, a 56.383 on her second run, the only 56 of the day, to bring her two-day runs to 120.089. Her fighter jet themed Type R (featuring more than 300 individually placed vinyl rivets) lived up to its livery, with a 3.219sec victory margin.





Philip Royle

CS ▼

**Mark Scroggs**

#149 Stranoparts.com Mazda MX-5

**C STREET**

1. <b>Mark Scroggs</b> #149 Mazda MX-5	SanF 117.290
2. <b>Rick Cone</b> #199 Mazda MX-5	Atl 117.337
3. <b>Vivek Goel</b> #198 Mazda MX-5	LnSt 117.842
4. <b>John Wolf</b> #91 Mazda MX-5	CCar 117.950
5. <b>William Keese</b> #82 Mazda MX-5	Chi 118.172
6. <b>Thomas Frecentese</b> #72 Mazda MX-5	CSCC 118.302
7. <b>Will Teller</b> #84 Mazda MX-5	ODom 118.450
8. <b>Christian Kolmers</b> #99 Mazda MX-5	Atl 118.452
9. <b>Lance Keeley</b> #2 Mazda MX-5	Milw 118.511
10. <b>Will King</b> #184 Mazda MX-5	BlRg 118.518
11. Neil Britton/Det (#12 Mazda MX-5); 12. Darrin DiSimo/RdHl (#49 Mazda MX-5); 13. Dennis Sparks/TnnV (#55 Mazda MX-5); 14. Kevin Kent/Indy (#1 Honda S2000); 15. Mike Cavanaugh/TnnV (#74 Mazda MX-5); 16. Troy Acosta/LnSt (#98 Mazda MX-5); 17. Takuto Takagi/Cinc (#56 Mazda MX-5); 18. Xufeng Tang/Chi (#16 Mazda MX-5); 19. Philip Santos/NNJ (#40 Mazda MX-5); 20. Justin Lau/NEng (#140 Mazda MX-5); 21. Bill Myers/Chi (#96 Mazda MX-5); 22. Chris Dvorak/Chi (#196 Mazda MX-5);	



Rupert Berrington



Philip Royle

23. Tim Oyer/Cill (#42 Fiat 124 Spider Abarth); 24. Brian Wells/NCar (#124 Mazda MX-5); 25. Fred Thomas/TnnV (#33 Mazda MX-5); 26. Bryan Jordan/NeOk (#37 Mazda MX-5); 27. Craig Carr/NwOh (#41 Mazda MX-5); 28. Sean Green/Nwst (#86 Porsche Boxster); 29. Raymond Schumin/BlRg (#24 Mazda MX-5 Club); 30. Bret Dodson/Nwst (#186 Porsche Boxster); 31. Pat McCelvey/Hous (#79 Mazda MX-5); 32. Shane Donahue/CSCC (#93 Mazda MX-5); 33. Todd Giencke/LOL (#193 Mazda MX-5 RF); 34. Barrett Adair/Chi (#50 Mazda MX-5); 35. Jason Kuks/Chi (#4 Honda S2000).

**C STREET LADIES**

1. <b>Stephanie Humphries</b> #99 Mazda MX-5	NCar 121.888
2. <b>Langlee King</b> #84 Mazda MX-5	BlRg 123.371
3. Ashley Weaver/Atl (#167 Mazda MX-5); 4. Carol Cone/Atl (#67 Mazda MX-5); 5. Kristin Walker/Chi (#4 Honda S2000).	



Rupert Berrington

▲ CSL

**Stephanie Humphries**  
#99 Mazda MX-5

"It's a wonderful feeling," said the now-three-time SCCA National Champion. "What else is there to say?"

**D STREET**

DS took to the East Course Thursday, for the last heat of the day, with 43 drivers. The class saw a variety of drivetrain configurations, front-wheel drive with the Honda Civic Type R and Hyundai Veloster N, all-wheel drive with the Ford Focus RS, Audi TT, VW Golf R, Mitsubishi Evo, and Subaru STi, and rear-wheel drive with the Ford Mustang and Chevy Camaro.

The dry conditions favored the class favorite Type R, with Alex Piehl taking the lead with a 62.5 on first runs. However, he could not improve, opening the door for Garrett Cogburn to take over with his 62.516, dropping Piehl to second. Javier Reynoso rounded out the top three, with a 62.6, only 0.001sec over Alex Muresan.

Taking to the West Course for the final heat of Nationals, DS provided an exciting finish. First runs saw Piehl moving back to the top spot with a 55.395 – again on his first run and never able to improve – but it turns out he didn't need to.

While Piehl's 117.957 sat atop the leaderboard, everyone else had two shots at it; some had three. Reynoso jumped to the second spot over Garrett on run two. Both dropped time each run, but it wasn't quite



DS ▼

**Alex Piehl**

#127 Robb Ryniak Honda Civic Type R



Rupert Berrington

"It was a nail-biter the whole way. I just told myself I was going to go out there and do it"

**STEPHANIE HUMPHRIES**

enough. Reynoso finished 0.451sec behind Piehl, and another half-second covered Reynoso, Cogburn, Muresan, and Alan Eisenreich as Honda's hot hatch ruled the day.

Piehl credited the win, his second, to "100 percent teamwork," he said. "Everyone came together to prep the car – cleaning OPR [other people's rubber], spraying tires, and checking pressures – so I could focus on what I needed to do."

**Michael Bard**

## E STREET LADIES

Casey Coughlin, who won this class two years ago (as in, the last time), took the lead on her second run and never looked back. In the second heat on Thursday on the corn (west) side, she logged a class-leading 58.110, then had a solid performance with a 66.4 on the plane (east) side to score 124.555sec total and the win.

Molly Thore Maxey and Brittany Edwards shared a car and spent the two days trading the other two trophy places back and forth. Maxey had the first-run lead at 60.1, while Edwards had it after two with a 59.2. Maxey then won it

Rupert Berrington



## D STREET

1. <b>Alex Piehl</b> #127 Honda Civic Type R	StCt 117.957
2. <b>Javier Reynoso</b> #95 Honda Civic Type R	LnSt 118.408
3. <b>Garrett Cogburn</b> #175 Honda Civic	Ore 118.461
4. <b>Alex Muresan</b> #181 Honda Civic Type R	SanF 118.955
5. <b>Alan Eisenreich</b> #191 Honda Civic Type R	StCt 118.996
6. <b>Dave Potocki</b> #97 Honda Civic Type R	WNY 119.130
7. <b>Steven Umholtz</b> #94 Ford Focus RS	Neb 119.677
8. <b>Matthew Villescas</b> #99 Audi TTS	Colo 120.209
9. <b>Ian Creps</b> #39 Honda Civic Type R	AlHi 120.261
10. <b>Steven Matchett</b> #139 Honda Civic Type R	StCt 120.295
11. <b>Myke Dziengel</b> #90 Honda Civic Type R	Cinc 120.330
12. <b>David Nolan</b> #98 Honda Civic Type R	Atl 120.430
13. Brady Loretz/Ark (#178 Hyundai Veloster N); 14. Carl Tanner/Ore (#75 Honda Civic); 15. Timothy Thompson/Sal (#63 Ford Focus RS); 16. Tim Mason/Tex (#14 Ford Focus); 17. Sang Yi/SJY (#32 Mitsubishi Lancer Evo X); 18. Lawrence Danton/Nwst (#3 Ford Focus RS); 19. Aditya Madhavan/Atl (#198 Honda Civic Type R); 20. David Lineberry/CFla (#180 Ford Focus RS); 21. Mike Brau/CFla (#80 Ford Focus RS); 22. Mark Allen/Atl (#189 Ford Focus RS); 23. Donald Gutierrez/	



Jon Krolewicz

Hous (#78 Hyundai Veloster N); 24. Max Bealer/GtRv (#129 Subaru WRX STi); 25. Des Touns/Nwst (#193 Camaro 1LS); 26. Peter Hsu/LOL (#45 Honda Civic Type R); 27. Adam Buchanan/SagV (#72 Honda Civic Type R); 28. Bradley Walker/LnSt (#71 Camaro); 29. Hugo P.W. Yuk/Fla (#86 Ford Focus); 30. Blake Slavin/ConD (#13 Ford Focus); 31. Steve To/NY (#186 Ford Focus); 32. Brian Strack/Kan (#96 Volkswagen Golf R); 33. Mark Valera/Phil (#93 Camaro 1LE); 34. Andrew Advani/Iowa (#66 Subaru WRX STi); 35. Kyle Vega/Atl (#89 Ford Focus RS); 36. Tiberiu Muresan/SanF (#81 Honda Civic Type R); 37. Robert Ryniak/StCt (#27 Honda Civic Type R); 38. John LaRondeau/Neb (#92 Audi TT Quattro); 39. Rob Bealer/GtRv (#29 Subaru WRX STi); 40. Ivy Chang/Tex (#114 Ford Focus) 41. Bob Smith/StCt (#91 Honda Civic Type R); 42. Joshua Emmert/Ark (#106 Mustang); 43. Kerry Emmert/Ark (#6 Mustang).

## D STREET LADIES

1. <b>Stephanie Reynoso</b> #195 Honda Civic Type R	LnSt 120.089
2. <b>Jo Dziengel</b> #90 Honda Civic Type R	Cinc 123.308
3. <b>Dawn Danton</b> #3 Ford Focus RS	Nwst 124.605
4. <b>Cathy Kenny</b> #54 Honda Civic Type R	SBnd 125.271
5. <b>Elizabeth Slavin</b> #31 Ford Focus RS	Colo 126.915
6. Layne Lindeman/Atl (#95 Honda Civic Type R); 7. Soraya Juarbe-Diaz/CFla (#13 Honda Civic Type R); 8. Chelsea McConnell/Ore (#75 Honda Civic); 9. Angela Carlascio/CFla (#113 Honda Civic Type R); 10. Carmen Rowlands/NwOh (#98 Toyota 86); 11. Penelope Strack/Kan (#96 Volkswagen Golf R); 12. Shelby Stoots/NwOh (#198 Toyota 86); 13. Cassidy Allen/Atl (#119 Ford Focus RS); 14. Ann LaRondeau/Neb (#92 Audi TT Quattro); 15. Caitlyn Allen/Atl (#19 Ford Focus RS).	



Rupert Berrington

DSL ▲

**Stephanie Reynoso**

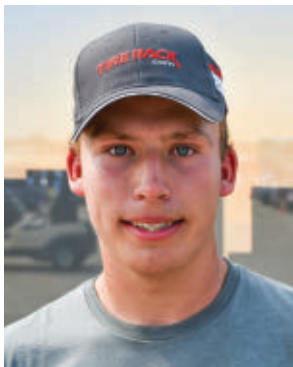
#195 Reynoso Racing Honda Civic Type R



## E STREET

1. <b>Riley Heaton</b> #189 Mazda Miata	Neb 119.917
2. <b>Bartek Borowski</b> #197 Mazda Miata	Chi 120.005
3. <b>Dennis Hubbard</b> #194 Toyota MR2 Spyder	CSCC 120.421
4. <b>Charles Mathews</b> #196 Mazda Miata	Chi 120.597
5. <b>Ivan Austin</b> #187 Toyota MR2	LOL 120.742
6. <b>Kerry Coughlin</b> #193 Mazda Miata	Delt 120.993
7. <b>Andrew Canak</b> #182 Mazda Miata	Milw 121.104
8. <b>Steve Telehowski</b> #97 Mazda Miata	Det 121.728*
9. <b>George Schmitt</b> #90 Mazda Miata	SBnd 121.728*
10. <b>Mark Groseth</b> #88 Mazda Miata	Chi 121.773
11. <b>Nicholas Zelisko</b> #133 Mazda Miata	InNw 121.841
12. <b>Hunter Knight</b> #93 Mazda Miata	CLa 121.955
13. <b>Cory Barr</b> #61 Mazdaspeed Miata	ETnn 121.961
14. <b>Trevor Renson</b> #27 Toyota MR2 Spyder	CFla 122.003
15. <b>Eric Peterson</b> #84 Toyota MR2 Spyder	NCar 122.052
16. Ed Lange/NNJ (#95 Toyota MR2); 17. Timothy Maxey/CCar (#112 Mazda Miata); 18. Gretchen Austin/LOL (#87 Toyota MR2); 19. Wes Jenrich/Chi (#188 Mazda Miata); 20. Joseph Cote/LnSt (#199 Toyota MR2); 21. Derek Secord/CCar (#12 Mazda Miata); 22. Edward Tsui/CSCC (#94 Toyota MR2 Spyder); 23. Gavin Williams/NEng (#48 Toyota MR2); 24. Rich Wayne/NNJ (#77 Toyota MR2 Spyder); 25. Bill Luxon/Chi (#91 Mazda Miata); 26. Jesse Shapiro/Colo (#127 Toyota MR2 Spyder); 27. Michael Grosenheider/LnSt (#163 Mazda Miata); 28. Pax Rolfe/NeOk (#180 Mazda Miata); 29. Daniel Rowland/KC (#147 Toyota MR2 Spyder); 30. Mason Smith/Sal (#80 Mazda Miata); 31. Lynne Rothney-Kozlak/NEng (#198 Toyota MR2 Spyder); 32. Brian Kscinski/Milw (#92 Mazda Miata); 33. Paul Kozlak/NEng (#98 Toyota MR2 Spyder); 34. Heidi Ellison/NNJ (#177 Toyota MR2 Spyder); 35. Carter Heaton/Neb (#89 Mazda Miata); 36. Ryan Thompson/Milw (#192 Mazda Miata);	

Scott Arnold



## ES ▼

**Riley Heaton**

**#189** I've been trying to reach you about your vehicle's extended warranty... **Mazda Miata**



**Casey Coughlin ▼ ESL**  
**#93** CCM/OnTheEdgeRacing/  
Karcepts **Mazda Miata**

Scott Arnold



37. John Moravec/LOL (#166 Mazda Miata); 38. Craig Mankiewicz/Milw (#82 Mazda Miata); 39. Eric Lane/Tex (#99 Toyota MR2 Spyder); 40. Jake Blum/StL (#171 Mazda Miata); 41. Mike Monthei/LnSt (#63 Mazda Miata); 42. Kyle Greene/LOL (#66 Mazda Miata); 43. Donald Wright/CFla (#85 Toyota MR2 Spyder); 44. Neil Rowland/KC (#47 Toyota MR2 Spyder); 45. Jonathan Newton/StL (#71 Mazda Miata); 46. Douglas Brown/Utah (#96 Mazda Miata); 47. Clark Benton/Ark (#40 Toyota MR2 Spyder); 48. Ed Prymak/SagV (#118 Mazda Miata); 49. Bill Bauman/KC (#31 Mazda Miata); 50. Victor Tugulan/SagV (#18 Mazda Miata); 51. Matt Baum/Hous (#86 Mazda Miata); 52. Buck Entrikey/Tex (#4 Mazda Miata); 53. Jodie Boy/InNw (#33 Mazda Miata); 54. Rocky Entrikey/Sal (#104 Mazda Miata).

(Tiebreak per Solo Rules 7.5, second-best times: Telehowski 122.374, Schmitt 122.563)

## E STREET LADIES

1. <b>Casey Coughlin</b> #93 Mazda Miata	Delt 124.555
2. <b>Molly Maxey</b> #112 Mazda Miata	CCar 125.408
3. <b>Brittany Edwards</b> #12 Mazda Miata	NCar 125.547
4. Theresa Walton/Sal (#199 Mazda Miata); 5. Karen Babb/Nwst (#86 Mazda Miata); 6. Janet Bauman/KC (#99 Mazda Miata); 7. Andrea Eggertsen/SagV (#18 Mazda Miata).	

back again scoring a 58.6 while Edwards collected a cone.

Edwards pretty much commanded the East Course, her best a 66.330 on her second shot, but it was not enough to change Thursday's standings. Coughlin finished 0.853sec ahead of Maxey, who finished a 10th up on Edwards.

## E STREET

Thirty-four Miata and MR2 momentum machines were fired up for Thursday's Heat 4 competition on the West Course. The 54 drivers were greeted with bright sunshiny warmth, having the whole heat to themselves as the second largest class at 2021 Solo Championships.

The two-year wait would not deter those who would conspire to prevent nine-time National Champion (seven in ES) Bartek Borowski from making it three in a row. And with 30 championships in the class amongst its drivers, there was no shortage of qualified spoilers.

Dennis Hubbard, 2019's second-place finisher, came out swinging with the fastest of all first runs with a 56.6 – nobody else could beat 57 clean. Riley Heaton had a 56.3 but smacked two cones. It was, however, a warning if anyone was paying attention, that this young Junior Kart graduate was a contender.

Borowski would find his pace on second runs, dropping a half second. Heaton and Ivan Austin would be just a little



Rupert Berrington



Perry Bennett



#### CHECK IT OUT

The D Street Type R of Ian Creps and Steven Matchett gets a once-over after their runs.

bit pacier, however, as they pushed into the low 56s. Third runs up! Austin, Borowski, and Hubbard couldn't find it and had to stand on their second runs.

Heaton, though, took advantage and scorched his Miata across the line with a 55.992.

The evening would be busy for some with the air shipping of sway bars and the swapping of clutches, all with the help of many ES competitors. All cars would make the grid the next day.

Friday's East course promised a lot of fun, with its wide open and wild personality. Would tires be the key? While some Yokohama teams were swapping tire sets between pairs of runs, most BFG drivers were lightly blowing on their warmish tires. There seemed to be no real trends developing in cars or tires.

Heaton would again start the day dirty, as Borowski jumped him and took the lead with the only clean 63sec run. This was his first time leading this event. (Knock, knock. Who's there? Bartek. Bartek who?). Austin was still clinging to the second spot.

But second runs were where this would all play out.

Borowski scraped up another three-tenths and would put in the day's fastest run at 63.447 on his second shot. Despite this seriously quick time, Heaton already had a 63.9 on the board and now held a scant 0.088sec lead.

Both leaders started off their final runs by sending cones flying, sending a priority mail invitation to everyone else to come get them. Hubbard and Charles Mathews would post their best moves, slotting into the third and fourth spots, while Austin fell to fifth.

After the tire smoke cleared, it was young Riley Heaton who did the champ-blocking with a total time of 119.917. This was his first Nationals win in a door-slammer (following two in FJ), and the slimmest margin of victory in ES in at least 10 years.

"It was definitely good knowing I had a little wiggle room, but I knew I had no time to waste," said an ecstatic Heaton. "Everyone would be coming for me! All the years of karting really paid off."

**Patrick Washburn**

#### F STREET

F Street, the traditional home of the rear-wheel-drive V-8 autocross car, had its time to shine in the second half of Solo Nationals. On Thursday, the big iron ran the Plane Side in the second heat.

The class was evenly split between Detroit iron Camaros

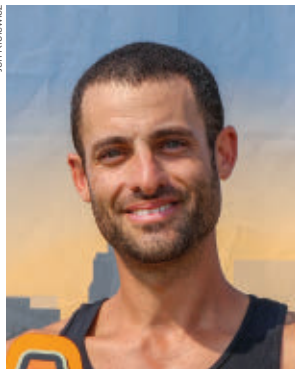
and Mustangs, and the Bavarian bullets from BMW – nine drivers in each. But as first runs Thursday got underway, the M3s began to cement their place at the top of the standings.

Jeff Cashmore laid down a 61.883 first time out, which held up as FTD throughout second and third runs. Tom Layton and Jake Namer, also in M3s, rounded out the day-one podium with a 62.0 and 62.2, respectively.

On the corn (west) side, it was much of the same with M3s leading the charge. Namer, with a 54.9 during first runs, jumped to the top over Layton and Cashmore. He then backed it up on second runs with a 54.779. Cashmore found time on his third run, a 55.3, but only enough to hold on to third place. Layton grabbed second, only 0.061sec back of Namer, who took



Jon Kołewicz



FS ▼

**Jake Namer**

#96 Hamfist Racing/HGU New  
York/JAXE&Co/Alfa BMW M3



Rupert Berrington

his second championship with a total time of 117.018.

Namer, sitting in third going into day two, said he felt "not great. You know, being down three tenths is not a huge margin, but you never want to go in down. So, I just knew I needed to send it – so I sent it."

He was seen being emotional as he crossed the line after his final run. Afterward: "I scream, you scream, we all scream for ice cream! I've been screaming a lot this trip; on course, before runs, in grid, just trying to build the energy, man!"

BMW pilots also snagged fourth and fifth, Paul Brown and Patrick Gaffney, with honorable mention to Dan Cochran, who claimed the last trophy spot in a Camaro SS, the only trophy ride that was not an M3.

**F STREET LADIES**

FSL's Heat 5 grid looked slightly different from the Open class counterpart: no Bimmers! The four drivers were all in Mustangs.

Lisa Valera took a momentary lead at 68.7sec until co-driver and car owner Cindy Duncan cemented herself in first place with a 64.7. After another one on run two, Duncan claimed FTD with a third run best of 64.531.

No one was able to catch Duncan on day two. On her second time out, she posted a 58.689 for a sizeable lead of 7.218sec over her teammate. With a 123.22sec total time, Duncan claimed her third FSL championship.

She said she felt pretty relaxed on the second day. "We thought we'd play around and just try things, you know, for future knowledge. So, we changed tires with the Falkens instead of the Yokohamas."

Her teammate, she said, "Came out of an SSR Corvette on Hoosiers. She's trying to learn her D Street Camaro, so I was like, 'Uh, come along and I'll teach you a muscle car.' So, we've been playing with data and having fun together."

**Colton Hobaugh****G STREET**

Sunny skies and cool morning temperatures greeted the 32 G Street drivers – six of which were not in Honda Civics – as the class kicked off the 2021 Nationals in Heat 1 on the East Course on Tuesday. From run to run, positions would be shaken like dice in a cup. When the dust settled on

**F STREET**

1. Jake Namer #96 BMW M3	NY 117.018
2. Tom Layton #97 BMW M3	WDC 117.079
3. Jeff Cashmore #99 BMW M3	Milw 117.277
4. Paul Brown #198 BMW M3	RioG 119.401
5. Patrick Gaffney #197 BMW M3	WDC 119.405
6. Dan Cochran #89 Camaro SS	CCar 119.886
7. Jason Proksch/StL (#196 BMW M3); 8. Nick Lindsay/Ala (#103 Camaro); 9. Brian Haynes/RioG (#98 BMW M3); 10. Dan Hawryliw/Ariz (#73 Mustang GT); 11. Terry Baker/WDC (#171 Camaro); 12. Chase Ketterling/Cill (#78 Mustang); 13. Sherrod James/Ala (#3 Camaro); 14. Donald Knop/Neb (#94 Ford Shelby GT); 15. Curtis Staples/ODom (#71 Camaro); 16. Jeff Wetzel/GuCo (#79 BMW M3); 17. Brent Sturgeon/Sind (#63 Mustang GT); 18. Kevin Youngers/Colo (#76 BMW M5).	

**F STREET LADIES**

1. Cindy Duncan #142 Mustang GT	CKy 123.220
2. Lisa Valera #42 Mustang GT	Phil 130.438
3. Kellie Knop/Neb (#94 Ford Shelby GT); 4. Dawn Sturgeon/Sind (#63 Mustang GT).	

**FSL ▼ Cindy Duncan**  
#142 Andy's Auto & Truck Acc/  
Lewis Automotive Mustang GT



Rupert Berrington



Rupert Berrington





Perry Bennett

#### DETAILS MATTER

OPR removal gets underway in grid on the E Street  
Miata of Ed Prymak and Victor Tugulan.

Wednesday, the nine trophy positions would be covered by just 0.706sec, and each day's fastest drivers would not even end up in the final top five.

Mike King, for example, would take the lead at 64.2sec, just ahead of Emery Seaton and Terry McIntyre, both at 64.3, then Ryan Finch and Brian Tefft Jr. at 64.5. And that was just the first run.

Seaton improved to 63.77, fast enough to keep the lead through final runs. Ed Vogt and Finch also ran 63s, the three covered by 0.128sec. Finch found a tenth on his last run to jump ahead of Vogt, shrinking the top-three blanket to 0.077sec. John Azevedo, who'd been floating around in 66s and 65s, joined the 63s on his final try to slide into fourth.

This year's G Street class saw drivers combining the

**"I've been screaming a lot...on course, before runs, in grid, just trying to build the energy, man"**  
**JAKE NAMER**

Kumho, Falken, and Yokohama tires in a variety of front and rear combinations. Seaton and Tefft went for a Kumho-front/Yokohama-rear setup. Finch and Vogt decided to stick with Falkens on all four positions, while Azevedo chose Yokohamas up front and Falkens on the rear axle.

Moving to the West Course, Tefft arrived on a mission posting the fastest first-run time, one of four drivers at 56.3, to take over the class lead. Michael Yanase also joined the conversation, improving from fifth to second and knocking Seaton down to third. Brad McCann, 11th on the first day, won the second

day on his second run when he hung a 56.177 on the board.

Finch claimed the class lead with a 56.6 on second runs, with Yanase hopping Tefft Jr. to complete the top three. Six drivers were now sitting on total times of 120sec with one run to go.

And then there would be seven.

Azevedo pulled a rabbit out of his hat for the second straight day, improving by 1.3sec on his last run, landing a 56.4 to claim the class lead at 120.401sec after first drivers. He waited anxiously during second drivers as Finch, Yanase, and Tefft all took their best shots, but to no avail. Azevedo was the G Street National Champion, winning by a scant 0.051sec over Finch.

"This is redemption for the cone that kept me from winning the championship in 2016," Azevedo exclaimed. "It's been

festering forever, so maybe I'll be able to let it go now."

Yanase claimed the final podium step just 0.005sec behind Finch, with Tefft missing by just 0.001 sec. After King in fifth, the quickest drivers of each day, Seaton and McCann, ended up sixth and seventh. The eighth trophy slot was occupied by the only non-Honda in the bunch, Robin Newborg denying the trophy sweep with his Volkswagen GTI. Vogt held on for the final trophy.

#### G STREET LADIES

Tracey Burckhard came to her first Nationals as one of the Wendi Allen Scholarship winners, only to find herself unopposed in G Street Ladies. She posted times of 67.166 on the East Course and 61.107 on the West, for a total time of 128.273sec.

**William Bostic**



## G STREET

1. <b>John Azevedo</b> #77 Honda Civic Si	Chi 120.401
2. <b>Ryan Finch</b> #174 Honda Civic Si	NwOh 120.452
3. <b>Michael Yanase</b> #190 Honda Civic Si	CSCC 120.457
4. <b>Brian Tefft Jr</b> #191 Honda Civic Si	Kan 120.458
5. <b>Mike King</b> #86 Honda Civic Si	Bucc 120.689
6. <b>Emery Seaton</b> #182 Honda Civic Si	Iowa 120.728
7. <b>Brad McCann</b> #43 Honda Civic Si	Tex 120.826
8. <b>Robin Newborg</b> #79 Volkswagen Golf GTI	LOL 121.065
9. <b>Ed Vogt</b> #93 Honda Civic Si	CFla 121.107
10. Andrew Ramos/Det (#74 Honda Civic); 11. Chang Ho Kim/NEng (#124 Honda Civic); 12. Brent Seaton/Iowa (#92 Honda Civic Si); 13. Terry McIntyre/CFla (#193 Honda Civic Si); 14. Justin Eckles/Neb (#83 Honda Civic Si); 15. Brian Anthony/Det (#84 Ford Focus ST); 16. Christopher Jepsen/Neb (#183 Honda Civic Si); 17. Roy Handoko/Chi (#73 Honda Civic); 18. Jack Burns/NwOh (#94 Honda Civic Si); 19. Russell Burckhard/MoHu (#81 Volkswagen GTI); 20. Marco Cruz/CSCC (#90 Honda Civic); 21. Brian Tefft Sr./Kan (#91 Honda Civic Si); 22. Sam Sheehan/Colo (#26 Honda Civic Si); 23. Phillip Meredith/Kan (#66 Volkswagen GTI); 24. Keith Koegler/NwOh (#97 Honda Civic Si); 25. Daniel Sato/Hous (#64 Honda Civic Si); 26. Ragha Madawela/Hous (#85 Honda Civic); 27. Kimsoo Gopnik/NEng (#24 Honda Civic); 28. Phil Osborne/Tex (#96 Honda Civic Si); 29. Joshua Pertsch/Milw (#87 Honda Civic Si); 30. Terrence Ussery/Tex (#164 Honda Civic Si); 31. Thomas Simon/Atl (#99 Ford Focus ST); 32. Jonathan Dove/Bucc (#61 Volkswagen GTI).	

## G STREET LADIES

1. <b>Tracey Burckhard</b> #81 Volkswagen GTI	MoHu 128.273
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Philip Royle



## GS ▼

## John Azevedo

#77 FunPros.com/AlanAuSpeedShop/  
Picked Beets Racing/BDR/Where's  
Hubert? Honda Civic Si



Rupert Berrington

from Carvana the week before Nationals, and Blume was right with them before their first runs giving advice and tips on the new car. Coil was competing in her first Solo Nationals after doing her first autocross only six months ago.

## H STREET

There seemed little consensus on tire choices among the 42 competitors. Yokohama, Bridgestone, BFGoodrich, and Falken all made it into the trophies, but most notable was Ron Williams' win on a newly released Kumho tire as the only one in the class competing on them.

Leading up to the event, Williams and Cameron Goode were expected to battle it out in their 2021 Honda Civic Sports, and that battle did not disappoint. Starting off on the West Course, Heat 3, Goode took a 0.256sec lead on day one at 57.010sec, with Williams coming away a third run only 0.005sec slower. Rookie Caleb Pardus, in third, had to rely on his second run after a DNF on his final try.

The class saw an incredibly tight battle at the top with most trophy positions having less than a tenth-of-a-second gap between them. In an effort to get those last-ditch fractions of time out of their cars, drivers were using tire blankets, ice blankets and water, multiple sets of tires, and everything in between.

"This is redemption for the cone that kept me from winning the championship in 2016"  
**JOHN AZEVEDO**

## H STREET LADIES

The ladies of HS got to drive first, going out in Heat 1, with the class featuring three drivers: Laney Blume, Melanie Dorsey, and Tina Coil. Blume took a lead in the class from the start of run one on Thursday and maintained a healthy margin through all her runs. She posted a best of 58.302 on the West Course, 66.444 on the East, sealing her victory on Friday by 6.020sec, totaling 124.746sec.

What you don't see on paper, though, was Blume really enjoying her fourth-straight championship win and sharing the process with her competitors along the way. Dorsey and her husband Christopher were sharing a blue Civic Sport in HS/HSL they'd just purchased

Philip Royle



Rupert Berrington



## ▲ GSL

**Tracey Burckhard**  
#81 Volkswagen GTI



"It felt good to make the comeback on day two. Caleb [Pardus] was quick on his second run"  
**RON WILLIAMS**

As things took shape, most drivers settled into the East Course by run two with a lot of movement in the standings. Most notably, Claude Lawrence rocketing his way up into the final trophy spot after being down on Thursday. The biggest battle, though, was in final runs, with Williams on his second run taking the top spot and Goode needing to chase him down by a 0.486sec deficit.

With the two gridded side by side, they were also on course together, Goode chasing Williams literally as well as figuratively. Williams, Goode, and Pardus all were quickest on their final runs – Good and Pardus posting identical times – but Williams was faster at 64.224.

"It felt good to make the comeback on day two," he said, "Caleb was quick on his second run, and he knew he needed to be at that benchmark if he wanted the win."

This is the eighth National Championship for Williams, each won in a different class. He mentioned "building an EP car for the future," but uncertain when that car may make its debut.

**Kelsey Karanges**

Rupert Barrington



Scott Arnold



▼ HS  
**Ron Williams**  
#98 Southwest Auto Service  
Honda Civic Sport

Ford Fiesta ST); 22. Scott Bourne/ Cinc (#73 Ford Fiesta ST); 23. Daniel Marx/Cill (#27 Mini Cooper); 24. Evan Markewycz/ Utah (#144 Ford Fiesta ST); 25. Brandon Hagaman/Det (#190 Ford Fiesta ST); 26. Eric Fredricks/ GtRv (#82 Fiat 500 Abarth); 27. Brett Webb/RioG (#7 Ford Fiesta ST); 28. Joseph Lagdao/ NEng (#45 Ford Fiesta ST); 29. Rob Pingarelli/NePa (#88 Honda Accord); 30. Rob Undrill/Ore (#18 Ford Fiesta ST); 31. Joseph Austin/ RdHl (#69 Mini Cooper); 32. Kia Gharib/Cinc (#127 Mini Cooper); 33. Jessica Lewis/Ala (#56 Ford

#### H STREET

1. <b>Ron Williams</b> #98 Honda Civic Sport	Kan 121.490
2. <b>Cameron Goode</b> #99 Honda Civic	Tex 121.939
3. <b>Caleb Pardus</b> #21 Ford Fiesta ST	StCt 122.282
4. <b>Christopher Dorsey</b> #76 Honda Civic Sport	Colo 122.371
5. <b>Russell Blume</b> #97 Honda Civic S	Kan 123.004
6. <b>Greg Reno</b> #36 Mini Cooper	Kan 123.025
7. <b>Matt Morhardt</b> #96 Honda Civic	LnSt 123.087
8. <b>Peter Ling</b> #188 Honda Accord	NePa 123.493
9. <b>Chris Carris</b> #139 Ford Fiesta ST	ODom 123.825
10. <b>Sam Karp</b> #12 Honda Civic Sport	Milw 124.057
11. <b>Richard Verret</b> #129 Honda Civic Sport	OhV 124.070
12. <b>Claude Lawrence</b> #29 Honda Civic Sport	OhV 124.205
13. Brandon Porambo/Indy (#42 Ford Fiesta ST); 14. Marko Gidej/ Phil (#156 Ford Fiesta ST); 15. Rob Krider/SanF (#38 Honda Civic); 16. Trevor Jones/CFla (#92 Ford Fiesta ST); 17. Brian Duncan/Ore (#118 Ford Fiesta); 18. Austin Dowda/Utah (#44 Ford Fiesta ST); 19. Stuart King/Det (#192 Ford Fiesta ST); 20. Daniel Colebert/CPa (#51 Ford Fiesta ST); 21. Todd Rushing/NNJ (#15	



Rupert Barrington



Jon Kiewicz

**Laney Blume** ▲ HSL  
#97 Southwest Auto Services  
Topeka KS Honda Civic S

Fiesta ST); 34. Ryan Sato/Haii Ford Fiesta ST); 35. John Li/Det (#90 Ford Fiesta ST); 36. Travys Armitage/Colo (#2 Ford Fiesta ST); 37. Johnny Foesch/Milw (#194 Ford Fiesta ST); 38. Andrew Nicoella/ MoHu (#145 Ford Fiesta ST); 39. Armando Castillo/Tex (#10 Ford Fiesta ST); 40. Andy Seipos/Chi (#91 Honda Civic HB Sport); 41. Andrew Fleming/Ala (#54 Honda Civic); 42. John Foesch/ Milw (#94 Ford Fiesta ST).

#### H STREET LADIES

1. <b>Laney Blume</b> #97 Honda Civic S	Kan 124.746
2. Melanie Dorsey/Colo (#76 Honda Civic Sport); 3. Tina Coil/Cinc (#73 Ford Fiesta ST).	





Perry Bennett

**STYLIN'**

A color-coordinated Mike Snyder preps the STS CRX he shared with Ian Baker at this year's Solo Nationals.

## STREET TOURING CLASSES

**STREET TOURING ULTRA LADIES**

Five drivers gridded next to the corn for the STU Ladies class during the first heat Tuesday morning. First driver out, Becca Nell aboard a Nissan 350Z, took an early lead with a 56.6. She'd run two more 56s, but neither was quicker. Meanwhile, Melissa Fehr in a Boxster and Kati Bianchi in the other 350Z ran 57s. The thing is, for Fehr, it was her only clean run, while it was Bianchi's only dirty run. A flyer on run three put Bianchi in first at 56.614, just 0.007sec ahead of Nell.

Experience paid off for Nell on day two as her first-run 63.984 on the plane (west) side was unmatched by the field. She'd total out at 120.605, with Bianchi 1.316sec behind.

This was Nell's second championship, and a special one as she dedicated it to departed SCCA members Bruce Bellom and Keith Scala.

**STREET TOURING ULTRA**

The 37 entries in STU for Heat 5 presented an unusually wide range of platforms: boost buggies, M3s, Z cars, Porsches, and Fiats.

First and second runs went to the buggies, Mark Hill's "E-voh IX" scoring 54.2 after run one, and Michael Carpenter's STI popping what would be the day's best, a 53.595 on run two.

Run three saw Alex Salnikov vault his Fiat 124 into the lead with a 53.452, but it came apart in the protest tent. The protest committee found the two Fiat 124s had factory heat shields on the turbo removed and replaced with heat blankets. Ruled non-compliant, all runs by Fiat drivers had five seconds added, effectively relegating the cars to last place.

So now the class moved to the East Course with Carpenter in the lead followed by Matt

Ales' M3 0.2sec behind, and then 10 drivers in the 54s.

Day two was all Carpenter as his first run, a 60.7, was enough to keep him clear of the field even though he never improved it. He finished at 114.362sec. Ales began with a 60.7, improving only tiny increments on each run to end at 60.6, oh so close but still 0.061 sec behind. Hill found bigger chunks of time, ending with a day's best of 60.250 to stand on the last step of the podium.

**Donour Sizemore****STREET TOURING ROADSTER**

The lineup was 32 drivers in ND Miatas – all but one in an ND2 – and two drivers sharing a 2003 Porsche Boxster S. At the top was a renegade from CSP who had ruled that class in five of the previous six Solo Nationals. In fact, for 2021, STR became home to those with

many National Championships from across multiple categories of Solo. So, when the class kicked off action for heat one on Thursday on the West Course, excitement was not long coming.

Times were impressive from the start, especially during the first runs for second drivers. Billy Davis and Daniel McCelvey displayed serious pace, with each dropping into the 52s. Josh Luster's second run showed a 51.9 time on the board, the only sub-52 posted, but it carried a cone penalty.

Davis – he of the five CSP titles and four of Jeff Kiesel's Top PAX Award guitars – brought drama on his third run when he brushed a cone while exiting the showcase element. The crowd reacted when the course worker surveyed the scene and offered a "safe" signal, but truly erupted when Davis completed the course with a class-best



Scott Arnold



▼ STU  
**Michael Carpenter**  
#189 Vaping Kills Subaru STi

time of 52.061. McCelvey, who was on course when Davis finished, capped his last run with a solid improvement, slotting into second place a mere 0.249sec back.

STR started day two with an early fight again to show who had the pace needed, as Davis, McCelvey, Luster, and Ken Houseal all jumped right into the 59s, separating themselves from the rest of the field. McCelvey's 59.0sec run represented the top-class time to that point, but everyone was waiting for 58s.

Heading into final runs, a buzz surrounded the side-by-side grid spots for Davis and McCelvey, as crews worked to remove tire pickup for the dramatic showdown.

Davis' final run proved an absolute flyer, as he laid down a 58.630, taking fast time for STR on both days and a 110.691sec total. McCelvey said he knew going into that third run that he had to push for his best possible time, but the push earned a DNF, leaving him 0.625sec behind. Luster got the only other 58, good for third place.

#### STREET TOURING ROADSTER LADIES

Catherine Tran got a fast start on Thursday, taking a sizable two-second lead after her first run. Her consistency resulted in a modest gain on her third run, the class-best time of 55.533sec. Meghan Lapeta made a major jump on her final

Rupert Berrington



run, leaving Tran only a 0.662sec margin at the end of the day.

Tran said the West Course featured elements where courage was required to carry speed, so her emphasis going to the East Course was to avoid "chicken lifts" and to trust the high-grip levels for which STR cars are so well known.

Day 2 brought warmer temperatures during STRL's fifth heat action, creating additional challenges for the drivers to manage tire heat. Tran again set the bar for the class on her first run, capturing a massive six-second lead on a run of 63.733sec.

Nobody, not even Tran, could match the time on subsequent runs and she held a solid 119.266sec overall time. Lapeta again was closest, making a huge jump on her third run, cutting the final margin to 1.302sec.

This was Tran's first championship and enabled her to join her fiancé, Adrian

STU ▼ **Becca Nell**  
#13 G-Fab Racing/Red Leash Rescue/  
Becca the Builder Nissan 350Z

Scott Arnold



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#### STREET TOURING ULTRA

1. <b>Michael Carpenter</b> #189 Subaru STi	Utah 114.362
2. <b>Matt Ales</b> #192 BMW M3	CSCC 114.423
3. <b>Mark Hill</b> #45 Mitsubishi Evo IX	Kan 114.515
4. <b>Brian Schneekloth</b> #99 Mitsubishi Evo IX RS	Neb 114.696
5. <b>Justin Tsang</b> #92 BMW M3	SanF 115.187
6. <b>Bill Zerr</b> #182 Nissan 370Z	Nwst 115.794
7. <b>Brian Killourhy</b> #97 Porsche Cayman S	Colo 116.491
8. <b>David Bianchi</b> #41 Nissan 350Z	Chi 116.846
9. <b>Steve McLaughlin</b> #95 Nissan 350Z	Reno 116.875
10. <b>Kevin Schultz</b> #42 Subaru STi	Utah 116.948

11. Bob Tunnell/Colo (#98 BMW M3); 12. Brandon Davis/Utah (#89 Subaru STi); 13. Brian Kelly/Colo (#52 Mazdaspeed Miata); 14. Jason Daily/Cill (#21 Nissan 2350Z); 15. Jonathan Kuo/Colo (#80 BMW M3); 16. Nick Dunlap/CFla (#54 Corvette); 17. Brandon Dan/Tex (#22 Honda Civic Type R); 18. Caitlin Dunlap/CFla (#154 Corvette); 19. Jeremy Hebbel/WDC (#87 Porsche Cayman S); 20. Stephen Fehr/ODom (#61 Porsche Boxster S); 21. Kevin Murphy/NeOk (#79 Mitsubishi Evo VIII); 22. Paul Kolatorowicz/Chi (#83 Ford Focus); 23. Dan Podhola/Nwst (#82 Nissan 370Z); 24. Aaron Kemmer/WDC (#144 Nissan 370Z Nismo); 25. Hal Dorton/SanF (#74 BMW M3); 26. Jeffrey Tattershall/Colo (#23 Nissan 370Z); 27. Robert Orth/GuCo (#44 Nissan 2370Z Nismo); 28. Jeffrey West/Colo (#27 Subaru WRX STi); 29. Norm Flowers/Susq (#187 Porsche Cayman S); 30. Brendan Sobers/Colo (#88 Nissan 370Z); 31. Paul Tibbals/SanF (#3 Subaru STi); 32. Dave Melton/Ky (#10 Nissan 370Z Nismo); 33. Eric Hunter/NeOk (#77 Audi S3); 34. Ramon Pellizzaro/Iowa (#18 Nissan 370Z); 35. Jacob Ronald/NEng (#14 Fiat 124); 36. Alan Salnikov/NEng (#114 Fiat 124); 37. Adam Norton/Ky (#91 Fiat Spider).

#### STREET TOURING ULTRA LADIES

1. <b>Becca Nell</b> #13 Nissan 350Z	NEng 120.605
2. <b>Kati Bianchi</b> #41 Nissan 350Z	Chi 121.921
3. <b>Melissa Fehr/ODom</b> (#91 Porsche Boxster S); 4. <b>Patty Tunnell/Colo</b> (#98 BMW M3); 5. <b>Chelsea Tattershall/Colo</b> (Nissan 370Z).	



**STREET TOURING ROADSTER**

1. <b>Billy Davis</b> #198 Mazda MX-5	NEng 110.691
2. <b>Daniel McCelvey</b> #199 Mazda MX-5	Hous 111.316
3. <b>Josh Luster</b> #89 Mazda MX-5	WDC 111.701
4. <b>Ken Houseal</b> #194 Mazda MX-5	Phil 112.497
5. <b>Matt Jones</b> #82 Mazda MX-5	CSCC 112.855
6. <b>Mark Dudek</b> #93 Mazda MX-5	NEng 112.919
7. <b>John Hunter</b> #196 Mazda MX-5	Neb 113.231
8. <b>Christopher Vreeland</b> #178 Mazda MX-5	Utah 113.367
9. <b>Corey Phillips</b> #174 Mazda MX-5	Hous 113.615
10. <b>William Koscielny</b> #193 Mazda MX-5	NEng 113.677
11. Marcus Pyne/WDC (#92 Mazda MX-5); 12. Jon Caserta/Phil (#94 Mazda MX-5); 13. Matt McCabe/Neb (#96 Mazda MX-5); 14. Scott Mullens/CSCC (#50 Mazda MX-5); 15. Paul Frey/Neb (#55 Mazda MX-5); 16. Jeff Stuart/CSCC (#130 Porsche Boxster S); 17. Ricky Crow/LnSt (#151 Mazda MX-5); 18. Trevor Blackwell/WDC (#197 Mazda MX-5); 19. Bob Davis/NEng (#98 Mazda MX-5); 20. Alan Claffie/WDC (#97 Mazda MX-5); 21. Chris Leclair/LnSt (#51 Mazda MX-5); 22. Mark Labbancz/NNJ (#189 Mazda MX-5); 23. Tracy Ramsey/Chi (#195 Mazda MX-5); 24. Jeremy Wilson/LOL (#56 Mazda MX-5); 25. Tim Aro/WDC	

Scott Arnold



STR ▼

**Billy Davis**  
**#198 Mazda MX-5**


Rupert Berrington

times, but nobody else could find a clean 53. In fact, only Dsouza hit that mark, but it was dirty.

The closest challengers were Brandon Slater and Manfred Reysser, both at 54.1; David Fauth, Kate Fisher, Jaik Ortiz, and James Tatad, all at 54.3. Neal Tovsen and Jonathan Mudge were another tenth off the pace.

The Lincoln sunshine on Friday brought out the water cans – by the second heat, the East Course grid looked like one big puddle – and a near-total shakeup of the standings. The one position unchanged was first place.

Tatad made a brave effort to cool his co-driven Yoks enough to reel in Dsouza. He was DNF on his first run before turning a 60.8 on his next one, jumping to second place from seventh the day before. Tovsen's 61.1 was the quickest of 17 drivers in the 61s, enough to launch from eighth to third, but not enough to knock Dsouza off.

Dsouza claimed he was never comfortable with his lead despite running the three fastest runs of the day, clocking in at 60.640 at the end. Dsouza's two-day total of 114.239sec produced his first National Championship with a 0.962sec margin of victory.

**STREET TOURING XTREME LADIES**

The only Mazda able to bring it to the Scion/Subaru twins was in the hands of Amy Wunsch, first-day leader in STXL.

Kelsey Karanges laid down an impressive 58.2sec first run in her FR-S as STXL got

**"Catherine Tran got a fast start on Thursday, taking a sizable two-second lead after her first run"**

Cardenas, who'd won ASP two days earlier, on the top step of their respective podiums.

**John Wolf****STREET TOURING XTREME**

There is an ongoing rivalry between the FR-S/BRZ platforms and the RX-8 contingent in STX. However, the one thing that almost all the competitors could agree on was tires. Out of 46 drivers of the top three-dozen finishers, only one was not on Yokohamas.

Raymond Dsouza laid down a blistering 53.779 on his first try at the East Course in his 2014 BRZ, which he credits Kyle Herbst for the car's setup. That time ended up being the best of the day. Fifteen other drivers ended up with 54sec



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(#39 Mazda MX-5); 26. Craig Marhefka/WDC (#90 Mazda MX-5); 27. Robert Horton/Hous (#74 Mazda MX-5); 28. Laurie McCelvey/Hous (#99 Mazda MX-5); 29. Brian Huber/ETnn (#95 Mazda MX-5); 30. Steven Burkett/Sill (#159 Mazda MX-5); 31. Yon Visell/CSCC (#30 Porsche Boxster S); 32. Tyler Posselli/Utah (#78 Mazda MX-5); 33. John McDonnell/StL (#59 Mazda MX-5); 34. Galen Wilson/LOL (#156 Mazda MX-5).

**STREET TOURING ROADSTER LADIES**

1. <b>Catherine Tran</b> #70 Mazda MX-5	CSCC 119.266
2. <b>Meghan Lapeta</b> #95 Mazda MX-5	Chi 120.568
3. Cindy Marhefka/WDC (#99 Mazda MX-5); 4. Katja Seltmann/CSCC (#30 Porsche Boxster S).	

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STRL ▲

**Catherine Tran**  
**#70 Mazda MX-5**



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## STREET TOURING XTREME

1. <b>Raymond Dsouza</b> #82 Subaru BRZ	Ky 114.239
2. <b>James Tatad</b> #173 Subaru BRZ	NNJ 115.201
3. <b>Neal Tovsen</b> #42 Scion FR-S	Milw 115.543
4. <b>Brandon Slater</b> #192 Subaru BRZ	Tex 115.720
5. <b>David Fauth</b> #96 Scion FR-S	Colo 115.756
6. <b>Manfred Reysse</b> #187 Scion FR-S	ArzB 115.830
7. <b>Eric Niemi</b> #88 Subaru BRZ	Milw 115.874
8. <b>Kate Fisher</b> #87 Scion FR-S	ArzB 115.951
9. <b>Jaik Ortiz</b> #77 Scion FR-S	RioG 116.234
10. <b>Ken Roller</b> #74 Scion FR-S	Phil 116.251
11. <b>Jonathan Mudge</b> #119 Scion FR-S	SwMt 116.344
12. <b>Adam Tarnoff</b> #94 Mazda RX-8	CSCC 116.351
13. <b>Will Papallo</b> #19 Scion FR-S	SwMt 116.375
14. Tyler Kvetko/Tex (#189 Scion FR-S); 15. Alex Paraskevas/Ore (#60 Subaru BRZ); 16. David Powers/Tex (#24 Scion FR-S); 17. Barry Ott/ConD (#196 Scion FR-S); 18. Anthony Porta (#99 Mazda RX-8); 19. Mark Sarcevicz/NEng (#102 Scion FR-S); 20. Evan LeBlanc/NEng (#2 Scion FR-S); 21. Geran Rose/Tex (#124 Scion FR-S); 22. Eric Simmons/Phil (#93 Mazda RX-8); 23. Kaile Hogan/SanD (#199 Mazda RX-8 GT); 24. Brian Maskrey/Hous (#89 Scion FR-S); 25. Peter Modjeski/Milw (#188 Subaru BRZ); 26. Silvio Zuchet/Tex (#95 Scion FR-S); 27. Justin Wright/Det (#72 Scion FR-S); 28. Derek Punch/SanD (#169 Subaru BRZ); 29. Joe Goeke/Nwst (#29 Scion FR-S); 30. Armstrong Vongsavath/Tex (#92 Subaru BRZ); 31. Alex Meramo/Phil (#174 Scion FR-S); 32. Bruce Lukens/Colo (#36 Subaru BRZ); 33. Bernie Kaerlein/Lol (#142 Scion FR-S); 34. Jeremy Fischer/Chi (#54 Subaru BRZ); 35. Paul Vinas/NY (#73 Subaru BRZ); 36. Christian Davenport/Neb (#27 Mazda RX-8); 37. Joey Jones/	

Scott Arnold



STX ▼

**Raymond Dsouza**

#82 Donkey Zebra Racing Subaru BRZ



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"The Lincoln sunshine on Friday brought out the water cans...the East Course grid looked like one big puddle"

underway in the final heat of the day. Her next effort was a 57.4, but Wunsch came back on her final lap with a sparkling 57.215.

On Friday, Karanges led after every lap, going out immediately behind Wunsch. On final runs, when Wunsch brought home a 65.0, Karanges answered with a best of 64.183. Her total of 121.681 was 0.572sec ahead of Wunsch's RX-8.

**Douglas Brown**

## STREET TOURING SPORT

Following first runs on Wednesday, David and Kim Whitener found what had been holding them back the day before: Their Miata's exhaust was coming apart! They removed the exhaust and ran it to Jeff Kiesel, who welded it back together and got it back in time for second runs.

At 52 cars, STS was the largest of the Street Touring classes – the third largest of the entire event. Tuesday's Heat 2 runs on the West Course saw Eric Stoltz, Adam Barber and Rich DiMarco all with 54sec third-run times, Stoltz leading at 54.562. Whitener was at 55.0

On the East Course, the three leaders were all running low 61s after two runs while Whitener coned away a possible

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## STREET TOURING XTREME LADIES

1. <b>Kelsey Karanges</b> #95 Scion FR-S	Tex 121.681
2. <b>Amy Wunsch</b> #93 Mazda RX-8	NNJ 122.253
3. Abigail Hovorka/Okla (#195 Scion FR-S); 4. Alex Ortiz/RioG Scion FR-S).	



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▲ STXL

**Kelsey Karanges**

#95 Scion FR-S



winning 60.7. After the repair, Kim Whitener set her best time of the day at 61.8.

On the third runs, Stoltz coned away a 61.0. Barber sat on his second-run 61.0 and DiMarco eked out a 61.3. It looked like Whitener, last car out, had a slim window, but as he left the start, he tagged the pivot cone before the start light. Believing he had coned away the victory, he ran a smooth 60.669.

