

# SPORTSCAR®



## THE RIGHT TRACK

Travis Wiley is following several roads to success in motorsports.



### WHO WILL WIN

Our annual SCCA National Championship Runoffs Preview

### CORNER SECTIONS

Randy Pobst tells you how to break them down to go faster



### VIR'S KEY TURNS

Top racers unlock the speed secrets of the Runoffs track

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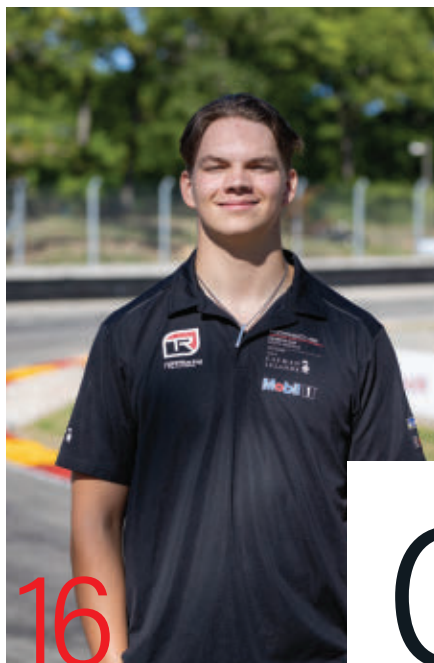
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SEPTEMBER/OCTOBER 2022  
VOL. 80 | ISSUE 5

### SPORTS CAR CLUB OF AMERICA INC.

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TOPEKA, KS 66619  
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• MON. - FRI., 8am to 5pm CENTRAL

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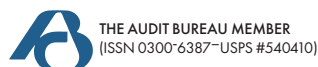
#### POSTMASTER

Send address changes to:  
**SportsCar** 6620 SE Dwight St.  
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

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OFFICIAL PUBLICATION  
OF THE SPORTS CAR  
CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:  
RACER MEDIA & MARKETING, INC.

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are welcomed by *SportsCar*.  
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### EDITORIAL/ADVERTISING OFFICES

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## DEANNA FLANAGAN

SCCA DIRECTOR OF ROAD RACING

# DON'T MISS YOUR MOMENTS

Four years ago, I was asked to guest write the president's column in advance of the 2018 National Championship Runoffs at Sonoma Raceway. We were right in the middle of the summer baseball season, with our boys playing league games during the week and traveling to tournaments on the weekends. We were living and breathing the baseball grind, so it seemed like a logical topic to write about in a motorsports magazine. Makes sense, right? In that article, I talked about the things that make baseball and racing great – competition, passion, camaraderie, and experiencing it with family and friends. Whether you're hitting baseballs or apexes, there are highs and lows, struggles and successes, and the continuous fight for the win.

Fast forward through a few more baseball seasons, Runoffs races and a pandemic to 2022. We've all experienced hard times and happiness, loss, change and growth. The Flanagans are no longer living the baseball life. Our youngest has moved on to golf and we just watched the big one play his final baseball game

a few weeks ago. We are now the parents of a high school senior (say what?), and we have two more licensed drivers in the house, which comes in quite handy! Much has changed for all of us.

As SCCA prepares for the 2022 Runoffs and the Club's return to VIRginia International Raceway, my challenge to you this year

is to do as the great Whitney Houston said and *seize this one moment in time. Make it shine*. The Runoffs feels like a marathon and a sprint at the same time. It takes months to plan, but then is over before we know it.

Some of my favorite moments at the Runoffs happen in the early morning hours, arriving at the track before the sun rises. That's when the paddock is quiet, the air is still, maybe a little crisp, and the coffee is hot at BuzzThru. The sky slowly begins to glow, and the excitement of the day grows as people begin to fill in the space around you.

During your time at VIR this fall, be present for the moments. Look at the faces next to you, listen to the sounds, notice the drifting smells of hamburgers on the grill. When you hear music, tap your foot or sing along. Meet someone new. Reconnect with an old friend. *"Life moves pretty fast. If you don't stop and look around once in a while, you could miss it."* – Ferris Bueller.

As I said in that first article, the Runoffs is the culmination of hard work, adversity, humility, and goals, but it's also about the space in between and the people you share it with. Just as baseball seasons come to an end, soon we'll turn the page on the 2022 Runoffs. Sam Cooke told us, *change is gonna come*, and it always does, so don't miss your moments!

And here you probably thought I'd be writing about going "Green-to-Checker" at the Runoffs with no full-course yellows, didn't you? Well, yeah, let's do that too! 🏁



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# LATE broking

## ACROSS THE POND

Cal Club Spec Miata racer Austin Varco had a special opportunity to go to England to compete in the BRSCC MX-5 Championship. While there are some differences with the cars compared to Spec Miata, starting with no top, the biggest change for Austin was the standing start.



Courtesy Austin Varco

# TIME TRIALS NATIONALS AND ULTIMATE TRACK CAR CHALLENGE JOIN FORCES

It's been half a decade since the Tire Rack SCCA Time Trials Nationals Powered by Hagerty burst onto the scene, setting the bar for competition-based track events for the masses. For 2023, in addition to returning to its traditional fall slot, it's set to get even bigger by forging a partnership with the Grassroots Motorsports Tire Rack Ultimate Track Car Challenge.

A massive addition to the 2023 Tire Rack SCCA Time Trials Nationals Powered by Hagerty event, the Grassroots Motorsports Tire Rack Ultimate Track Car Challenge (UTCC) will take place alongside Time Trials Nationals. The UTCC is an event most have only read about, but next year Time Trials Nationals participants will get a front-row seat to the action.

"For more than a decade, our Tire Rack Ultimate Track Car Challenge has attracted the fastest time trial cars in the country, so it's a perfect fit to pair it with the event that attracts the most time trial cars in the country," said Tom Suddard, Director of Marketing & Digital Assets for Grassroots Motorsports. "We're excited about this new partnership with the SCCA and can't wait to see who claims



Zachary Rackowen



Zachary Rackowen

the title of Tire Rack Ultimate Track Car at NCM next fall."

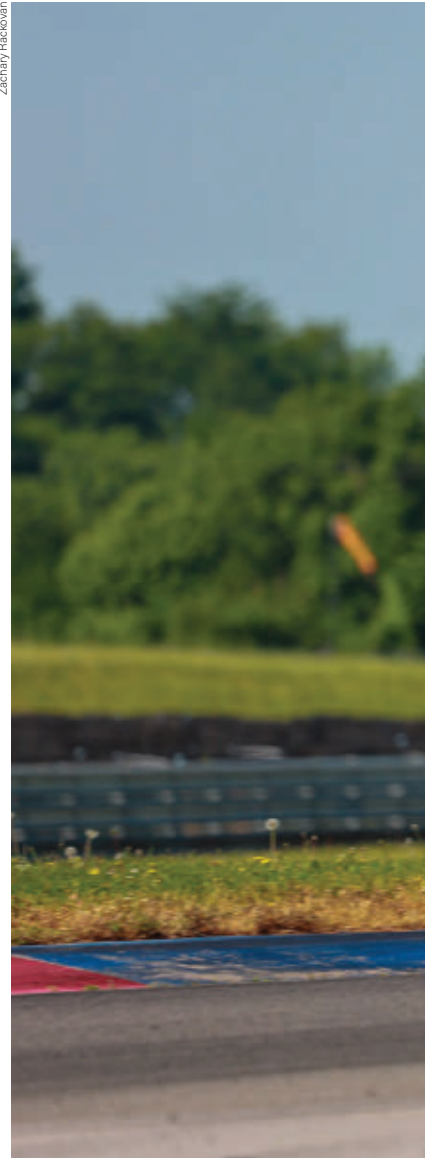
The Ultimate Track Car Challenge is exactly what it says - a competition to find the best car and track driver combination. Eligible cars are any that can pass a safety inspection, so it could be anything from a stock Mini to a Porsche 919

prototype, with everything from modified Miatas, to a Trans Am Mustang, to an Audi R8 GT3 car in between. It's the ultimate run-what-ya-brung competition.

The SCCA is proud to continue its partnership with NCM Motorsports Park next year and beyond, but rather than the Time Trials Nationals traveling

to Kentucky in the spring, the 2023 event will take place on Oct. 12-15. Before then, NCM is planning to have its facility largely back in order after last year's tornado - in many ways, it will be better than ever.

"The SCCA Time Trials Nationals is one of the most prized events in NCM



Zachary Rackowen



## SCCA LOOKING TO BROADCAST HOOSIER SUPER TOUR

Taking a step up from audio and stationary cameras, SCCA is looking to launch a live, online race broadcast that will dynamically follow the action from each Hoosier Super Tour weekend. Those interested in bidding on this broadcast project should contact Dan Dennehy-Rodriguez at [ddennehy@scca.com](mailto:ddennehy@scca.com) for technical and financial requirements.

## TIME TRIALS AND UTCC

The Time Trials Nationals Powered by Hagerty attracts a wide variety of machinery. The addition of the Grassroots Motorsports Ultimate Track Car Challenge in 2023 will add another element.



Motorsports Park's full calendar of events," said Matt Busby, General Manager of Track Operations at NCM Motorsports Park. "Combining the prestige and excitement of the Time Trials Nationals with the facility additions is


going to provide a spectacular participant experience, both on and off the track."

"I'm super excited to announce the move back to the fall for Time Trials Nationals," said SCCA National Time Trials Manager John Hunter. "Our drivers spoke, and we wanted to make sure they knew we

heard them loud and clear. As a fellow driver, I get how important having the right conditions are, and we are confident that the new date will help us see new personal bests for every driver who attends.

"I am also so stoked that our Time Trials family gets to let all of the Grassroots Motorsports

Tire Rack Ultimate Track Car Challenge drivers in on the fun. I know the two groups will have a blast together, on and off the track."

More information regarding SCCA's Time Trials Nationals and the Time Trials National Tour can be found at [timetrials.scca.com](http://timetrials.scca.com). 



## RALLYCROSS NATIONALS CONTINGENCIES

If you're competing at the SCCA RallyCross National Championships on Sept. 23-25 at Pikes Peak International Raceway in Fountain, Colo., don't forget to register for the available contingencies.



Rupert Berrington

### DON'T MISS THE MONEY

Several companies are offering contingencies for good Runoffs finishes, sometimes for a top 10. Advance registration is required.



Jeff Leewee

the driver gaining the most positions during each race, regardless of finishing position.

Registration is free for all of the Runoffs contingency programs, making signing up easy. As a reminder, the Runoffs-specific contingency program is different from – and in addition to – any programs a driver may have been participating in throughout the season. Details and instructions to register for each of these programs is available at the SCCA Road Racing contingency webpage, or go directly to the contingency registration page and click the Runoffs logo at the top.

It's the responsibility of each competitor to ensure they are in compliance with each program for which they would like to enroll. Changes can be made online as late as Thursday, Sept. 29, and drivers may also adjust their selections on site at VIR at the contingency services area at the Runoffs.

Most contingency opportunities require preregistration. Details and instructions to register for each of these programs are available at [www.scca.com/pages/main-contingency](http://www.scca.com/pages/main-contingency). 📍

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS CONTINGENCIES OFFER BIG PRIZES

In this issue we preview the SCCA National Championship Runoffs, taking place Sept. 24-Oct. 2, 2022, at VIRginia International Raceway in Alton, Va. If you're competing, or even on the fence, don't forget to register for the available contingency programs. With nothing more than a few minutes of time and some decals on the car, you may end up with

useful cash or free product to aid your 2023 racing program.

SCCA's contingency programs do more than celebrate podium finishers. Top finishers get fabulous prizes, for sure, but many of the programs run awards deep into the field, with companies like Summit Racing Equipment, SPA Technique, Tilton Engineering, Tire Rack,

Mazda North American Operations, and more, paying out to at least the fifth-place finisher. Brake manufacturers Carbotech, G-LOC, and Hawk Performance have offerings up to an impressive 10th place, and Hankook's program offers the possibility of prizes from first to 18th place in B-Spec. Sunoco's Hard Charger program, meanwhile, pays to

## VIR RUNOFFS CHANGES

In order to keep things moving and also provide clear information to drivers, several changes have been made in Runoffs procedures for the 2022 SCCA National Championship Runoffs at VIRginia International Raceway.

The first is to move the timing loop for test and qualifying days to the back straight. This allows drivers to not have to do a full cool-down lap, or make an early

decision to abort a lap and head to the pits if they don't nail the Roller Coaster to Hog Pen run.

"We learned that several minutes can be gained between sessions if we eliminate the full cool-down lap," said Deanna Flanagan, SCCA Director of Road Racing.

"That extra time allows for an entire extra session in the day throughout qualifying, which



Jay Bonvouloir

### TIMING LINE

For the Runoffs test days and qualifying, the start/finish for timing purposes will be on the back straight.

means one fewer combined-class run group each day."

Look for information on adjusting data systems to accommodate for the change as the event nears.

The other big change is a clearly marked "acceleration point" to denote where the field may begin to accelerate after the safety car has entered pit lane on a restart. 📍

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. To its right, a blue and red race car is also visible. In the background, a silver sports car and another race car are visible. Above the cars, a bridge structure spans the track, featuring a large white sign that reads "Never stop driving".

Never stop driving

# There's not an app for this

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## HUGHES EXTENDS F4 POINTS LEAD

With two victories at New Jersey Motorsports Park, Lochie Hughes extended his F4 US Championship points lead. With five rounds split between VIR and COTA left, Hughes leads Bryson Morris 188 to 174.



Garvin Baier



Jake Galstad / LAT Images

## INTO THE NIGHT

The 10-hour Petit Le Mans will decide the championships in the IMSA WeatherTech SportsCar Championship.

## IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP 2023 SCHEDULE

DATE	VENUE
Jan. 20-22	Roar Before the 24
Jan. 26-29	Rolex 24 at Daytona
March 15-18	Mobil 1 Twelve Hours of Sebring
April 14-15	Acura Grand Prix of Long Beach
May 12-14	WeatherTech Raceway Laguna Seca
June 22-25	Sahlen's Six Hours of the Glen
July 7-9	Canadian Tire Motorsports Park
July 21-22	Lime Rock Park (GT only)
Aug. 4-6	Road America
Aug. 25-27	VIRginia International Raceway (GT only)
Sept. 15-17	Indianapolis Motor Speedway
Oct. 11-14	Motul Petit Le Mans at Michelin Raceway Road Atlanta

## TUNE IN TO IMSA

The IMSA WeatherTech SportsCar Championship reaches its thrilling conclusion at the 10-hour Motul Petit Le Mans at Michelin Raceway Road Atlanta on Oct. 1. Championships will be determined in five different classes. In two of them, DPi and GTD, it's a dead heat at the top.

For the best seat in the house, IMSA's partnership with SCCA makes it easy. Check with the local region to an event to see where

they need help, whether it be Flagging and Communications or other specialties.

And if you can't be there in person, tune in. There will be six-and-a-half hours of coverage on NBC and USA Network, with the entire race streamed on Peacock.

Next year's schedule includes the addition of a race at Indianapolis Motor Speedway along with the traditional favorites as the new GTP category becomes the series' top class. 📍

## MEMBERSHIP LEADERS

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

## MEMBERSHIP REFERRAL LEADERS FOR JULY 2022

NAME	REF	REGION
Francois Doran	8	Cal Club
Brian Ghidini	6	San Francisco
Roger Brown	4	River Cities
Jose De Miguel	3	Puerto Rico
Carol Deborde	3	Reno
Roger Hostettler	3	Ohio Valley
Jeff Sexton	3	Lones Star
Chris Windsor	3	Washington DC

1,055 additional members have at least one referral.

## REGION LEADERS

(Category based on 2021 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
North Carolina	11.0%
Central Carolinas	9.6%
Colorado	9.6%

## LARGE REGIONS (401-799):

Land O' Lake	10.6%
Utah	10.2%
Ohio Valley	10.0%

## MEDIUM REGIONS (200-400):

Oklahoma	15.7%
Central Kentucky	13.6%
Kentucky	12.7%

## SMALL REGIONS (<200):

River Cities	154.5%
Phoenix AZ Solo	81.0%
Red River	27.5%

## RUNOFFS WORKER FUND

While it's not the primary beneficiary, the 2022 National Championship Runoffs SCCA Worker Fund will benefit from a fundraiser for New Beginning Children's Homes by Dream Giveaway. The prize is a 2022 Mazda MX-5 Miata. To celebrate Dream Giveaway's partnership with SCCA on this effort, the company will donate \$2,500 to the 2022 National Championship Runoffs

SCCA Worker Fund.

Dream Giveaway has an exclusive offer for all SCCA members, too. Enter the special promo code 'SCCA' before purchasing sweepstake tickets and get twice the number of entries when buying bundles of more than 20 tickets.

Tickets can be purchased anytime before Feb. 28, 2023. The winner selection drawing will be conducted around March 16, 2023.



Courtesy Dream

Official rules can be found at [www.dreamgiveaway.com/dg/miata/official-rules](http://www.dreamgiveaway.com/dg/miata/official-rules). 📍

## WIN A MIATA

Part of the proceeds for Dream Giveaway's raffle will go to the Runoffs Worker Fund.