Driving back to his grid spot he could see his crew rejoicing. "No, no, no," he cautioned. "I hit a cone." "Yes, but it stayed in the box!" they replied, giving him a 115.676sec total, 0.232sec ahead of Barber for the win.

"I thought it was over," Whitener admitted. "I knew I hit it. I felt it."

Stoltz was not as lucky. "David twirled the cone – mine fell," he said. "That's the level this competition is at. You don't beat them on skill or experience or preparation – you throw everything at it you can. No checking up, drive on top of the cones. Everyone is in the same spot. That is the game – the pressure is always on the third run. I won a squeaker in '19. There is no being safe around them."

#### STREET TOURING SPORT LADIES

In a three-car field, Jordan Towns won her second National Championship with a total time of 120.241sec, clocking 56.552sec on the West Course, 63.689sec on the East. Her win came with a



#### TIME LIMITED

Teamwork is the name of the game when working on cars between runs.

10.224sec margin of victory. Her only hiccups were Wednesday when she caught cones on her first and third runs, but her second was still her scratch best.

#### Buck Entri肯

#### STREET TOURING HATCH

Tuesday, as the West Course first heat ended, confusion flooded impound. Times were messed up because one driver's helmet didn't scan. Once the

anomaly was discovered and times realigned with the correct car numbers, all was cool.

The day's leader, Devin Taylor, who ran a 55.118 on his last run, didn't seem too flustered. Aaron Buckley, who held fastest time until third runs, was just 0.14sec shy of Taylor. Rounding out the first day was Brad Fiore with a 55.6.

Entering the second day on the plane side, everyone was

hopeful for a smoother morning. First run out, Eric Sienkiewicz put down a flier of a lap. Nobody knew it then, but it was over. Sienkiewicz's 61.963 was the fastest time of day by 0.6sec, and his 117.687 total would hold up despite all but three of the 21 other drivers having three shots at it.

The Yokohomas proved great for the first run, but Sienkiewicz noted, "the front tires were getting too hot" as the runs



## STREET TOURING SPORT

1. <b>David Whitener</b> #199 Mazda Miata	Tex 115.676
2. <b>Adam Barber</b> #197 Honda CRX Si	Milw 115.908
3. <b>Eric Stoltz</b> #144 Mazda Miata	SnRv 115.961
4. <b>Rich DiMarco</b> #146 Mazda Miata	Phil 116.038
5. <b>Andrew Salazar</b> #194 Mazda Miata	Cill 116.912
6. <b>Emanuel Martin</b> #94 Mazda Miata	Cill 116.952
7. <b>Kim Whitener</b> #99 Mazda Miata	Tex 117.188
8. <b>Mark McKnight</b> #97 Honda CRX Si	Milw 117.292
9. <b>Nathan Witt</b> #187 Mazda Miata	Mont 117.309
10. <b>Ian Baker</b> #16 Honda CRX Si	WDC 117.624
11. <b>Peter Loney</b> #44 Mazda Miata	CSCC 117.876
12. <b>Felipe Gonzalez</b> #193 Mazda Miata	LOL 118.289
13. <b>Sean Forthun</b> #190 Mazda Miata	Badl 118.354
14. <b>Jay McKoskey</b> #93 Mazda Miata	LOL 118.968
15. Mike Herrick/Neb (#89 Honda Civic Si); 16. Kevin Gu/Det (#57 Honda Civic); 17. Nick Pasternack/Fing (#68 Mazda Miata); 18. David Graver/Phil (#46 Mazda Miata); 19. Will Hornseth/Milw (#157 Honda CRX Si); 20. Mike Snyder/WDC (#116 Honda CRX Si); 21. Shaun Hallam/Fing (#98 Mazda Miata); 22. Thomas Waylett/Badl (#150 Mazda Miata); 23. Matthew Meyer/Phil (#173 Mazda Miata); 24. Josh Dockstader/Badl (#90 Mazda Miata); 25. Jacob Witt/LOL (#183 Mazda Miata); 26. Jackson Lee/Badl (#137 Mazda Miata); 27. Peter Luu/Fing (#56 Mazda Miata); 28. Jason Lee/Badl (#37 Mazda Miata); 29. Andrew Clark/Neb (#184 Honda CRX Si); 30. Matt Huchro/MoHu (#4 Mazda Miata); 31. Andrew Edgecomb/Fing (#156 Mazda Miata); 32. Christopher Wanner/Phil (#73 Mazda Miata); 33. Brandon Thomas/Wich (#15 Mazda Miata); 34. A.J. Snyder/CCar (#43 Mazda Miata); 35. Austin	

Scott Arnold



## ST5

**David Whitener**  
#199 Whitener Racing  
Shocks Mazda Miata



Rupert Berrington

went on. Consequently, neither he nor anyone else in class could match that first-run time.

Buckley ran the second-quickest time, a 62.5, closing the overall time gap to 0.068sec. He and his co-driver were facing the same tire cooling issue, even switching tires between runs, but to no avail. Fiore, in line right behind Buckley, had a 62.6 on the final run for third place. He believed he could have been faster, but he spun on his first run and said his confidence was shaken.

First-day leader Taylor was having some trouble, his first run off the pace and a DNF on the second after switching to cold tires. He went out on his third with a mission. Coming through the finish line he saw a 61.6 on the display, fastest time that day. But alas, it was a plus two.

Once the cars were parked for impound, there appeared to be another issue for STH – a potential cone on Sienkiewicz's fastest time. Officials spent all of impound and the trophy session reviewing videos from his car and Fiore's, eventually resolving the drama – no cone – ensuring a second National Championship for Sienkiewicz.

## STREET TOURING HATCH LADIES

Later Tuesday afternoon, lining up for Heat 3 were Gwen Habenicht and Olivia Shenefield making a two-car STHL class. The first day runs were stressful as both drivers collected cones on their first and second runs.

Scott Arnold



Eppley/AlHi (#169 Mazda Miata); 36. Marcus Kroll/Fing (#149 Honda Civic Si); 37. Mike Fronckowiak/AlHi (#69 Mazda Miata); 38. Ralph Elder/SanF (#12 Honda Civic Si); 39. Bryan Adams/Badl (#185 Mazda Miata); 40. Brady Kruize/NCar (#87 Mazda Miata); 41. Emilio Moran/Fing (#49 Honda Civic Si); 42. Aaron Sieczkarek/Fing (#168 Mazda Miata); 43. Cody Ditzig/Badl (#50 Mazda Miata); 44. Steve Pertsch/Milw (#76 Mazda Miata); 45. Eric Scholz/NEng (#29 Scion xB); 46. Josh Perry (#88 Mazda 6); 47. Jordan Bontrager/Badl (#85 Mazda Miata); 48. Micah Runyon/Ariz (#83 Mazda Miata); 49. Paul Krysiak/NEng (#86 Honda Civic); 50. Teresa Gualtieri-Clark/Atl (#84 Honda Civic Si); 51. Gary Emehiser/SanF (#13 Toyota Yaris); 52. Kathy Barnes/NEng (#186 Honda Civic).

## STREET TOURING SPORT LADIES

1. <b>Jordan Towns</b> #116 Honda CRX	Ala 120.241
2. Barbara Bielucki/ConD (#16 Honda CRX); 3. Lexie Snyder/CCar (#43 Mazda Miata).	

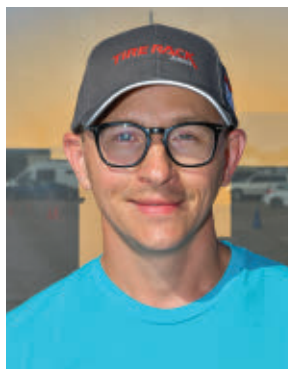


Rupert Berrington

▲ STSL  
**Jordan Towns**  
#116 Honda CRX



**STH ▼**  
**Eric Sienkiewicz**  
**#49 Volkswagen Golf GTI**



Scott Arnold

Backed into tight corners to put down a leading run, they came through. Habenicht took the lead with a 61.021 with Shenefield coming in at 63.3.

The second day proved to be cleaner for both drivers, with two clean runs apiece. Habenicht held the lead all day, finishing at 66.988. Shenefield came in at 70.8.

This was Shenefield's first year at the Solo Nationals, and she had just recently started driving. She and Habenicht seemed to get along, with the veteran passing along 16 years of autocrossing knowledge.

Habenicht collected her fourth Solo Nationals win after three in the Stock/Street classes. She said the STH car was definitely a change. "I'm used to being flat or matted [on the throttle]," she said. "It's the fastest car I've ever driven."

**Jessica Lewis**

**SOLO SPEC COUPE**

The largest Open class at the Solo Nationals this year was 58 drivers in SSC, with the largest Ladies coming in at 16 in SSCL. Needless to say, SCCA's first spec class has been a resounding success.

The SSC podium battle was fierce, with three different leaders on the first day on the East Course. Matt Waldbaum took the early lead, then Tony Savini after second runs, followed by Mason Herrick. At the end of the day, the top five drivers were within half a second.

Rupert Berrington



What did Herrick do differently on his blistering 61.908sec last run? "I really attacked at the start and then I tried to keep it smooth for the rest of the run," he said.

Day two resumed the battle. Herrick had enough pace on each of his first two runs to maintain most of his lead, but on the third runs, both Waldbaum and Jimmy Vajdak found a bunch of time.

"I just went for it," Waldbaum admitted. "I was either going to come back with seven cones or none; there was no in between."

He came back with a 54.993, the only driver to break 55sec. Herrick was only third fastest for the day, finding exactly a tenth of a second on his last run. That, however, was enough to take the win by 0.005sec over Waldbaum, who was only 0.007sec up on Vajdak.

Five times a Nationals winner in Junior Karts, Herrick was competing at Nationals

Rupert Berrington



**STREET TOURING HATCH**

1. <b>Eric Sienkiewicz</b> #49 Volkswagen Golf GTI	WDC 117.687
2. <b>Aaron Buckley</b> #187 Audi TT	NCar 117.755
3. <b>Brad Fiore</b> #74 Volkswagen GTI	NEng 118.230
4. <b>Devin Taylor</b> #98 Honda Civic Si	NwOh 118.324
5. <b>Tim Miller</b> #39 Subaru WRX	Neb 118.522
6. <b>Michael Waich</b> #175 Volkswagen GTI-R	Milw 118.924
7. <b>David Crusoe</b> #55 Volkswagen GTI	Neb 119.176
8. Steven Clark/Colo (#86 Chevrolet Cobalt SS); 9. Julie Heaton/Neb (#189 Subaru WRX); 10. Jason Tipple/OhV (#198 Honda Realspeed Civic); 11. Tim Heaton/Neb (#89 Subaru WRX); 12. Thomas Kring/CFla (#67 Audi TT); 13. Kyle Hemp/Milw (#12 Subaru WRX); 14. Todd Kunze/WNY (#178 Volkswagen GTI); 15. Karl Shultz/CCar (#87 Audi TT); 16. George Emery/Ore (#62 Ford Focus ST); 17. Chris Shenefield/NePa (#97 Honda Civic LX); 18. Brad Thompson/StCt (#29 Subaru WRX); 19. Chris Miller/Nwst (#95 Volkswagen Golf R); 20. Mark Stevens/NwOh (#78 Volkswagen GTI); 21. Steve Garnjobst/Milw (#75 Volkswagen GTI); 22. Joshua Huff/KC (#70 Volkswagen GTI).	

**STREET TOURING HATCH LADIES**

1. <b>Gwen Habenicht</b> #87 Audi TT	NCar 128.009
2. Olivia Shenefield/NePa (#97 Honda Civic LX).	

**STHL**  
**Gwen Habenicht**  
**#87 Pets Companion Inn Audi TT**



Scott Arnold



## SOLO SPEC COUPE

1. <b>Mason Herrick</b> #186 Scion FR-S	Neb 117.233
2. <b>Matt Waldbaum</b> #90 Scion FR-S	Chi 117.238
3. <b>Jimmy Vajdak</b> #23 Scion FR-S	Det 117.245
4. <b>Joey Green</b> #196 Subaru BRZ	Neb 118.069
5. <b>Tony Savini</b> #132 Subaru BRZ	Phil 118.329
6. <b>Kevin Dietz</b> #169 Scion FR-S	Nwst 118.392
7. <b>Kinch Reindl</b> #197 Subaru BRZ	Colo 118.414
8. <b>Aaron Politsky</b> #194 Subaru BRZ	Chi 118.488
9. <b>Mike Lawson</b> #72 Scion FR-S	CFla 118.500
10. <b>Taylor Wargo</b> #35 Scion FR-S	Nwst 118.618
11. <b>Mike Ferchak</b> #181 Scion FR-S	StCt 118.947
12. <b>David Spratte</b> #84 Scion FR-S	NCar 119.059
13. <b>Eric Davis</b> #99 Scion FR-S	Ark 119.133
14. <b>Juan Carbone</b> #56 Scion FR-S	Iowa 119.202
15. <b>Jonathan Warlof</b> #37 Scion FR-S	CFla 119.299
16. <b>Austin Minnick</b> #141 Scion FR-S	SwMt 119.397
17. Tyler Burke/CSCC (#34 Scion FR-S); 18. Jeff Jacobs/Phil (#32	



Philip Royle

Scion FR-S); 37. Justin Harbour/Hous (#168 Scion FR-S); 38. G.H. Sharp/CCar (#46 Scion FR-S); 39. Robert Beaver/TnnV (#88 Scion FR-S); 40. Larry LeStarge/Chi (#75 Scion FR-S); 41. Conner Herrick/Neb (#86 Scion FR-S); 42. Steve Nelson/RioG (#76 Scion FR-S); 43. Glenn Austin/SanF (#189 Subaru BRZ); 44. Charlie Davis/SanF (#89 Subaru BRZ); 45. Dawson Moreau/Ariz (#41 Scion FR-S); 46. Ed Runnion/SanF (#118 Scion FR-S); 47. Deanne Carter/Nwst (#69 Scion FR-S); 48. Michael Bard/CPa (#12 Scion FR-S); 49. Martin Montagno/StL (#18



Rupert Berrington

**SSC ▲**  
**Mason Herrick**  
**#186 R & S Racing Scion FR-S**

Scion FR-S); 50. John Redwine/SagV (#66 Scion FR-S); 51. Stephen Costello/Neb (#151 Scion FR-S); 52. Paul Lutze/Colo (#71 Scion FR-S); 53. John Souder/NwOh (#53 Subaru BRZ); 54. Zeb Stanbrough/Iowa (#95 Scion FR-S); 55. Elliot Loo/Haii (#98 Scion FR-S); 56. Nickolas Gruendler/LnSt (#122 Subaru BRZ); 57. Malcolm Lawson/CFla (#39 Scion FR-S); 58. John Carriere/Det (#153 Subaru BRZ).

## SOLO SPEC COUPE LADIES

1. <b>Jennifer Bedell</b> #84 Scion FR-S	NCar 120.566
2. <b>Chris Peterson</b> #184 Scion FR-S	NCar 121.195
3. <b>Maegan Contreras</b> #71 Scion FR-S	Colo 122.644
4. <b>Tonda Lawson</b> #189 Scion FR-S	CFla 123.345
5. <b>Geraghty Anne Ellis</b> #89 Scion FR-S	CFla 124.398

6. Emily Brown/Colo (#171 Scion FR-S); 7. Mary Lou Holmes/RioG (#76 Scion FR-S); 8. Linda Duncan/CFla (#95 Scion FR-S); 9. Michelle Brown/TnnV (#81 Scion FR-S); 10. Samantha Bray/Det (#23 Scion FR-S); 11. Lanie Breitbach/Iowa (#59 Scion FR-S); 12. Carla Russo/StL (#18 Scion FR-S); 13. Marcia Haynes/Neb (#98 Subaru BRZ); 14. Chelsea Gilliam/SwMt (#41 Scion FR-S); 15. Jody Bedell/Milw (#37 Scion FR-S); 16. Jacqueline Lawson/CFla (#39 Scion FR-S).



Rupert Berrington

Subaru BRZ); 19. Kevin Buchholz/Colo (#137 Scion FR-S); 20. Eric Jones/LnSt (#22 Subaru BRZ); 21. Dan Costello/Neb (#51 Scion FR-S); 22. Jonathan Shreiner/SBnd (#80 Scion FR-S); 23. Tom Zickuhr/KC (#79 Scion FR-S); 24. Layton Cater/Ark (#199 Scion FR-S); 25. Joshua Lipman/NNJ (#94 Subaru BRZ); 26. Stephen Tyszkla/TnnV (#188 Scion FR-S); 27. Aaron Breitbach/Iowa (#195 Scion FR-S); 28. Chris Jenkins/Colo (#97 Subaru BRZ); 29. Brian Jones/Chi (#92 Scion FR-S); 30. Karl Rickert/Chat (#83 Scion FR-S); 31. James Green/Neb (#96 Subaru BRZ); 32. Chip Manuel/NeOh (#81 Scion FR-S); 33. Jim Garton/RioG (#76 Scion FR-S); 34. Anthony Oliveri/LnSt (#68 Scion FR-S); 35. Aaron Hachenberg/LnSt (#198 Scion FR-S); 36. Ryan Lutze/Colo (#171



Philip Royle

**▲ SSC**  
**Jennifer Bedell**  
**#84 HALO 22 Scion FR-S**

in a full-size car for the first time and, at age 16, became the youngest SCCA autocross National Champion ever. Day one, he'd said he enjoyed the pressure. What about going into day two? "Not so much!" he replied emphatically.

Farther down the field were many tight battles. In fact, from fourth to 16th, the final trophy spot, only 1.3sec separated the 13 drivers – and out of the 58 drivers, 23 positions were determined by less than a tenth of a second.

## SOLO SPEC COUPE LADIES

In SSCL, running in the fifth heat, the early benchmark was set by Chris Peterson. Her 63.642 on Tuesday placed her firmly in first. Only her teammate, Jennifer Bedell, was able to get close on her third run. But Bedell has owned this class since it began – she's the only champion the class has known.

Despite a DNF on her first run, Peterson laid down a solid second lap, putting her only 0.2sec behind Bedell for the day. Bedell's third run was a 56.840, enough to take the lead. Peterson, meanwhile, was unable to find more time.

Many drivers seemed to struggle to find pace on their third runs, especially if they were the second driver. Bedell's 120.566sec time won her a fifth championship by 0.629sec over her teammate.

**Chuck Mathews**



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## STREET PREPARED CLASSES

**SUPER STREET PREPARED**

- |  |                 |
|--|-----------------|
| 1. <b>Steve Lau</b><br>#187 Porsche GT3RS      | SanF<br>110.249 |
| 2. <b>Bryan Carbon</b><br>#177 Corvette Z06    | Atl<br>110.946  |
| 3. <b>Mike Kuhn</b><br>#109 Porsche 991 GT3    | CCar<br>112.552 |
| 4. <b>David Hedderick</b><br>#113 McLaren 620R | Hous<br>112.581 |
5. Marshall Grice/CSCC (#95 Porsche Cayman GT4); 6. Keith Brown/Nwst (#195 Porsche Cayman GT4); 7. Tara Shapowal/SanF (#87 Porsche GT3RS); 8. Charly Spyksma/Nwst (#9 Porsche GT4); 9. Thomas Thompson/Hous (#13 McLaren 620R); 10. Alek Tziortzis/Chi (#77 Corvette Z06); 11. William Petrow/NNJ (#79 Porsche GT4); 12. Sami Kravetz/CCar (#96 Porsche 991 GT3); 13. Vladimir Grebenyuk/KC (#64 Porsche 911 Turbo).



Scott Arnold



Rupert Berrington

**SUPER STREET PREPARED LADIES**

No entries

**SSP ▲**  
**Steve Lau**  
**#187 Porsche GT3RS**

**SUPER STREET PREPARED**

Steve Lau made a late change to his Solo Nationals entry from Super Street to Super Street Prepared and was rewarded with the SSP class championship. The Porsche

GT3 driver earned a 0.697sec win over Bryan Carbon.

"This was a crazy rollercoaster ride," Lau said. "We started off registered in Super Street, to be honest. We brought street tires, and after a couple of practice runs, we thought the car really wasn't set up for street tires. We decided that if we could find Hoosiers, we'd go to SSP. The Hoosier guys had a couple of 315s, and we said we'd take them. We got a used pair of Hoosiers to use on the fronts, and the car was pretty good on those, and I thought we might have a shot."

Thirteen drivers began their quest for Nationals glory on the West Course for Tuesday's fourth heat. Carbon set the pace early, but Lau took over the lead after second runs. He expanded that lead as the only driver under 52 seconds, his 51.912 final run giving him a nearly four-tenths lead over Carbon. Mike Kuhn ran third, a couple hundredths behind Carbon.

Wednesday's East course saw the battle continue. Carbon reclaimed the lead outrunning Lau by four tenths on the first run. He tried to expand that lead by picking up another quarter-second on the next run, but Lau followed Carbon across the finish more than a full second quicker than his first run, a 58.337 for

Perry Bennett



a 110.249sec total. Farther back, Kuhn had to abandon his GT3 with a mechanical problem that made him miss his first run. He joined Charly Spyksma in a GT4 to maintain the third spot on the podium.





#### QUICK FIX

When the famed “Lambobunny” suffered a transmission failure while winning FSP, the team swapped in new parts – in grid – in time to win FSPL.

“We had a lot of friends help us out, and we just did it,” Lau said. “We got one run in, and it was really good. It came down to just trusting the grip out here, because you never know if it’s slick or slippery.

“This is my first win, and I think this is my eighth try, so it’s just great to win in SSP.” Actually, it’s his 10th time, and as he concluded: “It’s been a long time coming.”

**Alan Claffie**

#### A STREET PREPARED

For the past decade, ASP has been the exclusive domain of boost buggies. Mitsubishiis and Subarus have taken the previous eight wins, with six more before that in BSP.

Beyond that, the surest road to victory has been to hop in a car owned by a Berry or a Miller.

ASP ran in the last heat of the day, starting on the West Course on Tuesday. In one run, Adrian Cardenas and his RX-7



**A STREET PREPARED**

1. <b>Adrian Cardenas</b>	CSCC
#70 Mazda RX-7	108.890
2. <b>Tony Rivera</b>	SanD
#197 Mazda RX-7	110.517
3. <b>Aaron S. Miller</b>	Det
#146 Mitsubishi Evo VIII RS	111.733
4. <b>Katy Nicholls-Rivera</b>	SanD
#97 Mazda RX-7	112.726
5. <b>Tom Berry</b>	CSCC
#172 Mitsubishi Evo IX RS	112.800
6. Ryan Pemberton/Neb (#194 Mitsubishi Evo IX); 7. Cory Hockenbury/NePa (#103 BMW 1M); 8. Christine Grice/CSCC (#72 Mitsubishi Evo IX); 9. Ryan Hockenbury/NePa (#3 BMW 1M); 10. Jordan Priestley/Utah (#5 Tesla Model 3 Performance); 11. Tom DeYoung/StL (#185 Tesla Model 3 Performance); 12. William Pemberton/Neb (#94 Mitsubishi Evo IX); 13. Andrew Dostal/Iowa (#61 Tesla Model 3); 14. Francis Miller/Det (#46 Mitsubishi Evo VIII RS); 15. Tim Brueske/StL (#85 Tesla Model 3 Performance); 16. David Johnson/LOL (#35 Ford Focus RS).	

**A STREET PREPARED LADIES**

No entries

**B STREET PREPARED**

1. <b>Jonathan Lugod</b>	CSCC
#194 Mazda MX-5	109.530
2. <b>Austin Clark</b>	SnRv
#187 Mazda MX-5	110.649
3. <b>G. Warren Hahn</b>	CFla
#186 Honda S2000	111.144
4. <b>Jed Peterson</b>	Tenn
#85 Mazda MX-5	112.359
5. Michael Willman/LnSt (#177 Honda S2000 CR); 6. Jessica Yeung/CSCC (#94 Mazda MX-5); 7. Eric Brown/Ky (#185 Mazda MX-5); 8. Sacha Tauber/LnSt (#86 Honda S2000); 9. Cynthia Clark/SnRv (#87 Mazda MX-5); 10. Jeff Vineyard/LnSt (#Honda S2000); 11. Lee Piccione/WDC (#92 BMW M3); 12. Jason Marshall/LnSt (#Mazda MX-5).	

**B STREET PREPARED LADIES**

No entries

**Jonathan Lugod**

#194 Shaftworks USA/OS Giken/Bride Mazda MX-5

**Adrian Cardenas**#70 MiataRoadster.com/  
TrackDayTire Mazda RX-7**B STREET PREPARED**

A dozen drivers in B Street Prepared ran Tuesday-Wednesday in the third heat, starting on the West course. The top three contenders were all second drivers and were the last three to take to the course. The best time in class before that trio hit the course was in the high 53s.

Then G. Warren Hahn, driving his no-longer-hip S2000, clocked a 52.5. That was immediately followed by Austin Clark's ND1 Miata at 52.7, then Jonathan Lugod with a 52.0 in his ND2.

Only Clark was quicker on his second attempt, and that by just a tenth, while Michael Willman in another S2000 moved into second place with a 52.4. Last runs saw Hahn improve to a 52.3 before Clark took the lead with a 51.8. His joy was brief as Lugod knocked down a 51.631 to take a lead into Wednesday. Willman collected three cones.

Day two was dramatic only in Lugod's domination. The other leaders posted low 59s on their first runs, high 58s on their second, and no improvements on their third. Lugod opened with a 57.899 that even he could not match in later runs. Clark and Hahn were almost a second back for the day. Lugod clocked a total of 109.530, 1.119sec up on Clark.

Car setup guru Lugod made just minor swaybar and spoiler angle adjustments to fine tune the car after the ProSolo Finale. He won his fourth National Championship after three in

completely reset expectations of what is possible in the class.

The Mazda, low and on small wheels, was flat, composed, and fast. His 51.9 was out of reach for the field for the rest of the day. A second run, this one a 51.087, netted a one-second lead over Tony Rivera, emphasizing the change of the guard with his own RX-7, followed 0.7sec back by Aaron Miller, then Katy Nicholls-Rivera co-driving with her husband, and then Tom Berry.

Day two proved much the same, the order for the five trophy places unchanged. A 58.6 for Cardenas would have been enough to win, but it was backed up by a flying 57.803, totaling 108.890sec. Unable to close the gap, Rivera finished second with a 58.3, 1.627sec behind.

Cardenas credited the win, his first, to a solid platform, a talented car builder, and steady hand. With a huge lead, no changes were made to the car overnight after day one.

**Donour Sizemore**



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#### NIGHT SHIFT

The competition comes during the day, but the evening brings more fun – and games.

Street Touring classes, and in a fourth different car, the last three with self-tuned dampers and OS Giken differentials.

#### Paul Brown

#### C STREET PREPARED LADIES

There were only two drivers in CSPL, veteran Sharon Eberlein and rookie Hailey Schmidt in a pair of NA Miatas, but they fought a stirring lead-swapping battle.

Eberlein laid down an early lead on the East Course

in Thursday's first heat after Schmidt hit a cone then landed a DNF on her second shot. But the rookie answered big with a clean 66.299 on her third run, giving her an exciting one-second lead.

Both drivers consistently threw down times in the low 59s on the West Course, Schmidt holding her solid lead until the very last run of CSPL. On that one, Eberlein blasted a 56.935 – a two-second improvement more than making up her East

course deficit – taking top honors in CSPL at 124.281 and the win by a 1.240sec margin

#### C STREET PREPARED

The seven CSP competitors knew one thing for sure: A new CSP National Champion would be named for 2021. And that driver would likely be in an NA Miata.

Nationals rookie Jacques Bene took a one-second lead on his first run on the East Course. All drivers found big time on

second runs, Bene now down to 59.855. Nobody else could get below 60, although Jeff Schmidt was only thousandths off. Cody Gromel (in the only NB) and Todd Cochran closed within striking distance.

"[Tomorrow] will definitely be fun," Bene predicted. Perhaps it was a little too much fun, as he spun on runs one and two, while Schmidt set a blistering 54.040 on run one.

The pressure built as other





Perry Bennett

drivers recorded solid first and second runs, Cochran within a tenth of Gromel in the fight for second. Both were closing on Schmidt but needed bigger gains than the additional tenth each found on run three.

Bene, under pressure, dug deep with a clean 54.3 to move into second, 0.179sec out of the top spot, with Gromel taking the final trophy. None could catch Schmidt's 114.046. He took the top step of the podium soaked and

dripping with celebratory ice water and champagne, thanking daughter Hailey for pushing him to come to Lincoln this year.

**Stephen Fehr**

#### D STREET PREPARED

The RX-8s were back in full force to claim all the trophy spots, eclipsing the former class favorite BMW 3 Series for a second year, as DSP action kicked off Thursday's Heat 2 on the East Course.

Defending National Champion Tamara Krystinik took the day-one lead in her 2005 RX-8, affectionately named Riley. Her best run of 57.080 was enough to give her a half-second edge going into day two. Steve O'Blenes, who finished second to Krystinik in 2019, found himself in a familiar spot at 57.6. David Colletti rounded out the podium spots with a 58.4.

Friday was not a good day for Krystinik on the West Course, two spins leaving her sitting on a cone-marred first-run 52.1. She took the "spin it or win it approach" knowing it would be too close to not give it everything she had. Consider this, though: Third place is her lowest finish in six Nationals.

O'Blenes set the pace right off the bat by clicking off a time in the 51s. He was the only driver to get there with a best of 51.408 on his second run. The blistering pace earned him the top spot for a sixth time with

#### CSP ▼

**Jaff Schmidt**

**#168 Mazda Miata**

Rupert Berrington



Rupert Berrington



Rupert Berrington



Jon Kiewitz



#### ▲ CSPL

**Sharon Eberlein**

**#91 MiataRoadster.com Mazda Miata**

#### C STREET PREPARED

1. <b>Jeff Schmidt</b> #168 Mazda Miata	ODom 114.046
2. <b>Jacques Bene</b> #57 Mazda Miata	NCar 114.225
3. <b>Cody Gromel</b> #31 Mazda Miata	NePa 115.170
4. Todd Cochran/Milw (#91 Mazda Miata); 5. Aaron Dewey/Neb (#27 Mazda Miata); 6. Steve Eberlein/Tex (#191 Mazda Miata); 7. Keith Kasmire/ODom (#68 Mazda Miata).	

#### C STREET PREPARED LADIES

1. <b>Sharon Eberlein</b> #91 Mazda Miata	Tex 124.281
2. Hailey Schmidt/ODom (#68 Mazda Miata).	



**D STREET PREPARED**

1. **Steve O'Blenes** CSCC  
#94 Mazda RX-8 109.028
  2. **David Colletti** NwOh  
#98 Mazda RX-8 110.624
  3. **Tamra Krystinik** NEng  
#199 Mazda RX-8 111.204
  4. **Andrew Krystinik** NEng  
#99 Mazda RX-8 111.228
  5. **Dennis Barrett** NwOh  
#183 Mazda RX-8 111.267
6. Taylor Colletti/NwOh (#198 Mazda RX-8); 7. Mark Canekeratne/WDC (#159 BMW 330); 8. Chris Gregor/Chi (#66 Mazda RX-8); 9. Brian Fipps/NeOk (#4 Mazdaspeed 3); 10. Doug Keiler/WDC (#154 BMW 323); 11. Katie Barrett/NwOh (#83 Mazda RX-8); 12. Mike Razny/Chi (#166 Mazda RX-8); 13. Garrett Arendt/Colo (BMW 325is); 14. Romesh Canekeratne/GuCo (#59 BMW 330); 15. Peter Florance/ODom (#54 BMW 323i); 16. Kristen Arendt/Colo (#74 BMW 325is).

**D STREET PREPARED LADIES**

No entries

**E STREET PREPARED**

1. **Jeff Wong** CSCC  
#46 Camaro SS 111.670
  2. **Eric Prill** Kan  
#198 BMW M3 117.046
3. Jesse Prather/Kan (#98 BMW M3); 4. Mark Walker/Neb (#19 Camaro Z28).

**E STREET PREPARED LADIES**

No entries



Jon Kolawicz

**DSP ▼**

**Steve O'Blenes**  
#94 Miataroadster Mazda RX-8



Rupert Berrington

Walker managed a 54.2 on his second try, but a cone rendered it moot and he was admittedly "too careful" on his third. Prill, the only driver in the class to put down six clean runs for the event, steadily improved to a low 55 and held the second trophy position. Prather's third run would have been good enough to beat that, but he found a cone.

Friday was a few degrees warmer, but nobody's tires were usefully stickier than the day before. Once again, Wong opened with a quick run, though the 58.9 scratch was marred with a cone. His second run was his best at 59.223. Prather struggled with cones, finally getting a clean 62.9 on his third try, while Prill was again whistle-clean with a best of 61.7 to take the second-place trophy.

**Karen Babb****F STREET PREPARED LADIES**

FSPL, set to run in the first heat on Tuesday, was tormented with mechanical challenges from before the event began. Ginette Jordan's intended Honda CRX suffered an event-ending injury during the ProSolo Finale on Saturday, so she joined Lauren Keach in the little VW Rabbit dubbed "The Lamborbunni" that has been a mainstay of the event and the class for many years. Meanwhile, 2019 winner Emily Danti found the limit of her driveshaft during her first run on Tuesday, yet her team

**ESP ▼**

**Jeff Wong**  
#46 ProParts USA Camaro SS



Rupert Berrington

Mark Walker (the godfather of Lincoln Airport) in his 2002 Z28, and then Runoffs and Solo National Champion Eric Prill alongside Runoffs National Champ Jesse Prather sharing Bob and Patty Tunnell's STU BMW M3, which was re-shod on Hoosiers for the occasion.

ESP opened Thursday on the West course, which Wong found a bit squirrely in Heat 1 because of cold tires, but he managed to put down a quick 52.8, which was enough to rule the day, although he did beat his own time on his third run.

Wong said his choice of the 2020 Camaro to succeed 2019's winning 2017 model was largely a function of the improved braking control and thus better handling, which apparently paid off this year.

The others in the class experienced similar adhesion issues on Thursday morning. A big slide in the first left 90-degree sweeper after the lights was a typical thing to see.

a total time of 109.028, finishing a solid 1.596sec over Colletti. O'Blenes said he simply stuck to his plan and let the car do what it was supposed to do.

**Michael Bard****E STREET PREPARED**

Four competitors made up this year's ESP class: favorite and defending National Champion Jeff Wong in a 2020 Camaro SS, Omaha's



Scott Arnold



Rupert Berrington



FSP ▶

**Jake Smilie**

**#77 Zimmer Volkswagen Rabbit**

managed to replace it and get her co-driver, Tina Edington, out for her second run without having to ask for a mechanical.

At the end of day one, it was Jordan on top at 63.410 with Keach less than a second behind and Laura Harbor in the last trophy spot head of Danti. Most took all three runs to lay down their best time on the East Course's high-speed sweepers.

The next morning on the West Course, Jordan had a bobble on her second run for a DNF, leaving the door open. Then on run three, the teeth from second gear in the Lamborbunni sheared off, leaving Keach without a car for her third run. Meanwhile, Laura Harbour was pounding home with a 57.588. A mad scramble ensued to locate a chief to update the numbers while a replacement transmission appeared on the back of a golf cart. Keach made it out for her third run in Harbour's Celica, but no improvement was found.

"Well, I started out breaking my car on Saturday, [so] I jumped into this one," Jordan said. "I got some practice runs Sunday and Monday, and I took the lead in my first run [on Tuesday]."

But when all the dust and gear oil had settled, it was Jordan on top at 121.271, scoring her 14th National Championship. Rounding out the trophies was Keach, 1.035sec behind, and Harbor.

## F STREET PREPARED

FSP's Heat 3 began about 90 minutes after the completion of FSPL, and by that time the Lamborbunni had a working transmission. The in-grid replacement had taken the team just 55 minutes. The gearbox performed along with its drivers. Rookie Jake Smilie worked down to a 59.9 after a DNF and a two-cone run, and car owner Geoffrey Zimmer got a 60.2 on his last try. On his last run, James Darden put down a flyer in his Corolla GTS, his 59.749 leading the class.

"Geoff kind of likes the whole beatin' and bangin', hurry up until the last-minute thing, and I thought it was going to throw me off," said Smilie. "I did the best I could to help out - I've had just a few events in the car. Believe it or not, that kind of helped calm me down a little bit."

"[on Tuesday] I overdrove the East Course, settled down for that last run, and got a good time in. [On Wednesday] I tried the other pattern where I just wanted to get some solid times in and sneak up on the time."

It would be Zimmer's day for FTD at 52.916. The Bunni did its best for both drivers on second runs, Smilie coming home at 53.0. Although not quickest on either day, the rookie closed out at 113.032, good for a win margin of 0.173sec ahead of Zimmer. The Lamborbunni finished 1-2 in both FSP and FSPL.

**Andrew Scott**



Philip Royle

## F STREET PREPARED

1. **Jake Smilie** CCar 113.032  
#77 Volkswagen Rabbit
2. **Geoffrey Zimmer** CCar 113.205  
#177 Volkswagen Rabbit
3. **James Darden** Colo 113.903  
#86 Toyota Corolla GTS
4. **Danny Gross** CSCC 115.163  
#72 Mazda 3
5. Gregory Anthony/Det (#7 Dodge Neon ACR); 6. Justin Barbry/NCar (#99 Mazda 3); 7. Preston Jordan/Fla (#194 Honda Civic Si); 8. Andrew Blasiman/NwOh (#27 Volkswagen Rabbit GTI); 9. Matt Wolfe/Det (#172 Mazda 3); 10. Adam Deffenbaugh/CIII (#199

Rupert Berrington



Philip Royle

- Mazda 3); 11. Justin Tilus/Atl (#94 Honda Civic Si); 12. Matt Moore/Cky (#76 Toyota Corolla GTS); 13. George Schweikle/Cky (#61 Alfa Romeo Spider).

## F STREET PREPARED LADIES

1. **Ginette Jordan** NEng 121.271  
#77 Volkswagen Rabbit
2. **Lauren Keach** Cky 122.306  
#182 Toyota Celica
3. **Laura Harbour** Cky 122.717  
#82 Toyota Celica
4. Emily Danti/ConD (#186 Toyota Corolla GTS); 5. Tina Edington/Colo (#86 Toyota Corolla GTS); 6. Susan Anderson/Sill (#61 Alfa Romeo Spider); 7. Dee Schweikle/Cky (#161 Alfa Romeo Spider).

▶ FSPL

**Ginette Jordan**

**#77 Hoosier Volkswagen Rabbit**



## STREET MODIFIED CLASSES



Jon Krolewicz

SUPER STREET MODIFIED		
1. <b>Eric Anderson</b>	ETnn	
#196 Mazda Miata	109.394	
2. <b>Jason West</b>	ConD	
#88 Lotus Elise	110.846	
3. <b>Andrew McGibbon</b>	RioG	
#169 Toyota MR2 Spyder	111.612	
4. Chris Gladu/Colo (#136 Lotus Exige S); 5. Thomas Hill/TnnV (#96 Mazda Miata); 6. Dave Ruybal/RioG (#69 Toyota MR2 Spyder); 7. David Gladu/Colo (#36 Lotus Exige S).		
SUPER STREET MODIFIED LADIES		
No entries		



Rupert Berrington

### SSM Eric Anderson

#196 Greyhound Pets of America/Top End Fabrication/  
DIY AutoTune/Jon Bond Performance Mazda Miata

### SUPER STREET MODIFIED

Amongst the varied classes within SCCA Autocross, few elicit as strong reactions – both positive and negative – as Super Street Modified.

SSM leaves most dreaming and wishing they could drive one, or how much they would love to build a car for the class, if not for the time and money involved. Despite the joking, silliness, and wishful thinking

**“The road to Lincoln was difficult for some, including the 2021 National Champion Eric Anderson”**

surrounding the class, its drivers and the machines are quite serious, and quite fast. A nighttime stroll through the paddock after and between events would find you small

pockets of brightly lit areas with frantic movement as the drivers, and others around them, move about the cars to fix the newest issue or break that happened before the next day's runs.

Therein, the road to Lincoln was difficult for some, including the 2021 National Champion, Eric Anderson, who had his incredibly aggressive looking and sounding Miata break a crankshaft at the Toledo ProSolo. With hopes of making it to Nationals suddenly at risk, he set about sourcing a crankshaft strong enough to handle the power his supercharged car makes, and fought gremlins in the car in the one event he was able to run before Lincoln. That battle continued through the ProSolo Finale.

The hard work paid off, though, with Anderson being able to reach the goal he and Randall Wilcox had set out to accomplish: To be the first car to win two different Open class championships in the same year. In this case, Anderson in SSM, as Wilcox had already won XP.

Thursday, East Course first runs seemed to suggest Jason West in a Lotus Elise or Andrew McGibbon's Toyota MR2 would be at the sharp end, the only two in the 59s. But Anderson popped a class-leading 58.3 on his next time out, a tenth quicker than West. On his third run, the Miata came home in 57.921 while West only improved fractions of a tenth.

On Friday, Anderson brought his “A” game. A dirty 51.6 presaged a clean 51.473. There was a 50.8 on his final shot, also dirty – but he didn't need it. A 109.394 had him 1.452sec clear of the Lotus with the MR2 taking the final trophy.

### Devin McCuen

### STREET MODIFIED

Home for many of Solo's most exciting cars that can still obtain a license plate, Street Modified brought a variety of vehicles and talent to Lincoln this year. The heavy hitters in this year's show included Todd Kean and P.J. Corrales in the famed “Panda” Nissan 240SX, already with five championships to its name. Unfortunately, Panda is also famous for its technical difficulties, and on-site fixes, and came to the East Course for Thursday's first heat with multiple repairs from teammates running XP the days prior.

Adversities aside, the two drivers were quick from the start with a 58.0 for Kean and a dirty 57.6 for Corrales. Their challengers quickly became apparent, newer to SM but no strangers to championships, Erik Strelnieks in his Nissan GTR and John Vitamvas in his 2.5-liter turbo RX-8 immediately laid down low 58s as well.

This tight battle stretched out after first runs, however, with Kean being the only driver to drop into the 56s on his second run and ultimately



a 56.112 on his final attempt, clearing the field by 0.6sec over Corrales in second.

On the West Course, Kean picked up right where he left off to take the early lead on a 51.3, closely followed by Vitamvas on a 51.4. The second day was not as smooth for Panda however, cracking the exhaust manifold during Kean's second (and fastest) run. In typical Panda fashion, the portable welder made its way to the grid, but the fix did not hold, compromising performance and leaving Kean and Corrales to stand on their second runs of a 50.8 and 51.0.

Strelnieks was able to capitalize with his third attack, fastest of the day at 50.694, but not without misleading sound issues that led to a brief DSQ – a successful protest and reinstatement gave him a second-place finish. Panda had given Kean just enough to hold off the GTR by 0.640sec.

When the dust settled, Kean – pleasantly surprised to keep his runs clean both days – held a 106.924sec time to earn his second Street Modified championship, and a sixth for Panda. Corrales completed the sandwich in third.

#### STREET MODIFIED LADIES

Dropping in at the last minute from a dissolved ESPL class, Nicole Wong quickly became a favorite in Street Modified Ladies in her 2020 Camaro SS.

Perry Bennett



#### WALK THE LINE

There's an art to course walks. But for the rest of us, there's brute forcing it by walking until the sun sets.

She found tough competition waiting in Jojo Corrales-Kean driving the Open class-winning Panda Nissan 240SX, Johanna Griest in a borrowed Tesla Model 3, plus Hilary Anderson Frank and Lisa Berry originally sharing an Audi S4.

Thursday, Wong and Corrales-Kean both performed best on their second runs with near-matching 61.3s, but Wong's 61.304 gave a slight

advantage. Griest was unable to match her coned time and would remain in third. Frank had the quickest scratch time but sat on her dirty 60.8 in a Nissan GTR borrowed from Erik Strelnieks after electrical issues sidelined the Audi S4. It was the second of three cars she'd need to complete her six runs.

Friday saw Wong remain on top after first runs with a 54.5 and she would be the

only driver to do so cleanly, followed by Corrales-Kean with a 55.0 and Griest again with a good pace, but her 54.9 came with two cones.

Second runs would decide the contest – both Wong and Griest improving only a tenth while Corrales-Kean went DNF. Wong notched her 10th championship with a 115.705 score. Corrales-Kean, 0.725sec behind, took



## STREET MODIFIED

1. <b>Todd Kean</b> #99 Nissan 240SX	NEng 106.924
2. <b>Erik Strelnieks</b> #97 Nissan GTR	LnSt 107.564
3. <b>P.J. Corrales</b> #199 Nissan 240SX	NEng 107.785
4. <b>John Vitamvas</b> #159 Mazda RX-8	WDC 108.583
5. <b>Tyler Faucett</b> #194 BMW 328i	Colo 109.343
6. <b>Tim White</b> #165 Subaru Impreza	CCar 110.231
7. Jason Frank/Milw (#163 Audi S4); 8. Denis Bucher/NePa (#63 Nissan 240SX); 9. Shelly Monfort/SanF (#59 Mazda RX-8); 10. Drew Hackett/Iowa (#93 Subaru Impreza WRX STi); 11. Robert Palmblad/CFLa (#34 Audi TT-RS); 12. Ross Pendergast-Pedersen/CCar (#65 Subaru Impreza); 13. Jade Weigel/Iowa (#193 Subaru Impreza WRX STi); 14. Mike Faucett/Colo (#94 BMW 328i); 15. Jonathan Fudge/SanD (#74 Subaru 2.5 RSTi); 16. Brad Jensen/Colo (#89 BMW 325Ci); 17. Ethan Fudge/SanD (#174 Subaru 2.5 RSTi); 18. Jay Bullington/CCar (#96 Audi S4).	

## STREET MODIFIED LADIES

1. <b>Nicole Wong</b> #46 Camaro SS	Ariz 115.705
2. <b>Jojo Corrales-Kean</b> #99 Nissan 240SX	NEng 116.430
3. Johanna Griest/Det (#85 Tesla Model 3 Performance); 4. Hilary Anderson Frank/Milw (#93 Nissan GTR/Nissan 240SX); 5. Allison Walker/Miss (#65 Subaru Impreza); 6. Lisa Berry/CSCC (#165 Subaru Impreza).	

Jon Krolewicz



## SM ▼

## Todd Kean

#99 G-Fab Racing/OS Giken/  
Streetmommified Nissan 240SX



Rupert Berrington

could keep up with the tandem of defending National Champion Craig Wilcox and 2019 runner-up Joe Silva (who hadn't driven their Civic since July 2020). A CRX co-driven by Dakota Tabler and Jonathan Bennett, and a Civic for Bill Staley – all Nationals rookies – very quickly showed they were up to the task. The trio inserted themselves between Wilcox and Silva on the first runs.

While the other drivers all found time on their second and third runs, Staley could only duplicate his first-run time, leaving him at the tail end of the trophies.

Wilcox would never relinquish the lead, calling his shot after first runs that it would take a 58.0 to hold the lead going into day two, and hitting 58.032 to finish the day. Bennett was at 58.5, Silva showing 58.8 and Tabler on 59.0 ahead of Staley's pair of 51.1s. Lurking in sixth was Jeremiah Thomas in a Mini Cooper S.

Wednesday saw SMF venture to the West Course. Again, Wilcox, knowing he "needed to be aggressive because a conservative first run would essentially be a throwaway," asserted himself as the class alpha with a blistering 51.538sec, clocking a 109.570 total that ultimately proved untouchable by anyone, even himself.

Behind Wilcox, the second position changed hands several times, with Staley, Bennett, and

### "Dropping in at the last minute...Nicole Wong quickly became a favorite in Street Modified Ladies"

the other trophy, chased by Griest, Frank, and Allison Walker in a Subaru Impreza.

The run of the day, however, belonged to Berry, sitting dead last with three DNFs and two pyloned runs. The last car in class to run, she had nothing to lose on her final foray in Walker's Subie. The clock read 53.938: fast time of the day in SML.

## Julian Garfield

## STREET MODIFIED FWD

Honda has been the dominant marque in SMF, having won every year since the inception of the class in 2009. This year proved no different as the class formed up for Tuesday's first heat on the East Course.

It became apparent the question would be if anyone

Rupert Berrington



Rupert Berrington

## ▲ SML

## Nicole Wong

#46 ProParts USA Camaro SS



Rupert Berrington



SMF

**Craig Wilcox**

#198 OS Giken/Dirty Bob's  
Garage/Oasis Tan Honda Civic

Silva all taking turns in the runner-up spot. Silva managed to record the only other clean time below 52sec, a 51.9 that secured the second step on the podium. Bennett managed to clean up enough to hold off Staley for the final podium step, with Tabler battling cone troubles but hanging on for the last trophy. Wilcox's 1.155sec margin of victory produced his sixth SCCA National Championship title, but the first time he'd won back-to-back.

Wilcox and Silva came into this event treating it like a local event, to not have any pressure. "We're out here to have fun first," they said. After they'd gone 1-2 for a second straight year, Wilcox hinted he could become the tire warmer for Silva next time. "He's definitely earned it," Wilcox said.

#### STREET MODIFIED FWD LADIES

Just because SMFL only had three drivers, don't think they didn't come to play. They didn't get to run until the end of the day on the East Course on Tuesday, when defending Champion Monique Forsythe in a Civic Si came out swinging with a 63.6sec pass. Karen Thomas in a Mini Cooper S was DNF on her first run but came back with a 62.9 on her second and a 62.502 on her third. A Mini was intruding on Honda territory.

Forsythe was unable to improve on her first run, ending up a second slower with Mary Cutrer's Civic Type S another

"Thomas said she came back to run SMFL... because she wanted to see how much she had improved"

second back. Thomas said her secret was "picking two major areas to focus on improving: the first slalom after the start because [the entry] was *kinda pinchy*, and what a lot of people called the 'peanut turn' [the 180 dubbed 'Air Pocket'] I needed to go full in and trail brake, which I did the third run."

Both Thomas and Forsythe were DNF on their first West Course runs, leaving Cutrer briefly in the lead. On second runs, Thomas reclaimed the lead with a 55.7, but unable to find time on run three, she waited at 118.284 to see what Forsythe might do.

Forsythe, meanwhile, crossed the line with the day's top time, 54.920sec – but it left her 0.239sec shy of Thomas.

The win marked the first official SMF championship for a non-Honda (a Mini won in 2011 when SMF was a supplemental class).

Thomas said she came back to run SMFL against Forsythe because she wanted to see how much she had improved since her first Solo Nationals in 2019. Back then, she'd been nearly six seconds behind Forsythe.

**Ryan Lower**

Philip Royle



#### STREET MODIFIED FWD

1. <b>Craig Wilcox</b> #198 Honda Civic	KC 109.570
2. <b>Joe Silva</b> #98 Honda Civic	Sal 110.725
3. <b>Jonathan Bennett</b> #168 Honda CRX	CCar 110.957
4. <b>Bill Staley</b> #141 Honda Civic	StCt 111.286
5. <b>Dakota Tabler</b> #68 Honda CRX	Wire 112.018
6. Jeremiah Thomas/CPa (#189 Mini Cooper S); 7. Mike Forsythe/Colo (#31 Honda Civic Si); 8. Ryan Neff/Colo (#131 Honda Civic); 9. Justin Kennedy/	

Rupert Berrington



Philip Royle



**Karen Thomas** ▲ SMFL

#89 MarioKart/Mo-Glide/  
RedShift Mini Cooper S

NEng (#89 Mini Cooper S); 10. Matt Davis/CSCC (#56 Toyota Corolla); 11. Ryan Unks/LnSt (#101 Honda Civic Type R); 12. George Hammond/LnSt (#67 Honda CRX Si); 13. Bill Staley Sr./StCt (#41 Honda Civic Si); 14. Adeeb Rabie/Hous Honda Civic Type R); 15. Chris Haydu/NePa (#197 Honda Civic); 16. Chris Janusz/NePa (#97 Honda Civic).

#### STREET MODIFIED FWD LADIES

1. <b>Karen Thomas</b> #89 Mini Cooper S	ODom 118.284
2. Monique Forsythe/Colo (#99 Honda Civic Si); 3. Mary Cutrer/LnSt (#91 Honda Civic Type R).	





Perry Bennett

## PREPARED CLASSES

### X PREPARED LADIES

Deanne Caraballo and Kim Bollinger were the only XPL competitors, so it would be a non-championship class this year. A shame since the two have won 16 Nationals between them.

From the word go, Caraballo showed it was going to be the Deanne show, winning XPL in the rare Toyota Starlet owned by her dad, Dwayne Komush, that she has taken to earlier victories in EPL and DPL. With fast times both Tuesday and Wednesday on the cool Heat 1 pavement – 61.732 on the East Course, 54.284 on the west side – her 116.017sec total was good for a 12.420sec margin of victory.

Caraballo was also helping her father collect data for their campaign in DP on Thursday-Friday, making setup changes after every run, with the car

starting out pushy, then swinging to overly loose, then on her final run they found the balance between the two.

### X PREPARED

X Prepared has been dominated by two drivers almost since its inception: Fred Züst in his Lotus Elise, and Andrew McKee in his Mazda RX-7. Many other drivers have tried and come close but, since 2008, one or the other have taken home the crown. In 2019, with Züst and his Lotus Elise absent, Mazda RX-7s dominated, taking the top six places.

Both drivers were back this year, but 22 other competitors looked to break their stranglehold, and it would not be a one-model class this time. Among the challengers were a couple of cars normally seen in Super Street Modified: the “Big Bad Wolf” Honda S2000

owned by Robert Thorne, and “Lafawnduh,” a 1990 Mazda Miata driven by Randall Wilcox. They lined up Tuesday for Heat 5 on the East Course.

It was the SSM invaders who ruled day one. Züst fired a warning shot with a 56.3sec first run, but Wilcox returned a 56.1 on his third run to stand second (feeling like he left time in the finishing wallums). Thorne was the only driver to break the 56-second barrier. His 55.983sec third run put him on top of the field, although he didn't feel he had “that magic little bit of Hoosier grip” that could've given him an even bigger lead.

Both competitors noted that the strong 20-plus mph winds (unusually out of the north, pretty much parallel to all the slaloms on the East Course) had a pronounced effect on their handling, creating significant

**“[Wilcox] left the starting line before Thorne's time flashed across the board, unaware he was on a victory lap”**

understeer into the wind, and oversteer with the wind.

Day two brought comparatively calm winds for the XP combatants. This time it was McKee's Mazda with a message for the invaders, his 49.8 the only first run under the 50-second barrier. But Wilcox fired back with a 49.5 on his second run – a run where he said, “All right, let me push the [corner] entries and see what happens.”

Thorne, Züst, and company were still stuck in the 50s.

McKee set out with all eyes on him to try and bring the crown back his way, and while his 49.469sec final run would





Philip Royle

▼ XP  
**Randall Wilcox**  
#198 Mazda Miata

X PREPARED		
1. <b>Randall Wilcox</b>	TnnV	
#198 Mazda Miata	105.731	
2. <b>Andrew McKee</b>	SanF	
#141 Mazda RX-7	105.765	
3. <b>Robert Thorne</b>	Colo	
#180 Honda S2000	105.902	
4. <b>Fred Zust</b>	CCar	
#196 Lotus Elise	106.073	
5. <b>Jason Collett</b>	ETnn	
#98 Mazda Miata	106.702	
6. <b>Dave Montgomery</b>	Cinc	
#94 Porsche 914/6	106.986	
7. <b>Mark Mauro Jr</b>	Colo	
#114 Mazda RX-7	107.062	
8. Darian Taggart/Phil (#80 Honda S2000); 9. Tom Exley/SanF (#Mazda RX-7); 10. Teresa Neidel-McKee/SanF (#41 Mazda RX-7); 11. Mark Mauro Sr/Colo (#14 Mazda RX-7); 12. Alexandra Züst/CCar (#96 Lotus Elise); 13. Nick Gruendler/LnSt (#184 Mazda Miata); 14. Ross Bollinger/SBnd (#172 Mazda Miata); 15. Daniel Moore/Tex (#84 Mazda Miata); 16. Matthew Peck/LnSt (#99 Datsun 280Z); 17. Michael Hoyt/Neb (#128 Mazda Miata); 18. Bryan Mancuso/NEng (#91 Nissan 240SX); 19. Steve Hoelscher/TnnV (#165 FAW Cardinal); 20. Steve Bollinger/SBnd (#72 Mazda Miata); 21. Tom Holt/LnSt (#199 Datsun 280Z); 22. Jon Krolewicz/SCar (#65 FAW Cardinal); 23. Eric Griesa/SanF (#25 Mazda RX-7); 24. Kent Hoyt/Neb (#28 Mazda Miata).		

prove to be the fastest time of the day in class, it was not enough to overhaul Wilcox's 105.731 total, leaving him 0.034sec in arrears. Thorne was third with Züst fourth.

Wilcox was at the line when Thorne was coming around "Just a Walk in the Park" and Züst was exiting "That's Classified." While he "wanted to wait an extra second just to look," he left the starting line before Thorne's time flashed across the board, unaware he was on a victory lap for his third championship.

#### Ryan Lower

#### C PREPARED LADIES

CP Ladies, which ran third heat on Thursday on the West Course and Friday on the East Course, was an all-Mustang affair with five drivers in three cars. It also was the Nationals debut for the Mod Squad Garage "Outlaw" car, which featured a tube-frame, four-cylinder turbo and (gasp) a wing.

Day one featured a battle between mother and daughter as Tracy and Alyssa Lewis set the pace in the "Outlaw," with Mama Bear prevailing on day one with a 55.395. The day was not without drama, though, as the car shed a swaybar arm on the first run for defending champion Tracy and she passed her second run. The car was repaired in time for third runs and her FTD time.

Day two saw Tracy stretch



Rupert Berrington

her lead as she became more comfortable in the car. A 62.671 final run ran her total time to 118.066 with daughter Alyssa 1.593sec back, giving Mama Bear her sixth CPL title.

#### C PREPARED

"Outlaw" would go 1-2 again in the fifth heat as CP finished off the week of championship autocross.

Robert Lewis' turbo-powered I-4 Mustang, with Tommy Pulliam pulling first-driver duty, departed from every norm you would expect from a CP car. Wings, tube-frame, turbo-4 – you name it, this car had it. The chassis is a 1982, but that is about the only nod to the dinosaur image the class embraces.

The 'Stang also had incredible speed as Pulliam showed on Thursday, laying down times that would have put him third in D Modified. It was a battle between the two teammates on the East



Rupert Berrington



Philip Royle

▲ XPL  
**Deanne Caraballo**  
#52 Komush Engineering Toyota Starlet

X PREPARED LADIES		
1. <b>Deanne Caraballo</b>	SanF	
#52 Toyota Starlet	116.017	
2. <b>Kim Bollinger/SBnd</b>	(#72 Mazda Miata).	





## REMEMBERING 9/11

SCCA's National Solo Program Senior Manager, Howard Duncan, was visiting certain competitors, found in the grids, paddock, Solo Downtown, wherever, handing out small pins remembering the events of two decades ago. The pin was a number nine, a depiction of the two towers of the World Trade Center as the "11," and a tiny band with "20" thereon. On the base, the words, "Never Forget."

Those who were in Topeka, Kan., on Sept. 11, 2001 – the first day of that year's Solo National Championships – well remember the extraordinary events of that day, and that week. The two planes smashed into the Twin Towers even as the first cars were sent out on course at Forbes Field.

Two heats ran on the North Course, even as the Air National Guard was moving a barrier of heavy vehicles and armed Humvees between their facility and ours. On the South Course, three heats were completed as word came to shut down the event – everybody needed to load up and get off the airfield property. The FAA had shut down all air travel. We exited with remarkable alacrity. Everyone was aware. Nobody dawdled. Just 285 cars had made their runs.

We were not ordered off. FAA's position was it had no

authority on ground activities. It was SCCA's decision, our small part to ease the uncertainty of the moment.

On the highways, many competitors were still traveling to the Solo Nationals. A significant number turned back home. A driver who'd brought his car to Topeka and flew home for a business meeting could not get a flight back. Another, an Air Force major, was doing his work assignment when he got word to get back to his duty station, the Pentagon, ASAP. He completed the work shift. He never got to compete.

Similar stories accounted for 127 drivers listed DNS on the results.

We waited – through Tuesday, all of Wednesday – then went to a Wednesday evening banquet at which no awards would be given. There, it was announced the event would resume Thursday morning.

Emcee Roger Johnson gave a stirring speech: "We must persevere."

It would be a one-course event, South Course only, the North would be an empty buffer for the ANG. Those who had run Tuesday were done.

We returned to the paddock Thursday morning, unloaded once more. A new run order was posted. An armed Humvee would

occasionally make a pass through the paddock. It saw nothing but determined autocrossers. Many cars flew American flags. Many more wanted to but there were none to be found to buy in Topeka.

Conventional wisdom was that cars could run no closer than 25 seconds apart, any faster would create chaos in timing, would not give workers time to reset cones, reruns would be epidemic. But now cars were being sent out 16 to 18 seconds apart. There was no timing chaos; reruns were minimal. Instead, there was a laser-focused intent to get the event done; and do it efficiently.

Many competitors volunteered for extra work shifts. Worker changes on the fly meant minimal downtime between heats. No wasted motion, no unnecessary fussing, and only one protest (which was disallowed). Today, that frequency is common. We learned we could do it.

Six heats were run on that Thursday, nine on Friday – 669 cars all got their three runs. We came together to make it happen.

I have written this before: What we did that Thursday and Friday was massively unimportant in the grand scheme of things. What was important was our freedom and determination to do it.

**Rocky Entriken**

Course with Pulliam's best time of 51.366 on his second run leading the way.

Lewis had done a 50.9 on his third run but hit a cone, leaving him with a best of 51.5. Mike Maier, Darrel Padberg, and Ethan Bradbury followed roughly a second behind the leader.

Day two saw Pulliam lay down the law on all three runs with each run faster than the last. Day two also saw a swaybar arm depart from the Lewis/Pulliam car again (see CPL) with repairs this time coming much quicker, and no runs being missed.

Pulliam ended with a best time of 57.479, totaling 108.845sec, faster than Lewis by 0.842sec, for his third consecutive title in CP. Fords took the top nine trophies, with Maier's iconic Shelby GT350 in third ahead of Padberg's Mustang, then Bradbury's Thunderbird with a similar turbo-4 under the hood.

**Chris Kunkel**

### D PREPARED

D Prepared was all Miatas – except for the Dwayne Komush Toyota Starlet (a car that Mike Maier drove in 2019). 2021 saw John Thomas step into the car in hopes of extending his 17-win record. And it didn't take long for Thomas to get acclimated as he and Todd Roberts put on a show for the ages.



"Day two saw [Tommy] Pulliam lay down the law on all three runs with each run faster than the last"

Thursday alongside the cornfield in the fifth heat, Roberts opened with a 51.5. Thomas topped that with a 51.2 on his second run, but Roberts came right back with a 50.9. Thomas beat it again on his last run with a 50.8 – but Roberts, the penultimate DP car on course, topped it with a day-leading 50.683 and a 0.167sec lead.

Things would get even tighter on Friday. Thomas led the way all day on the plane (east) side. But by thin margins. Would it be enough?

Thomas dropped to a 57.2 on run two with Roberts unable to match it, giving Thomas roughly a 0.6sec lead going into the final run. Thomas laid down a nasty 56.8 on that last run but collected a cone along the way leaving Roberts a chance. Roberts's 57.3 was just enough to take the class by 0.01sec with a two-day total of 108.046. And, with that, he added a second championship jacket to his collection.

**Chris Kunkel**

#### E PREPARED

It was an all Honda/Acura show for E Prepared, which ran on the East Course, fourth heat, on Tuesday. Defending National

#### C PREPARED

1. <b>Tommy Pulliam</b> #65 Mustang	Atl 108.845
2. <b>Robert Lewis</b> #165 Mustang	RdHl 109.687
3. <b>Michael Maier</b> #136 Shelby GT350	SanF 110.591
4. <b>Darrel Padberg</b> #79 Mustang	RdHl 112.429
5. <b>Ethan Bradbury</b> #23 Ford Thunderbird	NwOh 112.559
6. <b>Britt Dollmeyer</b> #46 Mustang	Ariz 113.171
7. <b>Derek Latshaw</b> #184 Mustang	Susq 113.872
8. <b>Justin Peachey</b> #147 Mustang	Susq 113.982
9. <b>Kyle Chipps</b> #19 Mustang	SagV 114.288
10. <b>Todd Farris</b> #154 Chevrolet Malibu	Hous 114.363
11. <b>Mark Madarash</b> #91 Pontiac Trans-Am	Tex 114.416
12. Chris Miller/DMV (#43 Mustang turbo); 13. Jeff Minor/Hous (#54 Chevrolet Malibu); 14. Tim Bergstrom/Ariz (#146 Mustang); 15. Johnathon Stewart/SanF (#36 Shelby GT50); 16. Albert Hermans/KC (#49 Mustang Cobra); 17. Andy Hohl/STL (#39 Mustang); 18. Eric Peachey/Susq (#47 Mustang); 19. Sean Tate/SagV (#118 Mustang); 20. Dave Whitworth/Neb (#139 Mustang); 21. John Bradbury/NwOh (#124 Mustang); 22. Joseph Craley/NwOh (#24 Mustang); 23. Dennis Latshaw/Susq (#84 Mustang); 24. Travis Durant/Neb (#29 Camaro); 25. Rick Ruth/Chi (#179 Mustang); 26. Bob Ely/ConD (#27 Mustang); 27. Donna Bartling/Hous (#90 Mustang GT); 28. Art Martinez/Wich (#134 Pontiac MSE Trans-Am); 29. Anthony Espinosa/Hous (#190 Mustang GT); 30. Dave Zitzlsperger/Neb (#129 Camaro); 31. Sean Ittner/Atl (#122 Mustang); 32. Travis Bolton/KC (#199 Corvair); 33. Kyle Roberts/SagV (#11 Buick Regal); 34. Chuck Tate/SagV (#18 Mustang); 35. Dick Berger/KC (#99 Corvair); 36. Charlie Clark/KC (#6 Corvair); 37. Paul Przyborski/WDC (#81 Camaro); 38. Tracy Sandberg/Iowa (#34 Pontiac MSE Trans-Am); 39. Brian Ittner/LOL (#22 Mustang).	



Scott Arnold

CP ▼

**Tommy Pulliam**

**#65** Mod Squad Garage Mustang



Rupert Berrington



Scott Arnold

#### C PREPARED LADIES

1. <b>Tracy Lewis</b> #165 Mustang SVO	RdHl 118.066
2. <b>Alyssa Lewis</b> #165 Mustang SVO	RdHl 119.659
3. Alison Hill/Atl (#39 Mustang); 4. Elizabeth Whitworth/Neb (#139 Mustang); 5. Joyce Ruth/Chi (#79 Mustang).	



Rupert Berrington

CPL ▲

**Tracy Lewis**

**#165** Mod Squad Garage Mustang SVO





Scott Arnold

DP ▼

**Todd Roberts**#182 Carbotech/US Lumber Brokers/  
Thanks Steve! Mazda Miata

Scott Arnold

**D PREPARED**

- |  |                 |
|--|-----------------|
| 1. <b>Todd Roberts</b><br>#182 Mazda Miata   | LnSt<br>108.046 |
| 2. <b>John Thomas</b><br>#152 Toyota Starlet   | Miss<br>108.056 |
| 3. <b>Andrew Pfotenbauer</b><br>#108 Mazda Miata   | NwOh<br>111.610 |
| 4. <b>Ward Marshall</b><br>#195 Mazda Miata  | Hous<br>111.936 |
| 5. Michael Palero/Mont (#94 Mazda MX-5); 6. Martin Henry/NeOk (#39 Mazda Miata); 7. Rich Windberg/LnSt (#95 Mazda Miata); 8. Nicholas Deneault/NwOh (#8 Mazda Miata); 9. Steve Hudson/LnSt (#82 Mazda Miata); 10. Dwayne Komush/SanF (#52 Toyota Starlet); 11. Ron Baker/Reno (#93 Mazda Miata). |                 |

Philip Royle

**D PREPARED LADIES**

No entries

**E PREPARED**

- |  |                 |
|--|-----------------|
| 1. <b>Patrick Washburn</b><br>#198 Honda Civic   | Milw<br>109.397 |
| 2. <b>Ryan Huffman</b><br>#17 Acura RSX Type S   | CCar<br>110.761 |
| 3. <b>Chris DeLay</b><br>#98 Honda Civic   | KC<br>111.141   |
| 4. Chris Raglin/Atl (#191 Honda Civic); 5. Jinx Jordan/NEng (#91 Honda Civic); 6. Robert Christmas/NwOh (#117 Acura RSX Type S); 7. Matt Tuhro/SagV (#58 Honda CRX); 8. Doug Stoots/NwOh (#158 Honda Civic). |                 |

**E PREPARED LADIES**

No entries

EP ▲

**Patrick Washburn**

#198 Lucky Lugnut Racing/King Motors Honda Civic



Rupert Berrington

Champion Pat Washburn was taking no prisoners.

Washburn started out fast and clean in his Honda Civic, leading after the first runs and was never bested – his final run of 57.958 was his fastest. Ryan Huffman, in his first year at the big show, drove an Acura RSX Type S. He started off a little wild with eight cones on his first run but would eventually get within 0.458sec of Washburn and claim second place. Chris Raglin was another half-second back followed by Washburn's co-driver Chris DeLay.

"Whenever you're in the lead after day one, it's a good day," Washburn said. "This is the

**"I loved the design, the visuals were great, and not a lot of unnecessary cone penalties"**

**PATRICK WASHBURN**

first event besides the ProSolo Finale that we've run aero, and we can feel the difference. I think we have some setup work to do to take full advantage of it, but just putting a wing and splitter on the car makes it easier to drive. Although, it was a little gusty today.

"I had a heavy tailwind going out in the first slalom, and for the first time since I've driven with the wing, was able to break the rear end loose. I could never do that before."

Other problems involved front tire rub, which involved a spring change. Regardless, he noted at the end of day one, "The course was a riot, I loved the design, the visuals were great, and not a lot of unnecessary cone penalties. However, I am looking forward to tomorrow for a little more tight/technical mix."

Rookie Huffman said: "We started out with some adjustments that made the car really loose. This is the first time I've driven on concrete, so it was a rude awakening for me. The grip up front was insane. We dropped the rear tire pressures and will adjust the rear bar for tomorrow.

On Wednesday, Washburn set out to avenge his Bristol Champ Tour loss to Huffman. He was consistently fast with a best run of 51.439, giving him a 1.364sec two-day advantage. Huffman maintained second place, but DeLay



moved ahead of Raglin to take the last trophy spot.

"There was more driver strategy on the West Course where the East was a more wide-open, send it, 'Hail Mary' kind of thing – I liked both though," Washburn concluded.

Huffman had made a rear swaybar change and declared his Acura more drivable. "This course suited my driving style better," he said. "Back home, we drive a lot more tight [and] technical stuff, so as far as setting up for the different elements and checking up early, I'm fine with that. In the high-speed stuff, the car was a little twitchy."

**Jeff Cashmore**

#### F PREPARED

F Prepared drew the last heat of the day on Tuesday-Wednesday, with competition kicking off under sunny skies on the East Course. Caius Boboescu took the early day one lead, running a time of 57.2 in his custom-built BMW Z3, a car that started in stock form before being modified during the COVID shutdown last year.

2019 FP runner-up Alex Jones slotted into second with his Pontiac Solstice, with Jesse Waymire sitting third in his Honda S2000. Boboescu would hold his lead through second runs as the co-driver tandem of Waymire and Wes Hughson utilized run data to move closer to the top.

**"We were able to come up with our plan while walking both courses and executed it well"**

**WES HUGHSON**

Their experience as co-drivers proved beneficial, as Hughson took over the class lead with the fastest class time of 56.633sec on his final run. Waymire would also improve, now just 0.16sec behind his co-driver.

Boboescu rounded out the first day top three just 0.36sec behind Waymire, with Jones fourth. Shawn Lambert ran a fast enough first run to place fifth, but hub failures on both sides of his Miata led to a DNF second run and ended his Nationals.

To the West Course, Hughson and Waymire picked up where they left off, both drivers holding down the top two spots through all three runs to deliver Hughson his first SCCA National Championship title. Hughson was quickest again at 50.631, 107.264sec over the two days. Car builder Waymire ended up 0.945sec behind. Boboescu would round out the podium.

"I had lots of butterflies and nervousness going into today, but Jesse built an awesome car and made it really easy for me to go fast this week," Hughson said. "We were able to come up



Philip Royle

F PREPARED		
1.	<b>Wes Hughson</b> #67 Honda S2000	Wire 107.264
2.	<b>Jesse Waymire</b> #167 Honda S2000	Wire 108.209
3.	<b>Caius Boboescu</b> #119 BMW Z3	SagV 108.627
4.	<b>Alex Jones</b> #192 Pontiac Solstice GXP	NwOh 109.180
5.	<b>Jeff Warden</b> #13 Nissan 370Z	LnSt 112.162
6. Sam Henry/OzMt (#137 Mazdaspeed Miata); 7. Paul Ryan/LnSt (#113 Nissan 370Z); 8. Charina Jones/NwOh (#92 Pontiac Solstice GXP); 9. Matt Longpine/OzMt (#37		



Rupert Berrington

#### FP ▲

**Wes Hughson**  
#67 Jesse Honda S2000

with our plan while walking both courses and executed it well."

Waymire credited the new Prepared aero rules to really improving the car's performance. "I've always wondered how the SSM and XP cars went through the course so fast," he said, "and we found out when putting this aero on the car."

**William Bostic**

Mazdaspeed Miata); 10. Michael Tews/Milw (#47 Datsun 240Z); 11. Jackie Boboescu/SagV (#19 BMW Z3); 12. Matt Butz/NwOh (#80 Datsun 240Z); 13. Larry Kurtz/NwOh (#180 Datsun 240Z); 14. Shawn Lambert/Ky (#195 Mazda Miata); 15. Bryan Hayes/CCar (#95 Mazda Miata); 16. Tony Giordano/KC (#60 Datsun 280Z).

#### F PREPARED LADIES

No entries



## MODIFIED CLASSES

### A MODIFIED

1. <b>Christopher Dunn</b> #121 UTA UTA-Mod	Tex 95.435
2. <b>Ricardo Quinonez</b> #181 Shark Stealth	SanF 103.494
3. <b>Kencey Christopher</b> #21 UTA UTA-Mod	Tex 103.966
4. <b>Jeremy Boyer</b> #177 LRC Raptor	SnRv 105.016
5. Jonathan Clements/SWVa (#16 Van Diemen RF94); 6. Eileen Blando/SanF (#81 Shark Stealth); 7. Robert Barone/NEng (#64 CK Dragon); 8. William Goodale/NEng (#38 Dragon F1); 9. Neal Stanley/SnRv (#77 LRC Raptor).	

### A MODIFIED LADIES

No entries



Philip Royle

**▲ AM**  
**Christopher Dunn**  
**#121 UTA UTA-Mod**



Rupert Berrington

### A MODIFIED

Over the years, a number of innovative machines have come to dominate A Modified, going back to Bud Grocki's Banshee, a six-time winner in the early 1980s. There were George and Todd Bowland's BBR cars (Bowland Boys Racing), which claimed at least 15 titles under four different drivers. The sleek Phantom designs of Joe Cheng in which

**"I bounced it off the rev limiter in third gear, which I think is 85mph. It was a blast!"**  
**CHRISTOPHER DUNN**

he and Gary Milligan won several times. More recently, the Acme Special for K.J. Christopher and Marshall Grice, and last time out David O'Maley's PSS. But never before

has it been a collegiate Formula SAE team's grown-up design.

Christopher Dunn, under the flag of the University of Texas-Arlington, cranked off a 50.931 first run Tuesday afternoon on the East Course, which was a time even he couldn't get close to again. Ricardo Quinonez was four seconds back in second place with Dunn's co-driver Kencey Christopher in third.

"This is a new car – we first drove it in March on our test site, but it's not big enough to get up to the speeds we saw today," said Dunn. "This is only our second SCCA autocross event with it. I bounced it off the rev limiter in third gear, which I think is 85mph. It was a blast to drive."

"With COVID, we didn't think there would be an FSAE competition this year, so we decided to build a purpose-built A Mod car. It's a little wider and longer and we're running 13-inch wheels, but it's still smaller than most of the other cars in the class. This is the first time we've ever seen another A Mod car in person, so it's interesting to compare our design decisions."

The combination of big wings and gusty winds on Tuesday made life difficult for all the drivers. "Going upwind vs. downwind was upward of half a G difference today," Dunn pointed out. "It was a blast heading upwind into the showcase sweeper, but then I lost it on my second

run at the exit when I turned downwind and DNF'd through the outside wall of cones."

The following day on the tighter West Course, Dunn put another four seconds on Quinonez. His 95.435 total gave him an 8.059sec win at 95.435sec. Christopher had the second-fastest time of the day, closing to within half a second of Quinonez, but still third.

For his part, Quinonez had to thrash to be ready for Tuesday, thrashing to fix a broken car. "We broke a suspension mounting point and had to source an MIG welder on site," he said.

On his way to the win on day two, Dunn began with a 46.7 and whittled it down to 44.504sec. "We kept going faster, but I still think there's more time out there to be had. We still have a lot of development left in the car, primarily in the suspension. I'm looking forward to putting data acquisition on it next year so we can make it even better."

**Jeff Cashmore**

### B MODIFIED

Matthew Ellam had won this class three times before; still, he wanted more. B Mod was on the West Course during Heat 1 on Thursday, and Ellam's Omnifab Cheetah was the second car out. There's the time, everybody, beat that!

He then improved upon it by more than 1.5sec to a final 42.751 and a 2.6sec lead.



In past years, Ellam co-drove with his father, but Dad moved to Super Street for 2021. This time he was a solo act.

Day two brought braking issues as Ellam worked to use his car's aero package to full effect on the fast East Course. The moderate temperatures of the early morning heat, he said, meant managing heat in the Avon tires was not a major issue, especially as a single driver. He won the day with a class-best 49.355, adding another BM National Championship to a special month that also included his wedding.

In a class with considerable chassis variety, Phil Leavens's 2004 Stohr WF1 represented a unique presence, given the car's road racing lineage. Like Ellam, Leavens – who was the first driver out – also had no co-driver, but the reason was much different. Leavens' expected co-driver is Canadian and was impacted by travel restrictions because of the ongoing pandemic. Leavens, a shade behind Zachary Moore's LeGrand Mk. 18 after the first day, rallied to finish second, 4.241sec behind Ellam, but just 0.3sec ahead of Moore.

Ellam got more. Not just a fourth championship, but also FTD for the entire event, 3.3sec quicker than the A Mod winner, and the top overall PAX index of the week.

**John Wolf**

Perry Bennett







Rupert Berrington

**B MODIFIED**

1. <b>Matthew Ellam</b> #38 Omnifab Cheetah	SanF 92.106
2. <b>Phil Leavens</b> #5 Stohr WF1	Ore 96.347
3. <b>Zachary Moore</b> #193 LeGrand Mk. 18	Milw 96.679
4. Rich Grupp/Atl (#55 Novak Blade); 5. Dylan Gabriel/Atl (#155 Novak Blade); 6. Kyriacos Panayiotou/SnRv (#76 LeGrand Mk. 18); 7. Marshall Moore/Milw (#93 LeGrand Mk. 18).	

**B MODIFIED LADIES**

No entries

Jon Krolewicz



Rupert Berrington

**C MODIFIED**

1. <b>Ben Martinez</b> #60 Van Diemen RF84	SanF 102.827
2. <b>John Ryan</b> #171 Dulon MP15	StCt 104.740
3. <b>Eric Clements</b> #194 Van Diemen RF94-Fit	SWVa 105.701
4. <b>Chris Pruett</b> #50 Swift DB1	SagV 108.631
5. John Powell/StL (#71 Dulon MP15); 6. Jaime Mendoza/SanF (#160 Van Diemen RF84); 7. Chuck Pyanowski/SCar (#90 Van Diemen RF86); 8. Sue Eckles/Neb (#83 Reynard); 9. Robert Qualkinbush/KC (#21 Adams Aero); 10. Vernon Maxey/KC (#4 Lynx B); 11. Mari Clemens/SWVa (#94 Van Diemen RF94-Fit).	

**C MODIFIED LADIES**

No entries

Jon Krolewicz

**Ben Martinez**

#60 BRM Motorsports Van Diemen RF84

**BM****Matthew Ellam**

#38 Omnifab Cheetah

**C MODIFIED**

Most of C Mod is Formula F cars with the 1,600cc Ford or 1,500cc Honda Fit engine, in cars built to a tight road racing rule set, plus a couple of Solo Vees. The class started bright and early in the first heat Thursday on the East Course.

Ben Martinez jumped to an early lead on his first run, then over the next two runs he found more time and ended the day with more than a 0.6sec lead with the fastest time of 54.238. John Ryan, going off course on his first run, laid down a safe second run, then went for it on his last run, scoring 54.8 and moving to second place ahead of Eric Clements and Jaime Mendoza, both in the 55s.

After a dirty first run on the West Course, Martinez said the car and grip level was a night and day difference on runs two and three. Capitalizing on that, he stretched his lead to 1.913sec over Ryan with the fastest time of the group, a 48.589, and a combined total of 102.827sec.

It was a battle for second place between Ryan and Clements. On Ryan's final run, he again found the pace, a tenth quicker than Clements to claim second place in his 1974 Dulon MP15, the oldest chassis in the lineup. Clements' final run was good for the final podium position.

Chris Pruett jumped from sixth on day one to the last trophy spot on day two,

switching places with Mendoza who, unfortunately, couldn't put together a clean run for the day.

**Chad Englert****D MODIFIED**

Jeremy Ellerby, two-time National Champion Jeff Ellerby's son and a six-time trophy winner in D Mod, now has his first National Championship jacket. He soundly beat his dad and five-time winner Mark Huffman in a 104.669 win over a 13-car field of purposely built autocross sprint cars, many of them, including the Ellerby's 1994 Sprinto RC 1.4T, from the garage of longtime builder and modifier Del Long. Huffman's 1965 Lotus Elan, co-driven by Ted Lewis, seemed the only car not a Lotus 7 clone.

Crediting his dad and years of kart competition, Jeremy was about one second faster than anyone on either course in the second heat, dipping to an unheard-of time of 49.021 on the West Course and 55.648 on the East. Asked how they might beat "the kid," both Mark and Jeff just smiled and nodded.

"Can't beat that boy," said Huffman, who was 1.848sec back in second with the elder Ellerby third, another second back. Taking the final trophy was Chris Kunkel in another Del Long creation, his 2006 Sprinto YC3.

**D MODIFIED LADIES**

Leah Julich and Carrie Goetz were entered in a pair of Del Long creations but ended up



Rupert Berrington



DM ▶

**Jeremy Ellerby**  
#175 Sprinto Sprinto RC 1.4T

in the same car after Julich's dad, Bryan Packingham, blew a transmission in the 2008 Sprinto GC1 Tuesday morning.

Chris Kunkel offered the second seat in the YC3 for the fifth heat. Julich drove it to fast time on both courses, 53.722 on the corn (west) side and 60.063 next to the planes (east) side – a 113.785sec total that was good enough for a 3.035sec victory margin over Goetz.

That margin was largely the result of two pylon-encrusted runs and a Tuesday DNF by Goetz, competing in her first Solo Nationals. On Wednesday, she settled down and everybody ran clean runs for only a 0.4sec difference in times.

#### Buck Entriken

#### E MODIFIED

High noon on Tuesday is when this year's E Modified showdown began. Jeff Kiesel and his gleaming electric green Turbo Sprite sat in the East Course grid, ready to defend their 2019 title. It's an intense machine, built and piloted by an intense family, although their cool Southern California demeanor might disguise that detail. This family doesn't just expect to be in first place, they're aiming for something beyond that.

Kiesel's biggest threat was a trio of Stalkers, aiming to prove that naturally aspirated V-8s can win the class. Opposing tire strategies emerged immediately

after first runs, too, with Kiesel opting for blankets on his Goodyears while Jason Minehart and co-driver Jason Kupka ditched their used Avons for a stickier set of softer Avons – a compound they had never run before.

The gambit paid off for Minehart and Kupka, dropping buckets of time to finish the day second and third. Kiesel, however, cone-free on every run, never led by less than two seconds, despite high winds working against his need for tire heat. He set top time for the class at 53.207 on his last run to take a 2.4sec lead into the next day.

And yet, his own harshest critic: "My first run was a bit off pace from what I expected," Kiesel said. "I feel like I left three-tenths out there. We're here to do our best, not to do good."

The West Course brought opportunities for all. Kiesel got less wind and more heat in his tires, and Minehart and Kupka made a shock adjustment to try and make the super soft Avons respond more to their liking. The Stalker was indeed better, now only one second or so behind; Kiesel's win, however, was inevitable. He set a scorching fast 48.082 on his final run to take the win by 3.528sec, his 14th championship and top index honors for Tuesday/Wednesday.

As expected, Kiesel



Scott Arnold

#### D MODIFIED

1. <b>Jeremy Ellerby</b> #175 Sprinto RC 1.4T	Iowa 104.669
2. <b>Mark Huffman</b> #99 Lotus Elan	Ariz 106.517
3. <b>Jeff Ellerby</b> #75 Sprinto RC 1.4T	Iowa 107.708
4. <b>Chris Kunkel</b> #198 Sprinto YC3	WNY 108.058
5. Ted Lewis/Ariz (#1 Lotus Elan); 6. Christian Moist/Cinc (#127 Birkin 7); 7. Julian Garfield/WDC (#194 Stalker AXR); 8. Brian Garfield/WDC (#194 Stalker AXR); 9. Bryan Packingham/Iowa (#178 Sprinto GC1); 10. Darin Long/Iowa (#98 Sprinto YC3); 11. Joseph Johnson/Iowa (#78 Sprinto	

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Scott Arnold

GC1); 12. Stephen Brinkerhoff/Indy (#77 Ultralite XR7); 13. Michael Wolf/Cinc (#27 Birkin 7).

#### D MODIFIED LADIES

1. <b>Leah Julich</b> #198 Sprinto YC3	Iowa 113.785
2. <b>Carrie Goetz</b> #98 Sprinto YC3	WNY 116.820
3. Lisa Garfield/WDC (#94 Stalker AXR); 4. Wanda Brinkerhoff/Indy (#77 Ultralite XR7).	

▶ DML

**Leah Julich**  
#198 Sprinto YC3





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**E MODIFIED**

1. **Jeff Kiesel** CSCC  
#143 KFR Turbo Sprite 101.289
2. **Jason Minehart** LnSt  
#178 Stalker M-Spec AXR 104.817
3. **Jason Kupka** LnSt  
#78 Stalker M-Spec AXR 106.360
4. **Scott Minehart** CFla  
#181 Stalker AXR 107.055
5. Sean Minehart/CCar (#81 Stalker AXR); 6. Mark Sawatsky/Neb (#199 MGB); 7. Gregory Vincent/StCt (#127 Stalker AXR); 8. Briget Sawatsky/Neb (#99 MGB); 9. Brian Robards/Ore (#43 KFR Turbo Sprite); 10. Anne Vincent/StCt (#27 Stalker AXR); 11. Kevin Ittner/LOL

Philip Royle



Rupert Berrington

(#122 Mustang); 12. Ron Ittner/Atl (#22 Mustang).

**E MODIFIED LADIES**

1. **Shawn Kiesel** CSCC  
#143 KFR Turbo Sprite 106.519
2. Kaila Kiesel/CSCC (#43 KFR Turbo Sprite); 3. Teresa Ellerby/Iowa (#75 Westfield SE).

Philip Royle

**EML**

**Shawn Kiesel**  
#143 Kiesel Guitars KFR Turbo Sprite

◀ **EM**  
**Jeff Kiesel**

#143 Kiesel Guitars KFR Turbo Sprite

wanted to find more speed on course, but, as he was quick to add about the win: "I'm happy, don't get me wrong."

**E MODIFIED LADIES**

In the final heat of Tuesday runs, competitors in EML got their turn. The Kiesel Family Racing Sprite was two-thirds of the class, Shawn Kiesel co-driving with daughter Kaila. Shawn, however, was unflappable on her journey to a 13th championship, 11 in a row in the class.

"I did...pretty good," she remarked with an air of reservation. While not thrilled with her gap to her husband Jeff in EM, her time of 56.258 would have placed her third in Open. "I had a goal, I reached it, and so I'm happy!"

Kaila was hoping the West Course would play more to her strengths. Her mother said, "I like gunning it and being superfast and aggressive. She's more of the technical type. She's better at that stuff."

But Mom is still the top gun in EML.

At 50.261sec on day two, Shawn's time was made even more impressive by a radical but performance-sapping slide, which robbed her of her goal of keeping pace with the Open class podium. "I'm still happy with my time," she beamed, her 106.519 making a 4.052sec victory margin over Kaila in second.

**Manfred Reysser**

**F MODIFIED LADIES**

F Mod brings forth the thoughts of: "It's not a class, it's a lifestyle. Also, I wish I would have brought ear plugs." Still, even the biggest critic of FM couldn't help but admit that given the chance, they would take a run – or 10 – if offered the chance.

Amongst the grid you'd find the deep level of camaraderie expressed by the call of "for the glory" and followed by the sound of angry bees in a coffee can. There is never a doubt when F Mod is on the scene.

Andie Wolfe felt the very real effects of the F Mod phenomenon – plus some – as she and her teammates in the DoofWagon found six different cracks and breaks in the frame after their runs on Thursday. Also, they removed the engine twice during the week and struggled with electrical gremlins, some of which were fixed in between runs with wire strippers, tape and zip ties.

Nonetheless, she went out in the first heat and laid down very fast runs, giving her the redemption she sought after missing her chance at a jacket in 2019 due to mechanical problems. After shaking off first-run pylons both days, she posted a 57.090 on the East Course and a 51.775 on the West, totaling 108.865sec for her third championship by an 8.621sec margin.

"This win couldn't have been possible without Brad Smith,





Jon Krowiec

FM

**Will Lahee**

#29 Thanks Chris! For the Glory! Red Devil

who owns the DoofWagon and puts his heart and soul into developing and caring for the car," Wolfe said. She then added that she was so proud of her co-driver Kristina Clark, and Sarah Dean in Jeff Blumenthal's KBS, for taking the plunge into FML and pushing the cars as hard as they did.

**F MODIFIED**

Everyone in FM seems to treat each other as team members and not rivals. In fact, it's not uncommon to see competitors working on each other's cars, sharing parts and expertise in order to keep everyone in the competition.

In FM this year, we found the 2021 National Champion Will Lahee in a car that felt like home. The Red Devil he piloted to victory was built and owned by him, before he sold it to co-driver Chris Thomas. Still, in realizing he'd won this year, Lahee literally fell to the ground in disbelief and lay on the hot concrete in shock. The rest of the class had not made it easy on him.

The day before, Jason Hobbs and Matt Murphy had both posted faster East Course runs, Hobbs topping the chart at 54.286 and Murphy on his heels a tenth behind. Lahee was another quarter-second back.

Lahee knew he had a hole to dig himself out of. Meanwhile, the likes of Zak Kiesel, Keith



Rupert Berrington

**F MODIFIED**

1. <b>Will Lahee</b> #29 Red Devil	Indy 103.082
2. <b>Matt Murphy</b> #99 Novakar J9	LOL 103.277
3. <b>Jason Hobbs</b> #199 Novakar J9	LOL 103.712
4. <b>Zak Kiesel</b> #194 KFR Ebon Hawk	CSCC 104.452
5. <b>Keith Roberts</b> #179 Invader	Det 104.746
6. <b>Clint Griest</b> #91 Novakar J9	Det 105.762
7. <b>Dan Wheeler</b> #88 DoofWagon	KC 106.368
8. Michelle Quinn/CFLa (#196 KBS Mk. 7); 9. Brad Smith/KC (#188	

Roberts, and Clint Griest (taking a break from his ESP ride to taste the glory) were chasing Lahee – literally, as he was the second of the 22 F Mods on the course.

But no one could match Lahee's opening 49.2sec run on the West Course. By the time Roberts duplicated it on second runs, Lahee was down to 48.8. A final 48.446 capped the contest at 103.082, 0.195sec ahead of Murphy, who'd rocketed to a 48.8 final run after a DNF and a three-cone second run, leaving Hobbs on the third step, never able to break into the 49s.

**Devin McCuen**

**KART MODIFIED**

With two championships apiece, defending National Champion Larry MacLeod in his Honda Tony Kart squared up against Daniel Wendel in the Praga Alpha to race for a third title in K Mod.



Rupert Berrington



Jon Krowiec

FML

**Andrea Wolfe**

#88 3 Axis DoofWagon

DoofWagon); 10. Patrick Barber/Det (#79 Invader); 11. Chris Thomas/Wich (#129 Red Devil); 12. Douglas Harvey/SagV (#174 Red Devil Phaneuf); 13. Heyward Wagner/Atl (#94 Raptor); 14. Radlee Bien/OzMt (#65 Red Devil); 15. J.J. Kramer/Iowa (#89 Novakar); 16. Dan Steinmark/NNJ (#30 KBS/QRE Mk. V); 17. Gary Kramar/Tex (#135 Zink); 18. Phillip Penner/Tex (#35 Zink); 19. Jeff Blumenthal/NeOh (#96 KBS Mk. 7); 20. Ron Madurski/MisB (#11 Red Devil); 21. Tom Buckman/SagV (#74 Red Devil Phaneuf); 22. Arnie Coleman/ConD (#46 Maverick).

**F MODIFIED LADIES**

1. <b>Andrea Wolfe</b> #88 DoofWagon	Sill 108.865
2. Kristina Clark/Colo (#188 DoofWagon); 3. Sarah Dean/OhV (#96 KBS Mk. 7).	





Jon Koclewicz



Perry Bennett



Perry Bennett

## AWARDS

The “New Normal” in the wake of the COVID pandemic and the cancellation of the 2020 Tire Rack Solo National Championships turned the announcement and presentation of SCCA awards on its figurative ear as new variants of the old procedures became necessary.

Beyond the class trophies, handed out in grid from rolling stages at each course, the presentation of the Solo program’s most prestigious, as well as the less prestigious awards required a new venue. Or for some, no venue at all.

Four awards (six this time, actually) whose recipients are determined by the Solo Events Boards or a selection committee, were announced and presented at the Wednesday evening Solo Awards Celebration in the Tire Rack Events Center tents, making them the focus of the evening rather than a prelude to the parade of class winners. Recipients of the two top awards – Solo Cup and Driver of Eminence – were named for both 2020 and 2021. But several other awards that in past years were handed out at the Friday evening banquet (since they

are not known until all competition is complete) are being celebrated elsewhere – like on this page.

**THE SOLO CUP, 2020:** Tina Reeves, Finger Lakes Region, was named for her long involvement with the sport, including service on the Solo Events Board with a stint as its Chair, plus seven National Championship titles.

**THE SOLO CUP, 2021:** Brian Conners, Philadelphia Region, served on the SEB (including a turn as the Chair) and contributed on a Solo Advisory Committee. Currently, Conners has taken on a task of examining the difficulties ProSolo has encountered this past year, leading to develop standard practices.

**DRIVER OF EMINENCE, 2020:** Bartek Borowski, Chicago Region, is a nine-time SCCA National Champion, his first two in DS with an Acura Integra, then a string of seven more in an ES Mazda Miata (ES-R in 2014). He is also a two-time winner of the Solo Triad Award.

**DRIVER OF EMINENCE, 2021:** Jeff Kiesel, California Sports Car Club Region, has all but owned

E Modified since he first debuted his Mazda-powered green bugeye Sprite in 2007. He won BP in 2006 with a Mazda RX-7 and claimed his 14th championship this year, now just three wins short of the men’s record. Kiesel also sponsors two awards – guitars from his eponymous manufacturing business – each year for the top PAX index drivers in Tuesday-Wednesday and Thursday-Friday competition, which he has won twice himself.

**JOHNSON SPIRIT OF THE SPORT AWARD:** For the Glory of F Mod, a madcap bunch of self-described “black sheep” who loudly cheer each other on, replete with a flag to identify themselves during competition and on the occasion they actually win something. Named in the presentation were Jeff Blumenthal of Neohio Region, plus Dan Wheeler and Brad Smith of Kansas City Region. As it happens, winning is not uncommon for this bunch, with its disciples taking both FM and FML this year – Will Lahee and Andrea Wolfe.

### DICK BERGER PERSEVERANCE AWARD:

Phil Alspach, Ohio Valley Region, has competed in 46 of the 48 Solo Nationals in cars ranging from a rotary-powered Lola T204 in A Modified to a Ford Focus SVT in H Street. He won trophies in the first two years of the event and a third four years later, one in a D Stock Alfa Romeo and two in an E Prepared Spitfire.

**ROTHNEY-KOZLAK CUP:** Kim Whitener, Texas Region, was the Oopen class female driver who finished closest in time to the class winner. Whitener finished a trophy seventh in a tight STS class. Her time of 117.188 was 1.512sec behind the STS winner, who happened to be her husband, David.

### SMALL FORTUNE RACING

**FTD AWARD:** Matthew Ellam, San Francisco Region, winner of B Modified, toured the two courses in a combined time of 92.106sec. He was one of just four drivers quicker than 100 seconds, winning his class by 4.2sec and 3.3sec better than the next-quick driver, the A Mod winner.



## CELEBRATION

(Clockwise, from FAR LEFT) The Heaton family was presented with the Hagerty Keepin' it Cool Award. Jeff Kiesel won one of the Kiesel Guitars Top PAX Awards and the Driver of Eminence award for 2021, while his wife Shawn Kiesel won the Ladies Index. Bartek Borowski received the Driver of Eminence award for 2020.

## SPORTSMANSHIP AWARD:

For outstanding sportsmanship over the course of the competition, this award was presented to Stephanie Reynoso, Nicholas Pasternack, and Eric Anderson.

## KIESEL GUITARS TOP PAX AWARD:

Jeff Kiesel and Matthew Ellam. Kiesel won his own award for a second time, winning E Modified with an index of 90.958sec in the Tuesday-Wednesday group. Ellam burned down the house Thursday-Friday, his B Mod runs indexing at 88.606sec.

## HAGERTY KEEPIN' IT COOL AWARD:

The Heaton Family, Nebraska Region, parents Julie and Tim competed in STH while the boys, Riley and Carter, ran in E Street. Coolest was Riley, holding off no less than Driver of Eminence Bartek Borowski by 0.088sec to win the class.

**BOB WOODS AWARD:** Reed Greenwood, Texas Region, was the highest-placing (second) college student driver in Formula SAE.

**SILVER CIRCLE:** Eleven drivers added their names to the roster of drivers competing in at least 25 Nationals: Matthew Braun, Robert Christmas, Rod Derrick, Darrin DiSimo, Joe Goeke, Matthew Grainger, Tom Holt, Jeff Jacobs, Ann LaRondeau, Sam Strano, and Sean Tate.

**MASTERS INDEX:** Mark Hill, Kansas Region. Of 139 designated Masters drivers, Hill had the top index, 94.818, placing third in STU.

**LADIES INDEX:** Shawn Kiesel, Cal Club Region. Of 113 women who drove in the Ladies Classes. Kiesel had the top index, 95.654, as the winner of EML.

Heating up tires as a first driver on a cool Thursday morning, MacLeod found himself in the 55s after first runs while Wendel took the early lead on a 54.3. Jackson MacLeod, co-driving with his father, took advantage of the warmed tires and jumped into the mix with a 54.7. Those 54s were only good enough for one run, however.

The elder MacLeod quickly laid down a 53.6 on his second run and his son an even quicker 53.1, but with a cone attached. Wendel stood on his first run after pushing too hard through one of the several East Course slaloms, resulting in a DNF. On his final run, Larry MacLeod found more time, 53.165, earning top time on day one. Wendel and Jackson MacLeod cleaned up their final runs, slotting in with 53.3 and 53.4, respectively.

The three-way battle carried to the West Course, Wendel and Jackson setting matching 48.7s to lead Larry's 49.9. Larry was back in the mix on warmer tires as all three drivers found themselves in the low 48s.

With one run remaining and all three combatants cumulatively separated by less than 0.3sec, Larry was first to go, leaving his challengers to watch him find a full second on a blisteringly fast 47.327. Attempting to respond, neither was able to improve on their final runs and Larry earned his third consecutive championship



**KM ▲**  
**Larry MacLeod**  
#33 Lefty's stock  
Honda/#KappaMu Tony Kart

in the class at 100.492sec, 0.935sec over Wendel.

"Teamwork between Jackson and me was key," Larry proclaimed after the heat was complete. He credited good tire management across their father-son team, and his ability to shave time from the West Course's fast sweepers for his untouchable, championship run.

**Julian Garfield**

## KART MODIFIED

1. <b>Larry MacLeod</b> #33 Tony Kart	SagV 100.492
2. <b>Daniel Wendel</b> #144 Praga Alpha	BlRg 101.427
3. <b>Jackson MacLeod</b> #133 Tony Kart	SagV 101.663
4. <b>Ryan Lower</b> #31 CRG Road Rebel	CPa 102.680
5. <b>Tom Harrington</b> #94 CRG Road Rebel	LnSt 103.605
6. Paul Wright/CFla (#166 Birel); 7. Sam Dougherty/NCar (#44 Praga Alpha); 8. Chuck Lutz/CFla (#66 Birel); 9. Dan Cyr/Chi (#131 CRG Road Rebel); 10. Joseph Paulick/Neb (#168 Intrepid Silverstone); 11. Eric Less/Iowa (#40 PCR Red Rocket); 12. Ronnie Maunz/Phil (#2 Tony Kart M-4); 13. Tony Mitera/Neb (#68 Intrepid Silverstone); 14. Jake Sippl/SagV (#17 Tony Kart); 15. James Stowers/NeOk (#84 Biesse); 16. Alex Fullerton/SagV (#41 CRG Road Rebel).	

## KART MODIFIED LADIES

No entries





## SUPPLEMENTAL CLASSES

### CLASSIC AMERICAN MUSCLE-SPORT

David Rock jumped out to an early lead in CAM-S on Tuesday afternoon. Starting on the East Course during the fourth heat, Rock would stand on that first run of 61.0 with Jon Nwanagu a close second place, their times holding up until final runs.

After trophying the last few years in a CAM-C Shelby, Randy Adkins came in a

Corvette Z06 this year. He kept improving every run and his third-run time of 60.524 took over the lead. Brian Coulson's 60.9 claimed second place from Rock and Nwanagu.

"This is only my second week of racing this car," Adkins said. "We made a lot of suspension changes using our Viking Performance coilovers and finally got them dialed in over on the Test N Tune course. We're also

running new Yokohama's that we've never run before. I loved the course, it's very flowing. The only place it can really catch you out is in the back southwest corner. You have to set up for it out wide and then you can backside the wallums to the finish."

Coulson's view: "Today was kind of a hot mess. First run I got to the first braking zone and totally blew it going right through the outside wall.

The second run I still missed some of my marks, so the third run was a little conservative to just get a decent time in."

Moving to the corn (west) side, Adkins was on it from the get-go. His first-run 54.6 would have been enough to win. He improved each run before ending up with a final 54.150 giving him a 114.674sec total. Coulson would stand on his first run to end up 0.775sec back





Perry Bennett

**"You have to set up for it out wide and then you can backside the wallums to the finish"**  
**RANDY ADKINS**

in second place. His final run would have left him only a tenth back, but it included a cone. Nwanagu's second run was his only clean run of the day, but quick enough to give him third

place, followed by Steve Waters who moved up to fourth. Rock's final run would have put him in second place, but it had a cone attached so he fell back to fifth.

Adkins, despite setting fast time, said he didn't feel comfortable on the West Course. "I didn't get a lot of sleep [the night before]. I kept going over the course in my brain all night long. The car was great, it did everything I asked it to, but my driving wasn't on point."

Said Coulson following his final run: "I had a solid first run and then a solid second. I went for it on my third run but hit a cone early on. Today was awesome, I had a chance and that's all I could ask for. After yesterday, that's all I could ask for. The car was perfect – no problems at all. Both courses were awesome."

**Jeff Cashmore**

#### CLASSIC AMERICAN MUSCLE-CONTEMPORARY

Chad Englert dominated the 44-driver CAM-C class from the second run of the first day, giving his home Allegheny Highlands Region its first victory at the Solo Nationals. He finished off his first Nationals win in the supplemental class with a 0.844sec margin of victory over Matt Lucas.

Making up the vast majority of Tuesday's and Wednesday's fourth heats, CAM-C started on the West Course. Setting the early pace was Camaro

Rupert Berrington



Philip Royle

#### CAM-S ▲

**Randy Adkins**

**#168 Chevrolet Corvette Z06**

driver Dave Schotz, who opened with a 55.0. Englert was fourth after first runs, four tenths back, while Lucas was well back in the standings after a spin. Englert, in his No. 25 Mustang, was just the 11th car out. He took over the top spot on second runs, posting a 54.3, and consolidated that lead with a 53.801 on his final try – a target for 33 cars behind him who

#### CAM-SPORT

1. <b>Randy Adkins</b> #168 Corvette Z06	ETnn 114.674
2. <b>Brian Coulson</b> #148 Corvette	Elda 115.449
3. <b>Jon Nwanagu</b> #88 Corvette GS	CCar 115.673
4. <b>Steve Waters</b> #96 Corvette	Atl 115.976
5. <b>David Rock</b> #199 Corvette	ArzB 116.204
6. <b>Robert Armstrong</b> #81 Corvette C6Z	Cinc 116.849
7. <b>J.G. Pasterjak</b> #191 Corvette Z06	CFla 116.967
8. <b>Clay Turner</b> #190 Factory Five Cobra	ConD 117.500
9. Scott Boito/ETnn (#68 Corvette Z06); 10. Andre Illick/Hous (#58 Dodge Viper GTS); 11. Thomas Kamman/SanD (#47 Corvette); 12. Kerry Gonzales/ArzB (#99 Corvette); 13. Kevin Keys/Indy (#93 Corvette); 14. Jeremy Scotton/Kan (#83 Corvette); 15. Chase Cook/Kan (#31 Corvette Z06); 16. Michael Cobb/Tex (#90 Factory Five Cobra); 17. Mark Grissom/Okla (#71 Corvette); 18. Jeremie Costlow/AlHi (#52 Dodge Viper GTS); 19. Cal Craner/Elda (#48 Corvette); 20. Jim French/Wich (#7 Corvette); 21. Daniel Dennehy/StCt (#91 Corvette Z06); 22. Robert Stack/StL (#94 Corvette Z06); 23. Kyle Bohling/Neb (#125 Ford Model T); 24. Kent Radford/Neb (#66 Corvette); 25. Vernon Jolley/Utah (#170 Corvette Z06); 26. Rod Derrick/Utah (#70 Corvette Z06); 27. Steve Ducharme/Neb (#25 Ford Model T).	