# ROOTS RUN DEEP

**SBRS methodology has withstood the test of time, as will be on clear display at Historic Festival 40**

The roots of the Skip Barber Racing School run deep – back more than half a century to a young Pennsylvanian majoring in English at Harvard University, struggling to focus on papers and studies with most waking thoughts on sports cars and racing them.

At the upcoming Historic Festival 40 and Sunday in the Park Labor Day weekend spectacular at Lime Rock Park, all those roots will come to the surface as that young man, Skip Barber – older now and wiser, but still passionate – watches over three days of vintage racing and an eye-popping off-day Concours d'Elegance.

The biggest, most prestigious vintage racing event in New England is also a “bridge event” – an annual long look back for Barber himself, who in 1975 launched the racing school and race series that still bears his name, and for the present-day Skip Barber Racing School management team, coaches and crews, too.

Barber is intimately familiar with the vintage machines that will fill the Lime Rock paddock, and likely has trained many of the drivers on hand, if not personally then via one of the many coaches who continue to share Barber's successful methodology with racers young and old.

Indeed, SBRS co-owners Anthony and Dan DeMonte have picked up Barber's torch and are using it to shine the race driver-training light on an ever-growing number of motorsports avenues beyond road racing, including karting and off-road.

SBRS also has increasing visibility at Sportscar Vintage Racing Association (SVRA) events, which include SpeedFest weekends, the F4 and FRA race series, and the flagship Trans Am.

While expanding outward to take its driver training to many of America's most highly regarded race tracks, Lime Rock Park remains the SBRS “spiritual home,” hosting many of its One-Day and Three-Day Racing Schools, Hagerty Driver Training and popular corporate events.

For nearly five decades, SBRS schools have trained the men and women racing the cars we now call vintage. Barber himself, now 85, starred at the wheel of many of the cars now featured.

The school's long-standing approach to strong foundation-building around the basics – focus, smoothness, practice and commitment – serves drivers of older machines especially well.

Barber didn't invent “race driver training” nor was he the first to design a successful curriculum. But his carefully crafted methodology, embraced and enhanced by those at SBRS helm today, has held up well, and will have a significant role at Historic Festival 40. —Steve Nickless

(MAIN) Skip Barber will be familiar with many of the cars competing at Historic Festival 40 – and might even have taught their drivers...



## PAST AND PRESENT

(TOP) The Concours d'Elegance is an eye-popping feature of Lime Rock Park's Historic Festival 40. (CENTER) Skip Barber was a two-time Formula Ford champ in 1969 (pictured) and 1970. (ABOVE) The Connecticut track is SBRS's spiritual home.



For more information on Skip Barber Racing School, head to [skipbarber.com](http://skipbarber.com)





## RANDY POBST

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

## CORNER SECTIONS – BREAK TURNS DOWN TO GO FASTER

To go faster, dissect your turns. Think of them in parts. Section-think will make you a better driver and a chassis guru. Wise driving instructors will talk about weight management; the sections tell you when to put weight where. Section-think will also tell you what setup adjustment to apply where in order to resolve handling issues and amaze your friends and clients.

**“Section One, Entry, is where the gods live. It is the most challenging part, because of all that weight transfer.”**

Corners have four sections: Entry, Middle and Exit. No, wait ... that's three. The fourth section of a corner is not in the corner. And it's not part of all corners. But it is a primary factor in determining whether you will *make* most corners. Figure out the simple riddle? The fourth section is... braking.

Oh, wait ... I said braking is not part of the corner, but that's incorrect; if you drive and set up well, the fourth section actually *is* part of the corner. And chronologically, it is actually the first, of course. But let's still call it the

fourth, because it's usually pretty straight. Please, stay with me on this, 'cause it really will make you better.

So you're blasting down the straight, and here comes that turn. Like me at a drag race, you're just waiting for the straight to end, so you can get to the best part: the lateral g-forces.

This isn't about the braking, but allow me to just throw out this reminder, because after 20 years of Pobst Position, there are many of you who have not seen those other columns, at least until I finally get that compilation book published. If you're straight and balanced, go super-quickly to your max braking; then, as you begin to turn, ease slowly off that pedal.

### **CORNERSECTION ONE: THE ENTRY.**

In the first section of a corner, the driver blends the straight into the turn; blends braking into cornering; blends longitudinal g-force into lateral g-force. Important features of Section One: The car is still slowing down. This is the most important place to look ahead, into the turn. It's too soon to go to power. This is the part that requires patience. Patience because as the car enters

the turn, it still wants to go straight, but the steering is working to change its mind. Wait for it. In the entry, the best driver is looking and thinking to the side and waiting for the car to slow enough to get pointed into the turn.

Because the car is still slowing down, there are specific and logical adjustments that affect the chassis. It's a critical and delicate time, because a lot of the car's weight is transferring from inside to outside. Rolling over. Wheel alignment dramatically affects how quickly that happens. Toe-out front (some) or rear (*a lot*) makes it transfer more quickly; toe-in slows it down.

The shocks affect how quickly that happens, too. Shocks have their strongest influence when the body rolls, because the suspension moves a lot. Rebound slows down the roll and the weight transfer by resisting the droop of the inside suspension. Compression speeds up weight transfer by resisting the upward motion of the outside suspension – like a temporarily stiffer spring.

The more quickly the weight transfers, the quicker the car will begin to turn. This is an advantage



of a stiff suspension. But if too harsh, it'll happen too quickly, and that sudden load will break the tire's grip and cause it to slide. The car will feel skate-y on smooth surfaces, and will leap around on bumps rather than absorb them. If the car is scary and unpredictable, then it is likely too stiff.

Rake, or having the nose lower than the front, causes a car to turn faster because that angle makes the chassis transfer more weight forward as it leans.

And that brake pedal you are releasing slowly also keeps weight forward, making the car turn more willingly. Or maybe too willingly – Miata, anyone? Some chassis turn so quickly that they don't need or want much brake at turn-in, many Miatas being prime examples. It's in the suspension geometry; automotive genetics.

Section One, Entry, is where the gods live. It is the most challenging part, because of all that weight transfer. It blends braking into cornering. It requires the most finesse. It separates the fast from the almost fast. It also sets the tone for the rest of the turn. If there's a nervous, scary feeling in entry, it slows the driver the rest of the way

around. One nervous entry can slow the whole lap, or race, even. No one wants to crash. The entry section strongly affects the driver's all-important confidence, for better or worse.

#### **CORNER SECTION TWO: THE MIDDLE.**

In the second section you wait. If you survive The Entry, you will arrive at The Middle when you've transferred all the weight you're gonna to the outside, and you're just starting to add a little power just to hold your speed – maintenance throttle. It's all cornering. Your weight should be balanced, front-to-rear. If you were patient, the car is now beginning to aim toward your inside edge clipping point, the apex. With the weight transferred to the outside tires, the car is now leaning hard on its springs and anti-sway bars, and it's The Middle where changing these things has the greatest influence. Stiffer usually reduces grip on that end, softer increases it.

Because the tires are fully loaded in this section, camber has the greatest influence on grip here. Adding it usually increases traction on that end. Because shocks are not moving much

here, there is usually much less effect from changing them. Caveat - every chassis is a combination of factors, and your results may vary, but these are basic, very logical guidelines.

Also, because tires are working very hard to corner in this section, when the patient driver sees the car will make the apex, it's time to begin adding throttle and accelerate. This must be done *very gently* at first – like a butterfly landing on a leaf.

The Middle is between the end of slowing down and the beginning of speeding up again. The Middle should be calm. Only cornering hard. Aiming. Waiting to pull the trigger.

The Middle is very short in a typical ninety-degree or less turn, and can be very long in a 180, hairpin, or carousel. But either way, always be patient and wait until you see the road opening up into...

#### **CORNER SECTION THREE: THE EXIT**

...To be continued, I'm out of space for now, friends. But I will tease this: Section Three is where ninety percent of a good lap time comes from. So don't miss the next Pobst Position! 📍

#### **DISSECT IT**

If Entry was executed properly, The Middle is about patience, waiting to apply throttle. But by the time the car is at the apex, the driver should be at least thinking about starting to add throttle, if that hasn't happened already.



**ON THE RIGHT TRACK**

Travis Wiley is traveling several motorsports roads at the moment, all with an eye on achieving great things in racing.

# ROADS TO SUCCESS

Travis Wiley is currently running a three-pronged assault on his future in motorsports, loading himself with options to succeed

**WORDS & MAIN IMAGE** Richard S. James

**D**riven people tend to do a lot, and sometimes spread themselves thin. When they desire to achieve a goal, all focus goes toward that dream like a laser.