#### TO A "T"

Steve Ducharme lines up for his final run in CAM-S driving a wild 1927 Ford Model T.

all fired and missed. Lucas's 54.2 was closest, followed by co-driver Scott Steider another two tenths back.

Englert showed his day-one performance was no fluke, the only driver to find a 61sec first-run time on the East Course. Lucas fell to 12th when he hit a cone on his first run but recovered on his second run to reclaim the runner-up spot.

Englert was one of few drivers who saw improvement through his second and third runs, winding up with a 61.047 to give him an event total time of 114.848sec. Lucas held on just a tenth ahead of third-placed Steider. Keith Lamming made a big move on Wednesday, going from eighth to fourth on the strength of a 61.4, and Schotz also picked up two positions to finish fifth.

"I've been wanting to bring this car here for three years now," Englert said. "I've only driven it on concrete once, and it wasn't this concrete, so I had a big learning curve for that. It seemed like I picked it up quickly, and today I just started chipping away at the time. I knew B Street was a good benchmark for our time, running the heat before us, and I knew I was close to where I wanted to be based on that."

Englert's victory was the conclusion of a very successful year. "I had the confidence to think I could run for a championship," he said. "This year, I've won every ProSolo and Champ Tour that I ran, and I've beat all the people that I considered were fast in CAM, so I felt like I had this in

me. This feels awesome. The biggest thing I had to worry about was keeping these tires cool, and they held up."

#### Alan Claffie

#### CLASSIC AMERICAN MUSCLE-TRADITIONAL

CAM-T started on the East Course during the fourth heat on Tuesday with cars ranging from Bill Niesz's 54-year-old Firebird to Raleigh Boreen's 21st century 2002 Camaro.

Wayne Atkins had the fastest raw times but was dirty with cones on every run. Co-driver Chris Cargill dropped almost a full second on his final run to take the lead with a 62.083. Frederick Pascual was 0.7sec back, followed by Chris Price and then Atkins and Josh McDonough.

"The course was fast and flowed really well – V-8s love

this course," said Cargill. "I got a little late on the opening slalom on my third run but stuck with it and got a good time. Wayne, the car owner, got the Holley port fuel injection system tuned correctly and now it's got really crisp throttle response."

Pascual said he started out a little bit slow. "I was kind of nervous before that first run with some butterflies in my stomach. But after that first run, everything just kind of galvanized. I'm running a smaller motor on this horsepower course. I had a 363 up until it threw a rod last weekend, so I'm using a 308 which is down about 100hp."

On the West Course, Atkins had to take his first run sitting 1.7sec back instead of leading by 0.3. "This is the first time at Nationals that I hit a cone on all three runs," he said. "The course





Philip Royle

"This year, I've won every ProSolo and Champ Tour that I ran...so I felt like I had this in me"  
**CHAD ENGLERT**

is phenomenal. There's a couple of 'gotcha' spots and a couple of really, really fast spots. It is a blast. Maybe the most fun course I've driven at Nationals. I just have to back off a little bit in one key spot."

On Wednesday, Pascual was the only driver below 55sec at 54.818. It cut his deficit to Cargill by half, but he would still finish 0.382sec back. Cargill's final-run 55.1 gave him a 117.212sec total for the win. Atkins was on his fifth run of the event before he could cut a clean one, but the 56.3 moved him to third place past Price, with McDonough in the final trophy spot.

"It was a good day," Cargill said. "We didn't make any changes to the car. I picked up a cone on my second run, so I had to make sure I got a clean one in on my third"

Pascual, FTD for the day, thought he was better on more technical courses, "But I was way back after the first run, and I was thinking doom and gloom. The second run was a little closer, but on the third run it was kind of do-or-die, and I just let it all hang out. Look out next year!"

Despite his pylon issues, Atkins said he liked the East Course better, and waxed philosophical: "Some days you're a good driver in a fast car and some days you're just an average driver in a fast car."

**Jeff Cashmore**

#### FORMULA SAE

Formula SAE is formula style racecars, often with full aerodynamics packages, conceived, designed, built, and driven by college-student teams in international intercollegiate competition. This year, two perennial teams, the University of Texas at Arlington and Kansas University's Jayhawk Motorsports, brought three cars for six drivers. The Jayhawks brought their 2021 creation while UTA had their 2018 and 2020 cars.

Unfortunately, day one results saw none of the cars finish all three runs on the East Course in the configuration in

#### CAM-CONTEMPORARY

1. <b>Chad Englert</b> #25 Mustang	AlHi	114.848
2. <b>Matt Lucas</b> #98 Mustang GT	Tex	115.692
3. <b>Scott Steider</b> #198 Mustang GT	Tex	115.800
4. <b>Keith Lamming</b> #123 Camaro	KC	116.467
5. <b>Dave Schotz</b> #183 Camaro SS	Ariz	116.651
6. <b>Chris Kirkland</b> #170 Mustang GT350	Ariz	116.792
7. <b>Jacob Crow</b> #40 Mustang GT	LnSt	116.820
8. <b>Don Slevin</b> #5 Mustang GT	NNJ	117.347
9. <b>Mike Johnson</b> #117 Camaro ZL1 1LE	BlRg	117.450
10. <b>Robert Gosda</b> #95 Mustang	Chi	117.582
11. <b>Jeff Woodbury</b> #19 Camaro	Nwst	117.829
12. <b>Jason Swindle</b> #59 Camaro 1LE	CSCC	118.094
13. Clayton Yates/Utah (#83 Camaro SS); 14. Brandon Nelson/ConD (#66 Mustang GT); 15. Robert Stanley/Colo (#70 Mustang GT350); 16. Joe Tharpe/DMV (#185 Mustang GT350); 17. Jeff Cox/ETnn (#199 Mustang GT500); 18. Greg Paine/Colo (#9 Mustang GT350R); 19. J.J. Mallrich/StL (#23 Camaro); 20. John Ward/ETnn (#99 Mustang GT500); 21. W.B. Sephus/Okla (#173 Mustang); 22. Chris Hammond/StL (#39 Mustang); 23. Earl Merz/CSCC (#Camaro 1LE); 24. David Feighner/SagV (#28 Mustang); 25. Dustin Franklin/Okla (#6 Camaro); 26. James Hodges/Neb (#32 Camaro); 27. Rob Browning/LnSt (#65 Mustang); 28. Chris		

Fletcher/Hous (#41 Mustang); 29. Dennis Healy/Ore (#142 Mustang); 30. Krzysztof Zielinski/Cinc (#27 Mustang); 31. Taylor Julich/Iowa (#79 Mustang GT); 32. Stephen Vrooman/ETnn (#96 Dodge Challenger); 33. James Boller/Ariz (#42 Mustang); 34. Tim Reinhardt/DMV (#85 Mustang GT350); 35. Ken Stowers/NeOk (#8 Mustang); 36. Lorian Feighner/SagV (#128 Mustang); 37. Robert Chehardy/Delt (#4 Mustang GT); 38. Samantha Whitworth/Neb (#139 Mustang); 39. David Gushwa/SBnd (#14 Mustang Boss 302); 40. Meredith Evans/Okla (#73 Mustang); 41. Robert Weathers/LnSt (#17 Camaro ZL1 1LE); 42. Mike Cahill/ConD (#166 Mustang); 43. Tim Boesche/Tex (#87 Mustang Boss 302); 44. Richard Mangus/SagV (#11 Ford Crown Victoria).

#### CAM-C ▼ Chad Englert

#25 H&P Performance/Green Apple  
Auto Works Ford Mustang



Scott Arnold



Rupert Berrington





Philip Royle

**CAM-T ▼****Chris Cargill**

#95 Sterling Brook/Janco

Custom Fab Chevrolet Camaro

**CAM-TRADITIONAL**

1. <b>Chris Cargill</b> #95 Camaro	Hous 117.212
2. <b>Frederick Pascual</b> #69 Mustang	Nwst 117.594
3. <b>Wayne Atkins</b> #195 Camaro	Tex 120.091
4. <b>Chris Price</b> #79 Mustang	Neb 120.926
5. <b>Josh McDonough</b> #96 Camaro	Det 121.566

6. Raleigh Boreen/Indy (#87 Camaro Z28); 7. John Williams/Neb (#89 Mustang); 8. Christopher Brown/Susq (#61 Mustang); 9. Bill Niesz/Neb (#9 Pontiac Firebird); 10. Cole Durant/Neb (#43 Camaro); 11. Andrew Scott/Ky (#4 Buick Grand National); 12. Velma Boreen/Indy (#187 Camaro); 13. Ken McDonough/StL (#196 Camaro); 14. Joe Craley/NwOh (#52 Mustang); 15. James Luebbe/Neb (#16 Camaro Z28).

**FORMULA SAE**

1. <b>John Price</b> #120 UTA F20	Tex 106.244
2. <b>Reed Greenwood</b> #118 UTA F18	Tex 106.703
3. Timothy Stevens/Tex (#18 UTA F18); 4. Nick Angell/KC (#13 Jayhawk JMS21); 5. Philip Pickard/LnSt (#20 UTA F20); 6. Paul Daly/KC (#113 Jayhawk JMS21).	

**FORMULA SAE LADIES**

No entries



Rupert Berrington



Jon Krolewicz

**“Despite various car failures...the big difference was learning the car without wings”**  
**JOHN PRICE**

which they started. The KU car suffered a suspension point failure during second driver Paul Daly's first run, which led to it being done for the day. Only Nick Angell got an off-pace run in.

UTA's 2018 car, meanwhile, had a cone impact during second driver Reed Greenwood's first run destroying the front wing. Teammate Timothy Stevens also DNF'd his run. But as soon as the car got back to the grid, the team jumped into action and removed the rear wing so the car would be balanced and able to complete its runs. Meanwhile, UTA's 2020 car was able to leave the track in one piece, but a cooling system issue led to overheating that caused drivers

John Price and Philip Pickard to bail on their third runs.

Even with all this carnage, Price had posted a first-run 56.026 to lead the class, while Stevens and Greenwood were in the mid-56s.

The West Course grid looked a bit different. The Jayhawks car had been welded on the previous night and was ready to go, but both UTA cars showed up without their wings. The decision was made after seeing how well the 2018 car performed sans wings on the course, which is much larger than the FSAE courses for which the cars are designed.

Day two went much smoother for the class, as all the cars were able to get all three runs in for their drivers. Greenwood turned the fastest run for the day with a time of 50.016. That gained him second-place overall after Price closed out with a 50.2 for a total of 106.244, the victor by 0.459sec.

“Nationals is always a learning experience,” Price said. “Despite various car failures and deciding to remove the wings for the second day, the big difference was learning the car without wings for the first time.”

It was Price's third SCCA Solo Nationals win in FSAE in three appearances – he wins in odd-numbered years – and he is one of only three drivers with as many as three wins without a loss, the other two competing in the early 1980s.

**Chris Dunn**

Rupert Berrington

**▲ FSAE****John Price**

#120 Liqui-Moly UTA F20





# 2021 CAM CHALLENGE INVITATIONAL

The battle was on when 80 drivers hit the autocross course for the ultimate Classic American Muscle shootout | WORDS Matt Wolfe | IMAGES Philip Royle

The 2021 Tire Rack SCCA CAM Challenge Invitational kicked off on Thursday, Sept. 9, on a Roger Johnson and Dave Feighner designed version of the Test N Tune course during the Tire Rack Solo National Championships. The single-day event saw 80 competitors spanning all three CAM classes whittled down by their fastest run to one winner in each category. Those top drivers then competed for the fastest overall indexed time in a three-car shootout.

In the 39-car CAM-C class, Mark Daddio took the early lead in his Ford Mustang GT350 and held it through the first three rounds of competition, which narrowed 39 cars down to 20, then 10, and a final five. However, Chris Kirkland pulled out a flyer in the final round, which was also the fastest time set by any CAM-C car. That

run vaulted him into the final as the CAM-C representative.

The 15-car CAM-T battle was just as contentious, with multiple lead changes throughout. Chris Cargill led the way after the first round in his Chevrolet Camaro, but Fred Pascual usurped him as the leader in round two in a Ford Mustang. The final in this round only consisted of four drivers, including Jinx Jordan running in a borrowed car. The final round of CAM-T competition turned into a cone-fest, with both Pascual and Wayne Atkins coning away a potential victory. In the end, it was Cargill who came back to prevail over CAM-T and punch his ticket to the final.

CAM-S competition saw Brian Coulson jump out to an early lead in the first two rounds in his Chevrolet Camaro. Coulson got into cone trouble in the final, however, leaving the door open

for Matthew Braun. Braun took advantage of the opportunity and turned in the fastest time of the final in a Chevrolet Corvette Grand Sport. That set the stage for a two-run showdown between Braun, Cargill, and Kirkland.

All three drivers stepped up the pace for the final round, but it was Braun who found the most time – setting a sub-34-second run – giving him the indexed win by over half a second, handing him the win and a guitar donated by Jeff Kiesel and Kiesel Guitars. Kirkland would bring home second in the final, while Cargill landed in third.

Special thanks go to Speedway Motors for supplying not only the breakfast but also the trophies, Nebraska Region for the use of its trailer and equipment, and Lorien Feighner for bringing Saginaw Valley Region's timing and scoring equipment to run the event. 🍷



## THE SHOWDOWN

Matthew Braun (MAIN) won CAM-S and then faced off against CAM-C's Chris Kirkland (ABOVE) and CAM-T's Chris Cargill (ABOVE, MIDDLE) in the shootout. Braun won the showdown, claiming not only the overall win, but also a guitar donated by Jeff Kiesel and Kiesel Guitars.





Following the successful launch of its previous generation autocross tire, Nexen is set to return with a new – and fast – street tire (and a contingency plan to boot) | WORDS & IMAGES Philip Royle

# BACK FOR MORE

Several years ago, Nexen told us they'd set their eyes on producing a Nationally competitive autocross tire. We would have largely dismissed the claim, but this particular person at Nexen had come from another tire manufacturer that not only had a competitive autocross tire, but also was fairly dominant in other forms of motorsport. Sure, we did a doubletake, but then asked how we could help.

About four years ago, we performed some testing of Nexen's next generation autocross tire, the N'Fera SUR4G. Teaming up multi-time Solo Nationals and Runoffs champion

(as well as *SportsCar's* associate editor at the time) Jason Isley with multi-time Solo Nationals champ and pro racer Bryan Heitkotter, we hit the autocross course with Nexen's engineers close at hand. Then, in 2017, a handful of drivers took a chance on the new tire at the Tire Rack Solo National Championships, with the result being five trophy finishes, including an STU win by Heitkotter. In 2018, seven more Solo Nationals trophies were earned by Nexen-shod cars, one of those being the STU winner again.

For 2019, Nexen was largely absent from the Solo Nationals, so this year, the company decided

to tease what's in store for the coming season, this time on the Test N Tune course during the Solo Nationals with a brand-new tire, the N'Fera Sport R.

"While the Nexen N'Fera SUR4 to SUR4G had few changes as of compound and structure, from SUR4G to the N'Fera Sport R, the compound, structure, and pattern are all different," explains Nexen's Director of Specialty Tires & Motorsports Paul Jho.

New doesn't always translate to fast times, so for that, we invited Solo National Champions Jeff Cashmore, Steve O'Blenes, and Mike King to the Test N Tune course

during the 2021 Tire Rack Solo National Championships, with each one trying the new tire on their own competition car.

Only one size was available for testing, a 245/40-18, so for Cashmore's F Street 2011 BMW M3 that normally wears 275s all around, traction was obviously going to be an issue.

"The 245mm N'Fera Sport R that was available performed better than I expected," Cashmore says. "Turn-in was great – and I don't put that down to just having a smaller tire on a front nine-inch-wide wheel!"

Cashmore had to stretch the rears onto 10-inch-wide wheels, however, which





was far from ideal and led to tire spin on corner exit. But what was interesting is that the tires didn't overheat.

"I was worried the M3 was a lot of vehicle for the 245s to handle, but heat wasn't an issue," Cashmore explains. "I was keeping track of the tire temps with a probe pyrometer and experimented with water spraying vs. not spraying, and I found I didn't need to bother. The tires got up to 110 degrees F on the insides when I came off course but were below 100 degrees when I took my next runs."

O'Blenes brought his DSP 2005 Mazda RX-8, a car he's

previously run in STX, and his findings were similar. "They came up to temp very quickly for such a short course, but they never got greasy," he says.

"Turn in was very good, crisp, and accurate," O'Blenes continues. "I have no complaint about front-end bite whatsoever."

Like with Cashmore, power delivery required an attentive right foot, but O'Blenes believes it's not unsolvable. "That's where I would think a considerable change in the car setup might make things better," he says.

"When the weight was on the tires, they seemed to handle the weight, but the initial launch off the line or getting on the throttle

## TESTING GROUNDS

(FAR LEFT) Mike King found ample traction from the new Nexen N'Fera Sport R tires on his G Street Honda. (Clockwise, from TOP LEFT) Jeff Cashmore noted the Sport R tires produced exceptional turn-in on his F Street BMW. Steve O'Blenes chose to tune his RX-8's setup for the Nexen test. Returning to the test course, O'Blenes found that softening the rear of his STX-turned-DSP car increased rear bite while maintaining crisp turn-in. Cashmore kept a close eye on tire temperatures with a probe pyrometer. (RIGHT) Nexen's new N'Fera Sport R will be available in 13 sizes spanning four rim diameters.

after a turn before the tire was loaded up, the breakaway didn't quite have the forward bite we were looking for initially. Although the breakaway was linear."

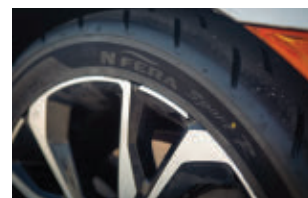
O'Blenes returned to the test course with some alterations.

"I did tune the car a little bit to see if it would improve by changing ride height and going to a softer rear spring, and it did respond better," he adds. "The times we were putting down on the Test N Tune course were matching current STX times that were out there – or faster."

With his G Street 2019 Honda Civic Si, King was the sole front-wheel-drive car in our lineup. After some testing, he found he was running tire pressures in the 36-38psi front and 39-40psi rear range. Cashmore, meanwhile, settled on 33/31psi front to rear, while O'Blenes was 30/29psi front to rear. King also enjoyed the tire's balance.

"Initial bite at turn-in was incredibly surprising, to the point of having to adjust multiple times through the first few corners to not hit any inside cones," says King. "When you wanted the car to turn in, the tire was ready and willing anytime, even right out of the box cold. Getting off the line, grip was equally impressive. No excessive wheelspin – it just gripped and went."

King then tried punishing the tires. "For our first five runs, we sprayed down the tires between runs to keep them from overheating and losing grip,"



he says. "We did not spray on our last three runs – times and performance stayed consistent with the first five runs. From cold tires to 'overheated' tires, they did not have any ill-effects or performance drop off. That's quite rare for a tire to have both good traits."

While Cashmore and O'Blenes both saw the forthcoming Nexen N'Fera Sport R as a possible contender, for King, who barely missed out on the G Street title the following day running on a different brand's tires, he'd put them on today. "If I had the option of what tire to run on Wednesday morning of Nationals, I would have bolted these on the car," he admits. "That's how much I liked them, and I'm confident they would have given me the extra two-tenths I needed to win a jacket."

When will you be able to run the new Nexen N'Fera Sport R in Solo competition? Jho says Nexen is planning to ramp up production on the Sport R this month, making 13 sizes spanning four rim diameters. And will Nexen's contingency program return? Jho is quick to answer: "Yes. We will announce our program early in 2022." 📍





NATIONAL CHAMPIONSHIP RUNOFFS  
INDIANAPOLIS MOTOR SPEEDWAY  
INDIANAPOLIS, IND. SEP 27-OCT 3, 2021

# THE RUNOFFS AT THE BRICKYARD

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

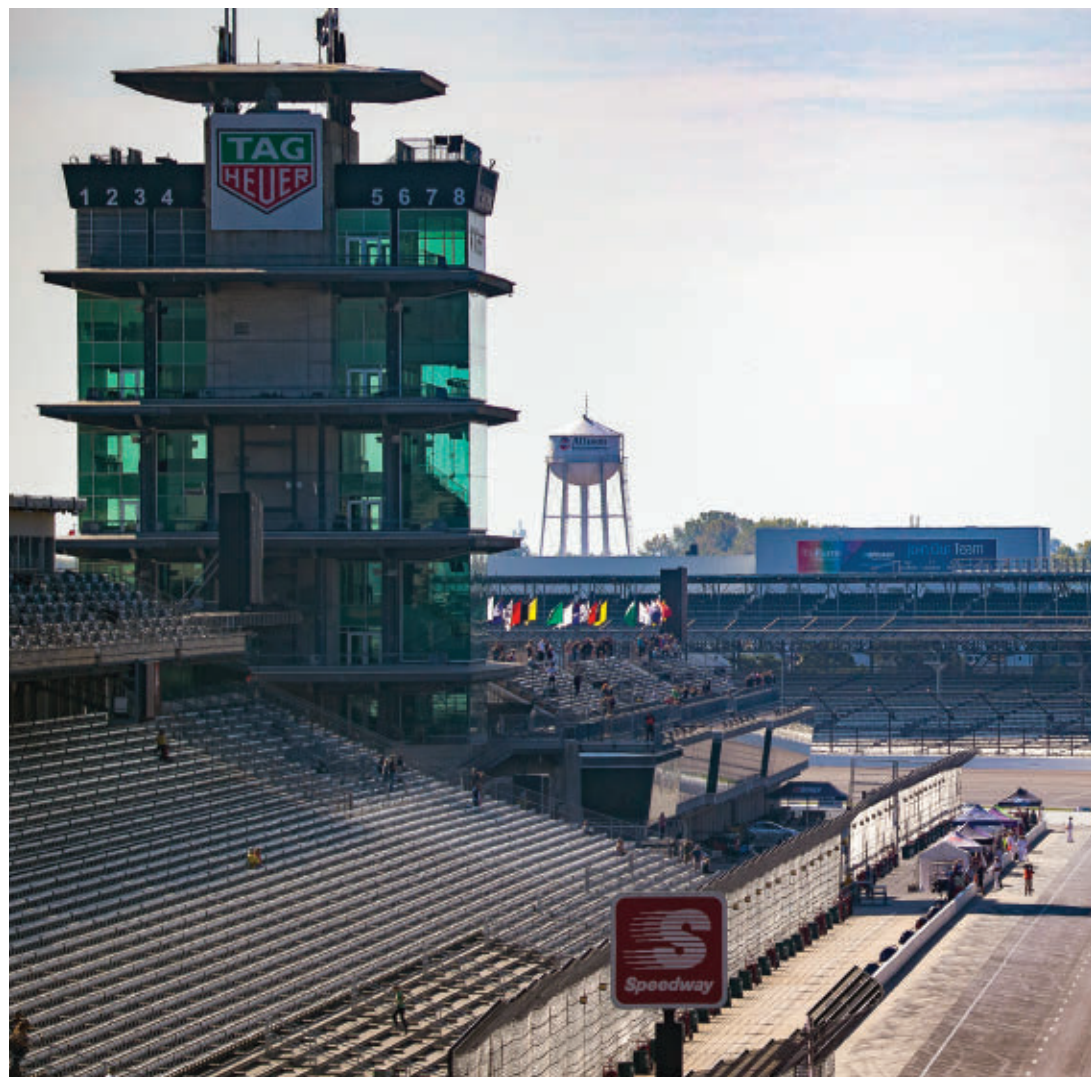
MAIN IMAGE Richard S. James

The SCCA National Championship Runoffs set the bar for amateur road racing championships. Still, while there have been utterly incredible Runoffs moments through the years, the giant among giants came in 2017. Yes, large fields hammering down Daytona International Speedway's dramatic banking in 1965, '67, '69, and 2015 was inspiring, and witnessing thousands of racers rocketing through Road America's daring Kink from 2009-'13 and again in 2020 was breathtaking, but it was when the event headed to Indianapolis Motor Speedway four years ago that a new highwater mark was set. Then, this year, lightning struck again.

Few expected SCCA's second visit to IMS to come with as much fanfare as it did in 2017, but as it turned out, 2021's Runoffs at the Brickyard was every bit as stellar.

The 2021 Runoffs entry tally came in at 863. Although down from 2017's 969, 2021 at Indy saw well more than the roughly 600-plus entries the Runoffs often attracts to other big-name race facilities. Undeniably, racers want to compete at Indy.

Workers also love the venue. From Flagging and Communications to Emergency Services, Scrutineering, Registration, Grid, and beyond,



some 380 volunteers came to ensure the 2021 Runoffs went off without a hitch. Having their back, the SCCA supplied, among other things,

5,760 bottles of water over the course of Sept. 25-Oct. 3, along with more than 400 brats and sausages during the Wednesday Block Party.

Indianapolis Motor Speedway differs from other Runoffs venues in many ways. For example, the Runoffs took place at Road America in



For just the second time in its 58-year history, the SCCA National Championship Runoffs descended upon Indianapolis Motor Speedway, with more than 850 racers competing on Sept. 25-Oct. 3 for the coveted winner-take-all gold medal



2020 and will head to VIRginia International Raceway for 2022-'23. Both of those venues are part of the Hoosier Super Tour, U.S. Majors Tour, and

#### THE BIG TIME

Indianapolis Motor Speedway is hallowed grounds for the die-hard racer, which for the Runoffs means packed racing fields.

Mark Weber Images



## LOOKING BACK: 1971 RUNOFFS

The SCCA National Championship Runoffs has incredible history dating back to 1964. Since then, the winner-take-all road racing championship has taken place at Riverside International Raceway, Daytona International Speedway, Michelin Raceway Road Atlanta, Mid-Ohio Sports Car Course, Heartland Motorsports Park, Road America, WeatherTech Raceway Laguna Seca, Indianapolis Motor Speedway, Sonoma Raceway, and VIRginia International Raceway - most of them multiple times.

Many Runoffs participants have an equally impressive history with the event, with one such person being longtime racer, photographer, and *SportsCar* contributor Mark Weber. While Mark retired his cameras in 2020, his archive of Runoffs images is spectacular. To that end, we couldn't resist looking back some 50 years to the 1971 Runoffs at Road Atlanta through the eye of Mark's camera.

#### MEMORABLE MOMENTS

(ABOVE) Bob Sharp and John Morton battled in C Production. (BELOW, clockwise from TOP LEFT) Bob Lazier won Formula B in a March 71B. John Kelly tried to repeat in an FP Group 44 Triumph Spitfire. Jerry Hansen drove an ASR Lola T220 to his fourth of 27 National Championship wins. Oscar Koveleski finished second in ASR in a McLaren 8B. Bob Sharp took the B Sedan win in a Datsun 510. Al Cosentino was a fan favorite in his D Sedan Fiat Abarth Corsa.







Jeff Loewie



Rick Corwine



Jeff Loewie

## THANKS, AiM SPORTS!

For years, AiM Sports has aided *SportsCar's* editors in bringing some of the best coverage and technical analysis to the SCCA membership and, for 2021, AiM is helping us present more than 50 pages of Runoffs coverage in this issue.

For its ease of use, size, and power, the AiM Solo 2 is one of our go-to data systems – it's even the data box used by SCCA's Club Racing Board. Beyond that, AiM's powerful budget oriented MXM display has been *SportsCar's* dash logger of choice for numerous magazine performance tests requiring the use of external sensors.

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other SCCA Summit Racing Equipment Road Racing Series races. SCCA road racing at Indy, meanwhile, is one of one, and even then, only during the years the Runoffs travels to Indianapolis. Furthermore, the 14-turn, 2.592-mile configuration SCCA utilizes is unique to SCCA's National Championship event. While other circuits might offer someone a homefield advantage, Indy and its famed Yard of Bricks is neutral racing ground.

On the track, only six racers out of the 26 crowned National Champions earned the Super Sweep Award by also winning their U.S. Majors Tour Conference Championship and a Super Tour Nationwide Points Championship, all

in the same class. Therein, congratulations go to David Daughtery (B-Spec), James Jost (American Sedan), Tim Kezman (GT-2), Kurt Rezzetano (Touring 2), Danny Steyn (Super Touring Lite), and Andrew Whitston (Formula Vee).

Beyond that, one of the breakthrough performances for 2021's Runoffs came in GT-1 when Thomas Herb ran from 13th on the grid to first amid an utter deluge, not only claiming the Sunoco Hard Charger award on the way to his first SCCA National Championship title, but also notching the first win for a Porsche in the class since its inception in 1980.

Finally, all Runoffs races were streamed live and can be found on-demand

## THE EXPERIENCE

Between the famed Yard of Bricks, Pagoda, Gasoline Alley, and more, simply being at Indianapolis Motor Speedway is an experience any racer, crew, worker, or spectator will not soon forget.

on SCCA's webpage and YouTube channel. But while that coverage shows what happened, the pages that follow tell the stories behind the action. Want to know what was going through Preston Pardus's mind on his way to his record-setting third Spec Miata Runoffs title or how Mark Boden was feeling after he tagged the wall while running in second place in GT-2? Or when....

Well, you should read on. 📖

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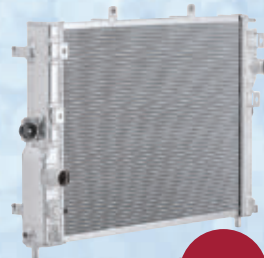
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RACE 1 | FRIDAY | OCT. 1, 2021 | 8:10 A.M.

## TOURING 4

"My motto going into this race was: 'It's not who goes the fastest, it's who gets there first,'" John Heinricy said after clinching his 16th SCCA National Championship title, this one coming in Touring 4. "And we got there first – it was awesome!"

Stephen Blethen qualified his RST Performance Racing/KONI Shock Mazda RX-8 on the Tire Rack pole with a 1:54.397, with all the top 15 qualifiers under the old track record. For his part, Heinricy was sixth quickest, the first Toyota 86 behind a mix of Mazda RX-8s and MX-5s. But that was qualifying – races are always different.

This year's T4 race was about being in the right place at the right time. In the 40-minute time limit, the T4 racers turned 13 laps of the planned 19, and only a handful of those were under green. A multi-car pileup on the start and another on the subsequent restart left the first half of the race with only a few corners of actual racing. Then after a few green laps, a car stuck in the gravel meant the final circuits of Indianapolis Motor Speedway were under a third caution.

Consequently, when Heinricy got a great run on the first restart – helped by Stephen Blethen tapping his brakes just before the green waved and Borden following suit – that was essentially the race.

"It seems like when he tapped the brakes, and it went

green almost immediately, I got on it, and I had to do a left lane change just to avoid the two cars in front of me on the restart," said Heinricy. "I was able to get



Jeff Loewie

going and, again going into Turn 1, brake as late as I possibly could, and that was able to shoot me right into the lead."

Tyler Quance challenged and took the lead on the second restart, but an off with a flat tire ended his race before that lap's conclusion. On that lap, 2020 T4 National Champ Michael Borden made a move on Heinricy, then in second, but couldn't make it stick.

### SWEET 16

(MAIN) John Heinricy avoided several on-track incidents to take the win, claiming his 16th Runoffs title. (BELOW) Last year's T4 winner Michael Borden held on for a second-place finish. (ABOVE) Colin Koehler was ultimately awarded third place.



Jeff Loewie

### T4 QUALIFYING

#### Qualifying Pos. Driver/Region (Car) Best Time;

1. Stephen Blethen/NER (Mazda RX-8) 1:54.397; 2. Thomas Fowler/Atl (Mazda MX-5) 1:54.893; 3. Michael Borden/Milw (Mazda MX-5) 1:55.023; 4. Tyler Quance/Hous (Mazda MX-5) 1:55.219; 5. Raymond Blethen/NER (Mazda RX-8) 1:55.253; 6. John Heinricy/DET (Toyota 86) 1:55.267; 7. Sergio Zlobin/Hous (Mazda MX-5) 1:55.326; 8. Izzy Sanchez/SFR (Scion FR-S) 1:55.496; 9. Charles Habisreutinger/CCR (Mazda MX-5)

1:55.565; 10. Timothy Wise/SFR (Mazda MX-5) 1:55.726; 11. Ryan Heishman/SUS (Mazda MX-5) 1:55.795; 12. Christopher Windsor/WDC (Mazda MX-5) 1:55.815; 13. Chi Ho/FLA (BMW 320i) 1:55.949; 14. Garrett Mays/Colo (Pontiac Solstice) 1:56.152; 15. Jeremy Butz/WDC (Mazda MX-5) 1:56.160; 16. Colin Koehler/Nwst (Scion FR-S) 1:56.719; 17. Rick Delamare/Ore (Scion FR-S) 1:56.776; 18. Jared Lendrum/MHR (Subaru BRZ) 1:56.898; 19. Brian Laughlin/NEOk (Mazda MX-5) 1:56.959; 20. Derrick Ambrose/Ore (Mazda 3) 1:56.969; 21. Roldan de

### TOURING 4 CHAMPION

#### JOHN HEINRICY

Detroit Region

2018 Toyota 86



Rick Corvine

Guzman/Nwst (Scion FR-S) 1:57.033; 22. Robert Spence/Atl (Mazda MX-5) 1:57.058; 23. Ralph Porter/IND (BMW Z4) 1:57.116; 24. Alexander Schefer/WDC (Mazda RX-8) 1:57.273; 25. Felix Borodaty/FLA (Toyota 86) 1:57.303; 26. James Ebben/Milw (Mazda RX-8) 1:57.307; 27. Richard Mooney/Milw (Mazda MX-5) 1:57.331; 28. Michael LaMaina/SJR (Mazda MX-5) 1:57.404; 29. Kevin Fryer/WDC (Mazda MX-5) 1:57.484; 30. Jason Benagh/NER (Mazda RX-8) 1:57.485; 31. Brent Simonson/WDC (Mazda RX-8) 1:57.900; 32. Ken Lendrum/MHR (Subaru BRZ) 1:58.194; 33. Paolo Salvatore/Hous (Ford Mustang V6) 1:58.599; 34. Richard Dickey/Tex (Mazda RX-8) 1:58.836; 35. Brian





Price/WDC (Mazda MX-5) 1.59.515; 36. Philip Clarke/SanD (Subaru BRZ) 2.00.865; 37. Tony Kiratsous/SFR (Scion FR-S) 2.01.060; 38. Greg Guthrie/Milw (Mazda RX-8) 2.01.078; 39. Richard Grunenwald/OVR (Ford Mustang V6) 2.01.376; 40. Matthew Miller/MVR (Ford Mustang V6) 2.02.221; 41. Jeff Liller/WDC (Mazda MX-5) 2.03.455; 42. Liam Vail/Colo (Chevrolet Camaro) 2.04.171; 43. Chalton Lane/Bucc (Mazda MX-5) 2.05.266; 44. David Hooker/LnSt (Mazda Miata) 2.06.386; 45. Steven Taake/Hous (Mazda 3 S) 2.09.003; 46. Keith Jones/NEO (Mazda Miata) 2.10.209; 47. Steven Christopher/OVR (Mazda MX-5) 2.32.797; 48. Nick Leverone/NER (Subaru BRZ) No time

*Lane – Loss of qualifying 2 times per  
SOM – 6.11.1.A,B*

*Porter – Loss of qualifying 2 times per  
Race Director – 9.3.50*

*Jones – Loss of qualifying 1 times per  
Race Director – 6.1.1.F*

#### T4 RACE

**Race 13 laps, 34 Miles: Pos. Driver (Laps);** 1. John Heinrich (13); 2. Michael Borden (13); 3. Colin Koehler (13); 4. Rick Delamare (13); 5. Robert Spence (13); 6. Garrett Mays (13); 7. James Ebben (13); 8. Richard Mooney (13); 9. Roldan de Guzman (13); 10. Alexander Schefer (13); 11. Christopher Windsor (13); 12. Brent

Simonson (13); 13. Brian Price (13); 14. Ralph Porter (13); 15. Ryan Heishman (13); 16. Richard Dickey (13); 17. Michael LaMaina (13); 18. Jason Benagh (13); 19. Paolo Salvatore (13); 20. Ken Lendrum (13); 21. Raymond Blethen (13); 22. Jeremy Butz (13); 23. Greg Guthrie (13); 24. Philip Clarke (13); 25. Jared Lendrum (13); 26. Jeff Liller (13); 27. Matthew Miller (13); 28. Kevin Fryer (13); 29. Tony Kiratsous (13); 30. David Hooker (13); 31. Liam Vail (13); 32. Steven Taake (13); 33. Keith Jones (13); 34. Chalton Lane (10); 35. Tyler Quance (8); 36. Brian Laughlin (13); 37. Charles Habisreutinger (13); DNF. Stephen Blethen (5); DNF. Sergio Zlobin (5); DNF. Thomas Fowler (5); DNF. Derrick Ambrose (5); DNF. Timothy Wise (2); DNF. Izzy Sanchez (1); DNF. Chi Ho (1); DNF. Felix Borodaty (1); DNF. Richard Grunenwald (1); DNS. Steven Christopher (1); DNS. Nick Leverone (1)

*Habisreutinger – Moved to  
last position per SOM – GCR  
6.11.1.A, B, C, D*

*Laughlin – Moved to last position per  
Race Director – 9.3.25.A/ supp 9.11*

*Ebben – Moved behind #44 Mays per  
SOM – GCR 6.1.1.B*

**Overall Time of Race:** 38:17.517;  
**Average Race Speed:** 52.799mph;  
**Margin of Victory:** 0.825sec; **Fastest  
Race Lap:** Heinrich, 1:55.929  
(80.491mph); **Lap Leaders:** Blethen,  
laps 1-5; Heinrich, laps 6-13; **Sunoco  
Hard Charger:** Price

Borden stuck with Heinrich as they put a gap on the next group, led by 16th-place starter Colin Koehler. Brian Laughlin got by Koehler, and when the final caution came out, the podium was apparently set in that order. Laughlin, however, was penalized for a fuel infraction, promoting Koehler and his Osprey West/Troglotech Scion FR-S back to third.

For Borden, a second-place finish wasn't a disappointment, he says. He hadn't raced in T4 all year, instead concentrating on Spec MX-5. But Advanced Autosport opted to leave one MX-5 in T4 trim in case Borden wanted to drive it. So, using the champion's provisional, he entered with a car that hadn't turned a wheel until the Monday test day. Unfortunately, the new car didn't finish the race unscathed.

"That happened on the restart – it happened so fast," Borden explained of the big dent in his Advanced Autosports/ Coinigy Mazda MX-5's door. "It got to the point where there were two cars sideways in front of me. I backed off, trying to wait for them to finish spinning, and the next thing I know, I'm getting plowed through. I'm glad I have a containment seat, because my head was bouncing all over."

Following that, Borden's goal was to put a gap between him and third place before attacking Heinrich for the lead, but he never got the chance.

"I'm just glad I finished that race, much less finished on the podium," Borden said.

As for earning his 16th Runoffs title, Heinrich was understandably happy. "It feels really good," he concluded.

**Richard S. James**





**RACE 2** | FRIDAY | OCT. 1, 2021 | 9:15 A.M.

## H PRODUCTION

Steve Sargis had just dominated a race shortened to nine laps by a long black flag. Joe Huffaker was in the pits at the end of the HP race and was asked what it was that Sargis had. He replied, "Everything." Indeed, this year, Sargis had everything – fast, reliable car, and plenty of skill. The result? His ninth SCCA National Championship title.

Sargis started on the Tire Rack pole in his Carbotech/Hoosier Triumph Spitfire, 1.5sec seconds faster than second-place starter Eric Vickerman, and three seconds clear of Vesa Silegren and Ben Valentine in the second row. And at the green, Sargis pulled away from the field.

Enrik Benazic made a great start from eighth to put his Honda in third, although Vickerman quickly took that position after initially falling back. And, while he didn't need the help, Sargis drew away even quicker as Vickerman challenged Silegren, and Benazic battled Christopher Schaafsma.

On lap three, the battle for second took a nasty turn. Vickerman was dicing with Silegren on the outside of Turn 6a when they touched. Both cars slid into the barrier, with Silegren's VW rolling. Silegren emerged uninjured. Unfortunately, when Silegren's car hit the barrier, it bounced back and hit Vickerman in the helmet, who is now recuperating.

The race was quickly black flagged, and officials determined

that HP would be a timed race.

When the field was told to start their engines, Sargis found his starter would not work. "I had to get push-started," he said. "I think my boys were down at Turn 1, so we had to borrow some muscle [from another team]. I guess I owe them a beer."

With six minutes remaining, the green flag flew and Sargis gapped the field once more.

The race for second was now between Schaafsma and Benazic, but Schaafsma in his Hoosier Tire Midwest/NGP



Richard S. James

### RUNAWAY WIN

Steve Sargis (MAIN) was the class of the HP field, running away each time the green flew. Meanwhile, Christopher Schaafsma (BELOW) was happy to land in second place, with a very content Enrik Benazic (ABOVE) in third.



Jay Bonvouloir

Racing Volkswagen Golf was quicker than Benazic's All Star Sheet Metal Honda Civic Si, and they finished in that order.

Benazic and Schaafsma were both happy with their finish. Prior to the Runoffs, Benazic was simply hoping to land close to the podium; meanwhile, Schaafsma's new racecar wasn't finished in time, so his crew had set to work straightening his old one.

So, what was the best part about the Runoffs for Sargis? "Family," he said. "A lot of the family from when I started racing 45 years ago are gone, but there are new guys coming in, and my boys are both racing in SCCA now. I share this car with my younger son; my older son has a Spec Miata. They're good kids – and to me, it's a family thing."

**J. Michael Hemsley**

Richard S. James



### H PRODUCTION CHAMPION

#### STEVE SARGIS

Blackhawk Valley Region  
Carbotech/Hoosier Triumph Spitfire



Rick Corwine



**HP QUALIFYING**

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Steve Sargis/BVR (Triumph Spitfire) 1.54.417; 2. Eric Vickerman/DET (Austin-Healey Sprite) 1.55.968; 3. Vesa Silegren/CHA (Honda CRX) 1.57.184; 4. Ben Valentine/CSCC (MG Midget) 1.57.916; 5. Christopher Schaafsma/CHI (Volkswagen Golf) 1.58.149; 6. Ralf Lindow/NEB (Volkswagen Golf) 1.58.377; 7. Jack Banha/PHL (Volkswagen Rabbit) 1.59.058; 8. Enrik Benazic/NYR (Honda Civic Si) 1.59.303; 9. Mark Brakke/LOL (Mazda 2) 1.59.395; 10. Jason LaManna/FLR (Volkswagen Rabbit) 2.00.073; 11. Bill Okell/Ore (MG Midget) 2.00.286; 12. Matt Brannon/OVR (Fiat X-1/9) 2.00.658; 13. Scott Hileman/OVR (Volkswagen Rabbit) 2.00.674; 14. Robin Bank/STC (Volkswagen Golf) 2.00.690; 15. Jason Stine/NEO (Austin-Healey Sprite) 2.01.130; 16. Brayden Connolly/OVR (Fiat X-1/9) 2.01.330;

17. Neil Verity/LnSt (MG B) 2.01.421; 18. Andrew Wright/TEN (Triumph Spitfire) 2.01.450; 19. William Trainer/CHI (Volkswagen Scirocco) 2.01.725; 20. Chris Albin/SILR (Volkswagen Golf) 2.01.938; 21. Jerry Oleson/Colo (Austin-Healey Sprite) 2.01.974; 22. Greg Gauper/Milw (Honda Civic Si) 2.02.127; 23. Vincent LaManna/FLR (Volkswagen Rabbit) 2.02.343; 24. Tom Broring/WDC (Triumph Spitfire) 2.02.378; 25. Edward Werry/SJR (Honda Fit) 2.03.044; 26. Cory Markos/CSCC (Honda CRX) 2.03.189; 27. Jack Schulz/OZMT (MG Midget) 2.04.769; 28. Ron Copeland/OVR (Honda CRX) 2.04.844; 29. Martin Burk/WDC (Honda CRX Si) 2.05.310; 30. Matthew Benazic/NYR (Honda Civic Si) 2.06.109; 31. Hayes Lewis/WDC (Porsche 924) 2.06.168; 32. Greg Amy/NER (Toyota MR-2) 2.06.296; 33. Robert Bax/CIN (Mini Cooper) 2.06.681; 34. John Fine/Atl (Honda Civic Si) 2.06.921; 35.

Leanna Wright/TEN (Mini Cooper) 2.07.130; 36. Charles Fullgraf/CHA (Honda Civic Si) 2.07.134; 37. David Oliveira/NER (Mini Cooper) 2.07.240; 38. Robert E. Horrell Jr./MIDS (Honda CRX) 2.07.638; 39. Frank Schwartz/DET (Mini Cooper) 2.08.061; 40. Darryl Saylor/TEN (Honda CRX) 2.08.258; 41. James Melady/Tex (MG B) 2.08.885; 42. John Faul/SFR (Austin-Healey Sprite) 2.15.727

**HP RACE**

**Race 9 laps, 23 Miles: Pos. Driver (Laps);** 1. Steve Sargis (9); 2. Christopher Schaafsma (9); 3. Enrik Benazic (9); 4. Ralf Lindow (9); 5. Jason LaManna (9); 6. Bill Okell (9); 7. Scott Hileman (9); 8. Chris Albin (9); 9. Matthew Benazic (9); 10. Robin Bank (9); 11. William Trainer (9); 12. Andrew Wright (9); 13. Greg Gauper (9); 14. Brayden Connolly (9); 15. Matt Brannon (9); 16. Edward Werry (9); 17. Jason Stine (9); 18.

Jerry Oleson (9); 19. Mark Brakke (9); 20. Leanna Wright (9); 21. Vincent LaManna (9); 22. John Fine (9); 23. Hayes Lewis (9); 24. Jack Schulz (9); 25. Cory Markos (9); 26. Darryl Saylor (9); 27. Greg Amy (9); 28. Robert Bax (9); 29. David Oliveira (9); 30. Frank Schwartz (9); 31. Charles Fullgraf (9); 32. James Melady (9); 33. John Faul (9); 34. Jack Banha (7); 35. Ben Valentine (7); 36. Neil Verity (6); 37. Robert E. Horrell Jr (5); 38. Ron Copeland (9); DNF. Martin Burk (3); DNF. Vesa Silegren (2); DNF. Eric Vickerman (2); DNF. Tom Broring (1)

*Copeland - Moved to last position per SOM - 6:11.1 A,B,C,D, E*

**Overall Time of Race:** 41:39.476;  
**Average Race Speed:** 33.599mph;  
**Margin of Victory:** 8.100sec;  
**Fastest Race Lap:** Sargis, 1:56.188 (80.311mph); **Lap Leaders:** Sargis, laps 1-9; **Sunoco Hard Charger:** Matthew Benazic





#### BACK ON TOP

Scott Rettich (RIGHT and BELOW) waited for an opportunity, passed Max Grau (71), took the lead, and landed on the top step of the Runoffs podium for the seventh time. (BOTTOM)

Jeff Shafer might be new to FE2, but his second-place finish shows he's a quick study.



Rick Corvine

**RACE 3** | FRIDAY | OCT. 1, 2021 | 10:20 A.M.

## FORMULA ENTERPRISES 2

What began as a 19-lap race ended in a nail-biter of a two-lap shootout that no one saw coming. "The FE2 class is definitely extremely competitive," Scott Rettich said after claiming his seventh Runoffs gold medal. "There were some competitive years in FE for sure – every year was pretty competitive – but by far this Runoffs was the most competitive one I've ever won."

Two laps before the checker, safe money was on Tire Rack polesitter Max Grau, who led the first 17 laps in style. Dominating the first green, Grau then showed everyone what a restart should look like. But it was the second restart with two on the clock where things went sideways.

"On the second restart, I was trying to fake Jeff [Shafer] out a couple of times, and then when the green finally did come out, I wasn't ready for it – I was sleeping pretty heavily, obviously," Grau admitted. Shafer bumped the back of Grau's Rennkraft Motorworks FE2, and Rettich capitalized.

"Scott basically got by both of us there and that was the end of the race," said two-time P2 Runoffs champ Shafer, who was still learning his ONE Motorsport FE2.

One of the drives of the race came with fourth-place starter Bailey Monette. Spinning on lap two, he raced from 13th to fifth in time for the white flag.

That lap, Rettich led Grau, Shafer, Darryl Wills, and Monette.



Richard S. James

Grau locked a tire into Turn 1 on the outside of Rettich, but Rettich held on. That battle allowed Shafer to close the gap, so when Grau set up to pass Rettich onto the back straight, Shafer was the one with the run, claiming the second spot into Turn 7. Monette pulled off a similar pass on Wills for fourth.

Despite starting fifth in his Alliance Autosport/Red Line Oil FE2 trimmed for speed over cornering, Rettich knew he had the car for the long haul, but the restarts forced a strategy shift. "I definitely had to adapt," Rettich said. "I anticipated Jeff and Max being side by side going into Turn 1 [on the final restart], and then me just kind of taking advantage of it. But the way it played out, going three-wide just made more sense. I was on the outside and I was pretty confident that I was going to be the last one to brake."

**Philip Royle**

#### FORMULA ENTERPRISES 2 CHAMP

##### SCOTT RETTICH

Ohio Valley Region  
Alliance Autosport/Red Line  
Oil SCCA Mazda FE2



Richard S. James

#### FE2 QUALIFYING

##### Qualifying Pos. Driver/Region

**Best Time:** 1. Max Grau/IND 1:36.395; 2. Jeff Shafer/CSCC 1:36.776; 3. C. Russell Turner/WDC 1:36.927; 4. Bailey Monette/Atl 1:37.046; 5. Scott Rettich/OVR 1:37.090; 6. T.J. Acker/CSCC 1:37.803; 7. Darryl Wills/Hous 1:37.815; 8. Todd Vanacore/CFR 1:38.002; 9. Jason Pribyl/CHI 1:38.420; 10. Blake Pigeon/LnSt 1:38.435; 11. Robert Vanman/Tex 1:38.494; 12. Tom Burt/Nwst 1:38.548; 13. Paul Schneider/CCR 1:38.701; 14. John Yeatman/SFR 1:38.992; 15. Corey Condit/CSCC 1:39.183; 16. Gabe Fehribach/SIR 1:39.532; 17. Lee Rackley/NCR 1:39.552; 18. James Regan/NER 1:39.888; 19. Amy Hollowell/IND 1:40.002; 20. Thomas Green/CFR 1:40.678; 21. Gray Fowler/CSCC 1:40.817; 22. Kelton Jago/WDC 1:41.121; 23. Eric Cruz/NCR 1:41.133; 24. Sam Harrington/WDC 1:41.309; 25. Jeff Read/CSCC 1:41.337; 26. Roy Hillenburg/Hous 1:42.200; 27. Keith McDonald/WDC 1:44.043; 28. Doug Schumacher/Iowa 1:44.446

#### FE2 RACE

##### Race 19 laps, 49 Miles: Pos.

**Driver (Laps):** 1. Scott Rettich (19); 2. Jeff Shafer (19); 3. Max Grau (19); 4. Bailey Monette (19); 5. Darryl Wills (19); 6. T.J. Acker (19); 7. Paul Schneider (19); 8. Blake Pigeon (19); 9. Amy Hollowell (19); 10. Jason



Rick Corvine

Pribyl (19); 11. Kelton Jago (19); 12. John Yeatman (19); 13. James Regan (19); 14. Thomas Green (19); 15. Gabe Fehribach (19); 16. Jeff Read (19); 17. Eric Cruz (19); 18. Sam Harrington (19); 19. Corey Condit (19); 20. Doug Schumacher (19); 21. Roy Hillenburg (19); 22. Gray Fowler (16); 23. Todd Vanacore (14); 24. Tom Burt (13); 25. Lee Rackley (12); 26. Robert Vanman (19); DNF. Keith McDonald (8); DNF. C. Russell Turner (5)

Vanman – Moved behind #79 Rackley per Race Director – 6.111 A,B,C,D

Pribyl – Loss of 2 positions per SOM – 6.111.A – E. Appendix P

**Overall Time of Race:** 39:07.676;  
**Average Race Speed:** 75.518mph;  
**Margin of Victory:** 0.594sec;  
**Fastest Race Lap:** Grau, 1:36.655 (96.541mph); **Lap Leaders:** Grau, laps 1-17; Rettich, laps 18-19;  
**Sunoco Hard Charger:** Jago





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**RACE 4** | FRIDAY | OCT. 1, 2021 | 11:25 A.M.

## SPEC MIATA

Spec Miata at the Runoffs is the great unknown. Someone could win by 0.5sec over the biggest names in the class on their way to their first Runoffs title, they could wrestle their way from seventh to first on the final lap to win by 0.08sec, or they could lead nearly every lap with a runaway victory. As it turns out, all three have happened to one Spec Miata racer: Preston Pardus.

Pardus is now the only racer to win Spec Miata at the Runoffs three times, and for his third time taking Runoffs gold, he managed the feat in style, claiming the lead a few laps in driving his Danus Utilities/East Street Racing 2003 Mazda Miata, and then extending the advantage to 6.8sec before enjoying the sweetest lap of all: the victory lap.

Still, this year's win wasn't easy. First, Tire Rack polesitter Brian Henderson was quick at the green in his BDL Motorsports 2001 Mazda Miata, so Pardus had to overcome that. Soon thereafter, though, Pardus headed a pack to claim the lead, and then it was game on.

"I was able to break the draft on lap two, and they started racing for second really hard," Pardus recalled after the race. "I knew I was going to have to [try to break from the field] right then when I had new tires on the car. When [the tires are] good, you can really abuse them, so I put in some fliers right away and that got me probably two or three seconds."

Behind him was a pack of what seemed like every Spec Miata in existence. The field was 72 cars strong, with others having their Runoffs end the day prior during Spec Miata's Last Chance Qualifier.

While Pardus pushed forward, the battle in the top 10 was intense. The one to watch, though, was 15-year-old karter-turned-Spec-Miata-racer Connor Zilisch, and he was on

a tear in his Panic Motorsports/Late Apex Storage 2001 Miata.

"I kind of got shuffled back by the way they were teaming up on me down the straightaway and not picking me as their drafting partner, which I totally understand," said Zilisch. "It made it a little tricky for me, but I got back to seventh, waited a few laps, let them use their tires up, and when I thought it was necessary



Jay Bonvolante



Jeff Leewe

Jeff Leewe



### PACKED IN

(MAIN) With an overflowing field, only the top 72 Spec Miata racers got to take the green in the main event. (BOTTOM LEFT) Nicholas Bruni had his hands full on his way to the podium. (LEFT) Spec Miata at the Runoffs is always a crowd pleaser.

"When [the tires are] good, you can really abuse them, so I put in some fliers"

**PRESTON PARDUS**

to start moving forward, I really made a lot of moves."

And those moves came fast. "I think I moved up four spots in two laps and got up into fourth," he said. "Then it was [Jim] Drago, Nick Bruni, and me, and I knew





it was going to be tricky to get between the two of them. Drago sure did make it hard on me."

The pass on Drago came in Turn 12, with Zilisch overtaking Bruni for second in the same spot one lap later.

Before Zilisch inserted himself, Bruni's plan was simple: "I was trying to check out, and I thought I could get away," Bruni said. "And then Conner and Jim were starting to hook up and I figured they were going to run me down.

"Conner was driving the wheels off that thing, and I saw him moving up through the field and he was getting closer and closer – he got around Jim, and I knew it was coming."

Unfortunately for Zilisch, his stint in second place was short lived. "I ended up getting passed with two [laps] to go and I ended up falling back to fourth again," Zilisch recalled.

With first locked in, the battle for the final podium spots came

down to Bruni, Drago, and Zilisch, with Zilisch taking third thanks to a dramatic dive into Turn 7 and then, after a few pass attempts, playing it safe. "I didn't want to fight for second and then fall off the podium," Zilisch said.

Perhaps a wise decision, as Drago ultimately dropped to eighth following a last-lap, Turn 10 excursion with Henderson, placing Drago in eighth at the checker, trailing Kyle Greenhill, Travis Wiley, and Henderson.

Pardus, meanwhile, was embroiled in a solitary mental battle. "I don't think I've had any other race like that where it was so mental," he said. "Just don't make any mistakes, [because] if you do, you're back into the hunt, basically. They can track you down in a lap or two."

In addition to now being the only racer to win Spec Miata at the Runoffs three times, Pardus also competes in the NASCAR Xfinity Series, but none of his success came without hard work.





Rupert Berrington



Rick Conwine

## SPEC MIATA CHAMPION

### PRESTON PARDUS

Central Florida Region

Danus Utilities/East Street Racing

2003 Mazda Miata

## BREAKING FROM THE PACK

(ABOVE) Preston Pardus ran away with the win. (BELOW) Connor Zilisch drove a smart race and finished third.



Rick Conwine

"I didn't win for a long time in [Spec Miata], so I know how hard it is to be up here"

### PRESTON PARDUS

"I didn't win for a long time in [Spec Miata], so I know how hard it is to be up here on the podium," he said. "I didn't win a National [race] for four years when I first started out. I wasn't like Conner where he gets on the Runoffs podium right away and has won a handful of races already. It would have been awesome to do that, but I didn't have that. And then when we came here in 2017 and won – you don't know when you're going to win, or if you're going to win again."

As for his latest trip to victory circle? "That was awesome," he smiled. "It was a heck of a week."

Philip Royle

## SM QUALIFYING

### Qualifying Pos. Driver/Region (Car Year) Best Time; 1. Brian

Henderson/WDC (2001) 1.57.695; 2. Preston Pardus/CFR (2003) 1.57.699; 3. Connor Zilisch/CCR (2001) 1.57.764; 4. Nicholas Bruni/WDC (2002) 1.58.081; 5. Tyler Brown/Milw (2000) 1.58.153; 6. Grayson Farischon/OKLA (1999) 1.58.177; 7. Kyle Greenhill/CHI (2001) 1.58.194; 8. Jim Drago/MIDS (2005) 1.58.446; 9. Elivan Goulart/NER (2003) 1.58.743; 10. Brandon Collins/CHI (1999) 1.58.823; 11. Charles Mactutus/SCR (2002) 1.58.855; 12. Jonathan Davis/NEO (2000) 1.58.876; 13. Matt Reynolds/LnSt (2003) 1.58.944; 14. Danny Steyn/FLA (2002) 1.58.995; 15. Justin Casey/SFR (2001) 1.59.000; 16. Chris Haldeman/Tex (2001) 1.59.006; 17. Clark Cambren/WMR (2003) 1.59.028; 18. Travis Wiley/LnSt (1999) 1.59.049; 19. Logan Stretch/Tex (2001) 1.59.083; 20. Nathan Saxon/NER (1999) 1.59.194; 21. Clayton Cavell/SFR (2003) 1.59.235; 22. Camden Gruber/WDC (2004) 1.59.328; 23. Andrew Devoto/SwMt (Unknown) 1.59.356; 24. Justin Oakes/Hous (2000) 1.59.395; 25. Tyler Quance/Hous (2003) 1.59.423; 26. Nick Leverone/NER (1999) 1.59.434; 27. Frankie Barroso/FLA (1999) 1.59.464; 28. Marc Cefalo/NEP (1999) 1.59.474; 29. Joshua Hansen/Milw (2001) 1.59.557; 30. Anthony Geraci/NYR (1999) 1.59.572; 31. Brett Kowalski/PnAm (1999) 1.59.573; 32. Tom Brown/Milw (2002) 1.59.573; 33. John Raudat/NER (1997) 1.59.587; 34. Sean Varwig/CHI (1994) 1.59.607; 35. Chris Ciufo/FLR (1999) 1.59.634; 36. Taylor Ferranti/Hous (2002) 1.59.742; 37. Samantha Silver/LOL (1991) 1.59.785; 38. Quyen Tong/Tex (2001) 1.59.860; 39. Andrew Jenkins/LOL (1999) 2.00.014; 40. Cooper Lilly/SIR (2000) 2.00.052; 41. Steven Powers/AZ (1999) 2.00.105; 42. Vinnie Baratta/Hous (1999) 2.00.113; 43. Jeremy Rutter/CSCC (2003) 2.00.197; 44. Lee Thomas/LnSt (2003) 2.00.246; 45. William Knight/NEOK (2003) 2.00.260; 46. Ryan Heishman/SUS (2001) 2.00.431; 47. Amy Mills/Nwst (2002) 2.00.529; 48. Boris Said Jr/SanD (2002) 2.00.536; 49. Christopher Shaffer/Tex

(1999) 2.00.559; 50. Domenico Leuci/GLN (2000) 2.00.578; 51. Greg Sorg/CHI (1999) 2.00.678; 52. Ryan Gutile/SFR (2001) 2.00.742; 53. Michael LaMaina/SJR (2003) 2.00.887; 54. Gordon Kuhnley/LOL (1993) 2.01.001; 55. Joseph Tobin/Bucc (2002) 2.01.061; 56. Myles Goertz/DMV (2002) 2.01.139; 57. David Ciufo/FLR (1999) 2.01.249; 58. Sean Hayes/CHI (2003) 2.01.296; 59. Jesse Singer/FLA (1999) 2.01.351; 60. Jeremy Butz/WDC (2005) 2.01.360; 61. Andrew Charbonneau/CFR (1999) LCR pos 1; 62. Cole Gibson/SFR (Unknown) LCR pos 2; 63. Bill Collins/LOL (2003) LCR pos 3; 64. Matthew Davis/Tex (2001) LCR pos 4; 65. Nick Stagl/Milw (1999) LCR pos 5; 66. Marshall Stocker/NER (1999) LCR pos 6; 67. Dave Hechler/CIN (1999) LCR pos 7; 68. Toby Linder/Tex (2004) LCR pos 8; 69. Marc Briley/LnSt (1999) LCR pos 9; 70. Breton Williams/GtRv (2001) LCR pos 10; 71. Kyle Hohlier/OKLA (1991) LCR pos 11; 72. Robert Spence/Atl (2001) LCR pos 12; 73. James Stevens/STL (1990) LCR pos 13; 74. Jim Leithauser/Colo (1990) LCR pos 14; 75. Tom Crum/Tex (2003) LCR pos 15; 76. William Keeling/Hous (1999) LCR pos 16; 77. David Henderson/WDC (1999) LCR pos 17; 78. Alan Stubblefield/Hous (1999) LCR pos 18; 79. Tyler Ladd/WICH (2000) LCR pos 19; 80. Warren Sackman/NYR (1999) LCR pos 20; 81. Matthew Payne/TEN (1999) LCR pos 21; 82. Connor Thomas/Colo (2001) LCR pos 22; 83. Joshua Holsworth/KCR (2001) LCR pos 23; 84. James Dvorak/CHI (1999) LCR pos 24; 85. Thomas Podmore/NEO (1992) LCR pos 25; 86. John Valenta/STL (2002) LCR pos 26; 87. David Guinn/WICH (1993) LCR pos 27; 88. Whitfield Gregg/NYR (1999) LCR pos 28; 89. Charlie Campbell/MHR (2002) LCR pos 29; 90. Dan Harding/NEO (1999) LCR pos 30

## SM RACE

### Race 19 laps, 49 Miles: Pos. Driver

(Laps); 1. Preston Pardus (19); 2. Nicholas Bruni (19); 3. Connor Zilisch (19); 4. Kyle Greenhill (19); 5. Travis Wiley (19); 6. Brian Henderson (19); 7. Chris Haldeman (19); 8. Jim Drago (19); 9. Elivan Goulart (19); 10. Charles

Mactutus (19); 11. Jonathan Davis (19); 12. Tyler Brown (19); 13. Matt Reynolds (19); 14. Danny Steyn (19); 15. Brett Kowalski (19); 16. Tyler Quance (19); 17. Nathan Saxon (19); 18. Grayson Farischon (19); 19. Logan Stretch (19); 20. Justin Oakes (19); 21. Clark Cambren (19); 22. Marc Cefalo (19); 23. Camden Gruber (19); 24. Tom Brown (19); 25. Justin Casey (19); 26. Clayton Cavell (19); 27. Andrew Devoto (19); 28. Frankie Barroso (19); 29. Chris Ciufo (19); 30. Joshua Hansen (19); 31. Steven Powers (19); 32. John Raudat (19); 33. Anthony Geraci (19); 34. Sean Varwig (19); 35. Lee Thomas (19); 36. Vinnie Baratta (19); 37. Boris Said Jr (19); 38. Samantha Silver (19); 39. Christopher Shaffer (19); 40. Cooper Lilly (19); 41. William Knight (19); 42. Quyen Tong (19); 43. Domenico Leuci (19); 44. Ryan Gutile (19); 45. Andrew Charbonneau (19); 46. Andrew Jenkins (19); 47. Nick Stagl (19); 48. Greg Sorg (19); 49. Ryan Heishman (19); 50. Jeremy Butz (19); 51. Sean Hayes (19); 52. Joseph Tobin (19); 53. Dave Hechler (19); 54. Gordon Kuhnley (19); 55. David Ciufo (19); 56. Michael LaMaina (19); 57. Matthew Davis (19); 58. Cole Gibson (19); 59. Jesse Singer (19); 60. Marshall Stocker (19); 61. Breton Williams (19); 62. Bill Collins (19); 63. Myles Goertz (19); 64. Kyle Hohlier (19); 65. Robert Spence (19); 66. Marc Briley (19); 67. Amy Mills (19); 68. Jeremy Rutter (17); 69. Brandon Collins (11); 70. Toby Linder (11); DNF. Taylor Ferranti (8); DNS. Nick Leverone (0); DNQ. James Stevens (0); DNQ. Jim Leithauser (0); DNQ. Tom Crum (0); DNQ. William Keeling (0); DNQ. David Henderson (0); DNQ. Alan Stubblefield (0); DNQ. Tyler Ladd (0); DNQ. Warren Sackman (0); DNQ. Matthew Payne (0); DNQ. Connor Thomas (0); DNQ. Joshua Holsworth (0); DNQ. James Dvorak (0); DNQ. Thomas Podmore (0); DNQ. John Valenta (0); DNQ. David Guinn (0); DNQ. Whitfield Gregg (0); DNQ. Charlie Campbell (0); DNQ. Dan Harding (0)

**Overall Time of Race:** 39:41.353;  
**Average Race Speed:** 74.450mph;  
**Margin of Victory:** 6.859sec; **Fastest Race Lap:** Henderson; 1:58.837 (78.521mph); **Lap Leaders:** Henderson; 1; Pardus; laps 2-19; **Sunoco Hard Charger:** Stagl



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RACE 5 | FRIDAY | OCT. 1, 2021 | 1:00 P.M.

## FORMULA VEE

Formula Vee's back and forth nature and drafting, along with aging parts, make a dominating season nearly impossible. So, when someone like Andrew Whitston goes undefeated in the season, it's worth taking note of following a Runoffs win.

"We did 11 races this year and won every single one of them," Whitston said. "There was so much pressure coming in here [at the Runoffs], so [the win] is unbelievable. I'm just thankful to everybody who's put work into this team this year. This car was so fast and handled so well."

The race boiled down to

a battle between Tire Rack polesitter Whitston in his Hoosier/Subway Protoform P2, Brian Farmer in his Duck 'n' Monkey/Quixote/Kearney Silver Bullet FR-1, and Andrew Abbott's Hoosier/LDC Equipment Vector AM-1, with Whitston and Farmer swapping the lead regularly. Whitston however, had the advantage at the stripe on 17 of the 19 laps.

Whitston briefly dropped to fourth place on lap 11, but quickly regained the lead. He and Farnham then broke away from the pack after the third and fourth place running cars spun on that same lap. Whitston held

the lead for the final three laps, but just slightly – as evidenced by the 0.107sec final margin of victory. Then again, considering the battles we've been seeing in Formula Vee as of late, a tenth of a second can seem like a mile.

Formula Vee wins tend to come in bunches during a season, and Whitston knows the reason for that. In short – the competition and the formula require a driver to be on top of their game. On top of his game means Whitston is an SCCA Super Sweep winner after grabbing the National Championship, the Northern Conference title, and the Hoosier Super Tour points win.

### FORMULA VEE CHAMPION

#### ANDREW WHITSTON

Milwaukee Region

Hoosier/Subway Protoform P2





## WINNING STREAK

(LEFT) Andrew Whitston had a dream season in 2021, going undefeated all year and then wrapping it up with a Runoffs win. His streak also earned him the SCCA Super Sweep award.

"I think it takes a long time with this class," Whitston said. "When you corner fast, you're just chucking the car and carrying a lot of yaw, and then, all of a sudden, it sticks. So, it's hard to predict exactly what angle that takes. And then you're off just a little

bit and the back end comes around, you're off. But if you're not doing that, then you're just slow. So, to keep it on top like this, takes a lot of practice, experience, and feel for the car and setup. You have to be at your best every day."

It doesn't hurt when the top three podium finishers run together week in and week out in the Northern Conference, able to measure themselves throughout the season. That made the championship extra sweet for Whitston, as well as crossing that yard of bricks in an open-wheel car.

"Taking a victory lap with my helmet off and a flag in my hand in this beautiful weather, that was really something," he said after the race. "I'm just so lucky to be here and grateful to everybody who helped make this happen. To actually finish this year off with a win takes a great weight off my shoulders."

**Reece White**

"I'm just so lucky to be here and grateful to everybody who helped make this happen"

**ANDREW WHITSTON**



Jeff Loewie

## CLOSE CALL

(BELOW) Brian Farnham finished second, just 0.107sec behind the leader. (ABOVE) Andrew Abbott brought it home in third.



Rick Corwin

## FV QUALIFYING

### Qualifying Pos. Driver/Region (Car) Best Time;

1. Andrew Whitston/Milw (Protoform P2) 1.57.479; 2. Zachary Whitston/Milw (Protoform P2) 1.57.862; 3. Brandon Abbott/DET (Vector GB-4) 1.58.092; 4. Andrew Abbott/DET (Vector AM-1) 1.58.257; 5. Jeff Filipkowski/PHL (Vorscha GB-4) 1.58.404; 6. Brian Farnham/NEO (Silver Bullet FR-1) 1.58.437; 7. Chris Jennerjahn/IND (Vortech FV) 1.58.486; 8. Alex Scaler/SJR (Scaler Mk1) 1.58.507; 9. Mitchell Ferguson/Atl (Vorscha GB4) 1.58.635; 10. Gavin Sweeney/SFR (Protoform P2) 1.58.807; 11. Hunter Phelps-Barron/Tex (Mysterian M4) 1.59.036; 12. Stevan Davis/Atl (Vortech FV) 1.59.270; 13. Ron Whitston/Milw (Protoform P3) 1.59.565; 14. Dean Curtis/NEP (Womer EV3) 1.59.689; 15. Roger Siebenaler/NNJ (Mysterian M2) 1.59.707; 16. Mark Farnham/NEO (Silver Bullet SB-1) 1.59.934; 17. Donnie Isley/CCR (Agitator 016) 2.00.039; 18. Jonathan Weisheit/WDC (JK Technologies XP-1) 2.00.072; 19. Mark Fosberry/NER (Lazer MKII) 2.00.086; 20. Jeff Loughhead/OVR (Vortech FV) 2.00.186; 21. Quinn Posner/Nwst (Protoform P3) 2.00.214; 22. Rick Shields/STC (Adams Acer-J) 2.00.324; 23. Dennis Andrade/Nwst (Vortech FV) 2.00.359; 24. Steve Whitston/Milw (Protoform P2) 2.00.562; 25. Ryan Donaghy/PHL (Volkswagen DRT 001) 2.00.983; 26. Robert Neumeister/Colo (Protoform P2) 2.01.075; 27. Rich Richardson/CILL (Lazer 1) 2.01.412; 28. Brian Styczynski/CHI (Citation XTC-41) 2.01.467; 29. Gregory Bruns/CCR (Vorscha GB3) 2.01.589; 30. Guy Bellingham/WNY (BRD AFV-02) 2.01.819; 31. Alexander Bertolucci/INR (Citation XTC-41) 2.01.847; 32. Jon Adams/WMR (Adams V-2) 2.01.888; 33. Mark Richardson/CILL (Vortech FV) 2.02.173; 34. Jeffrey Valeo/NYR (Mysterian M2B) 2.02.190; 35. Marjorie Lundberg/SFR (Caracal C) 2.02.306; 36. William Styczynski/CHI (Vortech FV) 2.02.678; 37. Stuart Delaney/DET (Caracal C) 2.03.106; 38. Curt Bennett/NEP (Protoform P1) 2.03.523; 39. Rick Ruckman/STC (Mysterian M2) 2.04.434; 40. Earl Winebrenner/CFR (Mysterian M3) 2.04.512; 41.

Ron Wake/SFR (Mysterian M4) 2.04.635; 42. Anthony Henderson/CHA (Caracal C) 2.04.805; 43. Donald Manthe/CSCC (Caracal C) 2.04.808; 44. Chris Caruso/LV (Protoform P2) 2.05.147; 45. Mark Edwards/CSCC (Glamdring) 2.05.618; 46. Lawrence Bacon/SFR (Protoform P3) 2.05.747; 47. Joseph Bertolucci/CHI (Citation XTC-41) 2.07.339; 48. Iqbal Bashir/NYR (Caracal C) 2.08.018

Scaler - Loss of qualifying 3 times per Race Director - 9.11.C.5.D.1

## FV RACE

### Race 19 laps, 49 Miles: Pos.

**Driver (Laps):** 1. Andrew Whitston (19); 2. Brian Farnham (19); 3. Andrew Abbott (19); 4. Brandon Abbott (19); 5. Chris Jennerjahn (19); 6. Alex Scaler (19); 7. Rick Shields (19); 8. Stevan Davis (19); 9. Dean Curtis (19); 10. Ron Whitston (19); 11. Jeff Loughhead (19); 12. Jonathan Weisheit (19); 13. Roger Siebenaler (19); 14. Brian Styczynski (19); 15. Donnie Isley (19); 16. Alexander Bertolucci (19); 17. Jeff Filipkowski (19); 18. Robert Neumeister (19); 19. Rich Richardson (19); 20. Stuart Delaney (19); 21. William Styczynski (19); 22. Jon Adams (19); 23. Ryan Donaghy (19); 24. Marjorie Lundberg (19); 25. Mark Farnham (19); 26. Chris Caruso (19); 27. Jeffrey Valeo (19); 28. Guy Bellingham (19); 29. Ron Wake (19); 30. Mark Edwards (19); 31. Earl Winebrenner (19); 32. Joseph Bertolucci (19); 33. Mark Fosberry (19); 34. Anthony Henderson (19); 35. Lawrence Bacon (19); 36. Rick Ruckman (18); 37. Iqbal Bashir (18); 38. Gregory Bruns (17); 39. Mark Richardson (16); 40. Curt Bennett (14); 41. Zachary Whitston (13); DNF. Quinn Posner (8); DNF. Mitchell Ferguson (8); DNF. Hunter Phelps-Barron (8); DNF. Steve Whitston (6); DNF. Donald Manthe (4); DNF. Gavin Sweeney (1); DNS. Dennis Andrade ( )

**Overall Time of Race:** 40:55.771;  
**Average Race Speed:** 72.194mph;  
**Margin of Victory:** 0.107sec;  
**Fastest Race Lap:** Scaler, 1:57.234 (79.595mph); **Lap Leaders:** Whitston, laps 1-10, 12-13, 15-19; Andrew Abbott, lap 11; Farnham, lap 14; **Sunoco Hard Charger:** Caruso





RACE 6 | FRIDAY | OCT. 1, 2021 | 2:05 P.M.

## TOURING 2

Kurt Rezzetano felt Indy owed him one. Coming into the 2017 Runoffs as a two-time defending Touring 2 champion, he was sure he had the car for a third title. Unfortunately, with a blown engine early in the week and a backup car not up to the task, he was left with disappointment.

Fast forward to 2021, and his Phoenix Performance/Hoosier/Hawk Ford Mustang nearly let him down again. But when he lost his power steering mid-race, he had built up enough of a gap over Charlie Peter and his Phenix Label BMW M235iR that he could cruise to victory.

"Once the steering started acting up, I was racing myself at that point to keep the car on track and to keep the gap where it was," explained Rezzetano of his race that started on the Tire Rack pole. "I knew if there was a restart or something, I was going to be in pretty bad trouble, because I couldn't drive it the way I needed to without the power assist, so I was just trying to keep my head straight and put in consistent laps to try to match [Peter's] laps."

At the checker, the gap to Peter was 13.872sec, putting Peter in the second finishing

position once more for his two Runoffs appearances.

Peter started second (one better than last year) and may have thought his race was going to be easier when four of the frontrunners went out in a second-lap, Turn 1 incident where Ali Salih went in too hot, jumped the curb, and knocked Mark Boden and Tim Kezman. A full-course caution ensued, but once the race restarted, David Sanders was putting the pressure on.

"I hear some commotion behind me, and I look in my mirrors to see Porsches spinning and things going

off into the grass, and I think, 'Thank goodness; I missed that by an inch,'" Peter said after the race. "Now I'm thinking this is a blessing and I'm just going to hammer down and try to chase Kurt down. But I had the 'Vette [driven by Sanders] in my mirrors and I'm trying to defend. I don't know if he made a mistake or what, but I looked up and he was gone."

Sanders had slid back into the clutches of Scotty B. White, who had started fifth in his stylish convertible Hawk/Goodyear/Knight Transport LLC Dodge Viper SRT-10, then dropped to seventh at





Jeff Loewe

### BACK FOR MORE

(LEFT) Kurt Rezzetano felt like he had some unfinished business at Indy. This time around, he closed the deal and also won the SCCA Super Sweep award in the process.

the start, but was up to fourth after the second-lap incident.

"The car was really awesome in the beginning, and I expected I would need the race to come to me – the Goodyears are super durable, and I saw everyone was stickered up on [Hoosier] As," White said. "We were good – even let a couple of guys go by – and figured we would come back to them. But I set the car up just a little bit too loose – I abused it a little bit. It was a lot of fun, and Sanders ran me clean – he apparently made just a couple of small mistakes, and that was enough to give me a gap."

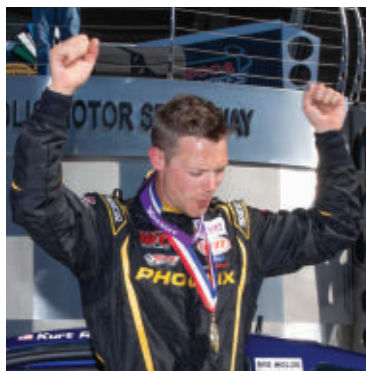
Sanders finished fourth, ahead of Patrick Womack's BMW Z4, who was awarded the Sunoco Hard Charger after starting 16th.

**Richard S. James**

### TOURING 2 CHAMPION

#### KURT REZZETANO

Philadelphia Region  
 Phoenix Performance/Hoosier/  
 Hawk Ford Mustang GT



Rick Corvine

### THE CHASE

(BELOW) Following a near miss during an early race incident and a battle with a Corvette, Charlie Peter drove his BMW M235iR to a solid second-place finish. (ABOVE) Scotty B. White's unique entry paid off as he powered to a podium finish in style.



Rupert Berrington

### T2 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Kurt Rezzetano/PHL (Ford Mustang GT) 1.47.509; 2. Charlie Peter/KCR (BMW M235iR) 1.47.979; 3. Mark Boden/CHI (Porsche 997) 1.48.086; 4. David Sanders/PHL (Chevrolet Corvette C5 Z06) 1.49.068; 5. Scotty B. White/NwSt (Dodge Viper SRT-10) 1.49.095; 6. Ali Salih/NEO (BMW E92 M3) 1.49.218; 7. Joe Boden/CHI (Porsche 997) 1.49.221; 8. Joe Koenig/CHI (BMW E92 M3) 1.49.494; 9. Michael Lavigne/NER (Ford Mustang GT) 1.49.609; 10. Brian LaCroix/NER (Chevrolet Corvette C6) 1.49.625; 11. Tim Kezman/Milw (Porsche 996) 1.49.676; 12. Nathan Martin/Colo

(BMW M2 CS R) 1.50.074; 13. Scott Sinnott/LOL (BMW M235iR) 1.50.399; 14. Alan Kossof/CHI (Porsche 996) 1.50.485; 15. Matthew O'Toole/CHI (Porsche Carrera S 997.2) 1.50.548; 16. Patrick Womack/CHI (BMW Z4 M) 1.50.753; 17. Andler Klatzky/LOL (BMW M235iR) 1.50.976; 18. Bill Collins/LOL (Chevrolet Corvette) 1.51.033; 19. Gregory Schermer/GtRv (Porsche 997) 1.51.125; 20. Aaron Kaplan/CHI (BMW E92 M3) 1.51.596; 21. Josh Byington/NER (BMW E46 M3) 1.51.718; 22. Larry Brady/KCR (Chevrolet Corvette C5 Z06) 1.52.606; 23. Scott Sewell/Tex (Porsche Cayman GTS) 1.52.696; 24. Mikhail Butenko/SFR (Ford Mustang GT) 1.53.289; 25. Casey McLoed/SFR (Ford Mustang GT) 1.55.778; 26. Tom O'Toole/CHI (BMW M235iR) 1.57.008

*Kossof – Loss of qualifying 3 times per Race Director – 9.3.25.A*

### T2 RACE

#### Race 19 laps, 49 Miles: Pos. Driver (Laps);

1. Kurt Rezzetano (19); 2. Charlie Peter (19); 3. Scotty B. White (19); 4. David Sanders (19); 5. Patrick Womack (19); 6. Nathan Martin (19); 7. Alan Kossof (19); 8. Brian LaCroix (19); 9. Michael Lavigne (19); 10. Matthew O'Toole (19); 11. Joe Koenig (19); 12. Aaron Kaplan (19); 13. Mikhail Butenko (19); 14. Andler Klatzky (19); 15. Larry Brady (19); 16. Scott Sewell (19); 17. Gregory Schermer (19); 18. Casey McLoed (18); 19. Tom O'Toole (18); 20. Bill Collins (17); 21. Joe Boden (12); 22. Josh Byington (15); DNF. Scott Sinnott (6); DNF. Mark Boden (1); DNF. Tim Kezman (1); DNF. Ali Salih (1)

*Byington – Moved to last position per Race Director – 6.11.1 A,B,C,D*

*LaCroix – Loss of 2 positions per SOM – 6.11.1.A-E*

**Overall Time of Race:** 35:02.557;  
**Average Race Speed:** 84.322mph;  
**Margin of Victory:** 13.872sec;  
**Fastest Race Lap:** Rezzetano, 1:48.474 (86.022mph); **Lap Leaders:** Rezzetano, laps 1-19; **Sunoco Hard Charger:** Womack





RACE 7 | FRIDAY | OCT. 1, 2021 | 3:10 P.M.

## GT-LITE

Scott Twomey's 2020 Runoffs could have gone better. This year, it's hard to imagine a better result. But when asked what the main difference was for his 2021 Runoffs campaign, he was quick to reply: "It was the car."

Twomey had seen a video of a GTL Toyota Tercel at the Runoffs, and he watched it "300 times," he said. He ended up buying the car and redoing the body. Other than that, all he had to do was put tires on it and wax it – which he said he did every day to "make it slipperier." Who knows if the wax was the key, but it sure was a thing of beauty as it passed

under the double checkers, giving Twomey his first Runoffs win. Still, victory was never a guarantee.

As expected, Chris Bovis qualified his Hart Marx Advisors/Schroth/Goodyear Honda CRX on the Tire Rack pole, with a hefty gap of 0.8sec to Twomey in his Poulsbo RV/Pat's Autosport/Top Tech Toyota Tercel in second. Peter Zekert was third on the grid. Zekert was followed by a list of challengers few would like to have filling their mirrors – Brian Linn, Graham Fuller, Joe Huffaker, and Michael Lewis filled the top seven.

And, oh, what a race it was.

Bovis was swallowed up by

Twomey and Linn at the start but was quickly able to get the lead again as the pack entered the twisty bits. Still, it was nearly impossible to keep track of who was in which position as Bovis, Twomey, Linn, Huffaker, Fuller, and Zekert passed and repassed over the first few laps. One thing was consistent, though: Bovis and Twomey were building a gap over the rest of the field even though their cars were handling the track very differently.

Bovis is used to a car that has great handling but is down on power on the straights. "We come here, and suddenly we have all the speed we

want, but we're down on the setup," Bovis admitted. "We took the wing and splitter off from Tuesday to Wednesday and got more top speed. [But] every time I tried to make an adjustment in the car in the race, it created a bigger problem."

Twomey, after having to pass Linn in the early stages, added, "I didn't think I'd catch up. When we started to go through the twisty stuff, I noticed that the gap would shrink a little bit, and when we got to the straight stuff it would extend just a tiny bit. But I think I was able to make up more ground than I was losing on the straightaways."



Jeff Loewie

## SHOOTOUT

(LEFT) The last two laps were a duel, but in the end it was Scott Twomey with the win.

Except for Twomey and Bovis, the early challengers fell away. Halfway through the race, the gap to third was 10 seconds, but there was often no gap between the two leaders.

Working lap 14, Twomey saw his opportunity and took the lead going through Turn 6a. Then the last two laps were dizzying. Bovis would lead into Turn 1, the two battling through the twisties, and then Twomey would lead by the time they hit the main straight.

Come the last lap, they were side by side in Turn 13. "I was trying to get him to make a mistake," said Bovis, adding, "but I made a mistake."

Bovis slipped onto the grass, allowing Twomey enough room to take the win by just over a second. Half a minute back, Lewis

brought his Goodyear Mazda RX-7 to the checker, claiming his 21st Runoffs podium finish. In the pits, Lewis reflected: "We brought a knife to a gun fight."

One thing they all agreed on, though, was that that race was serious fun.

**J. Michael Hemsley**

**"When we started to go through the twisty stuff, I noticed that the gap would shrink a little bit"**  
**SCOTT TWOMEY**



Rick Corwin

## GT-LITE CHAMPION

### SCOTT TWOMEY

Northwest Region

Poulsbo RV/Pat's Autosport/Top Tech Toyota Tercel



Rick Corwin

## DOWN TO THE WIRE

(BELOW) Chris Bovis qualified on the pole and commanded the first half of the race. The final two laps, however, turned into a battle that Bovis lost by just 1.033sec. (ABOVE) Mike Lewis held on to the final step of the podium.



Rupert Berrington

## GTL QUALIFYING

### Qualifying Pos. Driver/Region

(Car) Best Time; 1. Christopher Bovis/CHI (Honda CRX) 1.51.819; 2. Scott Twomey/Nwst (Toyota Tercel) 1.52.607; 3. Peter Zekert/STL (Nissan 200SX SE-R) 1.52.764; 4. Brian Linn/CSCC (Nissan 200SX SE-R) 1.53.175; 5. Graham Fuller/WDC (Honda CRX) 1.53.653; 6. Joe Huffaker/SFR (Nissan Sentra) 1.53.768; 7. Michael Lewis/SanD (Mazda RX-7) 1.53.997; 8. James Gregorius/FLR (Mazda RX-7) 1.55.059; 9. Paul Mevoli/CFR (Nissan Sentra) 1.55.808; 10. Charles Leonard/CFR (Nissan 200SX SE-R) 1.56.167; 11. Kenneth Gassin/OVR (Toyota Tercel) 1.56.548; 12. Chris Kopley/NER (Mini Cooper) 1.58.450; 13. Roy Lopshire/KCR (Toyota Tercel) 1.58.476; 14. Bill Keeney/Hous (Toyota Tercel) 1.59.832; 15. Daniel Wold/DET (Nissan 200SX SE-R) 2.00.275; 16. Brad Lewis/STL (Nissan 1200 (B110)) 2.01.540; 17. Edward Nicholson/KCR (Nissan 200SX) 2.01.768; 18. Jamie Blust/CDR (Austin-Healey Sprite) 2.02.451; 19. Michael Helm/WOR (Toyota Tercel) 2.03.309; 20. Rusty Bell/NOV (Toyota Tercel) 2.03.976; 21. James Lynch III/STL (Mazda RX-7) 2.08.543; 22. Jonathan Stalzer/BVR (Toyota Corolla) 2.08.569

Blust - Loss of qualifying 3 times per Race Director - 9.3.11/ supp 9.18

Gassin - Loss of qualifying 2 times per Race Director - 9.3.25.A/ supp 9.11

## GTL RACE

### Race 19 laps, 49 Miles: Pos. Driver

(Laps); 1. Scott Twomey (19); 2. Christopher Bovis (19); 3. Michael Lewis (19); 4. Joe Huffaker (19); 5. Brian Linn (19); 6. Graham Fuller (19); 7. Paul Mevoli (19); 8. Charles Leonard (19); 9. Kenneth Gassin (19); 10. Jamie Blust (18); 11. Edward Nicholson (18); 12. Bill Keeney (18); 13. Rusty Bell (18); 14. Jonathan Stalzer (17); 15. Chris Kopley (14); 16. Peter Zekert (10); 17. James Lynch III (10); 18. James Gregorius (9); DNF. Brad Lewis (1); DNF. Daniel Wold (0); DNS. Roy Lopshire (0); DNS. Michael Helm (0)

**Overall Time of Race:** 36:01.735;  
**Average Race Speed:** 82.014mph;  
**Margin of Victory:** 1.033sec;  
**Fastest Race Lap:** Twomey, 1:51.952 (83.350mph); **Lap Leaders:** Bovis, laps 1-13; Twomey, laps 14-19; **Sunoco Hard Charger:** Stalzer





Rupert Barrington

**RACE 8** | FRIDAY | OCT. 1, 2021 | 4:15 P.M.

## B-SPEC

David Daughtery said he thought he had a third- or fourth-place car for this year's B-Spec Runoffs race. That wasn't the case, though, and he left Indianapolis with his 11th SCCA National Championship title.

Qualifying seemed to indicate he might be correct, because John Phillips took the pole in his PRP/G-Loc/CARS Mini Cooper, with Steve Introne in second and Daughtery third. But the race quickly turned in Daughtery's favor.

"Steve didn't get the greatest of starts, and that also affected my son [Chris Daughtery, who

started fourth], which made me cry at the beginning," Daughtery described. "But I settled, down, I got with John, and there were a couple of turns where I thought he was giving up a little too much, so I said, 'I think I'm going to go to the front.' We went to the front, and it would have been a very exciting last couple of laps, because we had enough gap that we were going to fight it out."

Indeed, Daughtery and Phillips, who garaged together, work on each other's cars, and each describe the other as a brother, worked together to put a gap on the rest of the field.

Introne had slid back to fifth on the start, while Rob Piekarczyk and Brandon Vivian went by. But it wasn't long before he worked his way back to third. By that time, though, despite making an attempt at Phillips on a restart, there wasn't much he could do, especially as he had Frank Schwartz on the attack behind him.

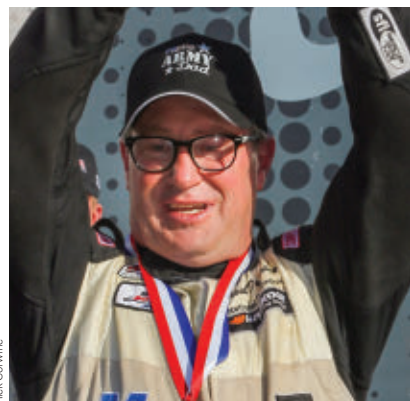
"I didn't think there was enough room in that first turn, and I went off into the grass, or else there would have been contact," Introne said of his off-course excursion in his Veloce/Boston M Tire/

### B-SPEC CHAMPION

#### DAVID DAUGHTERY

Central Carolinas Region

Mini USA/Babyface Fab/G-Loc Mini Cooper



Rick Corwin



## CLOSE QUARTERS

(LEFT) David Daughtery led the charge of the Minis, pulling off the win by a scant 0.771 sec. Runoffs gold also handed Daughtery the SCCA Super Sweep award.

Oldschool B Mini Cooper. "So, I went off; it put me back a few spots, and I had to fight really hard to get back up to them. When I got there, I didn't have a partner, and I was fighting.

Meanwhile, Phillips was biding his time behind Daughtery's Mini USA/Babyface Fab/G-Loc Mini Cooper. There were a couple of times he'd show a nose but, for the most part, they were working together to make sure they had a gap so they could race to the finish.

Unfortunately, that opportunity never came, as a Turn 6a incident on lap 16 left a couple of cars on their roofs, meaning the race would finish under yellow.

"I was going to start at [Turn] 3, push him through 4, and upset him," Phillips said

of his plan while Daughtery acknowledged that Phillips was stronger than him in that complex. "I was just waiting for the last lap to see if I could upset David. It's always good if you can upset a National Champion, and I was going to try."

Instead, Daughtery moved – briefly – out of a four-way tie for third on the all-time Runoffs wins list. Perhaps equally impressive, though, is Daughtery's Runoffs win rate, which now sits at 44 percent.

**Richard S. James**



Richard S. James

## THE FAST ONES

(BELOW) 2019 B-Spec champion John Phillips started this year's race on the pole and led early on, but had to settle for second. (ABOVE) Steve Introne finished a close third and set the race's fastest lap.



Jay Bonvolont

## BS QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time;** 1. John Phillips/Hous (Mini Cooper) 2.03.121; 2. Steve Introne/NER (Mini Cooper) 2.03.383; 3. David Daughtery/CCR (Mini Cooper) 2.03.417; 4. Chris Daughtery/CCR (Mini Cooper) 2.03.850; 5. Rob Piekarczyk/NEO (2011 Honda Fit) 2.04.344; 6. Brandon Vivian/DET (Chevrolet Sonic) 2.04.366; 7. Kyle Keenan/Ore (Mazda 2) 2.04.413; 8. Frank Schwartz/DET (Mini Cooper) 2.04.617; 9. Charlie Valdez/LnSt (Mazda 2) 2.04.699; 10. Matt Wolfe/SILR (Mazda 2) 2.05.039; 11. Riley Salyer/Hous (Mazda 2) 2.05.060; 12. Tony Roma/DET (Chevrolet Sonic) 2.05.122; 13. Alex Ratcliffe/WDC (Mini Cooper) 2.05.331; 14. Andrew Nelson/WNY (Mini Cooper) 2.05.655; 15. Chris Haldeman/Tex (Mazda Mazda2) 2.05.684; 16. Dan Hardison/OVR (Honda Fit) 2.05.826; 17. Ryan Moran/WDC (Mini Cooper) 2.05.874; 18. Chris Taylor/LnSt (Mazda 2) 2.05.961; 19. Robert Bax/CIN (Mini Cooper) 2.06.066; 20. Sergio Zlobin/Hous (Mazda 2) 2.06.226; 21. Conner Kelleher/Hous (Mini Cooper) 2.06.244; 22. Joseph Gersch/Hous (Toyota Yaris) 2.06.305; 23. Matthew Downing/OVR (2015 Honda Fit) 2.06.367; 24. David Oliveira/NER (Mini Cooper) 2.06.412; 25. Drew Strickland/WDC (2011 Mazda 2) 2.06.781; 26. Michael Fox/Hous (Mazda 2) 2.06.847; 27. Christopher Jackson/IND (2009 Mini Cooper) 2.07.119; 28. Michael Olivier/SFR (Honda Fit) 2.07.169; 29. James Rogerson/Hous (Mini Cooper) 2.07.227; 30. Kent Carter/Hous (2011 Mazda 2) 2.07.228; 31. Bryon Prokopf/SILR (Mini Cooper) 2.07.280; 32. James O'Hare/CFR (Mini Cooper) 2.07.288; 33. Fritz Wilke/DET (Ford Fiesta) 2.07.308; 34. Ali Naimi/Ore (Mazda 2) 2.07.406; 35. Stephanie Andersen/Milw (Mazda 2) 2.07.476; 36. Mike Sitzenstock/Nwst (Honda Fit) 2.07.492; 37. Stewart Black/NCR (Chevrolet Sonic) 2.07.502; 38. Carey Rouse/LnSt (Mazda 2) 2.07.577; 39. Cherie Storms/Nwst (Mazda 2) 2.07.697; 40. Kristian Smith/DET (Ford Fiesta) 2.07.787; 41. Andy Doyle/IND (Ford Fiesta) 2.07.836; 42. Thomas Lepper/SFR (Mazda 2) 2.08.002; 43. Chris Crisenbery/WMR (Honda Fit) 2.08.105; 44. Charlie Vehle/Hous (Honda Fit) 2.08.168; 45. Jorge Fabian/GPR (Mini Cooper) 2.08.414; 46. J.B. Swan/NER (Chevrolet Sonic) 2.08.480; 47. William Storms/Nwst (Ford Fiesta) 2.08.700; 48. David Rosenblum/SJR (Ford Fiesta) 2.08.734; 49. David Hancock/STxB (Ford Fiesta) 2.08.923; 50. Ricky Holmstrom/Milw (Mazda 2) 2.09.198; 51.

Shawn Fohs/NNJ (Mini Cooper) 2.09.209; 52. Leann Falk/Tex (Mazda 2) 2.09.465; 53. Billy Parrott/CKY (Mini Cooper) 2.09.559; 54. Steve Kaster/Milw (Ford Fiesta) 2.09.703; 55. G. Brian Metcalf/FLR (2012 Mini Cooper) 2.10.231; 56. Kevin Stuckey/Milw (Honda Fit) 2.10.708; 57. Steve Schwartz/DET (Mini Cooper) 2.12.113; 58. Steve Hewett/NER (Mini Cooper) 2.13.267; 59. Karah Behrend/AZ (Honda Fit) 2.14.857; 60. Peter Sumerford/Ala (Mini Cooper) 2.15.292; 61. Chuck Davis/KCR (Honda Fit) No time

*Daughtery – Loss of qualifying 3 times per Race Director – GCR 6.11.B*

*Kelleher – Loss of qualifying 2 times per Race Director – 9.3.25.A*

## BS RACE

### Race 17 laps, 44 Miles: Pos. Driver

**(Laps);** 1. David Daughtery (17); 2. John Phillips (17); 3. Steve Introne (17); 4. Frank Schwartz (17); 5. Brandon Vivian (17); 6. Kyle Keenan (17); 7. Rob Piekarczyk (17); 8. Matt Wolfe (17); 9. Charlie Valdez (17); 10. Chris Daughtery (17); 11. Tony Roma (17); 12. Alex Ratcliffe (17); 13. Ryan Moran (17); 14. Conner Kelleher (17); 15. Riley Salyer (17); 16. Dan Hardison (17); 17. Andrew Nelson (17); 18. Sergio Zlobin (17); 19. Joseph Gersch (17); 20. Chris Taylor (17); 21. Robert Bax (17); 22. David Oliveira (17); 23. Matthew Downing (17); 24. Michael Fox (17); 25. Christopher Jackson (17); 26. James O'Hare (17); 27. Drew Strickland (17); 28. Mike Sitzenstock (17); 29. Ali Naimi (17); 30. Carey Rouse (17); 31. David Rosenblum (17); 32. Thomas Lepper (17); 33. Chris Crisenbery (17); 34. Cherie Storms (17); 35. Shawn Fohs (17); 36. Stephanie Andersen (17); 37. William Storms (17); 38. Steve Kaster (17); 39. Charlie Vehle (17); 40. J.B. Swan (17); 41. Leann Falk (17); 42. Jorge Fabian (17); 43. David Hancock (17); 44. Ricky Holmstrom (17); 45. Billy Parrott (17); 46. Steve Schwartz (17); 47. Steve Hewett (16); 48. Kent Carter (16); 49. Karah Behrend (16); 50. Andy Doyle (16); 51. James Rogerson (15); 52. Kristian Smith (15); 53. Fritz Wilke (15); 54. Michael Olivier (15); 55. Kevin Stuckey (15); 56. Stewart Black (8); 57. Peter Sumerford (8); DNF. Bryon Prokopf (6); DNF. Chris Haldeman (4); DNF. G. Brian Metcalf (3); DNS. Chuck Davis (1)

**Overall Time of Race:** 39:45.761;  
**Average Race Speed:** 66.490mph;  
**Margin of Victory:** 0.771sec; **Fastest Race Lap:** Introne, 2:03.971 (75.269mph); **Lap Leaders:** Phillips, laps 1-2; Daughtery, laps 3-17; **Sunoco Hard Charger:** Rosenblum





#### GOLD PERFORMANCE

(BELOW) This year's win marks the second gold medal for Lee Alexander. (BOTTOM) Jim Devenport (23) had a race on his hands defending second place from Chip Romer.



Rick Corwine

**RACE 9** | FRIDAY | OCT. 1, 2021 | 5:20 P.M.

## PROTOTYPE 1

Lee Alexander scored his second Runoffs gold medal this year, fully eight years after winning CSR in 2013. In fact, he won in the very same Stohr WF1 Suzuki he had sold in 2014 before going to race in Formula Atlantic. He bought the Stohr back last year – just in time, you could say.

Alexander was on the boil all week during the 2021 Runoffs, taking the Tire Rack pole with a 1:29.011, and then leading all but two laps in the race. The first five qualifiers finished in that same order in the race, but it was not as cut and dried as it seems.

At the start, two-time winner Jim Devenport, now driving his Cranbrook Group Inc. Elan DP02 Mazda in place of his familiar Norma Honda, got the jump on Alexander from his second grid slot. Devenport swept into the lead in Turn 1, with Alexander in pursuit. "I was a little tentative on the brakes and Jim just got around me," Alexander explained of that first-lap jostle. "I had to regroup and try not to worry about it."

Devenport led the first two laps, followed by Alexander and Chip Romer in his Elan DP02 Mazda; then came defending champion James French as well as John McAleer. That top four pulled away from the rest and, on lap three, Alexander executed a nice pass on Devenport to take the lead.

"I got the start I wanted," Devenport admitted. "But Lee



Jeff Loewe



Jay Bonvillian

was really quick. I tried to save the car and make a final push. I dropped tires off course a couple times and lit them up a couple times. I saw how things were going and decided to try to hold station and bring it home."

Behind the top four, Jason Miller moved up quickly from his eighth-place starting spot to pass Johnnie Crean, Todd Vanacore, and John McAleer for fifth. McAleer and a fast-starting John Manfroy, meanwhile, made contact, spinning Manfroy toward the back of the field.

Up front, Alexander had stretched his lead over Devenport to three seconds by lap five.

By half distance Alexander was holding station ahead of Devenport, who had a similar gap to Romer, as did Romer to French – but French was gaining.

On the 11th lap, French moved alongside Romer in Turn 1, but Romer held the line and the place. French regrouped by Turn 4 and tried once more. Romer held steady, and French slid wide, losing several seconds. Closing for a second time, French was able to get within one second of Romer.

"That was a long race," Romer recounted of how he retained third place. "I was counting the laps and I had a little overheating problem. But we made it to the end, and I am happy."

Up front, Alexander claimed the checker with 10 seconds over Devenport, proving that you can, indeed, go home again. All you need is your old car back.

**Tom Schultz**

#### PROTOTYPE 1 CHAMPION

##### LEE ALEXANDER

Tennessee Region

One Motorsports/Factory48 Stohr WF1 Suzuki

#### P1 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Lee Alexander/TEN (Stohr WF1 Suzuki) 1.29.011; 2. Jim Devenport/SFR (Elan DP02 Mazda) 1.29.120; 3. Chip Romer/LV (Elan DP02 Mazda) 1.29.404; 4. James French/Milw (Swift 014 Toyota) 1.29.988; 5. John McAleer/Atl (Elan DP02 Mazda) 1.31.468; 6. Todd Vanacore/CFR (Elan DP02 Mazda) 1.31.958; 7. Johnnie Crean/CSCC (Stohr WF1 Suzuki) 1.32.907; 8. Jason Miller/Milw (WynnFurst Kohler) 1.33.161; 9. Darryl Shoff/NEP (Elan DP02 Mazda) 1.33.626; 10. Greg Case/CILL (Stohr WF1 Suzuki) 1.33.754; 11. John Manfroy/SFR (Stohr 01D Suzuki) 1.34.689; 12. David Locke/IND (Stohr WF1 Suzuki) 1.36.598; 13. Jon Douchis/FLA (Elan DP02 Mazda) 1.40.737

#### P1 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Lee Alexander (19); 2. Jim Devenport (19); 3. Chip Romer (19); 4. James French (19); 5. John McAleer (19); 6. Jason Miller (19); 7. Johnnie Crean (18); 8. Greg Case (18); 9. David Locke (18); 10. Jon Douchis (18); DNF. Todd Vanacore (5); DNF. John Manfroy (5); DNS. Darryl Shoff ( )

**Overall Time of Race:** 28:40.591; **Average Race Speed:** 103.042mph; **Margin of Victory:** 10.297sec; **Fastest Race Lap:** Alexander, 1:29.225 (104.581mph); **Lap Leaders:** Devenport, laps 1-2; Alexander, laps 3-19; **Sunoco Hard Charger:** Locke





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**RACE 10** | SATURDAY | OCT. 2, 2021 | 8:10 A.M.

# SUPER TOURING

Joe Moser had an idea. Jotted down on a napkin last summer, he thought a small displacement, lightweight car would be ideal for Super Touring Under at Indy. "What this track needs is a very lightweight car that can dance through the Esses and still make good power," he said. Turns out, he was right.

"We were going through weights and estimated power," he explained. "My crew chief, Chad, pulled his 2-liter out of his Honda CRV and said, 'Hey, if I build this up for STU, do you think we've got a winner?' He threw some numbers out, we did some lap sims, and it looked good. So right after the [2020] Runoffs, we whipped one together, threw it in the car, headed down to Homestead, and the car was a little pocket rocket out of the box."

Moser lined up his King Motorsports/Hoosier/Carbotech Honda CRX Si on the pole (for clarity, this is a different, albeit visually identical, car to the one he raced in STL at this year's Runoffs) alongside Chip Herr's Carbotech/MCS/Roux/Hoosier Audi A4 – a car 1,000lbs. heavier.