Sometimes, though, there's more than one path toward that goal. Travis Wiley is currently traveling three roads toward a career in motorsports. There's college, of course – in Travis's case it's working toward a mechanical engineering degree with a minor in Motorsports Engineering at University of North Carolina Charlotte. Then there's Spec Miata, a class where Travis has found success in spades, including a recent victory at the June Sprints and winning the First Gear Mazda Challenge. Finally, he's embarked this year on a trip through Porsche Carrera Cup North America in the Pro category, where he recently scored a third-place finish at Road America.







Wes Duenkel



Wes Duenkel

#### RAPID PROGRESSION

Travis Wiley has gone from a mid-packer at the beginning of the Porsche Carrera Cup USA season to standing on the podium.

For about 10 days in late September/early October, the roads that Travis is traveling intersect. Not only is Sept. 27-Oct. 3 the week of the SCCA National Championship Runoffs at VIRginia International Raceway, but Sept. 28-30 (Wednesday-Friday) is the finale of Porsche Carrera Cup at Michelin Raceway Road Atlanta. And school doesn't stop for racing.

"Luckily, it works out decently," Travis says of the schedule. "We're going to do the Runoffs test days on Saturday and Sunday to practice. And then I'm gonna go to school on Monday. We're going to do Tuesday's first qualifying at the Runoffs, and then Wednesday, Thursday and Friday, I've got Carrera Cup racing. Then we drive back [to VIR] for the race on Saturday. Luckily, the Spec Miata race worked out to be on Saturday; if it had been on Friday, it would be almost impossible to make it work."

When Travis first realized the Runoffs and IMSA's Petit Le Mans weekend, where Carrera Cup has its finale, were going to coincide, it looked like the Runoffs was going to lose out. But with the proximity of the tracks and

"Last year I wasn't quite sure I was ready for that many cars and that much of an intense week."

**TRAVIS WILEY**

the way the schedules fell, he found he could make it work. The First Gear Mazda Challenge (FGMC) scholarship was the push he needed to make it happen, as it was last year. The FGMC awards a free entry to the Runoffs, as well as a free pass to the first round of the Idemitsu Mazda MX-5 Cup Shootout to a driver under 25, based on Hoosier Super Tour points. Last year he finished second to Preston Pardus, but Pardus already had a free Runoffs entry as a previous year's SCCA Super Sweep winner, so it went to Wiley. In 2022, though, Travis has earned it outright and is leading the Hoosier Super Tour points overall in Spec Miata.

This year it was the schedule causing Travis to hesitate about entering the Runoffs. For the 2021 event at Indianapolis, he wasn't sure he was even prepared for an event of that magnitude.

# GOODYEAR<sup>®</sup>

*MORE DRIVEN<sup>®</sup>*



## SPORTSCAR TIRE GUIDE



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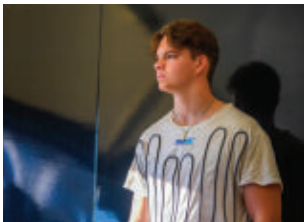
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**GOODYEAR**  
*Racing*





Barbara Photos



Wes Duenkel

**SPEC MIATA ACE**

As the Super Tour points leader, Travis Wiley is a contender for the National Championship at the Runoffs in SM.

"Last year I wasn't quite sure that I was ready for that many cars and that much of an intense week," he explains. "So it was very much a tipping point. This year I hesitated because we have Carrera Cup on the same week. We will make it work, but it's going to be really tight. [The FGMC] kind of pushed us over."

Last year, despite his reservations, it worked out pretty well – he drove from 18th to fifth at Indianapolis Motor Speedway. A year on, *SportsCar* has picked him to be on the podium.

Not only did the Spec Miata race at the 2021 Runoffs turn out better than he might have expected, it also led to the opportunity to race in Carrera Cup. Topp Racing, the team he's now running with, happened to be at the Indy Runoffs. And, as Travis explains it, the driver coach for Topp Racing, Eric Foss, is friends with Spec Miata racer Quyen Tong. As the team was thinking about adding a second driver, Wiley was recommended. His drive at Indy turned out to be the perfect audition.

"It was really a spur-of-the-moment, just-popped-up thing. We thought, 'OK, nothing

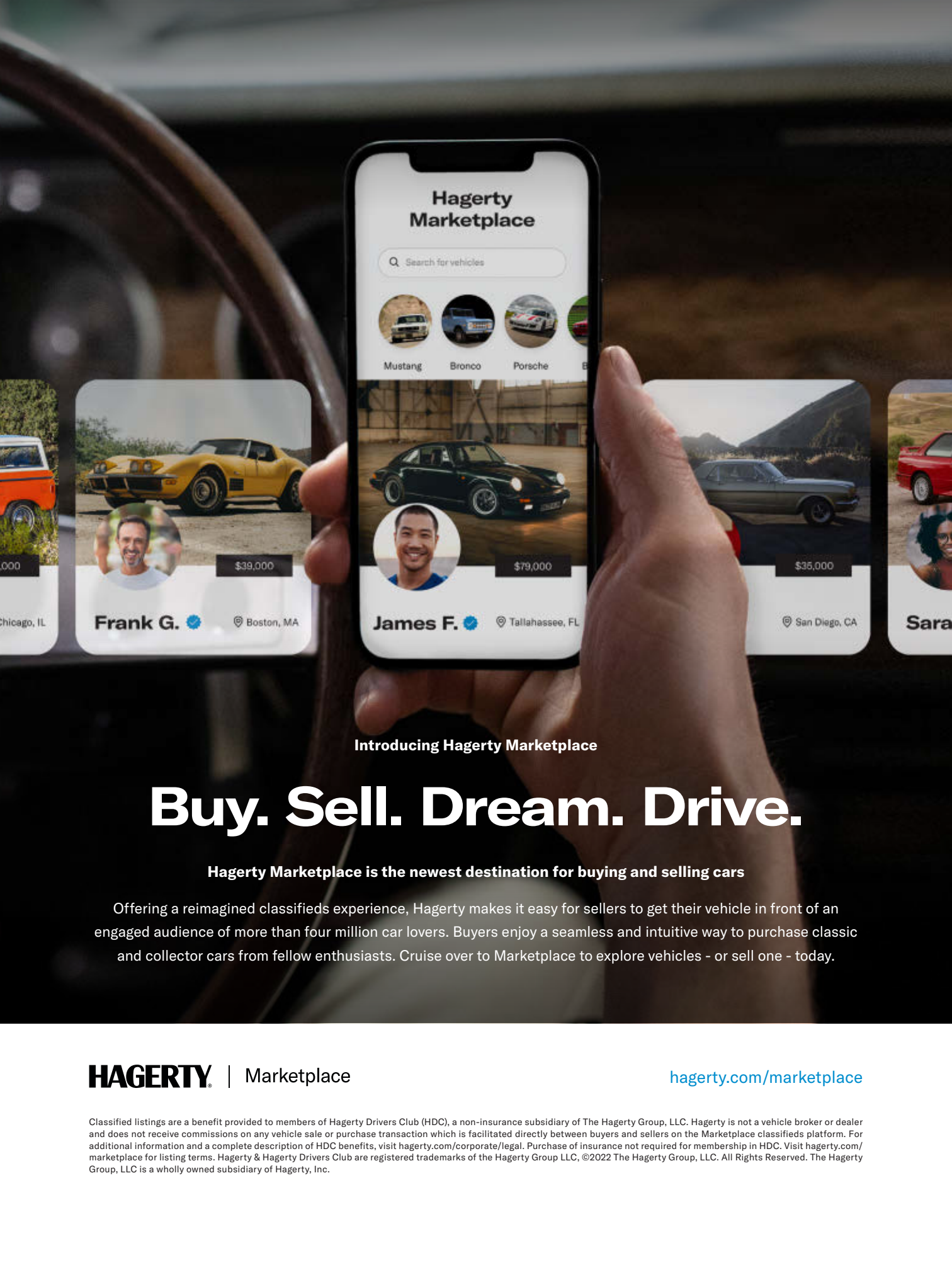
"I did a tryout, and I made the lap time goal, and the crew and I seemed to meld really well, too."

**TRAVIS WILEY**

might come of this, but it's a cool opportunity to get to drive the car," Travis says. "I did a tryout, and I made the lap time goal, and the crew and I seemed to meld really well, too. So luckily I got picked for the first race and then it just kept going from there."

Porsche Carrera Cup USA is another stop on Travis's journey. That journey began when his father, Stan, started doing some track days, and Travis was looking for a new sport after being involved in basketball, swimming, soccer and baseball. Stan found a kart for sale, they did some testing, and Travis began to get into racing at age 10. He saw steady progress toward the front as he moved up through the ranks to SuperKarts! USA, where he was one of the top drivers in the country. But eventually he hit a plateau.