The Audi has quite the backstory itself, being the car in which Herr, who started in SCCA with Spec RX-7 and Spec Miata but turned pro before attempting the Runoffs, won his first World Challenge race. Having the opportunity to buy it last year and knowing the original concept of STU was a place for retired

World Challenge Touring Cars, he jumped at the chance.

"This is one of my favorite cars that I ever raced...it still gives me chills getting into that car," Herr said.

At the green, Dominic Starkweather's Subaru BRZ expired dramatically, laying oil down the front straight and bringing out a full-course caution. Kip Van Steenburg, starting third, got a decent start, but slid backward as the field approached Turn 1, and was ninth when the caution came out.

At the restart, Herr was immediately under attack by Anthony Geraci and Axel Cabrera, as both moved past. It took Herr a couple of laps to get back by Cabrera, but when Cabrera's brakes locked and the car pitched sideways into Turn 1 on lap 9, Herr pounced. By this time, Moser was 7sec ahead of Geraci.

Three laps later, Herr got a good run out of Turn 14, and passed Geraci into Turn 1. But Herr bobbled the exit of Turn 13 on the next circuit and he and Geraci went side by side in Turns 1 and 2.

"I saw he had a run on me, so I tracked out to the wall," Herr said of that front-straight battle. "I wanted to make my one move down to the [inside] wall, and he had to pass me on my left. When he did that, he actually cleared me; now it was my turn to make my move, so I went all the way to the other

wall. We both got on the brakes, I looked in my mirror, didn't see him – but I knew he was inside, and I gave him room. He slid over and hit me in the door. My car is 3,000 pounds [so] it didn't really move, so I was still online."

Herr drove to the apex of Turn 2, dipping tires into the grass, but contact with Geraci, who was now on the

outside, became unavoidable, and Geraci spun.

Cabrera then challenged Herr but didn't seem to have enough left in his car to pass Herr and had to settle for third. Cabrera, however, was later moved to last for a technical infraction, promoting Jose Osiris Pena and his Mas Race Team Toyota GT86 to third.

Moser, meanwhile, ran up front with no battles, setting the fastest lap and a new lap record some 1.6sec quicker than the rest of the field. His 20-second margin of victory certainly indicated his napkin notes were right.

**Richard S. James**



Rick Corwin

## MAKING IT HAPPEN

(MAIN) Joe Moser's plan was to win STU with a small, naturally-aspirated motor in a lightweight chassis, and that's exactly what he did. (BELOW) Chip Herr made his Runoffs debut with a hard-fought, second-place finish in the same car he used to race professionally. (ABOVE) Jose Osiris Pena was promoted to third after the race's conclusion.



Rupert Berrington



**SUPER TOURING UNDER CHAMPION****JOE MOSER**

Detroit Region  
King Motorsports/Hoosier/  
Carbotech Honda CRX Si



Rick Conwite

**STU QUALIFYING****Qualifying Pos. Driver/Region**

**(Car) Best Time;** 1. Joe Moser/DET (Honda CRX Si) 1.47.078; 2. Chip Herr/SUS (Audi A4) 1.47.723; 3. Kip VanSteenburg/CFR (Porsche 944 S2) 1.48.991; 4. Axel Cabrera/CFR (Honda Civic) 1.49.020; 5. Dominic Starkweather/CSCC (Subaru BRZ) 1.49.046; 6. Anthony Geraci/NYR (Lotus Exige) 1.49.142; 7. Mark Liller/WDC (Dodge Neon SRT-4) 1.49.289; 8. Seth Huntley/SFR (Honda S2000 CR) 1.49.438; 9. Jose Osiris Pena/FLA (Toyota GT86) 1.49.634; 10. Ian Barberi/SFR (Honda CRX) 1.49.728; 11. Darin Treakle/WDC (BMW 325i) 1.49.905; 12. Jorge Ortiz/GPR (Honda Civic) 1.50.763; 13. John Weisberg/FLR (Mazda MX-5) 1.51.503; 14. Patrick Lipsinic/NEOk (Subaru Impreza 2.5RS) 1.52.415; 15. Whitfield Gregg/NYR (Mazda Miata) 1.53.245; 16. Kevin Lachance/CSCC (Honda S2000) 1.53.727; 17. Robert Verenna Jr./STC (BMW 325i) 1.54.249; 18. Raymond Philibert/CFR (Mazda Miata) 1.54.934; 19. Mark Johnston/WDC (Nissan 240SX) 1.55.062; 20. Enrique Gelpi/GPR (Honda Civic) 1.56.053; 21. Jorge Nazario/GPR (Mazda MX-5) 1.56.564; 22. Thomas

Wiegner/CHI (Subaru WRX STI) 1.57.064; 23. James Slechta/Colo (Nissan 300ZX) 1.57.235; 24. Tim Hunter/CSCC (Volvo C30) 1.57.355; 25. Alan Orban/STL (Dodge Neon SRT-4) 1.59.513; 26. Morey D. Doyle/IND (Dodge Neon SRT-4) 1.59.983; 27. Dinah Weisberg/FLR (Mazda Miata) 2.01.291; 28. Peter Federlin/LnSt (Toyota Supra) 2.03.935; 29. Scott Peterson/KCR (Mazda RX-7) 2.04.690

*Philibert – Loss of qualifying 1,2 times – Car Change*

*Cabrera – Loss of qualifying 1,2 times – Car Change*

*Gelpi – Loss of qualifying 2 times per Race Director – GCR 9.1.4.D.4.F*

*Weisberg – Loss of qualifying 2 times per Race Director – 9.3.50*

*Slechta – Loss of qualifying 1 times per Race Director – 9.1.4.D.4.F*

**STU RACE****Race 18 laps, 47 Miles: Pos.**

**Driver (Laps);** 1. Joe Moser (18); 2. Chip Herr (18); 3. Jose Osiris Pena (18); 4. Kip VanSteenburg (18); 5. Anthony Geraci (18); 6. Darin Treakle (18); 7. Seth Huntley (18); 8. Ian

Barberi (18); 9. John Weisberg (18); 10. Raymond Philibert (18); 11. Enrique Gelpi (18); 12. Robert Verenna Jr (17); 13. Jorge Nazario (17); 14. Whitfield Gregg (18); 15. Thomas Wiegner (17); 16. Mark Johnston (17); 17. Kevin Lachance (17); 18. Alan Orban (17); 19. Peter Federlin (17); 20. Scott Peterson (17); 21. Dinah Weisberg (17); 22. Morey D. Doyle (17); 23. Mark Liller (15); 24. Tim Hunter (15); 25. James Slechta (10); 26. Jorge Ortiz (9); 27. Axel Cabrera (18); DNF. Patrick Lipsinic (7); DNF. Dominic Starkweather (0)

*Cabrera – Moved to last position per Race Director – 9.1.4.1.B.3*

*Geraci – Loss of 2 positions per SOM – 6.11.1 A,B,C,D*

*Gregg – Loss of 3 positions per SOM – 6.11.B*

*Huntley – Loss of 2 positions per SOM – 6.11.1 A,B,C,D*

**Overall Time of Race:** 40:09.091;  
**Average Race Speed:** 69.720mph;  
**Margin of Victory:** 20.824sec;  
**Fastest Race Lap:** Moser, 1:47.441 (86.850mph); **Lap Leaders:** Moser, laps 1-18; **Sunoco Hard Charger:** Federlin





## HEAVY METAL

(From LEFT to RIGHT) It only took four attempts for James Jost to land on the top step of the Runoffs podium. Amy Aquilante led a significant portion of the race in her restricted prep Firebird, and she didn't give up her lead without a fight.

Greg Eaton showed plenty of speed, but he couldn't keep the needed pace for all 19 laps.



Rick Convine

RACE 11 | SATURDAY | OCT. 2, 2021 | 9:15 A.M.

# AMERICAN SEDAN

American Sedan delivered a riveting race that showcased the best the Runoffs has to offer. On the Tire Rack pole in his restricted-prep Space Monkey Racing/Engines by JB Cadillac CTS-V was last year's runner-up Drew Cattell, with two-time and defending National Champion Greg Eaton sitting outside in his Eaton Racing and Development Ford Mustang. Behind Cattell, in the second row, was last year's third-place finisher Amy Aquilante in her restricted-prep TAR/DBA Rotors Pontiac Firebird, with eight-time AS National Champion Andy McDermid fourth. With that kind of machinery and talent at the sharp end of the grid, anything could happen – and it did.

At the green, 2019's second-place finisher James Jost drove his Jost Iron Works/Yanek Custom Guns Ford Mustang GT from his sixth starting position to third by the time the field reached Turn 1. Jost went through the first turns side by side with McDermid, with light contact tearing the rear bumper loose from McDermid's car.

Cattell soon fell back to fifth while Eaton attempted to put a gap on the field; Aquilante, meanwhile, led McDermid and Jost in a tight formation. That situation persisted for six laps until Aquilante got around Eaton to take the lead in the seventh lap, leaving him to race with Jost for second while

McDermid dropped back.

"We didn't quite have the pace," Eaton admitted after the race. "I was just a sitting duck – they were faster, and they were coming"

By midrace, Eaton appeared to be running out of tires, while Jost's car was hooked up. The speed that gave Eaton the fast lap in the first half was a memory, and Jost passed Eaton on the front straight as the 10th lap began.

There would be no breakaways, however. "I did break free for a bit," Aquilante said, "but I got into the back of a little bit of traffic and got bogged down a little. I went right into the hornet's nest."

Aquilante had built a 2.9sec gap by the time Jost passed Eaton, but Jost concentrated on his own driving and cut her lead by about a half-second every lap. By the end of the 14th lap, he caught her.

The two made contact exiting Turn 13 with Jost briefly going sideways; Aquilante, meanwhile, offered him plenty of room to recover. Jost's save was good enough, and the two ran side by side through the first three corners. Jost emerged in the lead, but with Aquilante so close you couldn't have slipped a piece of paper between them.

"Amy was tough to get around, and we bumped a little bit," Jost said of the battle. "I thought for sure the rear end was coming around [in

## AS QUALIFYING

### Qualifying Pos. Driver/Region

(Car) Best Time; 1. Drew Cattell/DET (Cadillac CTS-V) 1.50.427; 2. Gregory Eaton/WDC (Ford Mustang) 1.51.171; 3. Amy Aquilante/PHL (Pontiac Firebird) 1.51.343; 4. Andrew McDermid/DET (Ford Mustang) 1.51.409; 5. Alex Lozano/WMR (Cadillac CTS-V) 1.52.308; 6. James Jost/PHL (Ford Mustang GT) 1.52.406; 7. John Heinricy/DET (Pontiac Firebird) 1.52.654; 8. Daniel Richardson/WDC (Chevrolet Camaro) 1.52.672; 9. Thomas Ellis/FLA (Ford Mustang) 1.52.783; 10. Mikhail Butenko/SFR (Ford Mustang) 1.52.812; 11. Phillip Smith/OVR (Chevrolet Camaro) 1.52.853; 12. Thomas West/NER (Cadillac CTS-V) 1.53.625; 13. Beth Aquilante/PHL (Pontiac Firebird) 1.54.124; 14. Casey McLoed/SFR (Ford Mustang GT) 1.54.271; 15. Robert Long/DET (Pontiac Firebird) 1.54.327; 16. Ted Warning/TEN (Chevrolet Camaro) 1.55.323; 17. Tim White/NEB (Ford Mustang Cobra) 1.55.450; 18. Benjamin Anderson/LOL (Ford Mustang) 1.56.607; 19. George Long/DET (Pontiac Firebird) 1.56.645; 20. Morey C. Doyle/COL (Ford Mustang GT) 1.57.539; 21. Mark Muddiman/DET (Ford Mustang) 1.58.275; 22. Phillip Waters/Tex (Chevrolet Camaro) 1.58.324; 23. Lynne Griffiths/SFR (Ford Mustang Coupe GT) 1.59.447; 24. Kelly Lubash/NER (Chevrolet Camaro) 2.00.445; 25. Curt Faigle/STL (Chevrolet Camaro) 2.00.728; 26. Michael Thompson/SFR (Chevrolet Camaro) 2.00.946; 27. Glenn Cappella Jr/DET (Chevrolet Camaro) 2.01.599; 28. Kyle Gilbert/BVR (Chevrolet Camaro) 2.03.246; 29. Andy Schniedermeyer/STL (Chevrolet Camaro) 2.03.646; 30. Michael Lowe/SFR (Ford Mustang GT) 2.17.602; 31. John Barnett/CSCC (Chevrolet Camaro) 2.35.042

West – Loss of qualifying 1 times per Race Director – GCR 9.16.D.4.d.2

Lozano – Loss of qualifying 1 times per Race Director – GCR 9.16.D.4.d.2

West – Loss of qualifying 1 times per Race Director – Supps 9.11, GCR 9.3.25.A

## AS RACE

### Race 19 laps, 49 Miles: Pos.

Driver (Laps); 1. James Jost (19); 2. Amy Aquilante (19); 3. Gregory

## AMERICAN SEDAN CHAMPION

### JAMES JOST

Philadelphia Region

Jost Iron Works/Yanek Custom Guns

Ford Mustang GT



Rupert Berrington

Eaton (19); 4. Andrew McDermid (19); 5. John Heinricy (19); 6. Casey McLoed (19); 7. Beth Aquilante (19); 8. Alex Lozano (19); 9. Robert Long (19); 10. Thomas West (19); 11. Tim White (18); 12. George Long (18); 13. Phillip Waters (18); 14. Kelly Lubash (18); 15. Lynne Griffiths (18); 16. Michael Thompson (18); 17. Glenn Cappella Jr (18); 18. Drew Cattell (17); 19. Kyle Gilbert (17); 20. Curt Faigle (17); 21. Phillip Smith (15); 22. Morey C. Doyle (12); DNF. Michael Lowe (7); DNF. Andy Schniedermeyer (4); DNF. Benjamin Anderson (2); DNF. Thomas





Rick Corwine



Rupert Barrington



#### WHEN IT COUNTS

(MAIN) It wasn't easy, but James Jost pulled off the win.

Ellis (1); DNF. Mikhail Butenko (1); 28. Ted Warning (16); DNF. Daniel Richardson (0); DNF. Mark Muddiman (0); DNS. John Barnett ( )

Warning - Moved behind #147 Butenko per SOM - 6.11.1 A,B,C,D

**Overall Time of Race:** 35:35.676;  
**Average Race Speed:** 83.015mph;  
**Margin of Victory:** 0.261sec; **Fastest Race Lap:** Eaton, 1:50.606 (84.364mph);  
**Lap Leaders:** Eaton, laps 1-6; Amy Aquilante, laps 7-14; Jost, laps 15-19;  
**Sunoco Hard Charger:** Lubash

Turn 13] and that would be it. But I finally got around her, and then I tried to not look in my mirror, because she was right there on my bumper the whole time."

The final laps of the race saw no change, with Aquilante waiting for a mistake that never came. At the line, Jost won the title and an SCCA Super Sweep with a slim 0.26sec margin of

victory over Aquilante, with Eaton 23.6sec back in third.

"It was awesome," Jost said. "It was definitely a fun race. I couldn't breathe the last four or five laps because I was hyperventilating."

"James and I had a great race back and forth," Aquilante agreed, "My car held together really well, so it was just a matter

of pushing and getting through lapped traffic a little bit better."

Eaton noted that all three drivers hail from the Philadelphia Region, so there were no strangers on the podium. "I'm proud of the fact that we all race in the same Region, so we see each other every race weekend," he said.

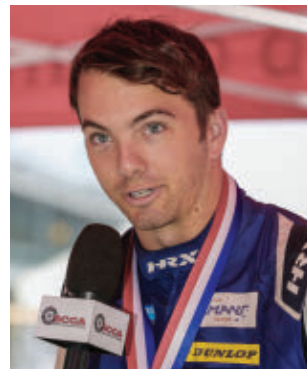
**Jeff Zurschmeide**





#### THROUGH THE STORM

(BELOW) James French (41) held on through a rainstorm to capture his second Runoffs win. Keith Grant (40) was forced to settle for second. (BOTTOM) Dave Zavelson landed in third place, marking his first Runoffs podium finish.



Rick Corvine

RACE 12 | SATURDAY | OCT. 2, 2021 | 10:20 A.M.

## FORMULA ATLANTIC

The Formula Atlantic race was a chaotic affair, starting under threatening skies and ending prematurely in a downpour. Through it all came James French, driving an elderly Ralt RT-41, to take gold.

French had qualified on the Tire Rack pole, with defending National Champion Spencer Brockman in second. The next two rows consisted of Alex Mayer, Keith Grant, Larry Howard, and Hans Peter.

At the start, French bogged down, allowing Mayer to take the lead. Unfortunately for Grant, he'd followed French. "I decided to tuck in behind [French], but that was the wrong place to be," Grant admitted.

The field finished the first lap in the order of Mayer, Brockman, Peter, French, and Grant, but that changed come Turn 10 of the second lap as Mayer and Brockman tangled, with Brockman's car going up and over Mayer.

A full-course yellow ensued, with both drivers alright, but before the yellow flew, French had made the decisive move of the race as he passed Peter for what turned out to be first.

The green flew again on lap nine. French moved away smartly while Grant and Peter battled for second.

Come the 10th lap, French's lead was 3.8sec over Grant and Peter when a light rain began to fall. That rain picked up intensity, and come the start of the 11th



#### FORMULA ATLANTIC CHAMPION

**JAMES FRENCH**  
Milwaukee Region  
Ralt RT41 Toyota

lap, Peter's crew chief Mirl Swan made a strategic move that could have won the race. He pulled third-running Peter into the pits for rain tires. Had the race stayed green, Peter would have been in the catbird seat.

As it happens, a full-course yellow flew on lap 12, as multiple cars spun on the quickly flooding track. Race control then opted to check the race early, with French, Grant, and Dave Zavelson in the top three. Peter, now 10th, felt the win had been taken from him.

Meanwhile, French, still pondering his poor race start – "I certainly put my foot down, but I didn't seem to go anywhere very quickly," he said – benefited from the turn of events to capture his second National Championship.

**Tom Schultz**



Jay Bonvulture

#### FA QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time:** 1. James French/Milw (Ralt RT41 Toyota) 1:29.701; 2. Spencer Brockman/NER (Swift 014a Mazda) 1:30.328; 3. Alex Mayer/PHL (JDR Suzuki) 1:32.167; 4. Keith Grant/Atl (Swift 014a Mazda) 1:32.401; 5. Larry Howard/KCR (Swift 016a Mazda) 1:33.364; 6. Hans Peter/KCR (Swift 016a Mazda) 1:33.774; 7. Dave Zavelson/LnSt (Swift 014a Honda) 1:33.974; 8. Austin Hill/OVR (Elan Pro Formula Mazda) 1:34.895; 9. Kevin Bury/LnSt (Swift 014a Mazda) 1:35.845; 10. David T Burkett/STxB (Elan Pro Formula Mazda) 1:36.178; 11. J.R. Smart/Milw (Swift 014a Mazda) 1:36.383; 12. Rob Radmann/Milw (Elan Pro Formula Mazda) 1:36.483; 13. Jeff Keacher/Colo (Phoenix F1k.12 Honda) 1:38.748; 14. Carlos Franca/

DET (Swift 014a Toyota) 1:39.762; 15. Mike Sauce/Tex (Elan Pro Formula Mazda) 1:40.808; 16. Paul Ravaris/Tex (Elan Pro Formula Mazda) 1:40.961; 17. Sammy Voydanoff/DET (Swift 008a Toyota) 1:43.504; 18. Brandon Reed/IND (Elan Pro Formula Mazda) 1:52.773

*Peter – Loss of qualifying 2 times per Race Director – 9.3.50*

#### FA RACE

**Race 12 laps, 31 Miles: Pos. Driver (Laps):** 1. James French (12); 2. Keith Grant (12); 3. Dave Zavelson (12); 4. Rob Radmann (12); 5. J.R. Smart (12); 6. Austin Hill (12); 7. Jeff Keacher (12); 8. Mike Sauce (12); 9. Kevin Bury (12); 10. Hans Peter (12); 11. Brandon Reed (12); 12. Sammy Voydanoff (12); 13. Paul Ravaris (11); 14. Larry Howard (6); DNF. Alex Mayer (1); DNF. Spencer Brockman (1); DNF. David T Burkett (1); DNS. Carlos Franca ( )

*Voydanoff – Loss of 3 positions per Race Director – GCR 6.1.1.B*

**Overall Time of Race:** 27:14.250;  
**Average Race Speed:** 68.517mph;  
**Margin of Victory:** 0.526sec;  
**Fastest Race Lap:** French, 1:30.650 (102.937mph); **Lap Leaders:** Mayer, lap 1; French, laps 2-12; **Sunoco Hard Charger:** Radmann



**HAGERTY**®





RACE 13 | SATURDAY | OCT. 2, 2021 | 11:25 A.M.

## GT-2

There are wet conditions, and then there's the GT-2 race at this year's SCCA Runoffs. Splashing through puddles through pit lane simply entering the track – and again coming to the green flag – it was clear that simply finishing the race was going to be an accomplishment. To win? That would likely take equal parts skill and luck. In addition, it took the traditional balance of the Porsche 911 piloted by Tim Kezman.

Kezman quickly moved into the lead around the rear-happy Corvette of Tire Rack polesitter Andrew Aquilante on the first

lap and stretched it on lap two. Then the first full-course yellow of the race came out.

Kezman's lead lasted nine corners after the restart with 21 minutes remaining on the clock before Aquilante used a lapped car as a pick on a run coming out of Turn 10. Kezman then spun at the end of the back straight pushing the envelope, but he somehow stayed in second place, setting sail for Aquilante once more.

"That was wild," Aquilante said of the wet conditions. "I seriously contemplated pulling off at the yellow because this was not worth totaling the car or totaling half the field.

"On the start, I probably crashed four times without crashing. I played around with some lines under the yellow flag and Tim didn't pick up on it. I used that to get up close to him and used a lapper to get by him coming out of [Turn] 10. It was amazing that we didn't all wad it up then."

Aquilante's concerns were not unique. "I'm just grateful that I finished the damn race," said third-place qualifier Justin Oakes. "For the first time in my relatively small driving career, I felt like quitting in the middle of the race because it was so intense. I couldn't see anything."

The rain was unforgiving, and Aquilante didn't get off cleanly. Aquilante spun with 11 minutes remaining in the timed race coming through Turn 8, and while he stayed in the lead, it gave Kezman a carrot. With just under eight minutes remaining, Kezman made the pass stick in the same corner that caught him out earlier.

Kezman's Fall-Line Motorsport/Lemons of Love Porsche 911.2 got the checker nearly 40 seconds ahead of Aquilante's Phoenix Performance/Hoosier/Hawk Chevrolet Corvette, with only six cars on the lead lap. Oakes took third in his Droneworks





Rupert Berrington

### STORM RIDER

(LEFT) Tim Kezman gapped the field, crossing the stripe some 40 seconds ahead of second place and earning the SCCA Super Sweep award.

Chevrolet Corvette more than a minute behind Aquilante.

"I said to myself [after the spin], if it can happen to me it can happen to [Aquilante]," Kezman said. "That's what racing is all about. You never quit, and you never give up. I could see he was struggling. I used the same move down the backstraight. This time I didn't loop it, I was able to protect a little bit, and was able to hold him off. It was very rewarding."

That capped a successful season for Kezman, which included the SCCA Super Sweep award for winning the Hoosier Super Tour points title and a U.S. Majors Tour Conference championship along with the Runoffs.

"To beat Andrew, and spin, and run him down – I look up to this guy," Kezman said of his fellow podium finisher after the

race. "He's got a lot of experience. We talked before the race, and I didn't want the wet. The last time I raced in the wet was probably three years ago. But that's why you run the race – you've gotta go when you've gotta go.

"My guys put a good setup on for me. Obviously, the Porsche is the car you want in the wet, but if you put a bad setup, it's not any better than a regular car. It was very rewarding to get one here at Indy, to beat Andrew. Wet, dry, whatever – it feels good."

### Reece White



Rick Corvino

### HOLDING ON

(BELOW) Andrew Aquilante did a superb job of controlling his Corvette, but the wet conditions ultimately proved too much and he dropped to second place. (ABOVE) Justin Oakes found himself in a tight battle for third.

### GT-2 CHAMPION

#### TIM KEZMAN

Milwaukee Region

Fall-Line Motorsports/Lemons of Love Porsche 991.2



Rick Corvino



Jay Banvoulair

### GT2 QUALIFYING

#### Qualifying Pos. Driver/Region (Car) Best Time;

1. Andrew Aquilante/PHL (Chevrolet Corvette) 1.39.665; 2. Mark Boden/CHI (Porsche 991.2 GT3 Cup) 1.40.582; 3. Justin Oakes/Hous (Chevrolet Corvette) 1.40.779; 4. Tim Kezman/Milw (Porsche 991.2) 1.41.132; 5. Lou Gigliotti/Tex (Chevrolet Corvette) 1.41.490; 6. Jonathan Start/WMR (Dodge Viper ACR-X) 1.41.834; 7. Thomas Herb/CHI (Porsche 991.2 GT3 Cup) 1.42.183; 8. Pete Peterson/CCR (Toyota Celica) 1.42.987; 9. Tom Patton/CIN (Sunbeam Tiger) 1.43.060; 10. Joe Koenig/CHI (BMW E46 M3) 1.43.214; 11. William Moore/NEO (Chevrolet Camaro) 1.43.680; 12. Jorge Nazario/GPR (Chevrolet Corvette) 1.44.368; 13. Scotty B. White/Nwst (Dodge Viper Comp Coupe) 1.44.524; 14. Terry Gilles/NEO (Nissan 350Z) 1.46.337; 15. Matt Gray/LOL (Ford Mustang) 1.46.768; 16. Kenny Bupp/FLA (Porsche 991.1 GT3 Cup) 1.47.823; 17. Andrew Wright/TEN (Sunbeam Tiger) 1.49.810; 18. Boyd Lear/Colo (Chevrolet Monte Carlo) 1.51.889; 19. R. Paul Evans/Tex (Panoz Esperante GTS) 1.55.930; 20. Levi Lear/WICH (Chevrolet Monte Carlo) 1.56.545; 21. Timothy Gray/LOL (Ford Mustang) 1.56.771; 22. Robert Kelley/CSCC (Dodge Viper Comp Coupe) 1.58.193;

Koenig – Loss of qualifying 1 times – Car Change

Bupp – Loss of qualifying 1 times per Race Director – 9.3.25.A

### GT2 RACE

#### Race 17 laps, 44 Miles: Pos. Driver (Laps);

1. Tim Kezman (17); 2. Andrew Aquilante (17); 3. Justin Oakes (17); 4. Mark Boden (17); 5. Lou Gigliotti (17); 6. Jonathan Start (17); 7. Thomas Herb (16); 8. Jorge Nazario (16); 9. Scotty B. White (16); 10. Tom Patton (16); 11. Andrew Wright (15); 12. William Moore (15); 13. Boyd Lear (14); 14. Levi Lear (13); 15. Timothy Gray (8); DNF. Robert Kelley (2); DNF. Joe Koenig (1); DNF. Matt Gray (1); DNF. Pete Peterson (0); DNF. Kenny Bupp (0); DNF. R. Paul Evans (0); DNS. Terry Gilles ( )

**Overall Time of Race:** 41:27.081;  
**Average Race Speed:** 63.782mph;  
**Margin of Victory:** 39.938sec;  
**Fastest Race Lap:** Kezman, 2:03.513 (75.548mph); **Lap Leaders:** Kezman, laps 1-6, 13-17; Aquilante, laps 7-12;  
**Sunoco Hard Charger:** Wright





RACE 14 | SATURDAY | OCT. 2, 2021 | 1:00 P.M.

## SUPER TOURING LITE

Danny Steyn is a superb racer – he's demonstrated that with two previous STL Runoffs titles, plus a runner-up finish last year. This year, he proved his wares once more, but this time in the race.

Steyn was the man to beat from the very first qualifying session, locking up the Tire Rack pole position in his potent OPM Autosports/Rossini Racing/G-Loc Mazda MX-5. That was in the dry – rain was forecast for Saturday afternoon's race.

Rain had been falling off and on throughout Sunday, but the STL race was a soaker. With heavy rains creating puddles and streams crossing the track, for all 38 STL cars on the pace lap, those qualifying sessions suddenly seemed irrelevant.

Next to Steyn as the field approached the green flag stand was defending STL National Champion Joe Moser in his King Motorsports/Hoosier/Carbotech Honda CRX Si. Behind them rode Greg Maloy and Jimmy Llibre, both looking for their first championships, and both in front-drive Honda Civics. In fact, among the top six drivers, only Steyn was in a rear-wheel-drive car.

At the green flag, Moser leapt into the lead with Maloy and Llibre also sweeping past the MX-5, relegating Steyn to fourth in a fog of visibility-limiting rooster tails.

The leaders were a shifting mass of water and automobiles, but Steyn showed his determination, emerging in the lead at Turn 6, only to be repassed by Llibre. Steyn settled in on Llibre's rear bumper, then began looking for a way around.

As the pair came back to start/finish, Steyn pulled alongside Llibre, popping out of the draft, but also out of the spray, and the two went side by side through Turns 1 and 2. Steyn stuck the pass in Turn 3, and that was pretty much the game, as when they came to the starter's stand again, Steyn had put 2.7sec between himself and Llibre.

Moser consistently held the fast lap of the race. Yet every time Moser beat his own best time, Steyn kept pace and put distance between himself and the field, carefully driving just fast enough to maintain his lead in the wet. "It was very much a controlled race," Steyn admitted.

At the halfway point, Moser made contact with a lapped car through Turn 4, bringing out a full-course caution, potentially erasing Steyn's carefully conserved lead. However, there was another lapped car caught between the two leaders, separating them for the restart – a fact Steyn was not only aware of but also prepared to capitalize on.

With the slower speeds in the wet and then the caution, the race became time-limited prior

to it going green on the 12th lap. There, Steyn tore away from the field heading toward the freshly waved green flag, leaving Moser to deal with not only the rain and lapped traffic, but also an ailing car. With that, Steyn had clear sailing to the checker.

"The car was getting pretty good when I was catching Danny," Moser said of the race leading up to the full-course caution. "But I got a little damage, and the car was toed-in after that. Then, the car was a real handful."

Sorting out the wet track was bad enough in an undamaged car, as sixth-place-starting Max Gee noted. "None of us had any idea what this track was like in the wet – that really evened everything out," said Gee, who managed to put his Carbotech/Hoosier Honda Prelude just short of striking distance of Moser by the checker.

The win marked the third STL National Championship title for Steyn, as well as the SCCA Super Sweep award. Still, there was more to this race than what happened on track. "Oh, the drama!" Steyn exclaimed afterwards, explaining, "Thirty minutes before the race, my car refused to fire. We pulled the dash apart, jury-rigged the harness, and we made it to the grid with less than five minutes to spare – that was stressful, to say the least."

Jeff Zurschmeide



Rick Cronine

### SUPER TOURING LITE CHAMPION

#### DANNY STEYN

Florida Region

OPM Autosports/Rossini Racing/G-Loc Mazda MX-5



### STL QUALIFYING

**Qualifying Pos. Driver/Region (Car)**  
**Best Time:** 1. Danny Steyn/FLA (Mazda MX-5) 1.51.665; 2. Joe Moser/DET (Honda CRX Si) 1.52.124; 3. Greg Maloy/DET (Honda CRX) 1.52.386; 4. Jimmy Llibre/GPR (Honda Civic) 1.52.705; 5. Taz Harvey/SFR (Acura Integra Type R) 1.53.400; 6. Max Gee/NEO (Honda Prelude) 1.54.054; 7. David Palfenier/CHI (Mazda MX-5 RF) 1.54.107; 8. William Knight/NEOK (Mazda





Jay Bonveaut



Jeff Loewe

### A WILD ONE

(MAIN) The race began leading up to the green flag, as Danny Steyn's MX-5 refused to start. The team fixed the issue, made the grid with minutes to spare, and Steyn did the rest, claiming the win by 16 seconds. (LEFT) Joe Moser had his struggles, but still claimed second place. (LEFT, MIDDLE) By the checker, Max Gee found himself in third, slightly out of striking distance of Moser.



Jeff Loewe

2.00.653; 33. Peter Davis/Tex (Acura Integra) 2.00.897; 34. William Keeling/Hous (Mazda Miata) 2.01.520; 35. Edward Eckart/NEO (Mazda Miata) 2.01.567; 36. Marshall Stocker/NER (Mazda Miata) 2.02.032; 37. Whitfield Gregg/NYR (Mazda Miata) 2.02.592; 38. David LeCren/CSCC (Mazda RX-8) 2.03.343; 39. David McPherson/ODR (Mazda Miata) 2.03.388; 40. Tim DeRonne/OVR (Pontiac Solstice) 2.03.616; 41. Maxwell Kittleson/Milw (Ford Focus SVT) 2.04.508; 42. Nicholas Olivier/Ore (Mazda Miata) 2.06.235; 43. Daniel Schaut/Milw (Mazda Miata) No time; 44. Jaden Lander/NYR (Mazda MX-5) No time

Hines – Loss of qualifying 3 times per Race Director – 9.3.25.B

Zink – Loss of qualifying 3 times per Race Director – 6.11.B

Pope – Loss of qualifying 2 times per Race Director – 9.14.D.4.e

### STL RACE

#### Race 18 laps, 47 Miles: Pos. Driver

(Laps); 1. Danny Steyn (18); 2. Joe Moser (18); 3. Max Gee (18); 4. Greg Maloy (18); 5. Taz Harvey (18); 6. Chuck Hines (18); 7. Stephen Johnson (18); 8. Jimmy Llibre (18); 9. Amy Mills (18); 10. Mike Taylor (18); 11. Stephen Jeu (18); 12. Denny Stripling (18); 13. Tom van Veen (18); 14. Jake Anton (18); 15. Gonzalo Aponte (18); 16. Jaden Lander (18); 17. Christopher Childs (18); 18. Nathan Pope (18); 19. Joe Smith (18); 20. William Snyder (18); 21. Sean Duncan (18); 22. Scott Bettinger (18); 23. Alan Stubblefield (18); 24. Marshall Stocker (18); 25. Dan Harding (18); 26. Hugh McHaffie (18); 27. Thomas Lamb (17); 28. Edward Eckart (17); 29. Nicholas Olivier (17); 30. Maxwell Kittleson (16); 31. David LeCren (16); 32. Tim DeRonne (16); 33. Pedro Colon (14); 34. Austin Hilliard (12); DNF. David McPherson (7); DNF. Ken Haughwout (6); DNF. William Knight (2); DNF. David Palfenier (0); DNS. David Zink (0); DNS. Kristina Etherington (0); DNS. Peter Davis (0); DNS. William Keeling (0); DNS. Whitfield Gregg (0); DNS. Daniel Schaut (0)

van Veen – Loss of 4 positions per SOM – 6.11.B

**Overall Time of Race:** 40:17.526;  
**Average Race Speed:** 69.477mph;  
**Margin of Victory:** 16.781sec;  
**Fastest Race Lap:** Moser; 2:02.711 (76.042mph); **Lap Leaders:** Llibre, lap 1; Steyn, laps 2-18; **Sunoco Hard Charger:** Lander

MX-5) 1.54.347; 9. Stephen Johnson/KCR (Mazda Miata) 1.54.712; 10. Nathan Pope/SFR (Honda Prelude) 1.54.798; 11. Joe Smith/KAN (Mazda Miata) 1.54.929; 12. Mike Taylor/Atl (Honda Civic) 1.55.112; 13. Gonzalo Aponte/GPR (Honda Civic) 1.55.306; 14. Chuck Hines/NCR (Mazda MX-5) 1.55.468; 15. Jake Anton/NEB (Mazda Miata) 1.55.897; 16. Amy Mills/Nwst (Mazda Miata) 1.56.069; 17. Tom van Veen/Nwst (Honda Civic CX HB) 1.56.131; 18. Ken

Haughwout/Atl (Honda Civic HB) 1.56.153; 19. Scott Bettinger/WICH (Mazda Miata) 1.56.841; 20. Christopher Childs/DET (Mazda Miata) 1.56.923; 21. Denny Stripling/Tex (Scion FR-S) 1.57.083; 22. Thomas Lamb/FWR (Honda CRX Si STL) 1.57.816; 23. Sean Duncan/DET (Honda Civic VX) 1.58.237; 24. Hugh McHaffie/NER (Mazda MX-5) 1.58.664; 25. Pedro Colon/GPR

(Acura Integra) 1.58.932; 26. Austin Hilliard/SCR (Honda S2000) 1.59.056; 27. David Zink/CSCC (Mazda RX-8) 1.59.314; 28. William Snyder/Tex (Mazda MX-5 Spec NC) 1.59.377; 29. Stephen Jeu/Hous (Honda Civic) 1.59.914; 30. Kristina Etherington/CSCC (Mazda RX-8) 2.00.093; 31. Alan Stubblefield/Hous (Mazda Miata) 2.00.216; 32. Dan Harding/NEO (Mazda Miata)





RACE 15 | SATURDAY | OCT. 2, 2021 | 2:05 P.M.

## FORMULA F

Three times in five tries is an impressive Runoffs winning percentage, but this one included a bit of redemption for Jonathan Kotyk in Formula F. Kotyk ended up on the short end of a thriller in 2017, leaving with a bronze medal. For this year's event, he brought the thunder and left with gold.

During this year's Formula F Runoffs race, the track was a mix of drying and still very wet, though Kotyk started on the Tire Rack pole in his Mygale SJ14 Honda and got away on the start, opening a substantial gap on defending National Champion Simon Sikes before a lap three, full-course caution.

Those full-course caution laps, ironically, played a role in the finishing order after Sikes spun his RiceRace/Hoosier/Primus/QSRE/Group6 Mygale SJ14 Honda in the tricky conditions behind the pace car, and then regained his place in the field under yellow, forcing a stop-and-go penalty in pit lane after the race returned to green.

With that advantage in hand, Kotyk rushed away from the field and earned a 20.371sec win. This first-place trophy will sit on the trophy case next to his 2018 Runoffs gold medal from Sonoma and another gold medal from the 2019 Runoffs at VIR.

"It feels good," Kotyk said. "Definitely being able to improve on our 2017 performance, and definitely

feels good to be able to [set the fastest lap] and really prove a point today."

Sikes made the most of his mental error under yellow. "It's disappointing, but it was fun chasing back up the field," the last year's FF champion said. "I think we got the fastest

**"I just didn't look in the mirrors...I just kept my head down and pulled another gap."**  
**JONATHAN KOTYK**



Jeff Loewie

### BACK AND FORTH

(MAIN) Jonathan Kotyk (08) pulled a gap and ran to an impressive victory.  
(BELOW) Simon Sikes battled his way back from a mid-race penalty, finishing second. (ABOVE) Will Holtz (143) overcame a poor start to claim third.



Rupert Berrington

lap there at the end. Overall, I'm not sure that the penalty changed the race outcome, but it would be fun to have a few more fights with him toward the end of that race."

The sprint back to the front for Sikes was helped by a tremendous back-and-forth battle between eventual bronze medalist Will Holtz and Bob Perona. The two swapped positions in a clean give and take but worrying about each other gave Sikes the opportunity to catch up and then sneak past.

"It was a great fight," Holtz said of his podium battle in his RiceRace/LinearEdge/Primus/QSRE Mygale SJ14. "I had a really bad start and mistimed it and got shuffled way back. I think in the early stages of the race I definitely had better pace

Rupert Berrington



### FORMULA F CHAMPION

#### JONATHAN KOTYK

Buccaneer Region  
Mygale SJ14 Honda



Rick Conville





than Bob [Perona], then the yellow came out and I made a mistake on the restart and had to take the escape road and Bob got around me."

As for the leader, how did the caution – and the eventual large gap – change Kotyk's mindset for the final stages of the race on the way to the win?

"I just didn't look in the mirrors," he admitted. "Jeff on the team called a five-second gap and then there was a yellow, I just kept my head down and pulled another gap. It's unfortunate for Simon, but we came home with a win."

**Reece White**

#### FF QUALIFYING

##### Qualifying Pos. Driver/Region (Car) Best Time;

1. Jonathan Kotyk/Bucc (Mygale SJ14 Honda) 1.44.359; 2. Simon Sikes/Atl (Mygale SJ14 Honda) 1.44.597; 3. Thomas Schrage/CIN (Mygale SJ14 Honda) 1.45.042; 4. Will Holtz/CHI (Mygale SJ14 Honda) 1.45.347; 5. Robert Perona/IND (Piper DF3D Honda) 1.45.430; 6. Ayrton Houk/IND (Piper DF05 Honda) 1.45.608; 7. Joe Colasacco/NNJ (Van Diemen RF00 Honda) 1.45.831; 8. Tim Kautz/CHI (Piper DF3D Honda) 1.45.841; 9. Jack Sullivan/CIN (Piper DF05 Honda) 1.46.570; 10. David Livingston Jr/TEN (Spectrum 14H Honda) 1.46.699; 11. E. David Adorno/NYR (Mygale SJ14 Honda) 1.46.919; 12. Robert Dietz/NEO (Van Diemen RF00 Honda) 1.46.924; 13. Theodore Burns/Milw (Piper DF05 Honda) 1.46.953; 14. Nicholas Sheppard/WMR (Swift DB1 Ford)

1.47.064; 15. Eric Poulsen/CSCC (Spectrum 14H Honda) 1.47.305; 16. Bill Kephart/Colo (Vestial 09F Honda) 1.47.725; 17. Steve Oseth/WDC (Citation 95FF Honda) 1.48.247; 18. Cliff Johnson/KCR (Piper DF05 Honda) 1.48.432; 19. James Dietz/NEO (Van Diemen RF00 Honda) 1.49.161; 20. Mike Sauce/Tex (Swift DB1 Honda) 1.49.288; 21. Donald Baggett/Atl (Swift DB6 Ford) 1.50.015; 22. Hunter Tatman/Colo (Swift DB1 Ford) 1.50.161; 23. Gary Godula/DET (Reynard FF88 Ford) 1.50.166; 24. Robert Gross/DET (Piper DF05 Honda) 1.51.906

*Sauce – Loss of qualifying 1 times per Race Director – 9.3.25.A*

#### FF RACE

##### Race 19 laps, 49 Miles: Pos.

**Driver (Laps):** 1. Jonathan Kotyk (19); 2. Simon Sikes (19); 3. Will Holtz (19); 4. Robert Perona (19); 5. Tim Kautz (19); 6. Joe Colasacco (19); 7. E. David Adorno (19); 8. Thomas Schrage (19); 9. Robert Dietz (19); 10. Ayrton Houk (19); 11. Jack Sullivan (19); 12. Steve Oseth (19); 13. Theodore Burns (19); 14. Cliff Johnson (19); 15. David Livingston Jr (19); 16. Hunter Tatman (19); 17. James Dietz (19); 18. Donald Baggett (19); 19. Gary Godula (18); 20. Robert Gross (18); 21. Nicholas Sheppard (12); 22. Eric Poulsen (10); DNF. Bill Kephart (3); DNF. Mike Sauce (0)

**Overall Time of Race:** 40:34.257;  
**Average Race Speed:**

72.832mph; **Margin of Victory:**

20.371sec; **Fastest Race Lap:**

Kotyk, 1:55.676 (80.667mph);

**Lap Leaders:** Kotyk, laps 1-19;

**Sunoco Hard Charger:** Tatman





RACE 16 | SATURDAY | OCT. 2, 2021 | 3:10 P.M.

## F PRODUCTION

Every racer has to make choices – what class, which car, whose transmission, limited or full prep, those kinds of things. On Saturday, Oct. 2, there was one other important choice: wet or dry tires. The track was drying, but there was standing water in Turns 1, 7, 11, and 14, and damp everywhere else. Indeed, there appeared to be a few dry lines, but it also looked like rain might fall once more. Most drivers in FP opted for wet tires. Second-place qualifier Cliff Ira, meanwhile, chose slicks.

Ira was starting on the front row next to Tire Rack polesitter Craig Chima, with Chima's Midwest Motorsports/Hoosier/Carbotech Lotus Super Seven sporting wets. Behind them, Eric Prill and Kevin Ruck made up row two, both with the same tire strategy as Chima.

At the start, Ruck's front-wheel-drive Acura pulled him into the lead; but while he was making the tires work, others on grooved tires weren't fairsing so well, with Chima and Prill quickly dropping through the field.

The first full-course yellow happened on the second lap. The emergency crews cleared that incident quickly, and Ruck established control again. The next full-course yellow quickly followed that green flag – and it was time for Ruck to do it again.

Had the race gone green, it is probable that Ruck could have built up an insurmountable lead. Unfortunately for Ruck,

those yellows allowed Ira, who was gaining positions as the track dried in his Cliff Ira Motorsports/JPM Honda Civic Del Sol VTEC, to close any gap Ruck could build. Come lap nine, Ira crossed the bricks in second place and was now ripping toward Ruck's Hoosier/AEM Electronics Acura Integra. Two laps later, Ira was in the lead.

By the time the final full-course yellow came out, the race was called under the time limit, with racers having completed just 16 of the 19 laps.



Jeff Laewie

### FRONT DRIVERS

(BELOW) Kevin Ruck had his sights set on the win, but ultimately had to settle for second place. (ABOVE) Driving a rented racecar, Rick Harris ran from 13th on the grid to third place.



Rick Corwine

Ira took the gold, followed by Ruck and Rick Harris, driving his rented JPM/Hoosier/Carbotech Acura Integra LS up from 13th on the grid. Mason Workman had finished second on track but was penalized four positions post race.

Toward the end of the previous race, Harris had seen the dry line developing on the main straight, but it was too late. He'd already softened his shocks and changed his brake pads for the wet track – he was committed to wet tires. Ruck's setup was not quite full dry or full wet. His conclusion about the previous race was that times were not improving by the end of the race and there was still a lot of spray.

"Nine times out of 10 I would have put on dry tires, but it was not drying," Ruck said.



### F PRODUCTION CHAMPION

#### CLIFF IRA

Kansas City Region  
Cliff Ira Motorsports/JPM Honda Civic Del Sol VTEC



Rick Corwine





Jeff Loewie

**SOMETHING NEW**

(LEFT) Cliff Ira qualified his new racecar on the front row and then drove to the win, marking his second Runoffs gold.

2.02.524; 33. Samuel Valenzuela/Tex (1990 Honda CRX Si) 2.02.868; 34. Robert Keller/CHI (1968 Volvo P-1800) 2.03.401; 35. Scott McAllister/FLR (1983 Volkswagen Rabbit) 2.05.408; 36. Chuck Brehm/LnSt (1963 MG B) 2.07.565; 37. Gregg Seigart/ETR (1991 Mazda Miata) 2.07.774; 38. George (Spike) Behning/WDC (1991 Mazda Miata) 2.08.996; 39. Ryan Brehm/LnSt (1969 Triumph Spitfire) 2.12.627

Simonds – Loss of qualifying 2 times per Race Director – 6.11.B

Brehm – Loss of qualifying 2 times per Race Director – 6.11.B

Harris – Loss of qualifying 1 times per Race Director – 6.11.B

**FP RACE****Race 16 laps, 41 Miles: Pos. Driver**

(Laps); 1. Cliff Ira (16); 2. Kevin Ruck (16); 3. Rick Harris (16); 4. Sam Henry (16); 5. Charlie Campbell (16); 6. Mason Workman (16); 7. Eric Prill (16); 8. Chuck Mathis (16); 9. Doug Weaver (16); 10. Larry Gallagher (16); 11. Craig Chima (16); 12. Ken Kannard (16); 13. Stephen Simonds (16); 14. Wade McBride (16); 15. Perry Simonds (16); 16. Mark Weber (16); 17. James Simaras (16); 18. Steffen Clark (16); 19. Mark McAllister (16); 20. David Bednarz (16); 21. Gerald Lamb (16); 22. David Colbey (16); 23. Ben Glowka (16); 24. Samuel Valenzuela (16); 25. Robert Keller (16); 26. Michael Hart (16); 27. Gregg Seigart (15); 28. George (Spike) Behning (15); 29. Donald Ahrens (14); 30. Bill Hingston (14); DNF. Chuck Brehm (6); DNF. Daniel Snow (5); DNF. Paul Jensen (4); DNF. Michael Kamalian (0); DNF. Scott McAllister (0); DNS. David Strittmatter ( ); DNS. Taz Harvey ( ); DNS. Charles Guest ( ); DNS. Ryan Brehm ( )

Workman – Loss of 2 positions per SOM – 6.111 A,B

Workman – Loss of 2 positions per SOM – 6.111 A,B

**Overall Time of Race:** 38:37.991;  
**Average Race Speed:** 64.409mph;  
**Margin of Victory:** 5.559sec;  
**Fastest Race Lap:** Ira, 1:59.933 (77.803mph); **Lap Leaders:** Ruck, laps 1-10; Ira, laps 11-16; **Sunoco Hard Charger:** Gallagher

When he saw that Ira had kept it together on the first lap, he knew Ira could be a challenge.

For Ira, it was all about unusual choices, and dry tires weren't the most unusual choice he'd made. He had opted to race a Honda Civic Del Sol prepped by Production-category powerhouse Jesse Prather Motorsports.

But when asked about his inspiration to put on dry tires, Ira admits he wasn't so confident before the race. "It was a pure gamble," he said. "It's a choice you make at the very last minute, and it happened to be the right one."

**J. Michael Hemsley**

**FP QUALIFYING****Qualifying Pos. Driver/Region**

(Car) **Best Time;** 1. Craig Chima/NEO (1962 Lotus Super Seven) 1.51.082; 2. Cliff Ira/KCR (1996 Honda Civic Del Sol VTEC) 1.51.644; 3. Eric Prill/KAN (1990 Mazda Miata) 1.51.674; 4. Kevin Ruck/OVR (1990 Acura Integra) 1.52.033; 5. Mason Workman/OVR (1992 Mazda Miata) 1.52.306; 6. Sam Henry/OZMT (1993 Mazda Miata) 1.52.463; 7. Doug Weaver/DET (1990 Mazda Miata) 1.52.790; 8. Chuck Mathis/SILR (1978 Volkswagen Rabbit) 1.53.573; 9. Michael Kamalian/Atl (1997 Mazda Miata) 1.53.601; 10. Bill Hingston/Colo (1991 Mazda Miata) 1.53.720; 11. Ken Kannard/Atl (1990 Mazda Miata) 1.53.770; 12. David Strittmatter/NEO (1991 Acura Integra) 1.53.775; 13. Rick Harris/KAN (1995 Acura Integra LS) 1.53.796; 14. Stephen Simonds/Hous (1990 Mazda Miata) 1.53.949; 15. Taz Harvey/SFR (1994 Mazda

Miata) 1.54.949; 16. Charlie Campbell/MHR (1993 Mazda Miata) 1.54.993; 17. Perry Simonds/Tex (1992 Mazda Miata) 1.55.206; 18. David Bednarz/DET (1993 Mazda Miata) 1.55.207; 19. Mark Weber/STL (1993 Mazda Miata) 1.56.435; 20. Mark McAllister/FLR (1992 Mazda Miata) 1.56.525; 21. Wade McBride/Tex (1992 Mazda Miata) 1.56.769; 22. Gerald Lamb/Milw (1963 MG B) 1.56.828; 23. Donald Ahrens/CFR (1991 Mazda Miata) 1.56.976; 24. Daniel Snow/CSCC (1974 Fiat X-1/9) 1.57.029; 25. Larry Gallagher/OVR (2012 Acura Integra) 1.57.175; 26. James Simaras/Milw (1994 Mazda Miata) 1.57.278; 27. Paul Jensen/CDR (1991 Mazda Miata) 1.57.811; 28. Michael Hart/CHI (1963 Turner 1500) 1.58.078; 29. Steffen Clark/BRR (1991 Mazda Miata) 2.00.096; 30. Charles Guest/NCR (1991 Mazda Miata) 2.00.258; 31. David Colbey/GLN (1999 Acura Integra LS) 2.01.514; 32. Ben Glowka/NCR (1990 Acura Integra)





#### A HANDFUL

(BELOW and RIGHT) The P2 race took place on a drying racetrack, but that didn't stop Tim Day Jr. from collecting his second Runoffs win. (BOTTOM) Lucian Pancea (99) brought it home in second, with Greg Gyann (83) in third.



Rick Corvine

**RACE 17** | SATURDAY | OCT. 2, 2021 | 4:15 P.M.

## PROTOTYPE 2

Tim Day Jr. qualified on the Tire Rack pole 1.7sec ahead of Greg Gyann, with last year's P2 National Champion Lucian Pancea another 1.2sec back in third. Those three were all driving Stohrs, as was fourth-place starter John MacIntyre. Trey Ayres in an Elan and Sherman Chao in another Stohr made up the next two spots, with Robert Iverson in seventh in a Ligier. All told, eight different makes constituted the 16 qualified racecars.

On a drying track, Pancea got the jump at the green and led into Turn 1 followed by Day and Gyann. Matters were orderly until Turn 2 when Chao spun and Mike Reupert landed body damage, resulting in a full-course yellow.