"My dad gave me the choice: 'We can either



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Richard S. James

#### SPEC MIATA SUCCESS

In last year's Runoffs (ABOVE), Wiley had a top-five finish. He's looking strong this year, with a win in the June Sprints (RIGHT).

continue karting at kind of a mid-level, or you can start doing car racing," he says. "So that's when I entered Spec Miata in about 2019. I started with lots of practice, then the Regional Club races and got pretty decent there. We did our first Super Tour at COTA and it was a big jump in experience. I definitely learned a lot about racecraft from the other drivers, and learned that I had a long way to go still. Luckily I was on a good team, X-Factor, and they gave me a lot of guidance on how to improve my racecraft. Little

by little over these past three years I've slowly improved and have gone from mid-pack to being at the front and winning the points this year."

And just like his progression through karting and in Spec Miata, he's moved from mid-pack to the podium in Carrera Cup this season – but much more rapidly. Partly, that's down to being able to more directly apply the lessons he's learned in Spec Miata to Carrera Cup competition.

"The racecraft has been the biggest help from Spec Miata, since everyone's so close



Bob Chapman



Jeff Loewie

## ANOTHER SPEC

Spec racing has proven a good fit for Wiley so far, as he's added Porsche Carrera Cup (LEFT) to his winning SM program. It's paid off with a podium at Road America (RIGHT).

and it's so competitive and there's so much passing," he explains. "You get to learn the awareness and what to do in all these certain situations. That's the biggest thing, but also just car dynamics. The Porsche is pretty similar to a Spec Miata – there's more weight to transfer, but it's still the same principles, so that's really helped me boost myself up faster.

"It's definitely been great to be able to progress so quickly. Luckily I'm able to pick up stuff quite quickly – maybe not as fast as some, but I just keep working at it."

Patience is another thing he's learned that's come in handy, helping him work through the process to get better. And there are definitely still some things to learn, as he's discovering. If you're not familiar with Porsche Carrera Cup USA, it's an IMSA-sanctioned spec series for the Porsche factory-produced GT3 Cup car. With more than 500hp, obviously everything comes at you quicker than in a Spec Miata. Downforce is also introduced into the equation, which brings a new element into the racing.

"The little bit of aero we get in Carrera Cup makes it more difficult to pass," he elaborates. "It makes planning out a move – sensing where someone is weak or where they're really strong, and looking for mistakes – all the more important. That's something I've learned very quickly because we have aero wash and it's hard to make a pass. You can't just get a really good run, pull alongside and pass. You have to be really aggressive and wait for a mistake. It's not as clear-cut as in Spec Miata, getting up in the draft and then pulling out and passing someone."

Travis doesn't know exactly where his various paths in motorsports are leading, and he doesn't really seem to care, but such is the freedom of youth. There isn't the, "I want to be in Formula 1," or "I want to win the Indy 500," answers typical of young racers when queried about their goals in the sport.

"I'm hoping that with some of the coaching I do on the side, I can work within the field



Wes Duenkel

"The Porsche is pretty similar to an SM – there's more weight to transfer, but it's still the same principles."

**TRAVIS WILEY**

or work within the industry, whether that's coaching, being a mechanic or an engineer, or being a driver would be fantastic," he declares. And he'd be perfectly happy sharing the glory in sports car racing as opposed to a series where he's the sole driver.

But before he gets there, he has a task to complete at VIR on Oct. 1. It's going to be tougher than it might have been, with him having been competing on a different track in a different car for the previous three days. And he'll only have one shot at qualifying. Weather concerns aside, though, he doesn't seem too worried about that.

"This year X-Factor and BSI are kind of teaming up, so we'll have Connor [Zilisch] and a few other drivers under our tent," Travis says. "I'm hoping Connor and I can work together and lay down a flyer in Qualifying 1, and then hopefully that'll be good enough for a decent position for the race."

Whatever happens, he's in for an adventure, and one that seems destined to continue long after the 2022 Runoffs is done. His journey in Spec Miata may continue, or it may not, but there are definitely more roads to motorsports success that will stretch out in front of him. 🟡





WHO WILL WIN  
THE RUNOFFS?



With the SCCA National Championship Runoffs returning to the challenging and beautiful VIRginia International Raceway, Sept. 24-Oct. 2, 2022, for a two-year run, we try to predict the top contenders

**WORDS** J. Michael Hemsley, Richard S. James, Tom Schultz, Reece White and Jeff Zurschmeide  
**MAIN IMAGE** Jay Bonvouloir

## BEAUTIFUL AND CHALLENGING

VIRginia International Raceway, host for the 2022 SCCA National Championship Runoffs, is a beautiful circuit. But don't let that beauty fool you – some great racers have been bitten by its hidden tricks.

It's an accepted fact that VIRginia International Raceway is not an easy track to master. It's a track that requires a big dose of commitment to turn a quick lap, and cunning racecraft to move past another driver. With its fast, flowing Esses and a tricky turn that exits off-camber leading onto the longest straight on the track, it's a demanding circuit on which to be fast and competitive. That's why it may be the perfect place to hold the SCCA National Championship Runoffs – which is exactly what's set to happen on Sept. 24-Oct. 2, 2022.

Challenging tracks like VIR allow the cream to rise to the top. It's not a place where throwing money at a car is going to make you fast enough to win. And it's a place that demands perfection – you can be the fastest driver by a mile on any given lap, but one mistake in the race can cost you victory in an instant, as we witnessed during the 2019 E Production race.

Hence it's striking the things that jumped out as we compiled these predictions for who we think will win this year's Runoffs. Primarily it's the repetition. It's natural that the same names keep popping up year after year. Sure, some drivers have certain track-specific strengths and weaknesses that may keep them out of the hunt for a year as the Runoffs rotates through its various hosts, but fast drivers are fast drivers. Until they quit, change classes, or just don't keep up with the progression of machinery, they're going to keep appearing in these pages.

But the other repetition we've noticed is how often some names appear in the same set of predictions. This year there are two drivers picked



Rick Carvone

to win two different classes: Andrew Aquilante in GT-2 and Touring 1, and Marshall Mast in Touring 3 and 4. Still more, such as C. Russell Turner and Joe Moser, are picked to win one class and earn a podium in another. And Michael Lewis is our pick to podium in three different GT classes, while Kurt Rezzetano is our choice for two.

Add in the people mentioned as contenders, such as Danny Steyn, picked to win STL and certainly a serious threat in Spec Miata, and the repetition list grows further.

What does all that indicate? Well, that some people have the means, the dedication and the talent to be contenders in multiple classes. But also, taking into account the repetition year after year, that the cream rises to the top, no matter the track hosting the Runoffs. And that, ladies and gentlemen, is kind of the point, isn't it?

So read on and enjoy our – mostly wrong? – predictions for who might win this year's Runoffs in the spirit in which they are offered. And whether you are racing, crewing, spectating or watching from afar, enjoy this incredible week at VIR. Good luck to all – we'll happily enjoy a great, safe race in which we're wrong about the result than a race that runs 30 minutes under yellow and we get to say we were right... 🍷





# AMERICAN SEDAN, B-SPEC, STU & STL

WORDS Richard S. James and Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

## DOUBLING UP

James Jost captured the American Sedan National Championship in 2021, and we think he'll take his second at VIR.

## PODIUM PREDICTIONS

### AMERICAN SEDAN

1. James Jost 1
2. Kurt Rezzetano 3
3. Gregory Eaton 2

### B-SPEC

1. David Daughtery 11
2. John Phillips 1
3. Tony Roma

### STU

1. Joe Moser 3
2. Johan Schwartz
3. Chip Herr

### STL

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

## AMERICAN SEDAN

There are a lot of National Championships at the sharp end of this field, but we're going with the holder of the most recent Runoffs American Sedan victory to repeat. James Jost's results in Hoosier Super Tours this year don't stand out compared to some of the others, but he always shows up at the Runoffs ready to fight for victory. He was second last time at VIR, and we expect him to better than that this year.

Kurt Rezzetano is making his AS debut after years of competing in Touring 2, where he won three championships. The Mustangs he'll drive during the Runoffs this year in T2 and AS aren't too far removed, and he's proven he knows how to wheel one, so we're betting he makes the podium.

It feels a little weird to put Gregory Eaton in third, given that he won in 2019 at VIR, and again the following

year. But this class seems to be stepping up in terms of driving and equipment. Eaton did win one of the races at the Spring Sprints Super Tour at VIR, so he's a threat for victory, and certainly for the podium.