Prior to the yellow fluttering, however, Day had moved around Pancea to claim the lead. Those two were followed by Gyann, MacIntyre, and Ayres.

With the lap five restart, Pancea pounced on Day and attempted a pass into Turn 1. Day, however, was alert, and held the spot. Pancea and Ayres followed, while Iverson moved around MacIntyre for fifth.

Gyann closed on Pancea for a moment, but his charge did not pan out as Pancea was able to move away. By half distance, Day had amassed a margin of 3.5sec over Pancea. Gyann and Iverson followed as Ayres headed for the pits.

At this point, the top four positions stabilized with a gap between each of them. After 12 laps, Day led Pancea by five



Jeff Loewie

seconds with Gyann 13 seconds back of Pancea; Iverson was another 38 seconds behind in fourth. The gap from Iverson to Richard Colburn in fifth was so large that Iverson did a complete 360-degree spin on lap 14 without losing a spot. None of those positions changed for the checker.

Pancea was pleased with second. "It's not as good as first, but I'll take it," he said.

"We made some good choices and maybe some that we regret," Gyann said. "Nevertheless, we are out here to have a good time."

The victory marked the second Runoffs title for Day – and it didn't come easily. "There was no grip out there," he said of the drying track. "It was a handful. A very green track to say the least."

**Tom Schultz**

#### P2 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Tim Day Jr/SFR (Stohr WF1 Suzuki) 1.33.235; 2. Greg Gyann/CHI (Stohr WF1 Suzuki) 1.34.920; 3. Lucian Pancea/LnSt (Stohr WF1 Kawasaki) 1.36.153; 4. John MacIntyre/SFR (Stohr WF1 Suzuki) 1.36.303; 5. Tray Ayres/Atl (SCCA ESR Mazda) 1.36.580; 6. Sherman Chao/CFR (Stohr WF1 Suzuki) 1.37.278; 7. Robert Iverson/GuCo (Ligier JS 51 Evo Honda) 1.37.368; 8. Kevin Mitz/SFR (Stohr WF1 Suzuki) 1.37.435; 9. Mike Reupert/Milw (Stohr WF1 Suzuki) 1.37.492; 10. John Gyann/CHI (Stohr WF1 Suzuki) 1.39.449; 11. Richard Colburn/CIN (Asteck P2 Suzuki) 1.40.033; 12. William Niemeyer Jr/CIN (Sorcerer Suzuki) 1.40.913; 13. Vaughan Scott/DET (Hidari Firefly Suzuki) 1.40.986; 14. Michael Moulton/NCR (Stohr WF1 Suzuki) 1.41.758; 15. Norm Benson/CSCC (Van Diemen RFS-03 Mazda) 1.46.068; 16. Kevin Bus/OVR (Radical SR3 Suzuki) 1.46.577

*Pancea – Loss of qualifying 2 times per Race Director – 9.3.25.A/ supp 9.11*

#### PROTOTYPE 2 CHAMPION

##### TIM DAY JR.

San Francisco Region  
GDRE/Summit/Avon Stohr WF1 Suzuki



Jeff Loewie

#### P2 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Tim Day Jr (19); 2. Lucian Pancea (19); 3. Greg Gyann (19); 4. Robert Iverson (19); 5. Richard Colburn (18); 6. Michael Moulton (18); 7. John MacIntyre (17); 8. Norm Benson (16); 9. William Niemeyer Jr (14); DNF. Tray Ayres (8); DNF. Sherman Chao (0); DNF. Kevin Mitz (0); DNF. Mike Reupert (0); DNF. John Gyann (0); DNF. Vaughan Scott (0); DNS. Kevin Bus ( )

**Overall Time of Race:** 35:17.894;  
**Average Race Speed:** 83.712mph;  
**Margin of Victory:** 10.132sec;  
**Fastest Race Lap:** Day Jr, 1:35.322 (97.891mph); **Lap Leaders:** Day Jr, laps 1-19; **Sunoco Hard Charger:** Moulton





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RACE 18 | SATURDAY | OCT. 2, 2021 | 5:20 P.M.

## FORMULA CONTINENTAL

With all but seven of the 31 starters bringing the marque, Van Diemens were certainly the chassis of choice in Formula Continental. However, that didn't stop Citations from clinching the top two spots – with another in fourth – come the checker.

The winner of the race was Simon Sikes, who is making a name for himself on the Runoffs podium. In 2020, during his first Runoffs attempt, he took gold in Formula F and silver in Formula Continental. This year, he flipped that script, taking silver in FF just hours before standing atop the FC podium. As for that

win, Sikes put on a masterful performance, leading all 19 laps in an untroubled run to the gold.

Earlier showers had ended, and the drying track saw all runners opt for slicks. Trent Walko was on the Tire Rack pole, but it took no time for Sikes to make an outside pass into Turn 1 to assume a lead, which he held for all 19 laps. In fact, entering lap two, Sikes had already amassed a 1.4sec lead over Walko, with Tim Minor, Brian Tomasi, Nolan Allaer, and John LaRue following.

The second lap saw last year's winner, Rob Allaer, retire with engine problems. He quickly climbed from

his Van Diemen and rooted for his son Nolan, who was making his Runoffs debut.

By the sixth lap, a light rain began to fall, but it was never strong enough to call for the rain tires. Sikes adapted well and held a 3.7sec lead at this point. The top five were Sikes, Walko, Minor, Nolan Allaer, and LaRue, but Nolan Allaer was gaining on Minor.

At the start of the 14th lap, Allaer had caught Minor and showed his nose at Turn 1, although quickly backing off. On the next lap, a local yellow scuppered another attempt. They continued nose-to-tail

for two more laps until Minor began to gain a small gap.

While Sikes cruised to a smooth 3.377sec margin of victory over Walko, Allaer was still on the hunt. In a last-chance move on the final lap, Allaer passed Minor exiting the infield. Minor was not going lightly into the night, however, and coming onto the home straight repassed Allaer to reclaim third place with 0.2sec to spare.

After the race, Walko was sent to the end of the field for a non-compliant engine EMU unit, placing Minor in second and Allaer in third, with LaRue fourth and Michael Varacins fifth.





Jeff Lesue

**BACK FOR GOLD**

(LEFT) At last year's Runoffs, Simon Sikes scored a second-place finish in Formula Continental. This year, he used track knowledge from his Formula F race earlier in the day to gap the FC field and take a dominant win.

"I knew what the track was like and that I could push a little harder at the beginning"

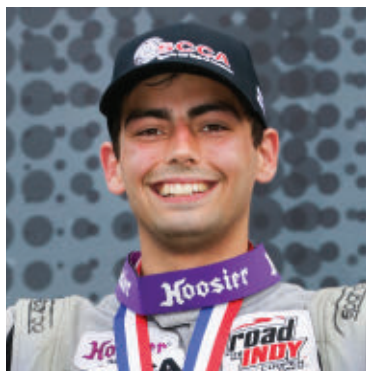
**SIMON SIKES**

Minor was pleased with his (eventual) second place. "The track was difficult because of the rain and dirt," he pointed out. "Nolan did a great job – he kept pedaling forward. I knew what he was going to do at the end, and I was ready for it. He gave me room and we raced clean."

Sikes, meanwhile, credited his Formula F race earlier in the day with helping him to the win. "I knew what the track was like and that I could push a little harder at the beginning," he said. "I think that made the difference."

**Tom Schultz****FORMULA CONTINENTAL CHAMPION****SIMON SIKES**

Atlanta Region  
Rice Race/Hoosier/Primus/QSRE/Group6  
Citation US2000



Rick Corwin

**DOWN TO THE WIRE**

Following a post-race penalty affecting the on-track second-place finisher, Tim Minor (BELOW) advanced to claim the silver, with Nolan Allaer (ABOVE) now on the final step of the podium. Leading up to the checker, Minor and Allaer were embroiled in a battle that was decided by 0.2sec at the stripe.



Rupert Berrington

**FC QUALIFYING**

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Trent Walko/STC (Van Diemen RF08) 1.36.787; 2. Simon Sikes/Atl (Citation US2000) 1.36.896; 3. Nolan Allaer/DET (Van Diemen RF02) 1.37.599; 4. Tim Minor/BRR (Citation US2000) 1.38.458; 5. Reece Everard/DET (Van Diemen RF99) 1.38.482; 6. John LaRue/IND (Citation US2000) 1.38.486; 7. Robert Allaer/CFR (Van Diemen RF02) 1.38.719; 8. Brian Tomasi/CHI (Van Diemen RF06) 1.39.060; 9. Michael Varacins/CHI (Van Diemen F2000) 1.39.238; 10. Robert Armington/SFR (Van Diemen RF00) 1.39.411; 11. Mauro Fauza/NNJ (Van Diemen RF99) 1.40.191; 12. Tom Hope/CSCC (RFR FC) 1.40.416; 13. Dean Kiriluk/DET (Van Diemen RF01) 1.40.495; 14. Alex Tollefsen/NER (Van Diemen RF99)



1.40.600; 15. Chris Scharnow/CFR (Van Diemen RF01) 1.40.632; 16. Rick Payne/Nwst (Van Diemen RF00) 1.40.772; 17. Devin Lesueur/CHI (Van Diemen RF02) 1.40.781; 18. Paul Marino/CSCC (Van Diemen RF06) 1.40.804; 19. Charles Shaffer/WDC (Van Diemen RF00) 1.40.902; 20. Glenn Cordova/NYR (Van Diemen RF04) 1.41.287; 21. Gabriele Jasper/SJR (Van Diemen DP08) 1.41.672; 22. Bill Johnson/KCR (Van Diemen RF01) 1.41.936; 23. Peter West/CSCC (Van Diemen RF05) 1.42.208; 24. Greg Coffin/Nwst (Mygale SJ07) 1.42.841; 25. Mark Hutchison/Milw (Van Diemen RF99) 1.42.900; 26. Mark Defer/NEO (Van Diemen RF02) 1.43.246; 27. Lyn Greenhill/SFR (Van Diemen RF02) 1.43.857; 28. Dennis McCarthy/NER (Piper DF05) 1.44.488; 29. Dane Babkirk/Nwst (Van Diemen RF99) 1.45.142; 30. Douglas Rocco/NER (Van Diemen DP08) 1.45.327; 31. Eric Burkard/STL (Mygale SJ07) 1.45.693

Lesueur – Loss of qualifying 3 times per Race Director – 9.3.25.A

Walko – Loss of qualifying 2 times per Race Director – GCR 9.11.B.16.J

Walko – Loss of qualifying 1 times per Race Director – 6.11.B

**FC RACE**

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Simon Sikes (19); 2. Tim Minor (19); 3. Nolan Allaer (19); 4. John LaRue (19); 5. Michael Varacins (19); 6. Tom Hope (19); 7. Devin Lesueur (19); 8. Mauro Fauza (19); 9. Dean Kiriluk (19); 10. Alex Tollefsen (19); 11. Paul Marino (19); 12. Glenn Cordova (19); 13. Robert Armington (18); 14. Gabriele Jasper (18); 15. Peter West (18); 16. Charles Shaffer (18); 17. Mark Hutchison (18); 18. Mark Defer (18); 19. Douglas Rocco (18); 20. Dennis McCarthy (18); 21. Dane Babkirk (18); 22. Reece Everard (17); 23. Greg Coffin (17); 24. Eric Burkard (17); 25. Rick Payne (17); 26. Chris Scharnow (17); 27. Bill Johnson (17); 28. Lyn Greenhill (16); 29. Brian Tomasi (13); 30. Trent Walko (19); DNF: Robert Allaer (1)

Walko – Moved to last position per Race Director – GCR 9.11.B.16.J

**Overall Time of Race:** 31:07.184;  
**Average Race Speed:** 94.952mph;  
**Margin of Victory:** 26.215sec;  
**Fastest Race Lap:** Sikes, 1:36.980 (96.218 mph); **Lap Leaders:** Sikes, laps 1-19; **Sunoco Hard Charger:** Rocco





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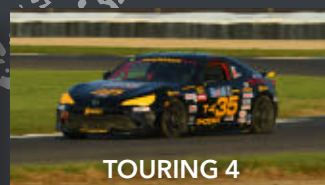
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TOURING 3

MARSHALL MAST



TOURING 4

JOHN HEINRICY





RACE 19 | SUNDAY | OCT. 3, 2021 | 8:10 A.M.

## GT-3

**T** rue, Troy Ermish moved around Michael Lewis on lap three of the GT-3 Runoffs race at Indianapolis Motor Speedway and motored away for a 7.648sec win, but his shot at a second SCCA National Championship victory was all but erased a week earlier – and then even during the race it seemed unlikely.

Before we get to the showstopper that happened before the Runoffs officially even began, let's talk about the race. Ermish, the Tire Rack polesitter, dropped to fourth at the start of the race, although he had a plan. "I haven't figured out how to get these rotaries on the start," Ermish said of taming a Mazda-dominated field in his Rebello Racing Engines/Goodyear Nissan 350Z. "I've tried different rpm ranges; I've tried different gear ratios – I don't know why. You would think with the torque I would be ok."

"I jumped on the throttle at the green and hit the rev limiter, and that was like pulling a spark plug wire. I started climbing through the gears and just got swallowed up by a bunch of Mazdas."

Ermish made up the ground as quickly as possible to move back to second and aim for Lewis. "With that horsepower, that was tough," Ermish said. "He had a wiggle in [Turn] 14 and he had to lift and that got me right up on his bumper. I was able to draft all the way

down and I told myself I was not going to get out-braked down here. Then I just wanted to go. I ran every lap as hard as I could until maybe the last three."

His speed left Lewis in second in his Goodyear Mazda RX-7 some seven seconds back – "The car ran well, it just wasn't good enough today," Lewis concluded – with Stacy Wilson's Wilson Racing/Hoosier/Mazda Mazda RX-7 a distant third following Taz Harvey's post-race penalty.

Ermish's plan was well



Jay Bonvulture

### RACING BACK

(MAIN) Despite struggling at the green, Troy Ermish raced to a dominant win.

(BELOW) Mike Lewis had the lead early on, but fell back to second.

(ABOVE) Stacy Wilson returned to the GT-3 podium with a third-place finish.

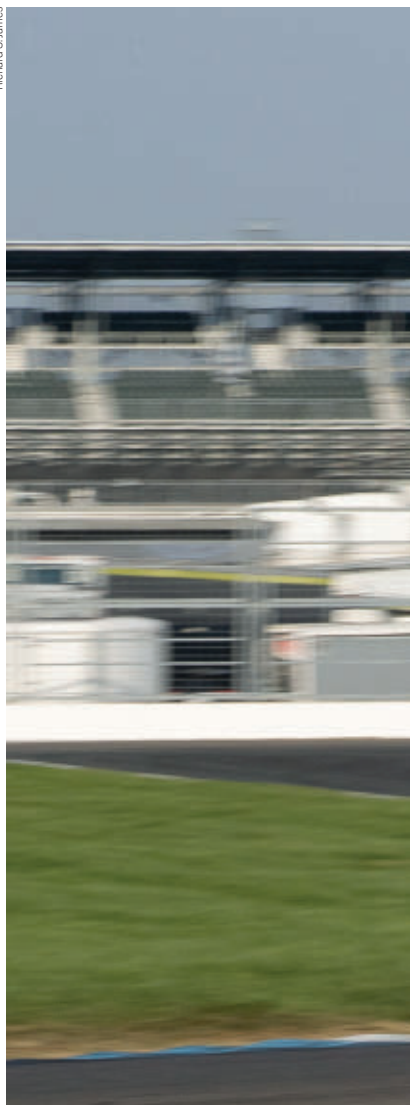


Rick Corwine

executed, although his race week nearly ended on the previous Sunday's test day. Ermish mistakenly believed a slower car was letting him by, and while running about 100mph through a corner, he slammed into the door and jumped the rear tire, open-wheel car style.

"I ended up on his roof," Ermish said. "He did a 270-degree spin while I was on his roof, and then dumped me off perpendicular to the track. I had my eyes open for a minute, then closed for a second, then open again, and then I closed them because I just wanted it to stop. Then the tires dug in, and it flipped one more time. I turned the power off and the guys radioed and asked if I was

Richard S. James



### GT-3 CHAMPION

#### TROY ERMISH

San Francisco Region

Rebello Racing Engines/Goodyear Nissan 350Z



Rick Corwine





ok. I said, 'Yeah, we just rolled four times and we're done.'"

It turned out his initial reaction was, somehow, overblown. After the car was towed in, the wheels were straight, and the damage was largely confined to body work and the A-pillar of the roll cage. The last was not insignificant damage.

The team found a fabricator shop in Indianapolis, though, and went to work. For a solid day while the A-pillar was being fixed, Ermish's two crew guys – Reiner Wolff and Patrick Emge – began riveting the bodywork back together. The result was a car that didn't

look the best, but also didn't miss a qualifying session and was still amazingly quick.

"When you're in the lead you hear every pebble, every creak," Ermish said. "There was smoke billowing around inside the cabin, but it was only when I was turning one direction. I was confident it was something coming out of my breather tank or out of the bottom of the exhaust. I figured if I drove hard enough, maybe I could coast across the finish."

Instead, he took the checkered flag under full power for a spectacular win.

**Reece White**

#### GT3 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Troy Ermish/SFR (Nissan 350Z) 1.44.758; 2. Michael Lewis/SanD (Mazda RX-7) 1.45.365; 3. Taz Harvey/SFR (Mazda RX-7) 1.46.645; 4. Stacy Wilson/Atl (Mazda RX-7) 1.48.474; 5. Paul Young/DET (Ford Probe) 1.49.392; 6. Blake Wilson/Atl (Mazda RX-7) 1.49.732; 7. Luis Rivera/Hous (Mazda RX-7) 1.49.941; 8. Bill McGavic/CFR (Mazda RX-7) 1.51.071; 9. John Mills/OVR (Mazda Miata) 1.51.790; 10. Joe Carr/SFR (Mazda Miata) 1.52.350; 11. Wolfgang Maike/CSCC (Toyota Paseo) 1.52.579; 12. Bryan Floyd/CIN (Mazda RX-7) 1.53.181; 13. Ken Nelson/DET (Nissan 200SX) 1.53.954; 14. Dave Dobry/DET (Eagle Talon) 2.04.476

*McGavic – Loss of qualifying 1 times per Race Director – 6.11.B*

#### GT3 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Troy Ermish (19); 2. Michael Lewis (19); 3. Stacy Wilson (19); 4. Blake Wilson (19); 5. Bill McGavic (19); 6. Ken Nelson (19); 7. John Mills (18); 8. Joe Carr (17); 9. Dave Dobry (17); 10. Paul Young (16); 11. Luis Rivera (10); 12. Taz Harvey (19); DNF. Bryan Floyd (1); DNS. Wolfgang Maike ( )

*Harvey – Moved to last position per Race Director – 9.3.50/supp 9.8*

**Overall Time of Race:** 34:23.036;  
**Average Race Speed:** 85.938mph;  
**Margin of Victory:** 7.648sec;  
**Fastest Race Lap:** Ermish, 1:46.694 (87.458mph); **Lap Leaders:** Lewis, laps 1-2; Ermish, laps 3-19; **Sunoco Hard Charger:** Nelson





**RACE 20** | SUNDAY | OCT. 3, 2021 | 9:15 A.M.

# TOURING 1

Andrew Aquilante had been about a half-second faster than anyone else in Touring 1 throughout the qualifying days, besting second-on-grid Brian Kleeman in each session to win the Tire Rack pole. Behind them sat Mark Boden next to last year's runner-up, Ian Barberi. The battle, all knew, was primed to be a good one.

At the green flag, Boden took the initiative and charged to second, but he was unable to catch Aquilante before the turns. Just ahead of fifth-place starter Daniel Bender, Kleeman settled into third position and the group of leaders began to gap the rest of the field for several laps.

In the long middle of the race, Boden held his second-place position and waited for an opportune moment. He'd been running about four-tenths faster than race leader Aquilante and had closed to about three-tenths of a second. A race was most certainly on.

Farther back, Bender had also been biding his time behind Kleeman, waiting for an opportunity to slide into the final podium position. Bender got that job done, but Boden was almost eight seconds away, so chances for a better finish seemed slim.

Around the 15th lap, this year's Runoffs races were when drivers started to make a play if they were going to catch the leader, and that's exactly when Boden played his hand. A car went into the grass to let the leaders

by as Boden pressed his small speed advantage into the 16th and 17th laps. But as the leaders transitioned onto the front straight in the 18th lap, Boden carried more speed than ever and drifted just inches too wide, tagging Indy's unforgiving concrete wall. Boden's BMW slowed, trailing tire smoke.

"It was time to try to make a move," Boden said later. "But I got a little too much of it. There was just enough moisture on the track that if you go into it in the transition, the front will say we're not going to keep turning you.



Jay Bonvallet

## THE CHARGE

(MAIN) Andrew Aquilante (33) controlled the race, forcing Mark Boden (46) to try an ill-fated charge with two laps to go. Daniel Bender (BELOW) was happy with his second-place finish, while Brian Kleeman (ABOVE) took third.



Rick Corvino

"But if I'm ever in the same situation and it's about winning the Runoffs, I'm going to roll those dice again. If we hadn't hit the wall, I think we would have done it."

Boden's misfortune put Bender in second position, but Aquilante's Phoenix Performance/Hoosier/Hawk Ford Mustang was but a dot on the horizon, with the multi-time champion crossing the line with an 8.3sec margin of victory, followed by Bender and Kleeman.

Bender was pleased with his drive to the front in his Bravo Trailers Chevrolet Camaro Z28. "It's a tough class, and Andrew is really a master of the class," Bender said. "So, to bring home second place really feels good."

In pit lane, only Kleeman seemed to think he could have done better. "Third place at the

Rupert Berrington



## TOURING 1 CHAMPION

### ANDREW AQUILANTE

Philadelphia Region  
Phoenix Performance/Hoosier/Hawk Ford Mustang



Rick Corvino





Runoffs is never something to complain about," he said, adding that there was more left on the table for his Ford Mustang FP350S. "We sort of missed on our race setup and just burned the tires up and the car started getting really loose. It was tough to hang onto, but we made the most of it."

For Aquilante, despite this being his 11th overall Runoffs win and third gold at Indy (those two others coming during the 2017 Runoffs) the experience never ceases to impress. "To walk out on the podium – it's just a surreal feeling," Aquilante admitted.

"I'm glad we get to do it."

**Jeff Zurschmeide**

#### T1 QUALIFYING

##### Qualifying Pos. Driver/Region (Car) Best Time;

1. Andrew Aquilante/PHL (2014 Ford Mustang) 1.42.292; 2. Brian Kleeman/WDC (2017 Ford Mustang FP350S) 1.42.949; 3. Mark Boden/CHI (2009 BMW E92 M3) 1.42.972; 4. Ian Barberi/SFR (1995 BMW E36 M3) 1.43.322; 5. Daniel Bender/CHI (2015 Chevrolet Camaro Z28) 1.43.603; 6. Edgar Lau/SFR (2018 Ford Mustang Shelby GT-350) 1.43.912; 7. Ross Murray/CSCC (2005 Ford Mustang GT) 1.44.083; 8. Tim Kezman/Milw (2012 BMW E92 M3) 1.44.120; 9. Pratt Cole/Reno (2008 Ford Mustang) 1.44.742; 10. Hugh Stewart/NER (2003 BMW E46 M3) 1.44.818; 11. Michael Pettiford/Colo (2006 Chevrolet Corvette) 1.44.919; 12. Joseph Gaudette/WDC (2002 Chevrolet

Corvette) 1.44.980; 13. Chris Edens/ARK (1990 Mazda Miata) 1.45.074; 14. Murat Mark Ketenci/NER (2005 BMW E46) 1.45.146; 15. Bill Baten/IND (2014 Chevrolet Camaro) 1.45.712; 16. Christina Lam/WDC (2002 BMW E46 M3) 1.46.357; 17. Chris Alliegro/CSCC (2017 Ford Mustang GT-350) 1.46.433; 18. Paolo Salvatore/Hous (2017 Ford Mustang FP350S) 1.46.488; 19. Joe Aquilante/PHL (2007 Chevrolet Corvette) 1.46.840; 20. Clark Nunes/SFR (2010 Chevrolet Camaro) 1.47.428; 21. Chris Outzen/NER (2017 Ford Mustang) 1.49.243; 22. Don Van Nortwick/SFR (2017 Ford Mustang Shelby GT-350) 1.51.053

*Stewart – Loss of qualifying 1 times per Race Director – 9.3.50*

#### T1 RACE

##### Race 19 laps, 49 Miles: Pos.

**Driver (Laps):** 1. Andrew Aquilante (19); 2. Daniel Bender (19); 3. Brian Kleeman (19); 4. Ian Barberi (19); 5. Edgar Lau (19); 6. Ross Murray (19); 7. Tim Kezman (19); 8. Hugh Stewart (19); 9. Michael Pettiford (19); 10. Pratt Cole (19); 11. Clark Nunes (19); 12. Christina Lam (18); 13. Paolo Salvatore (18); 14. Chris Outzen (18); 15. Joe Aquilante (18); 16. Don Van Nortwick (18); 17. Mark Boden (17); 18. Murat Mark Ketenci (16); 19. Joseph Gaudette (12); 20. Chris Alliegro (10); DNF. Chris Edens (5); DNF. Bill Baten (4)

**Overall Time of Race:** 33:21.791;

**Average Race Speed:**

88.567mph; **Margin of Victory:**

8.272sec; **Fastest Race Lap:**

Boden, 1:43.752 (89.938mph); **Lap**

**Leaders:** Aquilante, laps 1-19;

**Sunoco Hard Charger:** Nunes





**RACE 21** | SUNDAY | OCT. 3, 2021 | 10:20 A.M.

## E PRODUCTION

To say the least, Jesse Prather is very fast in his E Production BMW. Best we can tell, he has not lost a race in that car since the 2019 Runoffs at VIR, then at this year's Runoffs, the multi-time National Champion broke the Indy qualifying record and put his JPM/Hoosier/Carbotech/Sunoco/Amsoil BMW Z3 on the Tire Rack pole by more than a second over three-time EP National Champions Matt Reynolds and Jon Brakke. As such, it was no surprise when Prather took off at the green flag, immediately gapping the field.

Prather had quite a lead by

the second lap over Reynolds, John Hainsworth, who had passed Brakke for third, and Peter Norton. On the next lap, Hainsworth took second from Reynolds. The race was heating up – and then it wasn't.

A full-course yellow came out when Grayson Upchurch Jr. pulled into the grass with a flat tire, and when the green flew once more, drama ensued.

The group of Prather, Reynolds, Hainsworth, Brakke, and Norton continued the battle, but as the green laps continued, it became obvious that Prather's tires were giving up. Meanwhile, Reynolds, driving a much

lighter car, gained ground in the twisting portions of the course. Then a beached car brought out the double yellows once more.

Racing resumed on lap 11 of what was now a timed race, and there was plenty of action in the top five. Hainsworth passed Reynolds, then Norton passed Brakke, but they were back in their original order by the time they crossed the Yard of Bricks. Then with six minutes left on the clock, another car was swallowed by a gravel trap and double yellows flew. Lacking enough time to extract the car and get back to green laps, the race was checkered, with a

very relieved Prather collecting his fifth Runoffs gold medal.

"[Reynolds] would have won if it had gone green," Prather admitted after the race.

"I could tell Jesse's car was sliding a little bit when we had a few lap runs in between those yellows; it just didn't go in our favor," said Reynolds, who had to settle for second in his Reynolds Bros. Racing/Vintage Conn Mazda Miata.

For third-place finisher Hainsworth, his week had been a scramble. He was scheduled to run a borrowed Porsche until it blew up earlier in the week. That left him scrambling to prepare his





Rick Corwine

**GOING FOR GOLD**

(LEFT) Jesse Prather took the win, but he admits the outcome might have been different had the race stayed green. That said, it didn't, and Prather collected his fifth Runoffs gold medal.

Turf Trade/Hoosier/Carbotech Mazda RX-7 for the race.

"We worked on it until 1 a.m. on Thursday night to get a hardship lap on Friday," he said. "A podium feels like a win."

Both Prather and Hainsworth also talked about the importance of the Runoffs as well as Indy.

Hainsworth has been coming to the Brickyard since he was 14. "To be here on hallowed ground, it feels like we're keeping a family tradition alive – and maybe stepping it up a little bit to be interviewed."

For Prather, the Runoffs is what it's all about. "I've been coming to the Runoffs as a spectator watching my dad since 1984. For me, my whole program is about prepping for this event. It's kind of the way I was raised."

**J. Michael Hemsley**

**THE BATTLE**

(BELOW) Matt Reynolds had a strong car for the long haul, but yellow flags kept interrupting his momentum, relegating him to second. (ABOVE) John Hainsworth collected third in a car he didn't plan on racing.



Jay Bonvoulair

**EP QUALIFYING****Qualifying Pos. Driver/Region**

**(Car) Best Time:** 1. Jesse Prather/KAN (1999 BMW Z3 2.5L) 1.48.181; 2. Matt Reynolds/LnSt (1999 Mazda Miata) 1.49.237; 3. Jon Brakke/LOL (1999 BMW Z3 2.5L) 1.50.612; 4. John Hainsworth/SJR (1990 Mazda RX-7) 1.51.097; 5. Bill Lamkin/Colo (1998 BMW 328i/is E36) 1.51.332; 6. Austin Bradshaw/Ore (1982 Mazda RX-7) 1.51.661; 7. Grayson Upchurch Jr/CCR (1970 Nissan SRL 311U Roadster) 1.52.009; 8. Peter Norton/NCR (2000 Caterham 7 America) 1.52.096; 9. Aaron Johnson/FLR (2004 Honda S2000) 1.52.221; 10. Doug Piner/NCR (1999 BMW Z3 2.5L) 1.52.236; 11. Lance Loughman/WMR (1973 Nissan 240Z) 1.52.976; 12. Joe Carr/SFR (1999 Mazda Miata) 1.53.578; 13. Darren Dille/Ore (1985 Mazda RX-7)



Jay Bonvoulair

1.53.600; 14. Kurt Frieztzsche/SFR (1980 Mazda RX-7) 1.55.473; 15. Paul Pineider/Tex (2000 Caterham 7 America) 1.55.949; 16. Charles Vaccaro/NYR (1979 Mazda RX-7) 1.56.144; 17. Rick Kosdrosky/Hous (2000 Caterham 7 America) 1.56.243; 18. Madison Bolden/NER (1990 Mazda RX-7) 1.56.385; 19. Mark Weber/STL (1993 Mazda Miata) 1.56.972; 20. Steven Jeffers/IND (1982 Mazda RX-7) 1.57.483; 21. Sam Halkias/OVR (1975 Triumph TR6) 1.57.771; 22. Rich Olsen/CHI (1985 Mazda RX-7) 1.57.872; 23. Don Tucker/MIDS (1995 Mazda Miata) 1.58.875; 24. Anthony (Coyote) Black/STC (2000 Acura Integra Type R) 2.00.070; 25. Scott Jeffers/IND (1982 Mazda RX-7) 2.00.097; 26. Mike Anderson/CSCC (1994 BMW 325i/is M-Tech) 2.00.160; 27. Rich Walke/CHI (1959 Austin-Healey 3000) 2.00.997; 28. Larry Svaton/Hous (2000 Caterham 7 America) 2.01.090; 29. Donald Walsh/SUS (1988 Mazda RX-7) 2.01.911; 30. Yuri Collazos/FLA (1984 Mazda RX-7) 2.02.422; 31. Ron Olsen/CHI (2011 Mazda RX-8) 2.05.670

*Kosdrosky – Loss of qualifying 2 times per Race Director – 6.11.B*

*Piner – Loss of qualifying 2 times per Race Director – 9.3.50*

**EP RACE**

**Race 16 laps, 41 Miles: Pos. Driver (Laps):** 1. Jesse Prather (16); 2. Matt Reynolds (16); 3. John Hainsworth (16); 4. Jon Brakke (16); 5. Peter Norton (16); 6. Darren Dille (16); 7. Bill Lamkin (16); 8. Lance Loughman (16); 9. Kurt Frieztzsche (16); 10. Sam Halkias (16); 11. Don Tucker (16); 12. Madison Bolden (16); 13. Rich Olsen (16); 14. Charles Vaccaro (16); 15. Paul Pineider (16); 16. Mark Weber (16); 17. Rich Walke (16); 18. Donald Walsh (16); 19. Yuri Collazos (16); 20. Ron Olsen (16); 21. Scott Jeffers (16); 22. Joe Carr (14); 23. Steven Jeffers (14); 24. Anthony (Coyote) Black (9); DNF. Rick Kosdrosky (6); DNF. Larry Svaton (1); DNF. Aaron Johnson (1); DNF. Austin Bradshaw (0); DNF. Doug Piner (0); DNF. Grayson Upchurch Jr (0); DNS. Mike Anderson ( )

*Weber – Loss of 3 positions per Race Director – 6.11.B*

**Overall Time of Race:** 36:12.470;  
**Average Race Speed:** 68.723mph;  
**Margin of Victory:** 1.229sec;  
**Fastest Race Lap:** Prather, 1:49.928 (84.885mph); **Lap Leaders:** Prather, laps 1-16; **Sunoco Hard Charger:** Tucker

**E PRODUCTION CHAMPION****JESSE PRATHER**

Kansas Region  
JPM/Hoosier/Carbotech/Sunoco/Amsoil BMW Z3 2.5L



Rick Corwine





RACE 22 | SUNDAY | OCT. 3, 2021 | 11:25 A.M.

## GT-1

No one involved in a GT-1 race wants it to take place in the rain. Well, almost no one. Thomas Herb was the exception. Etching his name into the record books at Indianapolis Motor Speedway, this year's GT-1 winner claimed his first National Championship the only way possible when driving a Fall-Line Motorsports Porsche 991.2 GT3 Cup car in the GT-1 class: in the rain. As such, when a mid-race rainstorm soaked the field, he and his rear-engine Porsche went to work.

The entire field rolled on slicks, but a stalled car on track during the pace lap proved

fortuitous for Herb. That led to two laps under yellow to start the race, and then a first-lap incident that took out Tire Rack polesitter Michael Lewis and his Goodyear Jaguar XKR, among others, brought out yet another full-course caution immediately.

Unnoticed by many, Herb's Fall-Line crew called him to pit lane on the original pace lap, made a swap to treaded rain tires, and rejoined at the rear of the field before the race went green. That call came before the rain really started falling, and only dropped him from 13th on the grid to the rear of the 15-car field. And what a

call it was, as the rain began to fall just a few minutes later.

So, while the traditional ground-pounding GT-1 cars began to tiptoe around a now-wet Indy Motor Speedway road course, Herb hammered down.

Running on rain tires and as the only car in the field with a windshield wiper, Herb moved to P5 by lap six and into second on lap seven. It took just one more corner to gain the lead, driving around Jordan Bupp in Turn 1 on lap eight.

From there, it wasn't even close.

Herb and his Porsche were as much as six seconds per lap quicker than Pintaric's

KryderRacing/Ave Motorsport/Goodyear Ford Mustang and Bupp's Bupp Motorsports/Palm Express Chevrolet Corvette, running second and third, in the hardest of rain.

"Toward the end I started hunting for some wet lines, looking around to see where the moisture was to keep the tires cool," Herb said. "The front straight was very wet – [Turns] 7, 8, and 9, not so much."

Meanwhile, Pintaric and Bupp were just trying to finish. Pintaric led early but spun on lap five – the first full lap in the rain – handing the lead to Bupp. Bupp held on until





Jay Bonvolont

### PUSHING THROUGH

(LEFT) Rain combined with a well-balanced car, a great tire strategy, and a driver willing to battle rough conditions resulted in Thomas Herb taking the GT-1 gold, marking the first win for a Porsche in the history of the class.

Herb scooted by, and then a charging Pintaric took second place back on lap 10 of 18.

Second, though, was all Pintaric could hope for. "Even if I had rain tires, I wasn't going to beat that Porsche," Pintaric said.

Bupp agreed: "Unfortunately, I kind of got what I asked for. I said I'd love to drive against these guys in the wet, but I totally forgot about Tom [Herb], the wildcard, in the Porsche."

So, at the end, it was Herb crossing the stripe a full 72 seconds ahead of Pintaric – his first National Championship, his second podium, and a delightful finish in the most unexpected way that also earned him the Sonoco Hard Charger award. Incidentally, the Yokohama rain tires that Herb ran on were the same tires teammate Tim

Kezman used to win his GT-2 race earlier in the weekend.

"It's humbling," Herb said. "It really is. We put a lot of time in it, we're talking 28 races a year, and we work hard at it because it's something we love to do. When we play at such a high level, we want to sit here, and we want to be amongst the champions. The effort pays off, and it's very humbling to be amongst the winners. The championship means as much to me as it does to the Fall-Line crew."

### Reece White



Jeff Loewie

### HANGING ON

(BELOW) David Pintaric's strong showing put him in second place by the time the checkers flew. (ABOVE) Jordan Bupp was looking forward to a rain race, but he forgot about the Porsche. Consequently, he had to settle for third.



Jeff Loewie

### GT-1 CHAMPION

#### THOMAS HERB

Chicago Region

Fall-Line Motorsports Porsche 991.2 GT3 Cup



Rick Corvire

### GT1 QUALIFYING

#### Qualifying Pos. Driver/Region

(Car) Best Time; 1. Michael Lewis/SanD (Jaguar XKR) 1.35.279; 2. David Pintaric/MVR (Ford Mustang) 1.35.348; 3. A.J. Henriksen/CHI (Dodge Challenger SRT) 1.35.604; 4. Jordan Bupp/FLA (Chevrolet Camaro) 1.35.785; 5. Jeff Hinkle/Atl (Dodge Challenger SRT) 1.35.917; 6. Tom Smith/MIDS (Chevrolet Camaro) 1.37.312; 7. Zachary Monette/Atl (Ford Mustang) 1.37.644; 8. David Fershtand/Tex (Chevrolet Corvette) 1.38.153; 9. K. Dane Smith/MIDS (Chevrolet Corvette) 1.38.612; 10. Dave Ruehlow/Milw (Chevrolet Corvette) 1.38.917; 11. Joseph Freda/Ala (Chevrolet Corvette) 1.39.663; 12. Paige Alexander/Atl (Chevrolet Corvette) 1.41.006; 13. Thomas Herb/CHI (Porsche 991.2 GT3 Cup) 1.42.199; 14. J. Richard Grant/Atl (Chevrolet Corvette) 1.42.429; 15. Rick Dittman/CHI (Chevrolet Corvette) 1.42.648; 16. Steve Goldman/Nwst (Chevrolet Corvette) 1.43.838; 17. Bob Monette/Atl (Chevrolet Corvette) 1.47.534; 18. Don Noe/Tex (Ford Mustang) 1.50.556; 19. Larry Hoopaugh/CCR (Chevrolet Camaro) 1.51.385; 20. Tom Ellis/FLA (Ford Mustang) 2.09.150

Ellis – Loss of qualifying 3 times per Race Director – 6.3.11, supp 9.18

Ellis – Loss of qualifying 1 times per Race Director – 6.11.1.A

### GT1 RACE

#### Race 18 laps, 47 Miles: Pos. Driver

(Laps); 1. Thomas Herb (18); 2. David Pintaric (18); 3. Jordan Bupp (18); 4. K. Dane Smith (18); 5. Tom Smith (18); 6. Dave Ruehlow (17); 7. Joseph Freda (17); 8. Bob Monette (16); 9. Jeff Hinkle (15); DNF. Zachary Monette (6); DNF. J. Richard Grant (4); DNF. A.J. Henriksen (3); DNF. Michael Lewis (2); DNF. David Fershtand (2); DNF. Paige Alexander (0); DNS. Rick Dittman ( ); DNS. Steve Goldman ( ); DNS. Don Noe ( ); DNS. Larry Hoopaugh ( ); DNS. Tom Ellis ( )

**Overall Time of Race:** 40:27.612;  
**Average Race Speed:** 69.188mph;  
**Margin of Victory:** 72.469sec;  
**Fastest Race Lap:** Pintaric, 1:53.220 (82.417mph); **Lap Leaders:** Lewis, laps 1-2; Pintaric; laps 3-5; Bupp; laps 6-8; Herb, laps 9-18; **Sunoco Hard Charger:** Herb





RACE 23 | SUNDAY | OCT. 3, 2021 | 1:00 P.M.

## SPEC RACER FORD 3



Jay Bonvouloir

The design of the SRF3 class ensures that all cars are largely identical in potential. As such, victory in this class comes largely from skill in driving and setup alone. Proving the case, Franklin Futrelle put himself on the Tire Rack pole position for this year's Runoffs race in a rented car.

Admittedly, Futrelle is no rookie. A past Runoffs champion in Formula Mazda, Futrelle knows his way around a racetrack. But this year he showed his mettle in one of SCCA's most competitive classes driving the Meco Inc of Augusta/Comprent Motorsports rental SRF3.

Still, he didn't do it by a mile. The top 19 of the 71 cars that started Sunday's main race all qualified within a second of Futrelle. Sitting outside on the front row, with a time just 0.362sec shy of the pole, was S. Sandy Satullo III. On the second row was past National Champion Charles Russell Turner and two-time Formula Mazda National Champion James Goughary Jr. The third row saw Dave Ogburn on the inside and defending SRF3 National Champion Bobby Sak outside.

At the green, Futrelle led the stampede into Turn 1 with Turner's nose tucked under his rear bodywork. A car spun in the mid-pack melee, with the balance of the field making it through as best they could. When the dust settled and a full-course caution came out for



**CLOSE QUARTERS**

(LEFT) Seventy-two drivers qualified for Sunday's SRF3 race, which led to 26 cars jockeying for position into Turn 1 once the green flag flew. (RIGHT) S. Sandy Satullo III led a tight pack of cars battling for the third position.

Jay Benoult



"I had a great team. We've been fast all year, and Indy is just amazing. This car was just lights out"

**BOBBY SAK**

cleanup, Futrelle still held the lead, but Sak had moved into second place. Goughary, Turner, and Satullo were close behind.

The field went back to racing in the fourth lap. Drivers went three-wide into Turn 1, emerging with Futrelle still holding the lead in his rent-a-racer, but now Sak had him in his sights.

Satullo had recovered a bit to take up third position ahead of Ogburn and Turner. The top three went nose-to-tail as Futrelle, Sak, and Satullo hooked up to draft away from the field.

In the sixth lap, Sak and Satullo took advantage of the draft and moved past Futrelle smoothly on the front straight.

Futrelle pulled in behind Satullo to try to draft past Sak, but that wasn't happening. On the next lap, Futrelle passed Satullo to take up second, gesturing for him to drop into the draft for another go.

By mid-race, there was a five-car draft led by Futrelle with Satullo, Turner, Bob

Kaminsky, and past champion John Black all chasing Sak. But mid-race is when the leaders typically encounter traffic. While Sak slid by the slower cars one by one, the five-car train couldn't manage that in the turns, breaking up their draft. In the shuffle that followed, Satullo passed Futrelle.

**SRF3 QUALIFYING**

**Qualifying Pos. Driver/Region Best Time:** 1. Franklin Futrelle/Atl 1.49.520; 2. S. Sandy Satullo III/NEO 1.49.882; 3. C. Russell Turner/WDC 1.49.925; 4. James Goughary/FLA 1.49.938; 5. David Ogburn/WTex 1.49.987; 6. Bobby Sak/DET 1.50.018; 7. Joshua Hansen/Milw 1.50.051; 8. Justin Claucherty/DET 1.50.077; 9. John Black/SFR 1.50.105; 10. Denny Stripling/Tex 1.50.134; 11. Justin Hille/DET 1.50.163; 12. Caleb Shrader/Ore 1.50.214; 13. Mike Miserendino/CSCC 1.50.263; 14. Colin Kaminsky/CHI 1.50.296; 15. Brian Schofield/CFR 1.50.311; 16. Steven Sammut/NYR 1.50.336; 17. R. Clay Russell/CCR 1.50.411; 18. T.J. Acker/CSCC 1.50.479; 19. Matthew Harper/CCR 1.50.505; 20. Scott Rettich/OVR 1.50.677; 21. Grant Vogel/STL 1.50.738; 22. Steve Fogg/Ore 1.50.739; 23. Joseph Sammut/NYR 1.50.790; 24. Umberto Milletti/SFR 1.50.813; 25. David Anzalone/NYR 1.50.946; 26. Paul Marino/CSCC 1.51.087; 27. Corey Condit/CSCC 1.51.129; 28. Bill Booth/SFR 1.51.140; 29. Mark Eaton/CFR 1.51.171; 30. Max King/SJR 1.51.203; 31. Rob Clifton/Atl 1.51.219; 32. Chris Jennerjahn/IND 1.51.263; 33. Andrew Charbonneau/CFR 1.51.483; 34. Bob Kaminsky/CHI 1.51.527; 35. Matthew Horst/Atl 1.51.543; 36. Todd Vanacore/CFR 1.51.574; 37. Raffaele Sammut/NYR 1.51.591; 38. John Vogel/STL 1.51.771; 39. Rob Pielsticker/Colo 1.51.814; 40. Matt Gray/LOL 1.52.132; 41. Tom Burt/Nwst 1.52.194; 42. Richard

Baldwin/Delt 1.52.214; 43. Mark Greb/Iowa 1.52.298; 44. Steven Greenhill/CHI 1.52.346; 45. Steven Rehkemper/CHI 1.52.389; 46. Ashley Oaks/Tex 1.52.475; 47. Mark Ballengee/CSCC 1.52.497; 48. Mark Goodman/Ore 1.52.529; 49. Nils Musaeus/Hous 1.52.648; 50. Tyler Fox/KCR 1.52.651; 51. Wade White/TVR 1.52.679; 52. David Dickerson/SJR 1.52.687; 53. Tom Miserendino/CSCC 1.52.735; 54. Russell King/LOL 1.52.775; 55. Greg Miller/OVR 1.52.821; 56. Charles Pigeon/LnSt 1.53.190; 57. Steve Clifton/Atl 1.53.261; 58. Scott Barr/Milw 1.53.340; 59. Kevin Elion/WDC 1.53.362; 60. Jim Nash/LOL 1.53.518; 61. Connor Sanda/CHI LCR pos 1; 62. Dean Cunningham/CHI LCR pos 2; 63. Robert Sachs/SFR LCR pos 3; 64. Greg Eick/LOL LCR pos 4; 65. Craig Wheatley/LOL LCR pos 5; 66. Neil Killey/Colo LCR pos 6; 67. Kurt Breitingner/Bucc LCR pos 7; 68. Richard Anderson/Atl LCR pos 8; 69. Benjamin Brinn/IND LCR pos 9; 70. Mark Fogarty/Milw LCR pos 10; 71. Scott Reimer/DET LCR pos 11; 72. David De Bolt/IND LCR pos 12; 73. Steven Spano/GLN LCR pos 13; 74. Nick Doinoff/MVR LCR pos 14; 75. Peter Jankovskis/CHI LCR pos 15; 76. David Jackson/Milw LCR pos 16; 77. James Nelson/Colo LCR pos 17; 78. Craig Froeter/BVR LCR pos 18; 79. Dave Yahn/Milw LCR pos 19; 80. Paul Miranda/LnSt LCR pos 20; 81. Judson Holt/Hous LCR pos 21; 82. Andrea

King/LOL LCR pos 22; 83. Chris Current/WDC LCR pos 23; 84. Dwight Rider/Colo LCR pos 24

*Ballengee - Loss of qualifying 2 times per Race Director - 9.3.50*

**SRF3 RACE**

**Race 19 laps, 49 Miles: Pos. Driver (Laps):** 1. Bobby Sak (19); 2. John Black (19); 3. S. Sandy Satullo III (19); 4. C. Russell Turner (19); 5. R. Clay Russell (19); 6. Franklin Futrelle (19); 7. David Ogburn (19); 8. Justin Hille (19); 9. Caleb Shrader (19); 10. Grant Vogel (19); 11. Joshua Hansen (19); 12. Umberto Milletti (19); 13. Steven Sammut (19); 14. Scott Rettich (19); 15. Justin Claucherty (19); 16. Rob Clifton (19); 17. Mark Eaton (19); 18. Joseph Sammut (19); 19. Corey Condit (19); 20. Brian Schofield (19); 21. Chris Jennerjahn (19); 22. Raffaele Sammut (19); 23. John Vogel (19); 24. Andrew Charbonneau (19); 25. Rob Pielsticker (19); 26. Matt Gray (19); 27. Bob Kaminsky (19); 28. Kevin Elion (19); 29. Mark Greb (19); 30. Bill Booth (19); 31. Steven Greenhill (19); 32. Steven Rehkemper (19); 33. Russell King (19); 34. Paul Marino (19); 35. David Anzalone (19); 36. Nils Musaeus (19); 37. Ashley Oaks (19); 38. Robert Sachs (19); 39. Mark Goodman (19); 40. Dean Cunningham (19); 41. Greg Miller (19); 42. Wade White (19); 43. David Dickerson (19); 44. Kurt Breitingner (19); 45. Craig Wheatley (19); 46. Benjamin Brinn (19); 47. Scott Barr (19); 48. Jim

Nash (19); 49. Richard Anderson (19); 50. Greg Eick (19); 51. Connor Sanda (19); 52. Neil Killey (19); 53. Mike Miserendino (19); 54. Tyler Fox (19); 55. Tom Miserendino (19); 56. Mark Fogarty (19); 57. Mark Ballengee (19); 58. Scott Reimer (19); 59. Matthew Horst (18); 60. Steve Clifton (17); 61. Max King (16); 62. James Goughary (16); 63. David De Bolt (19); 64. Colin Kaminsky (12); 65. Steve Fogg (9); DNF. Charles Pigeon (7); DNF. T.J. Acker (5); DNF. Richard Baldwin (5); DNF. Todd Vanacore (4); DNF. Matthew Harper (1); DNF. Denny Stripling (0); DNS. Tom Burt (1); DNQ. Steven Spano (0); DNQ. Nick Doinoff (0); DNQ. Peter Jankovskis (0); DNQ. David Jackson (0); DNQ. James Nelson (0); DNQ. Craig Froeter (0); DNQ. Dave Yahn (0); DNQ. Paul Miranda (0); DNQ. Judson Holt (0); DNQ. Andrea King (0); DNQ. Chris Current (0); DNQ. Dwight Rider (0)

*Pielsticker - Loss of 3 positions per Race Director - 6.11.B*

*Marino - Loss of 6 positions per Race Director - 6.11.B*

*De Bolt - Loss of 6 positions per Race Director - 6.11.B*

*White - Loss of 1 position per SOM - 6.11.B*

*Miller - Loss of 1 position per SOM - 6.11.B*

**Overall Time of Race:** 42:19.436;  
**Average Race Speed:** 69.816mph;  
**Margin of Victory:** 1:620sec; **Fastest Race Lap:** Black, 1:50.095 (84.756 mph);  
**Lap Leaders:** Futrelle, laps 1-5; Sak, laps 6-19; **Sunoco Hard Charger:** Elion





Rupert Berrington

#### THE LEADER OF THE PACK

(ABOVE) Bobby Sak (19) led much of the race, sometimes with a decent gap to second, but it was never enough for him to relax. (BELOW, LEFT) John Black set the fastest lap of the race on his way to a second-place finish. (BELOW, MIDDLE) Emergency crews made quick work of clearing the course when needed.

#### SPEC RACER FORD 3 CHAMPION

##### BOBBY SAK

Detroit Region  
Elite Autosport/EHT SRF3



Jeff Loewe



Jay Bonvolubir



Rick Corvine

Black took up third position in the 11th lap and went past Satullo for second on lap 12.

Runoffs races at Indy run 19 laps or 40 minutes, whichever comes first, so a full-course caution on the 14th lap sent the race to time with 10 minutes remaining. Then another caution on the 16th lap took the field to a final green flag with just four minutes on the clock.

Sak nailed the restart, hitting the gas early and gapping the field. Black lost ground but

stayed in second place, and while Turner briefly held third, Satullo took it back in Turn 7.

Another full-course caution balked any last-lap maneuvers, allowing Sak to claim his second consecutive championship driving his Elite Autosport/EHT SRF3; Black (Flat Out Racing SRF3) and Satullo (Donatestuff.com/Elite Autosport SRF3) rounded out the podium. Turner finished fourth, followed by two-time champion Robeson Clay Russell and then Futrelle.

"I had a great team," Sak said after the race. "We've been fast all year, and Indy is just amazing. This car was just lights out, thanks to Elite Autosport."

Asked about the restart, Black gave props to Sak. "We had talked about what we were going to do for restarts, and he did it exactly like we had talked. I was snoozing, and I just blew it."

Satullo was happy with his first trip to a Runoffs podium and thanked his team. "Bronze

"We had talked about what we were going to do for restarts, and he did it exactly"

##### BOBBY SAK

is awesome," he of the bronze finish. "Before the weekend, I said if I can just run in the top 10, that would be a victory for us. I'm just really proud of Elite Autosport and this whole team for making that happen."

**Jeff Zurschmeide**



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RACE 24 | SUNDAY | OCT. 3, 2021 | 2:05 P.M.

## FORMULA 500

If you take two strong racers at an iconic facility, add in the reality of neither knowing when they'll be able to race again, and put them on track in what amounts to evenly matched racecars, the best thing to do is just sit back and enjoy the show.