Of course, that also goes for Andy McDermid and John Heinricy, two former champions in the class who are always in the hunt, and Daniel Richardson could be there as well. And whether he has a shot at the podium or not, we're glad to see a little more variety in the form of Clark Cambern's Dodge Challenger.

## B-SPEC

With 30 entries on the books by mid-August, B-Spec is shaping up to be one of the larger groups at VIR this year. With its mix of affordable, lower-power cars, B-Spec is known for its "full send" philosophy of driving. In any year, veteran B-Spec

champion David Daughtery is a good bet to win, and he's our choice this time around, but the list of drivers who could challenge for the top step of the podium seems to get longer every year.

"The players are John Phillips, Brandon Vivian, Stewart Black, Tony Roma, and myself," Daughtery says. "The Ford Fiesta of Matt Giuffre is crazy fast, but I believe John Phillips is my pick, and he's obviously very good there. Steve Introne should lead the MINI camp."

Daughtery believes there are cars with a distinct advantage at VIR.

"If there are no [rule] changes between now and the race, the Sonic and the Yaris sedan seem to be in a class of their own, along with Matt Giuffre's Fiesta," he says.

One prominent B-Spec driver who will not be in the field this time is Frank Schwartz. He's chairing the B-Spec advisory committee this year and believes it would be inappropriate to compete.



Rick Conwine



Rupert Berrington

#### CHAMPION KNOW-HOW

Whatever weapon David Daugherty (LEFT) brings to VIR, there's a good chance he leaves with another title. Joe Moser introduced his STL-turned-STU CRX (LEFT, BELOW) at Indianapolis last year to good effect. We're tipping him for a repeat this time around.

That means Joe Moser repeating as champion. Last year, Moser, Chip Herr and Axel Cabrera had a great fight on track, but Moser and his new Honda CRX just proved too strong. There's no reason to believe anything has changed, so look for Moser to do it again.

For Herr, who ran the Runoffs last year for the first time in his ex-World Challenge Audi A4, missing out on victory after such a strong performance last time around might have spurred him to step up some things in driving and preparation. But with the way this class progresses, that's job one in just keeping up. Still, a podium is likely.

Up there with Moser and Herr is a new name who'll be making his Runoffs debut. But Johan Schwartz should be no stranger – he's a Touring Car America champ and a BMW test driver who holds the record for the world's longest drift. He can wheel, and his ride is potent – Kip van Steenburg's Porsche 944 that carried him to two E Production titles and within a shout of the STU podium. It's a pretty good combination.

But then there's all that variety we mentioned. Anthony Geraci and his Lotus Exige have been on the STU podium before. Anthony Piselli has had some good results in his Subaru – and if it rains, will the Subarus or Herr's Audi be untouchable? Then there's Cabrera and his Honda, David Fiorelli in a Mustang, and Jose Osiris Pena's Toyota 86. Anything can happen, but we're betting on some combination of Moser, Schwartz and Herr on the podium.

#### STL

Danny Steyn has won three of the last four Super Touring Lite National Championships, including 2019 at VIR. He even won with his rear-wheel-drive Mazda in the rain at Indy last year over Joe Moser's FWD Honda. So how do we not pick him to win?

Well, the way Steyn himself explains it, we shouldn't...

"I will be in contention for the second-place finish," he says. "I don't think any of us have got a chance against the Moser CRX."

Then again, he's said similar things before. There's no doubt Moser has kept a low profile this season, may not have shown his hand, and could go on to obliterate the field at VIR – but until he does, we're sticking with Steyn.

There's no reason to believe those two won't be the fight for victory, but there's a host of others who could end up with bronze.

"STL is pretty solid this year. Max Gee could be a contender, and I think Greg Maloy will be," notes Steyn. "Alan Cross in his Mazda will be a contender, as will David Palfenier in his beautiful ND Mazda. Jose Pena, one of the Caribbean contingent, I think he's going to be a contender. There's six or seven guys that are going to be within a half-second spread at VIR, but that will be about one-and-a-half to two seconds behind Moser..."

Of the list that Steyn rattled off – and adding 2019 Spec Miata champ Todd Buras to the roster, too – we're going with Maloy, despite the fact that he's also kept a low profile and isn't entered as of press time. 🍷

#### STU

If there's a class with a more fun variety of machinery in SCCA Club Racing than STU, we don't know what it is. Our picks for the podium include a Honda, a Porsche and an Audi, but drivers of Subarus, Lotuses, or even a Mustang, could find themselves there as well. However, we're not expecting too much variety from last year's results.

#### VIR AGAIN

Danny Steyn won STL the last time the Runoffs was at VIR. Can he do it again?



Jeff Loewie





## PODIUM PREDICTIONS

### TOURING 1

1. Andrew Aquilante **11**
2. Mark Boden **4**
3. Robert Korzen

### TOURING 2

1. Charlie Peter
2. Kurt Rezzetano **3**
3. Mark Boden **4**

### TOURING 3

1. Marshall Mast **3**
2. Jason Ott
3. Rob Hines **1**

### TOURING 4

1. Marshall Mast **3**
2. Marc Cefalo
3. John Heinrich **16**

# TOURING 1, 2, 3 & 4

**WORDS** Richard S. James | **MAIN IMAGE** Rick Corwine

## TOURING 1

Touring 1 has been Andrew Aquilante's playground for a long time, and it usually takes a mechanical issue for him not to win in his Ford Mustang. And if he doesn't win, Mark Boden has been right there to take the victory when Aquilante has an issue.

"We wouldn't be going if I didn't have a shot at winning," says Aquilante, before listing other contenders. "Mark Boden is going to be the strongest one. The BMW, as we could see from last year, was strong

and nothing's changed. There's some cars from the West Coast that, if they enter, if they can't win I don't know what's wrong with their driving..."

Boden got knocked out of last year's championship race early, so we didn't get to see what his BMW might have done in interesting conditions, but he won in similarly interesting conditions at VIR in 2019. And while Boden has been toying with a Mercedes-AMG GT4, he says he's going to bring the proven BMW E92 M3.

The car count is low so far, with only eight confirmed entries. Of those, we believe local knowledge might be an advantage, so we think another Mustang man, Robert Korzen, has a good shot at the podium. Other contenders include Hugh Stewart, Timothy Rubright and S. Sandy Satullo III.

## TOURING 2

"I think there's going to be more variety in T2 this year than there has been in past years, and a lot of fast



Rick Corvino



Barbara Prokes



Jeff Lowrey

## MOVING UP

Charlie Peter (LEFT) has finished second in two Runoffs attempts in Touring 2. We think this could be his year. Marshall Mast has been picked for double victories in 2022, with a shot at winning another Touring 3 (MIDDLE) championship and also adding a Touring 4 (BOTTOM) title.

Peter ... Tim Kezman is going to be fast," Boden says, listing potential contenders. "I think those are going to be the pointy end of the field. There are a few other fast guys that come in, but Kurt and Charlie are probably the top two picks right now."

Boden is our pick for third in his trusty Porsche, but could easily surprise at VIR. David Sanders has been getting closer to the podium in recent years and could be a contender, too. Scotty B. White made the T2 podium last year in a Viper, but has entered with the Ford Mustang EcoBoost that he ran in 2020.

## TOURING 3

In five Runoffs appearances, Marshall Mast has three National Championships in Touring 3. The last time he didn't win a championship was in 2019, the Runoffs' previous visit to VIR. We're betting that in 2022 he adds the famed road course to the list of tracks at which he's won titles.

"I think my chances are pretty good," Mast says. "I think Jason Ott, Breton Williams and Chris Hart are going to be tough. I was beat [in 2019] by Broderick Baugess in a Spec E46, so I know those cars are going to be fast around VIR. Rob Hines and Derek Kulach in Nissans are going to be pretty stiff competition also."

Mast is back in the EcoBoost Mustang, and says he feels he's progressed as a driver, which can't be something his competitors want to hear.

Jason Ott has had limited running this year in Hoosier Super Tour events, so he's a little hard to gauge, but he's usually quick in the BMW Z4 M Coupe. Still, he's certainly going to have his

hands full with Mast and Hines. Hines won both parts of the Super Tour at VIR in his Nissan over Williams, so he's looking very strong for a podium finish.

## TOURING 4

In addition to Touring 3, where he's a three-time champ, Marshall Mast is contesting T4 in a Scion FR-S. He's our pick to win, but he's going to have a real fight in store.

"I've run more Super Tours and Majors this year in T4," Mast says. "I was racing against Marc Cefalo most of the time, so I know he's going to be tough. I just barely had him in most of the races. I had a massive battle with him at Watkins Glen, and I know that car is going to be quick. For other guys, it's the usual contenders – Michael Borden is going to be tough, and Chi Ho and his BMW."