That's what happened at the Runoffs, when Sven de Vries and Ryan Mayfield went toe to toe in a heavyweight battle in Formula 500, with de Vries coming away with his first SCCA National Championship.

Spectators watched de Vries and Runoffs Tire Rack polesitter Mayfield exchange the lead no fewer than seven times in nine green-flag laps between the race's

first restart on lap eight and the final yellow on lap 16. The duo was essentially side by side in the Turn 6 area of the track when the effective race ender flew.

That was fortunate timing for de Vries, who had made the pass through the Turns 1 and 2 complex in his Green Hawk Computers/Linn Racing Novakur J9 Suzuki. Mayfield was battling back in his VRS/Satellite Racing Scorpion S1 Suzuki, but the ultimate final lap shootout was not meant to be.

Both drivers earned their place in the field, both with a tip of the cap to Matt Strand and Satellite Racing and their sim racing success.

For de Vries, who ran a Randy Linn Racing car for the first time on a National stage to a 2017 silver medal, the race was culmination of work over the past three seasons. Fire, engine trouble, and a shoestring budget kept him away from the Runoffs and off the radar. But like runner-up Mayfield, even getting here was a pipe dream just a few years ago.

"Satellite Racing and Matt Strand saw something in me six or seven years ago," de Vries said. "I was racing for them virtually. At that point it was all still a dream, I had never been in a racecar. Matt told me if you win this virtual championship,

we will fly you down to Atlanta to do a test in one of our cars."

He did, they did, and for two years he ran some real-world races in a Satellite Racing car. That led to an opportunity in 2017 with Randy Linn Racing, who he continues to run with. But even through that, he's had assistance from Strand and his team.

"I'm very, very grateful for Matt recognizing somebody's dream," de Vries said. "He doesn't gain anything from that. I'm not making him money. He's just so passionate about moving sim racers to the real deal, and he put me in there to prove to people it was possible. He proved it with me and now he's proving it with Ryan





Jay Bonvoulair

**MATTER OF INCHES**

(LEFT) Sven de Vries (27) and Ryan Mayfield (34) were inseparable during the race, battling side by side even as the full-course caution came out that cut the race short. The win, however, went to de Vries.

[Mayfield] and now we're one-two at the National Championship at Indy against all these big names. The sim racing pays off, aside from just your laps around the track. I've done 1,001 different moves over and over again, battling with other people, so when I'm with Ryan, I know what's coming based on the virtual experience. It helps so much."

Mayfield experienced the same, with class stalwart Clint McMahan plucking him from the virtual world and giving up a championship-winning car for Mayfield to run in during his rookie full season in Formula 500.

"The past couple of years I'd do one or two races just to prove to Clint I'm not a dummy when I get in the racecar, and it was enough to make him see what this kid could do in the Runoffs," Mayfield said.

None of this is to take

away from F500 stalwart Calvin Stewart's performance, crossing the line in third in his SabbathTruth.com/Hoosier Novakar J10 Suzuki. Seemingly inspired by what he's been seeing, Stewart has also introduced sim racing to his regimen, although a small tank-slapper during the Runoffs race left him with an insurmountable gap to the front during the race.

The journey might have begun virtually, but one thing's for sure: de Vries now has a very real Runoffs championship trophy.

**Reece White**

Jay Bonvoulair

**FORMULA 500 CHAMPION****SVEN DE VRIES**

Saginaw Valley Region

Green Hawk Computers/Linn Racing Novakar J9 Suzuki



Rick Corvino

**NON-STOP BATTLES**

(BELOW) While out of touch from the leaders, Calvin Stewart was embroiled in a three-car battle for third. (ABOVE) Quite possibly the only time Sven de Vries got to relax during the Formula 500 race was on his victory lap.



Jay Bonvoulair

**F500 QUALIFYING****Qualifying Pos. Driver/Region**

(Car) **Best Time:** 1. Ryan Mayfield/CFR (Scorpion S1 Suzuki) 1.42.619; 2. Sven de Vries/SVR (Novakar J9 Suzuki) 1.42.929; 3. Calvin Stewart/DET (Novakar J10 Suzuki) 1.43.627; 4. Aaron Ellis/LOL (Ellis AE13 Suzuki) 1.43.649; 5. James Weida/IND (Scorpion S1 Rotax) 1.44.225; 6. Clint McMahan/MGA (Novakar NovaKBS-01 Suzuki) 1.44.651; 7. Jason Martin/CHI (Novakar J10 Suzuki) 1.44.835; 8. Jay Beckley/SJR (Ellis AE13 Suzuki) 1.46.115; 9. David Lapham/NYR (Novakar J10 Suzuki) 1.46.446; 10. Steven Jondal/LOL (Red Devil Rotax) 1.46.454; 11. Jeff Jorgenson/Milw (Maverick F500 Rotax) 1.46.725; 12. Keith Joslyn/WNY (Scorpion S1 Rotax) 1.47.182; 13. Jeff DeLong/Atl (KBS DE01 Suzuki) 1.48.710; 14. Robert Gray/NYR (Novakar J9 Suzuki) 1.49.621; 15. Scott Barksdale/Bucc (Red Devil Suzuki) 1.49.683; 16. George Bugg/TVR (Novakar J10 Suzuki) 1.51.865; 17. David Vincent/KCR (KBS Mk V Rotax) 1.53.071; 18. Jack Walbran/STL (Scorpion S1 Suzuki) 1.53.416; 19. F. Russell Strate Jr/WNY (Red Devil Suzuki) 1.54.548; 20. Carl Maier/Tex (Scorpion S1 Suzuki) 1.54.612; 21. Timothy Friest/KCR (KBS Mk V Rotax) 1.54.640; 22. Chuck McAbee/Bucc (QRE Invader QC1 Rotax) 2.07.068

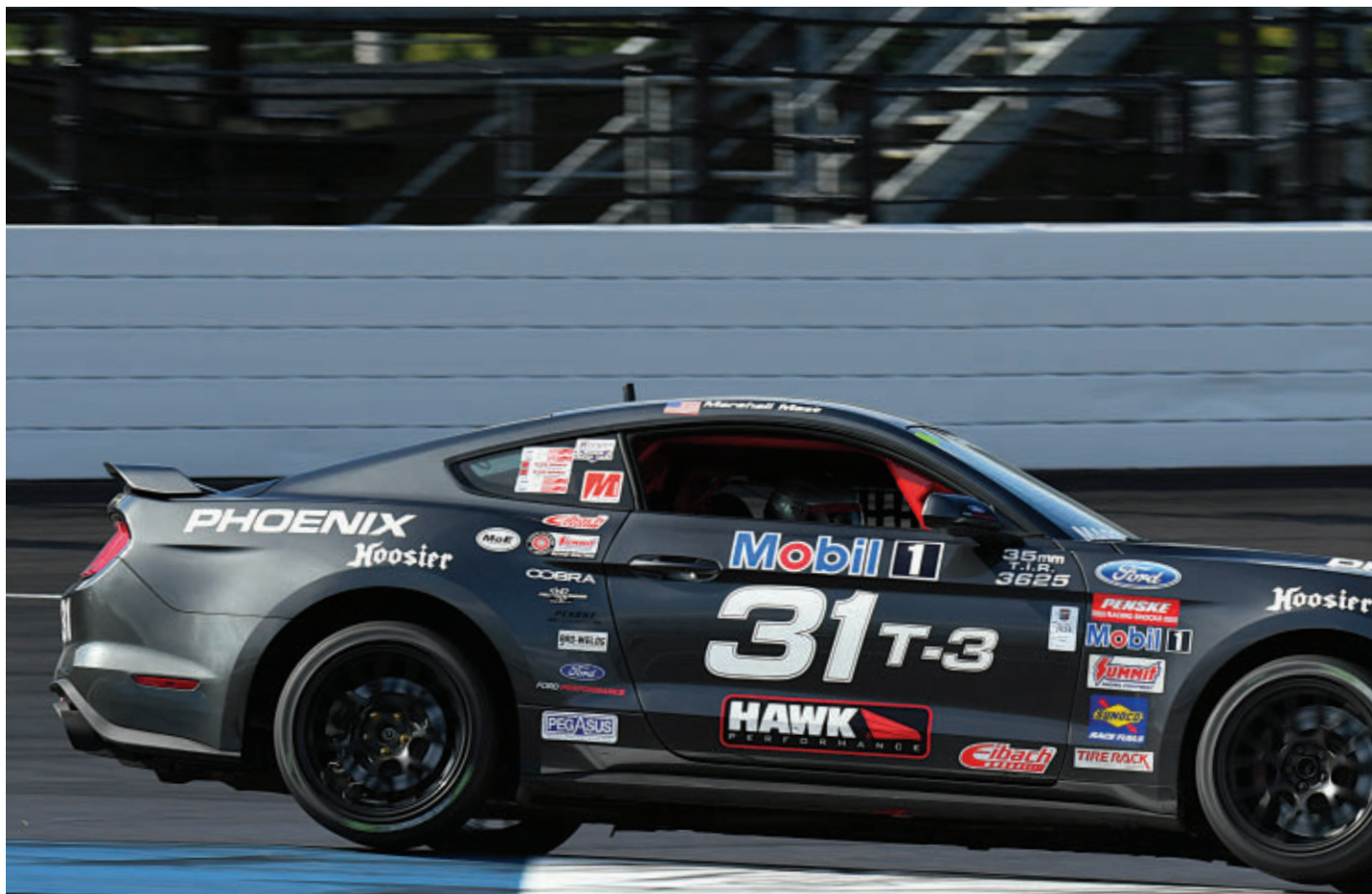
Strate Jr - Loss of qualifying 1 times per Race Director - Supps 9.11, GCR 9.3.25.A

**F500 RACE****Race 18 laps, 47 Miles: Pos. Driver**

(Laps): 1. Sven de Vries (18); 2. Ryan Mayfield (18); 3. Calvin Stewart (18); 4. Aaron Ellis (18); 5. James Weida (18); 6. Keith Joslyn (18); 7. Jason Martin (18); 8. David Lapham (18); 9. Jeff Jorgenson (18); 10. Scott Barksdale (18); 11. Robert Gray (18); 12. George Bugg (18); 13. F. Russell Strate Jr (18); 14. David Vincent (18); 15. Carl Maier (17); 16. Jay Beckley (15); 17. Steven Jondal (14); 18. Jack Walbran (9); DNF. Jeff DeLong (2); DNF. Chuck McAbee (1); DNS. Clint McMahan ( ); DNS. Timothy Friest ( )

**Overall Time of Race:** 36:04.238;  
**Average Race Speed:** 77.608mph;  
**Margin of Victory:** 0.058sec;  
**Fastest Race Lap:** de Vries, 1:43.140 (90.471mph); **Lap Leaders:** Mayfield, laps 1-6, 8-11, 13, 15-16; de Vries, laps 7, 12, 14, 17-18; **Sunoco Hard Charger:** Joslyn





RACE 25 | SUNDAY | OCT. 3, 2021 | 3:10 P.M.

## TOURING 3

Come Sunday afternoon, the rain that had plagued earlier races was a memory, leaving a cool and overcast afternoon for all 23 T3 racers as they hit the track. On the Tire Rack pole, was the defending National Champion Marshall Mast in his potent Phoenix Performance Ford Mustang EcoBoost. It would be Mast's fifth Runoffs start – and with two victories, a second, and a third, Mast has never finished

off the podium, and that was a streak he hoped to continue.

Outside on the front row sat Chris Hart, who had qualified about a half-second off Mast's time, with the second row consisting of Jason Ott and Brian Ghidinelli.

As the green flag flew, the field swarmed Mast. For a moment, it appeared that Ott had gotten around Mast to grab the lead, but as the first corners settled, Mast emerged at the head of

the line followed by Hart and then Ott. Mast quickly went to work opening a gap, leaving Hart and Ott to race for second. Meanwhile, Eddie Nakato moved into fourth place.

Through most of the race, Mast had open track around him while the race for second and third went on in his mirrors. There, Ott moved solidly into second, while Hart had his hands full keeping ahead of Nakato and Breton Williams.

Williams got around Hart in the fifth lap, giving Nakato a chance to put the contender briefly back in fifth place.

By mid-race, Mast's formerly clear track was full of cars to lap; despite this, he managed to maintain a three-second lead over Ott, with another five seconds back to Williams. Williams, however, was turning slightly faster laps, and began to narrow the gap to second.

By the 14th lap, Mast had amassed a 7.1sec advantage, while Williams had closed in on Ott. Hart worked





Jay Bonveaut

### CONTINUING THE STREAK

(LEFT) This year's Runoffs win marked Marshall Mast being five for five when it comes to scoring Runoffs podium finishes.

on chasing down Williams, while Nakato fell back.

The 16th lap was go time. Hart had caught Williams and was working on the pass. Williams had straight-line speed, but the lap traffic was proving a challenge. In the 18th lap, Hart kept poking his nose around either side of Williams, trying to worry him into a mistake. Then as the white flag flew, Hart moved to the inside and then went outside into Turn 1 – it was close, but Hart came out ahead.

At the checker, it was Mast by 6.34sec, then Ott's Alpine Motorsports/Hoosier/BW BMW Z4 M and Hart's fab tek BMW Spec E46. Williams took home fourth-place honors, and Nakato held on to finish fifth.

Ott was mostly pleased with his result but is definitely looking at the top step for the future. "This

is my third time finishing in this position," he observed. "I'm getting tired of it. I'd like some gold for once. But I'm really happy with this."

Hart had worked hard for his podium finish. "We were doing battle the whole time, so it was a good time," he said.

And while it might have seemed easy from the outside, even Mast had his moments. "I had to back it off a little bit with five laps to go," he admitted. "With the lap traffic, it got pretty slick. But, man, that was fun."

**Jeff Zurschmeide**



Jay Bonveaut

### TOURING 3 CHAMPION

#### MARSHALL MAST

Philadelphia Region

Phoenix Performance Ford Mustang EcoBoost



Rick Corvino

### PODIUM BATTLE

(BELOW) With his second-place finish, Jason Ott added to his impressive Runoffs podium award collection. (ABOVE) Chris Hart found himself in a race for third, which he won by just 0.366sec at the stripe.



Jay Bonveaut

### T3 QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time;** 1. Marshall Mast/PHL (2019 Ford Mustang EcoBoost) 1:51.591; 2. Chris Hart/Nwst (2004 BMW SpecE46) 1:52.079; 3. Jason Ott/Colo (2007 BMW Z4 M) 1:52.221; 4. Brian Ghidinelli/SFR (2003 BMW SpecE46) 1:52.357; 5. Eddie Nakato/Ore (2000 BMW 330i/ci) 1:52.534; 6. Gamaliel Aguilar-Gamez/Nwst (2001 BMW SpecE46) 1:52.605; 7. Derek Chan/LOL (2007 Nissan 350Z Nismo) 1:52.643; 8. Breton Williams/GtRv (2011 Nissan 370Z Nismo) 1:52.857; 9. Richard Baldwin/Delt (2006 Nissan 350Z Nismo) 1:53.407; 10. Nic Hammann/KCR (2008 Honda S2000) 1:53.553; 11. James Berlin/LOL (2003 Nissan 350Z Nismo) 1:54.494; 12. Jared Lendrum/MHR (2005 Subaru WRX STI) 1:54.984; 13. Russell Seewald/Ore (2005 BMW 330i/ci) 1:55.811; 14. Ben Slechta/WDC (2007 Nissan 350Z Nismo) 1:55.848; 15. J. David Orem/Nwst (2001 BMW SpecE46) 1:56.900; 16. William Pintaric Jr/NOV (1997 BMW E36 M3) 1:57.995; 17. Camden Jones/Tex (2016 Mazda MX-5 Global Cup Miata) 1:58.080; 18. Nicole Jacque/SFR (2005 Ford Mustang GT) 1:58.189; 19. Daniel Spirek/Colo (2007 BMW Z4 M) 1:58.504; 20. Allen Briere/NER (2006 Volkswagen GTI) 1:58.611; 21. Robert Damler/IND (2005 Ford Mustang GT) 1:59.998; 22. Jasper Drengrer/Milw (2017 Honda Civic Si) 2:01.361; 23. Paul McNamara/CFR (2005 Nissan 350Z Nismo) 2:02.008

*Drengrer – Loss of qualifying 2 times per Race Director – 9.3.50*

### T3 RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps);** 1. Marshall Mast (19); 2. Jason Ott (19); 3. Chris Hart (19); 4. Breton Williams (19); 5. Eddie Nakato (19); 6. Derek Chan (19); 7. Brian Ghidinelli (19); 8. Nic Hammann (19); 9. Jared Lendrum (19); 10. Russell Seewald (19); 11. James Berlin (19); 12. Ben Slechta (19); 13. J. David Orem (19); 14. Nicole Jacque (18); 15. Daniel Spirek (18); 16. Allen Briere (18); 17. Camden Jones (18); 18. Paul McNamara (18); 19. Robert Damler (17); 20. Jasper Drengrer (12); 21. William Pintaric Jr (9); DNF. Gamaliel Aguilar-Gamez (2); DNF. Richard Baldwin (0)

**Overall Time of Race:** 36:04.039;  
**Average Race Speed:** 81.927 mph;  
**Margin of Victory:** 6.340sec; **Fastest Race Lap:** Williams, 1:52.701 (82.796mph); **Lap Leaders:** Mast, laps 1-19; **Sunoco Hard Charger:** McNamara





#### ROOKIE PODIUM

(BELOW and RIGHT) Vaughn Glace (95) had to battle his way to the front, but once there, he drove the gap to claim a National Championship title in his first attempt, although another Runoffs rookie, Trevor Russell (32), was never far behind. (BOTTOM) Austin Hill earned a solid third place in his first Runoffs appearance.



Rick Corvino

**RACE 26** | SUNDAY | OCT. 3, 2021 | 4:15 P.M.

## FORMULA X

An evolving class, Formula X is also a class that's attracting a bevy of young talent. As such, Vaughn Glace sat atop the Tire Rack pole in his Panthera Motorsports/Wright Racing USF 2000 Mazda MZR, followed closely by fellow teenagers Austin Hill and Trevor Russell. Tao Takaoka was fourth, but the fact that he qualified a full second off Russell's times hinted that this was likely to be a three-car race.

When the green fluttered, 14-year-old Hill dove into Turn 1 first followed by Takaoka, Russell, and Glace. A lot of jousting took place in the first two turns and around the Speedway road course with Russell moving ahead of Hill to take the lead. That first lap ended as expected, though, with Russell, Glace, and Hill holding the top three spots.

Glace made his move on the second lap, taking over first at Turn 12. "I didn't get the start I wanted and lost out in Turn 1," Glace recalled. "I had to get into the groove to feel the setup changes we made after qualifying. Once I got in front, I was being told the gap and I began to feel pretty confident."

By the fourth lap, Glace had amassed a 1.4sec lead over Russell, with Hill, Takaoka, and Robert Wright following. With those in Star Formula Mazdas losing ground fast, it was apparent that there were two races underway, albeit unofficially.

Up front, Glace was unable



Jay Bonvouloir

to shake Russell. Through the upcoming lap traffic, though, Russell struggled more than Glace. "I had made some sway-bar adjustments and got a little more pace, but traffic didn't help," Russell said.

The race played out with Glace taking the win 1.3sec ahead of Russell's Van Diemen RF01 Mazda. Hill and his Elan DP08 crossed the stripe another 10 seconds back.

The race wasn't over for the Star Mazdas, though. Yake led with Hamilton filling his mirrors. Hamilton pulled up behind Yake as they came onto the main straight for the last time, drafted him expertly, and inched past at the checker. It was for seventh, but a victory in and of itself.

**Tom Schultz**

#### FX QUALIFYING

**Qualifying Pos. Driver/Region (Car) Best Time:** 1. Vaughn Glace/STC (USF 2000 Mazda MZR Mazda) 1.38.596; 2. Austin Hill/OVR (Elan DP08 Mazda) 1.38.852; 3. Trevor Russell/AZB (Van Diemen RF01 Mazda) 1.39.203; 4. Tao Takaoka/SFR (Fast Forward Formula Speed 2.0 Mazda) 1.41.318; 5. Robert Wright/MHR (Elan DP08 Mazda) 1.42.650; 6. Dimitrios Tsismetzis/NYR (Van Diemen RF052 Mazda) 1.44.371; 7. Avery Towns/Tex (Star Formula Mazda) 1.45.779; 8. Sterling Hamilton/CCR (Star Formula Mazda) 1.45.987; 9. John Mirro/PHL (Elan DP08 Mazda) 1.46.009; 10. Brad Yake/Tex (Star Formula Mazda) 1.46.075; 11. Terrance Carraher/CSCC (Star Formula Mazda) 1.46.409; 12. Josh Reinard/STC (Star Formula Mazda) 1.46.665; 13. Ryan McLaughlin/Colo (Star Formula Mazda) 1.46.747; 14. Steve Shelton Jr./FLA (Star Formula Mazda) 1.48.934; 15. Ritchie Hollingsworth/SFR (Star Formula Mazda) 1.49.317

Hamilton - Loss of qualifying 3 times per Race Director - 9.3.50

Russell - Loss of qualifying 1 times per Race Director - 5.12.3.C.3

#### FORMULA X CHAMPION

##### VAUGHN GLACE

Steel Cities Region

Pantera Motorsports/Wright Racing

USF 2000 Mazda MZR



Jay Bonvouloir

#### FX RACE

**Race 19 laps, 49 Miles: Pos. Driver (Laps):** 1. Vaughn Glace (19); 2. Trevor Russell (19); 3. Austin Hill (19); 4. Tao Takaoka (19); 5. Robert Wright (19); 6. Dimitrios Tsismetzis (18); 7. Sterling Hamilton (18); 8. Brad Yake (18); 9. Ryan McLaughlin (18); 10. Terrance Carraher (18); 11. Avery Towns (18); 12. Josh Reinard (18); 13. Steve Shelton Jr (18); 14. Ritchie Hollingsworth (17); DNF. John Mirro (8)

**Overall Time of Race:** 31:41.741;  
**Average Race Speed:** 93.227mph;  
**Margin of Victory:** 1.363sec;  
**Fastest Race Lap:** Glace, 1:38.833 (94.414mph); **Lap Leaders:** Russell, lap 1; Glace, laps 2-19; **Sunoco Hard Charger:** McLaughlin



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# BACKROADS TO INDY

Someone handed me the keys to a 2022 Hyundai VELOSTER N two days before the SCCA National Championship Runoffs, so...road trip!

WORDS & MAIN IMAGE Philip Royle



The onramp was a smooth 270-degree banked turn leading to a 65mph freeway, so I grabbed third gear and leaned into the throttle as the turbo spooled to unleash fun from the front tires. With its 6-speed manual, 275hp, and a thrilling cry from the exhaust, I was confident that the 2,134 miles I was about to travel in two days were going to be a blast.

My destination was the SCCA National Championship Runoffs at Indianapolis Motor Speedway, but rather than

fly from Southern California, the road beckoned. But what to drive? The answer came quickly, as stories in the last few issues of *SportsCar* about Hyundai and its TCR racecar program in the IMSA Michelin Pilot Challenge TCR class had piqued my interest.

Hyundai was also on my mind because of the lesser-known history the marque shares with the SCCA. In 2011, a Hyundai Tiburon sat on the SSC Runoffs pole and, in 2012, that Hyundai scored a podium

finish. Hyundais also won six SCCA Pro Rally championships, and a VELOSTER N did well at the last two Tire Rack Solo National Championships.

A phone call later, and Hyundai loaned me its unique three-door 2022 VELOSTER N in its distinct Performance Blue paintjob. Transmission options come in an 8-speed, wet dual clutch with paddle shifters or a traditional three-pedal setup mated to a 6-speed and, my favorite, rev matching. I opted for the manual and hit the road.

Manufacturers enjoy installing large screens with virtual buttons, but while those have a place in the automotive world, a driver's car isn't necessarily where they belong, which made the VELOSTER N's well-bolstered driver's seat joyous. The center-mounted touchscreen is an adequate eight inches and integrates with dash-mounted buttons. And, while there is a digital display in front of the driver for items like speed, navigation, and tire pressures, the tach and speedometer are analog.





**"Hyundai was also on my mind because of the lesser-known history the marque shares with the SCCA"**

The car also allows the driver to dial in custom-performance settings. For much of my 4,268-mile round trip, normal mode was ideal; that freeway onramp, however, was tackled with a custom setting of medium suspension and aggressive everything else,

Courtesy Hyundai



Courtesy Hyundai



Courtesy Hyundai



Philip Royle



activated quickly via a steering-wheel-mounted button.

The VELOSTER N isn't new, but Hyundai's other N offerings are. The ELANTRA N and KONA N are due to come to market in late 2021, with all three vehicles sharing the same 2.0L turbo I-4 motor. The KONA N outputs 276hp and comes exclusively with the 8-speed DCT; the ELANTRA N also sports 276hp and offers the transmission choices found in the VELOSTER N. The ELANTRA N and KONA N also

come with digital gauges and a larger 10.25-inch center display.

My adventure to Indianapolis for the Runoffs included winding along the small backroads of Kansas, Oklahoma, and Texas and revealed the VELOSTER N to not only be an excellent road trip vehicle (I averaged 29mpg on the freeway), but also fun when the roads twist. And I'm not the only one who thinks so.

Mark Wilkins and Mason Filippi have both raced with SCCA - Wilkins in World Challenge and Filippi in Spec

#### HITTING THE ROAD

(FAR LEFT) The 2022 Hyundai VELOSTER N proved to be an excellent road trip car, comfortably taking the author from Los Angeles to Indianapolis for the 2021 SCCA Runoffs. (Clockwise, from LEFT) Hyundai TCR drivers Mason Filippi (left) and Mark Wilkins (right) had similar fun in two of Hyundai's latest N cars. The new ELANTRA N offers VELOSTER N levels of fun, but with four doors. The VELOSTER N cockpit is a haven for enthusiast drivers, even during long trips. The 2022 KONA N offers crossover utility with 276hp under the hood.

Miata. In 2021, they raced for Hyundai in the IMSA Michelin Pilot Challenge TCR class, with Wilkins in an ELANTRA N TCR car for Bryan Herta Autosport and Filippi wheeling a VELOSTER N TCR for Copeland Motorsports.

During a recent Hyundai N debut, Wilkins and Filippi took the KONA N and ELANTRA N for a road trip of their own through Northern California's winding roads.

Into the hills, Filippi was excited to try out one of my favorite features. "The rev match feature is going to be awesome for those super tight corners" Filippi said while piloting an ELANTRA N equipped with the 6-speed manual.

Wilkins, driving the KONA N, was intrigued by N Grin Shift, a button that boosts performance for a set period of time on all DCT-equipped Hyundai N vehicles. "I'm pretty excited to be using [NGS] a lot up there in the mountain curves," Wilkins said.

Either way, the 2.0L turbo impressed. "You can just feel that flat torque that you get - it's incredible," Filippi noted.

For my drive in the \$32,500 VELOSTER N, those 4,300 miles passed too quickly. Ultimately, though, I was impressed that Hyundai's N vehicles are designed for the driving enthusiast. Be it an extended road trip or a canyon road getaway, the VELOSTER N was ready - and now I'm ready to try out the ELANTRA N and KONA N. 📍



# GOLD RUSH CONTINUED

Skip Barber Racing School broke new ground in 2021, mining for driver talent and race-victory gold...

The brothers DeMonte, new owners of the brand as of late-2017, wasted little time effecting major change at the Skip Barber Racing School, quickly matching a new front office team with the cream of the veteran coaching staff, stocking up with new equipment and, importantly, pushing forward some ambitious plans.

But likely even Dan and Anthony, in just their fourth full year at the helm, could not have envisioned the success SBRS enjoyed in 2021 — full One-, Two-, and Three-Day schools on some of America's most heralded race tracks; growth of its successful race series relaunched around new-era Formula 4 machinery; an expanded Corporate School program; new Roush Performance (750hp!) Intro to Racing; teen safety-oriented Hagerty Driving Academy and an indoor Karting Academy; plus expansion of its marketing into NASCAR, dirt ovals, and the SRO TC America series (where SBRS was rewarded with a drivers' championship in its first foray).

On the Race Series front, a six-weekend, 12-race series pitched defending champion Johnny Guindi against several upstarts, notably 16-year-old Jeshua Alianell. Mexico's Guindi claimed his second title on the strength of four wins and eight podiums, but he was pushed hard throughout the season by Texas teen Alianell (two wins, nine podiums), whose future seems assured.

"It's not just what I'm learning on the track," said Alianell (who would miss out on the series title by just two points, 316 vs. Guindi's 318) early in the season. "The coaching I'm getting off track [is] just so important..."

Indeed, the SBRS folk are committed to imparting more wisdom than just "driving fast," and where was that more evident than in SRO TC America, which SBRS co-sponsored and in which it entered upward of six immaculately-prepared Honda Civic Si racecars, taking the "arrive and drive" cost effectiveness of its Formula Car Race Series into a new (to them) arena.

With a quartet of SBRS coaches — Eric Powell, Carter Furtech, Mike Stillwagon and Ken Fukuda — joined by school graduates and customer drivers Colin Harrison, Mike Ogren, and social media star Lindsay Brewer, Barber Hondas were front runners in two classes. In the end, Powell claimed a hard-fought TC drivers title and SBRS finished second in the TC and TCA teams' championships.

"We're excited to show off the driving talent of our coaches," DeMonte said, "and we're proud of Eric for bringing a TC title home in our team's first season, too. But we're really excited watching our 'rookies' improve."

Boasting thousands of graduates who've made careers in IMSA, IndyCar, NASCAR, international sportscar racing, and even Formula 1, it's the students of today and tomorrow who the SBRS team is most focused on, creating new pathways to the overarching objective. —Steve Nickless



Brian Clardy/SRO

Johnny Guindi (TOP) earned a second Skip Barber Race Series championship after a close-fought battle with Jeshua Alianell. Eric Powell (ABOVE) got his teeth into a 2021 SRO TC America title. SBRS's squad of Honda Civic Si-equipped drivers were season-long factors in the TC (BELOW) and TCA classes.



For more information, head to [skipbarber.com](https://skipbarber.com)



Jeff Schneberger/SRO





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## WORKING TOGETHER

Highly decorated San Francisco Region Steward Jim Rogaski stresses the importance of teamwork | WORDS Jim Kearney | MAIN IMAGE Philip Royle

### UP FRONT

(ABOVE) Jim Rogaski is no stranger to the SCCA National Convention, taking to the podium many times through the years.

Jim Rogaski is rightfully proud of his work with the SCCA, but he is almost embarrassed by the hardware he has garnered. "I certainly don't do it to win accolades or gain attention. I just want to give back to the club for the wonderful world it opened to Linda and me," he explains.

Just to cherry pick the most prestigious of his awards is to include the John McGill Award, the David Morrell Award, and the ultimate, the Woolf Barnarto Award. These come in addition to his latest accolade: the 2020 Worker of the Year Award for his dedication as a Steward. Oh, he is also in the San Francisco Region Hall of Fame. The guy is a class act.

Jim began autocrossing in 1972 with a Fiat 850 and later with a CSP Mazda RX-3 with the Sierra Rally &

Race Club, one of several small clubs in the Sacramento area of California.

"I was seeing inconsistencies in the various rules and noted that they always seemed to be changing," he recalls. "Clint DeWitt, San Francisco Region Board member, told me to check out the SCCA Solo II rules. I did, and I said these are really good. He replied, 'Yeah, and they are the same across the country.'"

Not long after that, the SCCA activated a chapter of the Club in his area and Jim was elected to be the Chapter Executive.

He owned a foreign auto parts store and, over the years, autocrossed several Datsun 510s, some Mazda RX-3s, and a Caterham, to name a few. Jim had a knack for organization and became the Race Event Chair

**"We encourage a reaching out among the Stewards for possible solutions"**

**JIM ROGASKI**

for the Pacific Coast Road Racing Championship with event sponsors like General Tire, Yokohama, and even the Leukemia Society. He headed up the administrative duties including the scheduling and public relations, and the event averaged up to 350 entrants.

He did a two-year stint with the San Francisco Region Board of Directors, but afterwards choose to be more of a "behind-the-scenes guy" who got things done.

His business began doing race prep for both autocross and road



Courtesy Jim Rogaski



Courtesy Jim Rogaski



racing, and then the SCCA Board of Directors asked him to chair a Showroom Stock and Touring Advisory Committee, which eventually led to the current Touring Car classes. He did a five-year tour of duty with the Competition Board based on that request.

Jim took a shot at road racing along the way, but it didn't take. He ran an RX-7, RX-3, and RX-2, but found it very difficult to compete while heavily involved in car preparation for other drivers. "I tried to put the helmet on, but I found I was a better mechanic than a driver," he admits.

In 1994, Jim became involved in the Stewards program, enjoying it right from the outset. "I had worked alongside them at the track, and I understood the role and the responsibilities," he explains. "There are good days and bad days, and sometimes you are in a no-win situation. All you can do is attempt to do the right thing for the right reason."

He has worked every Runoffs since 1998, was Operating Steward for five years and the Chief Steward in 2011, 2012, and 2013.

Jim is currently in his sixth and final year as Chair of the Stewards National Program. He says the role of the Steward has been evolving since he began. "There is less of the culture of the Chief Steward as a god-like figure," he notes. "Now we consider ourselves more of a team of Stewards. When new challenges come up, instead of the Chief Steward shooting from the hip, we encourage a reaching out among all the Stewards for possible solutions. The more information and dialogue, the better."

Philip Royle



**TEAMWORK**  
(TOP LEFT) Jim Rogaski (left) and Dennis Dean (right) kept things clean at the 2014 Runoffs. (TOP RIGHT) At the 2019 Runoffs, Rogaski worked as part of a team to ensure the event ran smoothly. (ABOVE) Rogaski was presented with the prestigious Woolf Barnato Award at the 2017 SCCA National Convention.

He notes the impact of electronic communications and COVID. "Recently, we had a Zoom meeting and we had 170 Stewards on the call," he says. "They are all getting the same message, at the same time. And we are getting more and more online tools out to them. The goal is consistency, safety, and fairness so our customers keep coming back. We have nearly 350 active Stewards nationwide."

Sometimes a Steward has to make tough calls. "At one of the Road America Runoffs where I was Chief Steward, we were into the qualifying sessions and had disallowed some times for cars being underweight. A driver came to file a protest of the loss of his qualifying time. He had every right to the protest, and

I accepted it. I went to tech and asked to see the scale certification. The certification had expired past the date required by the GCR. I sent a written note to all drivers who had their qualifying times disallowed. Many of them expressed their amazement that a Steward would admit a mistake and take ownership of it. If we expect drivers to abide by the GCR, we should, as an organization, also abide by the rules."

There's no doubt as to why Jim's trophy case is full. Still, he's quick to point out that he values his latest award greatly, the 2020 Steward Worker of the Year Award that was presented to him at the 2020 Runoffs. "I'm honored to join the ranks of those who have won this award." Then adds: "I'm but one member of a team." 🟡



**GOOD WORK**

(LEFT) The 2021 SCCA Runoffs at Indianapolis Motor Speedway was a success on many levels. (BELOW) While Glen Thielke has had to temporarily dial back his involvement with the CRB data program, a promising partnership has also arisen.

## POST RUNOFFS ANALYSIS

With the second most attended Runoffs in the books, we look at how SCCA Club Racing's data collection program is changing

**WORDS** Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Jeff Loewe

Well, ladies and gentlemen, lightning struck twice. As you can read elsewhere in this issue, the 2021 SCCA National Championship Runoffs at Indianapolis Motor Speedway was a success – but to be honest, I wasn't confident going in. After all, when the Runoffs broke new ground by traveling to Indy in 2017, a new highwater mark for entries was set, and it was one so extreme that we knew topping it would be near impossible. Indeed, this year's Runoffs entry count did not match the 969 number set years ago, but with more than 863 entries, 2021's event went down as the second most attended Runoffs in the event's 58-year history.

At the event, the two biggest classes made up roughly 20 percent of the entry count, with Spec Miata and SRF3 both well the 75-car track threshold, thus requiring Last Chance Qualifier races. Typically, the large fields of SM and SRF3 would be the headliner, but this year B-Spec stunned with roughly 60 entries.

B-Spec's success, it should be said, is the culmination of tremendous amounts of work by the B-Spec committee and community, and it's a model that other

classes should attempt to emulate.

But the Runoffs also saw change on a personal level. As many of you are aware, one of the most labor-intensive tasks at the Runoffs is the data collection program. Glen Thielke and his data collection team do a tremendous job of installing data boxes, collecting data, and generating data reports for multiple cars in a majority of the Club's racing classes. Unfortunately, Glen recently became one of the latest SCCA family members to face a battle with cancer. Because of this, Glen was unable to attend the Runoffs this year in order to complete his treatment – but the prognosis is very good! Luckily, Paul Morrison stepped up to lead the onsite data collection program, assisted remotely by Glen as well as AiM Sports.

But news in the data program doesn't end there. The CRB and the SCCA are introducing a new partnership engagement with students and faculty from the Motorsports Engineering Program at IUPUI/Purdue School of Engineering and Technology.

Beginning at the 2021 Runoffs in Indy, IUPUI Motorsport Engineering students will



Philip Royle

be working with SCCA's Data Technicians to facilitate the data collection and analysis program. In addition, select students and faculty will make a deep dive into the current analysis program and protocol, searching for ways to improve accuracy and efficiency.

While SCCA's Road Racing program will benefit from these bright young minds, the students will gain valuable experience and contacts working with the various race teams and officials in a live competition setting.

Thanks are indeed due to Christopher Finch, renowned veteran IndyCar engineer and lecturer, who helped foster this relationship, as well as John LaRue, David Arken, Sam Henry, Glen Thielke, Paul Morrison, Rick Harris, and Scott Schmidt, who have worked diligently to create this partnership with IUPUI and build a successful data plan for the 2021 SCCA Runoffs.

And, finally, the CRB would like to congratulate the SCCA staff for planning another successful Runoffs. The CRB would also like to encourage members to send their ideas and suggestions on ways to improve the SCCA Road Racing program to [crbscca.com](mailto:crbscca.com). 📍

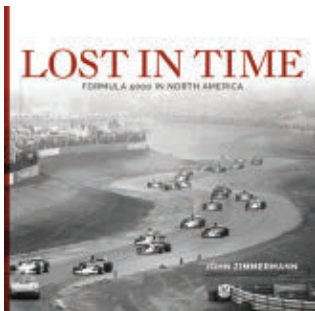




### Rick Mears - Thanks

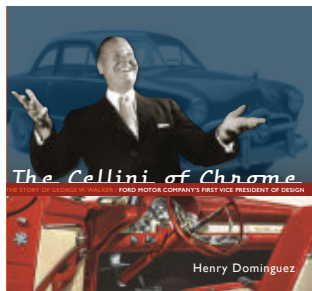
The Story of Rick Mears and the Mears Gang

Racemaker presents a second edition of Gordon Kirby's biography of four-time Indy 500 winner Rick Mears. Rick announced his retirement from racing in 1992, just after his forty-first birthday. He went out a winner with four Indy 500 victories, three CART Indy Car World Series championships, twenty-nine individual race victories and forty pole positions. He was the most successful Indy car driver of his era.



### Lost In Time: Formula 5000 In North America

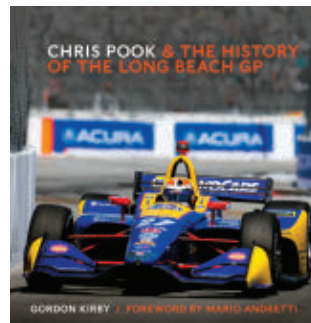
During the 1960s and 1970s, American road racing flourished, with hard-fought championships for the Can-Am, the Trans-Am and last but not least the Formula 5000 series. Formula 5000 attracted excellent entries from well-known teams such as Dan Gurney, Jim Hall, Carl Haas, Parnelli Jones, Roger Penske and Carl Hogan. The series led manufacturers to develop relatively affordable chassis designed to compete on the road courses across the U. S. and Canada.



### The Cellini of Chrome

The Story of George W. Walker / Ford Motor Company's First Vice President of Design

In the same flamboyant vein as design greats such as Harley Earl, Gordon Buerig, Vergil Exner, Raymond Loewy and William "Bill" Mitchell, Walker developed the standard for key Ford Motor Company Products for the 1950s and '60s. Beginning with the enormous success of the 1949 Ford, George elevated Henry's company to one of the all-around best-selling automotive operations in the world.



### Chris Pook & the History of the Long Beach GP

When Chris Pook declared his intention to run a Grand Prix race through the streets of Long Beach many people thought he was out of his mind. But with the support of racing legend Dan Gurney, and many other enthusiasts, Pook built the most successful street race in American history. Pook's crazy idea turned into a model for bringing racing to the people and using the surrounding event to rebuild a flagging community.



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SPORTS CAR CLUB OF AMERICA NOVEMBER/DECEMBER 2021  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

## MEMBER BENEFITS

The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



**Racechick**, a brand representing women drivers, is offering SCCA members \$20 off any purchase of \$100 or more.



SCCA members receive special pricing on the Trivinci Systems **Road-Keeper** video data system.



Traveling to your next race? **Red Roof Inn** offers SCCA members a 20-percent discount nationwide.



**EBC Brakes** is offering an SCCA member-only discount of 10 percent when ordering its products.



**Mazda** is offering the Mazda Employee Pricing S-Plan to SCCA members looking to purchase or lease a new Mazda.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to [www.scca.com](http://www.scca.com) and check out the Member Benefits link.



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Feb 24-27, 2022** Sebring International Raceway, Fla.  
**Mar 17-20, 2022** Charlotte Motor Speedway, N.C.  
**Mar 24-27, 2022** Michelin Raceway Road Atlanta, Ga.  
**Apr 22-24, 2022** WeatherTech Raceway Laguna Seca, Calif.  
**Apr 30-May 1, 2022** Sonoma Raceway, Calif.  
**May 27-30, 2022** Lime Rock Park, Conn.  
**Jun 23-26, 2022** Mid-Ohio Sports Car Course, Ohio  
**Jul 1-3, 2022** Road America, Wis.  
**Aug. 6-7, 2022** Music City Grand Prix, Tenn. (TA2 only)  
**Sep 9-11, 2022** Watkins Glen International, N.Y.  
**Oct 6-9, 2022** VIRginia International Raceway, Va.  
**Nov. 4-6, 2022** Circuit of the Americas, Texas

**TRANS AM WEST COAST C'SHIP**  
**Apr 22-24, 2022** WeatherTech Raceway Laguna Seca, Calif.  
**Apr 30-May 1, 2022** Sonoma Raceway, Calif.  
**Jun 10-12, 2022** The Ridge Motorsports Park, Wash.  
**Jul 15-17, 2022** Portland International Raceway, Ore.  
**Oct 14-16, 2022** Utah Motorsports Campus, Utah  
**Nov 4-6, 2022** Circuit of the Americas, Texas



**FORMULA 4** [f4uschampionship.com](http://f4uschampionship.com)  
**Mar 24-27, 2022** Michelin Raceway Road Atlanta, Ga. (non-points event)  
**Apr 8-10, 2022** NOLA Motorsports Park, La.  
**May 19-22, 2022** Road America, Wis.  
**Jun 23-26, 2022** Mid-Ohio Sports Car Course, Ohio  
**Jul 29-31, 2022** New Jersey Motorsports Park, N.J.  
**Oct 6-9, 2022** VIRginia International Raceway, Va.  
**Nov 3-6, 2022** Circuit of the Americas, Texas



**FORMULA REGIONAL AMERICAS** [framericas.com](http://framericas.com)  
**Mar 24-27, 2022** Michelin Raceway Road Atlanta, Ga. (non-points event)  
**Apr 8-10, 2022** NOLA Motorsports Park, La.  
**May 19-22, 2022** Road America, Wis.  
**Jun 23-26, 2022** Mid-Ohio Sports Car Course, Ohio  
**Jul 29-31, 2022** New Jersey Motorsports Park, N.J.  
**Oct 6-9, 2022** VIRginia International Raceway, Va.  
**Nov 3-6, 2022** Circuit of the Americas, Texas



**F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES** [formularacepromotions.com](http://formularacepromotions.com)  
**2022 schedule to be announced**



**RADICAL CUP** [radicalsportscars.com](http://radicalsportscars.com)  
**2022 schedule to be announced**



Date Track/Region



**HOOSIER SUPER TOUR** [scca.com/supertour](http://scca.com/supertour)  
**Jan 14-16, 2022** Sebring International Raceway, Fla.  
**Feb 5-6, 2022** Circuit of the Americas, Texas  
**Feb 18-20, 2022** Buttonwillow Raceway Park, Calif.  
**Mar 18-20, 2022** Michelin Raceway Road Atlanta, Ga.  
**Apr 8-10, 2022** VIRginia International Raceway, Va.  
**Apr 23-24, 2022** Hallett Motor Racing Circuit, Okla.  
**Apr 29-May 1, 2022** Pittsburgh International Race Complex, Pa.  
**May 14-15, 2022** Portland International Raceway, Ore.  
**Jun 3-5, 2022** Watkins Glen International, N.Y.  
**Jun 17-19, 2022** Road America, Wis.



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)

**SOUTHERN CONFERENCE**  
**Jan 20-23, 2022** MotorSport Ranch Cresson, Texas  
**Feb 3-6, 2022** Circuit of the Americas, Texas (Super Tour)  
**May 12-15, 2022** Eagles Canyon Raceway, Texas  
**May 27-30, 2022** MSR Houston, Texas (triple Majors)  
**Sep 2-5, 2022** MSR Houston, Texas (triple Majors)

**Complete 2022 schedules to be announced**

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Sep 26-Oct 2, 2022** VIRginia International Raceway, Va.

## REGIONAL/DIVISIONAL SOUTHEAST

**Nov 26-28, 2022** Sebring Int'l Raceway/Central Florida  
**2022 schedule to be announced**

## SOUTHWEST

**May 27-30, 2022** # MSR Houston/Houston  
**Sep 2-5, 2022** # MSR Houston/Houston  
**Nov 4-6, 2022** Eagles Canyon Raceway/Texas

**Complete 2022 schedules to be announced**

Find more events near you at [www.scca.com/roadracing](http://www.scca.com/roadracing)

## REGION DRIVER'S SCHOOLS

**2022 events to be announced**

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**Waterford Hills Road Racing Inc.**  
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**Nov 26, 2021 TE** Sebring Int'l Raceway/Central Florida

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Nov 20, 2021 TT** Eagles Canyon Raceway/Texas

**Dec 4, 2021 TT** Eagles Canyon Raceway/Texas

**SOUTHERN PACIFIC**  
**Nov 28, 2021 TE** Las Vegas Motor Speedway/Las Vegas

**Complete 2022 schedules to be announced**

**TIME TRIALS NATIONAL TOUR**

**May 12-15, 2022** Time Trials Nationals Powered by Hagerty, NCM Motorsports Park, Ky.

**Complete 2022 schedule to be announced**

**TRACK NIGHT IN AMERICA**  
**2022 schedule to be announced**

**STREET SURVIVAL SCHOOLS**  
**2022 schedule to be announced**

## SOLO

**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**  
**2022 schedule to be announced**

**TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS**  
**Sep 5-9, 2022** Lincoln Airpark, Neb.

**TIRE RACK® SCCA PROSOLO**  
**2022 schedule to be announced**

**CAM CHALLENGE**  
**2022 schedule to be announced**

**STARTING LINE SCHOOLS**  
**2022 schedule to be announced**

## REGIONAL

**SOUTHEAST** [sedivrracing.com](http://sedivrracing.com)  
**Nov 20, 2021** Festical Centre/South Carolina

**Dec 5, 2021** Dade County High School/Chattanooga

**Dec 11, 2021** Hutchinson Island Paddock/Buccaneer

**Dec 17-20, 2021** Five Flags Speedway/Gulf Coast

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Nov 28, 2021** Robert's Park/Southern Indiana

**MIDWEST** [midiv.org](http://midiv.org)  
**Nov 20, 2021** Liberty Bowl Memorial Stadium/Mid South

**Dec 5, 2021** Stuttgart Municipal Airport/Arkansas

**Dec 11-12, 2021** Mid-Delta Regional Airport/Mississippi

**Feb 19-20, 2022** Columbus Air Force/Mississippi

**Apr 9, 2022** Columbus Air Force/Mississippi

**Jun 18-19, 2022** Columbus Air Force/Mississippi

**Aug 13, 2022** Columbus Air Force/Mississippi

**Oct 8-9, 2022** Columbus Air Force/Mississippi

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Nov 20-21, 2021** Lamar Dixon Center/Central Louisiana

**Dec 18-19, 2021** Lamar Dixon Center/Central Louisiana

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**Nov 20, 2021** Colorado Air and Space Port/Colorado

**Feb 20, 2022** Colorado Air and Space Port/Colorado

**SOUTHERN PACIFIC**  
**Nov 21, 2021** Sierra Vista Airport/Arizona Border

**Nov 28, 2021** Hilo Drag Strip/Big Island of Hawaii

**Dec 10-12, 2021** Auto Club Speedway/Cal Club

**Dec 11-12, 2021** Las Vegas Motor Speedway/Las Vegas

**Dec 12, 2021** Arizona Motorsports Park/Arizona

**Complete 2022 schedules to be announced**

**Find more events near you at**  
[www.scca.com/solo](http://www.scca.com/solo)

## ROADRALLY

**NATIONAL/DIVISIONAL**

**Mar 5 NC** Hampton Inn - Tucson/Arizona Border

**Mar 6 NT** Hampton Inn - Tucson/Arizona Border

**Complete 2022 schedule to be announced**

**REGIONAL/DIVISIONAL**

**NORTHEAST** [nediv.org](http://nediv.org)  
**Nov 20, 2021** Perinton Park/Finger Lakes

**Dec 5, 2021** 46 Subaru/Northern New Jersey

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Feb 5, 2022** Plaza Inn Hotel/Land O'Lakes

**Apr 3, 2022** Hometown USA Community Park/Milwaukee

**Jun 4, 2022** Country Inn and Suites - Middleton/Milwaukee

**Jun 5, 2022** Country Inn and Suites - Middleton/Milwaukee

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Nov 20, 2021** Captain Joe's Drill, Whitmore Lake, Mich./Detroit

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Dec 4, 2021 SR** Bluebonnet Jeep, New Braunfels, Texas/Lone Star

**SOUTHERN PACIFIC**  
**Dec 3, 2021** Bank of America - Mission Hills, Calif./Cal Club

**Complete 2022 schedules to be announced**

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## RALLYCROSS

**RALLYCROSS NATIONAL TOUR**  
**2022 schedule to be announced**

**NATIONAL CHAMPIONSHIP**  
**2022 events to be announced**

**REGIONAL**

**SOUTHEAST** [sedivrracing.com](http://sedivrracing.com)  
**Nov 21, 2021** HollyTree Off Road/Tennessee Valley

**Dec 11, 2021** HollyTree Off Road/Tennessee Valley

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Dec 3-5, 2021** Weigel Farm/Iowa

**MIDWEST** [midiv.org](http://midiv.org)  
**Dec 5, 2021** Riverside/Kansas City

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
**Dec 11, 2021** Alaska State Fairgrounds/Arctic Alaska

**SOUTHERN PACIFIC**  
**Nov 20, 2021** Motoland Mx/Arizona Border

**Dec 18, 2021** Motoland Mx/Arizona Border

**Complete 2022 schedules to be announced**

**Find more events near you at**  
[www.scca.com/rallycross](http://www.scca.com/rallycross)

## CALENDAR KEY

*All dates/events subject to change*

#	=	Enduro
CR	=	Course Rally
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	=	TrackSprint
TT	=	Time Trial
v	=	Vintage

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



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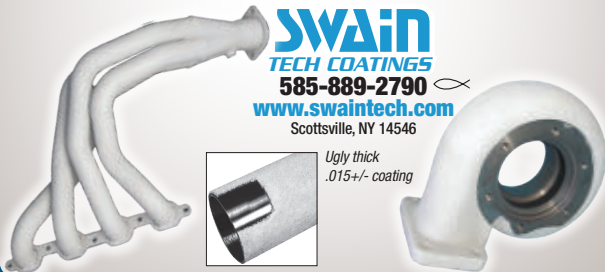
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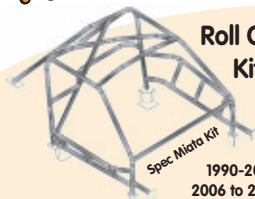
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Showcase: *Driving School Directory*

Editorial Cover Feature: *Pro Racing Championship Review*

Reserve space by: Dec. 1; Materials due: Dec. 21; Mails: Jan. 13, 2022

#### MARCH/APRIL 2022

Showcase: *Safety Equipment & Apparel Guide*

Editorial Cover Feature: *Solo and Time Trials*

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## 20 COMPETITION ▼



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**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**

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A photograph of several race cars on a track. In the foreground, a white race car with blue and red stripes and the number 48 is visible. Behind it, a silver Porsche Carrera GT and a blue and red race car are also visible. Above the cars, a large white bridge structure spans the track, featuring the text "Never stop driving" in a bold, sans-serif font. The sky is clear and blue.

Never stop driving

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