Cefalo and his MX-5 have been tearing it up everywhere they go, so he's about as sure a thing for the podium as it gets. And defending champ John Heinricy will be up there, because, well, Heinricy. Don't count out Izzy Sanchez or Chris Windsor, either.

T4 is looking at a big field made up largely of BRZ/86/FR-S entries and MX-5s, but there will be some other cars thrown in. Mast thinks there might be a surprise in there.

"I feel like T4 is the class where somebody's just gonna show up in possibly an RX-8 and surprise all of us," he says. "So, yeah, I'm kind of expecting somebody who I didn't think was going to be a contender to be one. I think the rules for T4 are super close as far as every make and model of car, so it's going to be tough, especially with the draft at VIR." 🍷

guys," says podium pick Mark Boden. The mounts for our podium picks include a BMW, a Mustang and a Porsche, so he may not be far off.

Charlie Peter has two consecutive second-place finishes at the SCCA National Championship Runoffs. He's upgraded from BMW's 235iR to the more potent M2 CS, so between that and his greater experience, it's likely time to move up a step. But Mustang racer and three-time T2 champ Kurt Rezzetano isn't likely to make it easy.

"Kurt Rezzetano; of course Charlie

## REPEAT WINNER?

Andrew Aquilante (MAIN) could very well add to his 11-championship total by winning Touring 1 again, as he did last year.





# E PRODUCTION, F PRODUCTION &

WORDS J. Michael Hemsley | MAIN IMAGE Jay Bonvouloir

## PODIUM PREDICTIONS

### E PRODUCTION

1. Jesse Prather **5**
2. John Hainsworth
3. Jon Brakke **3**

### F PRODUCTION

1. Kevin Ruck **2**
2. Eric Prill **2**
3. Cliff Ira **2**

### H PRODUCTION

1. Will Perry
2. Steve Sargis **9**
3. Eric Vickerman

## E PRODUCTION

It's hard to argue against success, and Jesse Prather has had considerable triumph as both a racecar builder and driver. Since he transitioned to a BMW Z3, he's earned three poles, two championships, and a third-place finish at the Runoffs in E Production. That third came the last time the Runoffs was at VIR, and it was one little error that kept him from converting a pole to a

championship. We're betting he doesn't make that mistake again.

Matt Reynolds, another very successful EP racer, is not coming to VIR with his EP Mazda Miata this year, but several other fast guys are. John Hainsworth continues to improve his open-top Mazda RX-7. He's finished in second and third in previous years, and he'll be doing his best to prove that *SportsCar* is wrong this year.

Jon Brakke, a former EP champion, will be testing his Prather-built

BMW Z3 against its builder at VIR. Brakke has been sorting his car, and it's been getting faster all year. As for others, Prather says, "If Tim Schreyer comes, he'll be right there as well [so far he has not entered]. I know Jeff Young has made big strides in his super cool Triumph TR8 as well, and Joe Carr will have a new engine in his [Mazda MX-5]."

It will be Prather in his BMW, though, who will take the checker for a third consecutive championship.



Jeff Loewe



Jeff Loewe



# H PRODUCTION

## F PRODUCTION

F Production – what a great class. At first glance, it looks like an Integra versus Miata class, but there's one Honda Del Sol and one Lotus 7 that will be working hard to insert themselves into the battle.

Kevin Ruck has had considerable success with his Acura, but, as he says, "It's always a tremendous honor to receive this nod as the favorite to win the Runoffs, but it never seems to bring me much luck

as I'm two-for-two on being named the favorite and leaving the Runoffs with a hole in my block!" Ruck, though, is very good at learning from his car and improving it.

One of the guys trying to ensure that *SportsCar* is wrong is multi-time FP champ Eric Prill in his Miata. Prill's Miata is fast and reliable, and Prill is an excellent driver. Cliff Ira's Del Sol stands out among the others because it is so different, but it's also fast, as he showed at Indy.

## FACES OLD AND NEW

Defending E Production champion Jesse Prather is expected to take the win he missed last time at VIR (MAIN). It's been a while since Kevin Ruck (TOP) stood on the top step of the FP podium, but this may be his year. Will Perry (ABOVE) will be a first-time champion if he wins H Production.

Ken Kannard now has the Integra that Mark Carpenter used to win two championships, and you'd be foolish to ignore Craig Chima in that fast Lotus 7.

As always, F Production will deliver a great race, especially at such a great track as VIR.

## H PRODUCTION

Sometimes you just have to bet against success. Few have been as successful in H Production as Steve Sargis in his Triumph Spitfire; but at VIR, Will Perry has been someone to reckon with. Perry finished second the last time the Runoffs was at VIR, and he scored a win and a second there this spring.

"I think I have a chance of winning, but Steve Sargis is going to be tough to beat," Perry says, recognizing the challenge.

Sargis will be very fast and probably take the pole, but he'll have several drivers, including Perry, hounding him on the straights and in the curves. Those include Eric Vickerman in an MG that's well accustomed to the Runoffs. At the time this is written, Vickerman is not sure he'll be attending, but says the chance he'll be there is 90 percent.

The last time the Runoffs was held at VIR, Vesa Silegren won in his Honda CRX, but he had quite a hard crash at Indy and is still working on getting his car to perform well. And watch for Enrik Benazik in his Honda Civic – he scored a second-place finish this spring at VIR's Hoosier Super Tour, beating Vickerman.

As always with HP, there will be some mechanical issues, but the fast guys are usually there at the end. 🍷





## SPEC MIATA

WORDS Jeff Zurschmeide | MAIN IMAGE Rick Corwine

### PODIUM PREDICTIONS

#### SPEC MIATA

1. Preston Pardus **3**
2. Connor Zilisch
3. Travis Wiley

#### SPEC MIATA

Predicting the outcome of a Spec Miata race is a lot like predicting the winner of a bar fight, but consider this: Preston Pardus has competed at the Runoffs six times and three of those times he won his race, plus finished second once. That impressive record already makes him the winningest driver in Spec Miata Runoffs history. If he grabs first

again this year, he'll have won three times in a row. So we're playing it safe and predicting another Pardus win, with Connor Zilisch and Travis Wiley rounding out the podium.

With 59 entries registered at press time, there are a number of past champions in the mix, including two-time SM champion Jim Drago and three-time STL champ Danny Steyn, so before we hang the medal around

Pardus's neck, there's a race to be run. To give us the insider view we asked Steyn, who's always in the mix but has yet to claim top honors in SM.

"I think all the usual players will be there," Steyn says. "I'm guessing Connor Zilisch will be a favorite, along with Pardus and Drago. Elivan Goulart will be a contender, too, along with Nick Bruni, Todd Buras, Peter Ensor, Charles Mactutus and Rob Hines."



### THREE IN A ROW?

Preston Pardus (No. 42, LEFT) has three Runoffs victories, including the last two, in Spec Miata. A third seems likely. (BELOW) Connor Zilisch and Travis Wiley, here battling at Road America during the June Sprints, are expected podium finishers.

Rich Cavonius



Jeff Leowe



**"I think it'll be Connor [Zilisch] who's going to be hardest to beat."**

**TRAVIS WILEY**

Travis Wiley tends to agree. "It will be Connor Zilisch and maybe Jim Drago since he's particularly good there," he says. "But I think it'll be Connor who's going to be hardest to beat."

Steyn is also looking at an impressive new player who could disrupt the conventional wisdom.

"Raident Nicol is a 14-year-old whiz kid," Steyn declares. "He just beat me at Road Atlanta, my home track, and he kicked my ass! This guy is exceptionally talented. In my opinion, he's got a really good shot at it."

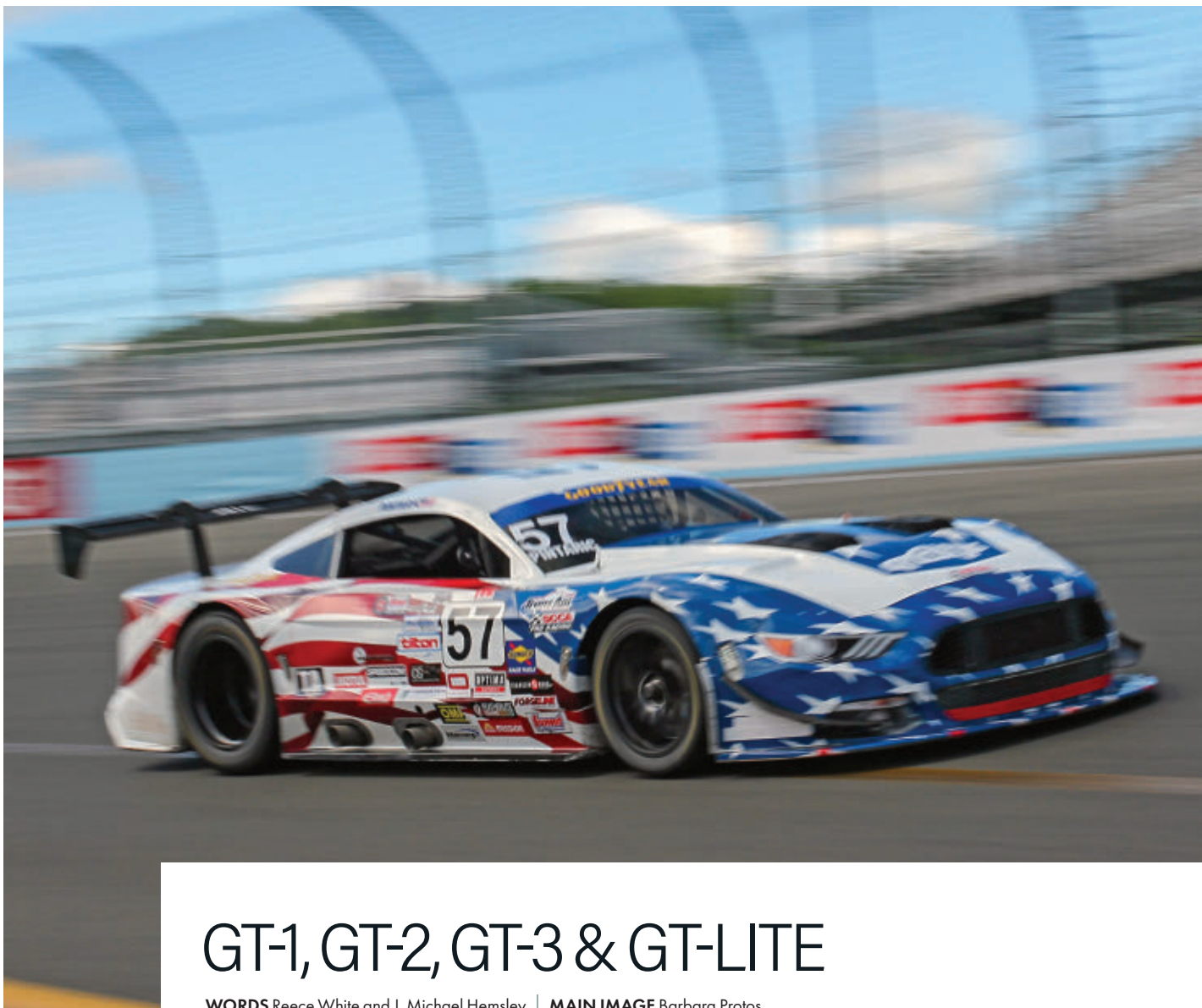
Steyn also emphasizes the strategic nature of the VIR circuit.

### THE SPOILERS?

(ABOVE) Danny Steyn (No. 39) and Charles Mactutus (66) are two drivers with good knowledge of VIR who could upset the predictions.

"It's so important to qualify near the front there," he explains. "It's not an easy track to pass on. You've just got to be so patient, because there are not a lot of passing opportunities. It's easy to come alongside a guy, but it's not that easy to get past him and go cleanly. And if you go alongside in Spec Miata, both of you fall back, so the idea is to pass and move forward. And that's the hard part." 📍





## GT-1, GT-2, GT-3 & GT-LITE

WORDS Reece White and J. Michael Hemsley | MAIN IMAGE Barbara Protos

### PODIUM PREDICTIONS

#### GT-1

1. David Pintaric **1**
2. Michael Lewis **10**
3. Adam Romito

#### GT-2

1. Andrew Aquilante **11**
2. Kevin Allen
3. Hans Peter **3**

#### GT-3

1. Tony Ave **2**
2. Michael Lewis **10**
3. Troy Ermish **2**

#### GT-LITE

1. Peter Shadowen **4**
2. Michael Lewis **10**
3. Brian Linn **2**

#### GT-1

Last year in this space, following a conversation with our pick to win, David Pintaric, we laid out a caveat: none of the information was valid if it rained, and Thomas Herb's Porsche was going to go from an outclassed ride to a major contender. As we now know, it *did* rain, Herb *did* win, and he's a National Champion.

So where to go this year? Let's start in the same place as last year. Pintaric was our official pick a year ago, and he stays on top this year. He can drive, he's got the equipment with some Ave power in his Mustang,

and the Goodyear tires seem the most likely to go the distance.

We don't expect it to be easy. Michael Lewis is always a contender with equipment that's as reliable as anyone in GT-1, although his Jaguar doesn't necessarily have the power of other GT-1 cars. He leads the Hoosier Super Tour points, and no one would be shocked to see him wearing a medal.

Adam Romito was already on this list, but Pintaric specifically called his number as well – that Dodge Challenger is poised to make some noise, literally and figuratively.

Ah, but it is VIR in October, so what

happens if it rains? We called it last year, and we're pretty confident this year. You can almost see his sly smile when asked, but if it rains, we still expect to see Pintaric on a bit of a revenge tour.

#### GT-2

Let's face it, until proven otherwise, the GT-2 prediction starts with Andrew Aquilante. No, it's not a lock, but in eight class starts he has four wins, a pair of seconds, and a DNF where he led five laps early in the race, all in a Phoenix Performance-built machine. Last year's race at Indy would have been better served



Barbara Photos



Jeff Loewe



Clark McInnis

## DO IT AGAIN

Each of our GT category picks has won a National Championship. Andrew Aquilante (LEFT) last won GT-2 in 2020, while Tony Ave (MIDDLE) will be going for his first GT-3 championship after a couple of GT-1 victories. Peter Shadowen (BOTTOM) has four wins in GTL, including last year's.

The wild card? Tony Ave in his Runoffs GT-2 debut. Currently he's registered in the former Jim Goughary Nissan 350Z, but word on the street is that there might be a secret weapon in development. Even if not, an improved-by-Ave Motorsports Nissan might be enough to take down the field. But the list of contenders goes on: Tom Patton; the Fall-Line gang including Mark Boden, Tim Kezman (the defending champ), and Thomas Herb; Lou Gigliotti and Scotty White.

In other words, this might be the race of the weekend.

## GT-3

Stop us if you've heard this one before: Tony Ave, Michael Lewis, and Troy Ermish walk into a paddock...

GT-3 is always one of our toughest races to call. The drivers are among the best at the event, and they're all excellent car builders. But the fact is, making a GT-3 car go fast requires putting it on the edge, and then taking care of it, for a whole week.

That means one loose bolt or crossed wire can end the day early. Ermish and his team pulled off a remarkable win at Indianapolis a year ago, putting the car back together after a test day rollover. Lewis and his team will spend the week swapping motors, among other things, as he runs the same car in both GT-3 and GT-Lite.

Can both keep up the good fortune for another Runoffs week? You bet they can, but we're still going to land on Tony Ave when we roll the dice. And it's a big roll as the only Acura in a field full of mostly Mazda-powered vehicles.

And there are others ready to pounce. Jeff Dehrnel is almost always running at the finish; Stacy Wilson

is a former champ and also builds son Blake's car, and Tony Rivera is returning to the Runoffs for the first time in more than 10 years.

But we keep talking about the wet stuff. If that happens, the underpowered TCR car of Alex Mayer is suddenly nimble and front-wheel drive, which isn't a bad place to be.

## GT LITE

GT Lite might come down to which driver can manage to race in multiple classes in very different cars. Both Peter Shadowen in his Honda CRX Si and Michael Lewis in a Mazda RX-7 are experienced in their GT-Lite cars, but Shadowen is also running in P2, and Lewis in GT-1 and GT-3. Shadowen is a multiple GTL champion, and Lewis is a multiple GT-1 and GT-3 champion. That does suggest that Shadowen might have the advantage in GTL, but Lewis has shown considerable speed in his Mazda, finishing third in class last year. Both are excellent drivers, so this could be quite a race.

And, speaking of excellent drivers, Brian Linn has several championships under his belt in H Production.

"The uncertainty could be Brian Linn," muses Shadowen. "I know the car, and I know the driver, but I've never raced against that combination."

Linn is fast and smooth, but he's a West Coast racer who's not had much, if any, experience at VIR, which could be a disadvantage.

Two who have had experience at VIR are Graham Fuller (Honda CRX) and James Gregorius (Mazda RX-7). They've each won a GTL race at VIR during this year's Hoosier Super Tour.

Get set for a very good race. 🏁

in a boat, so even that silver medal is a wash, no pun intended.

So who can rattle that streak? There is a fairly significant list of names on our radar. For the runner-up, we've chosen Kevin Allen. It's his home track, he's historically had the tube-frame car to beat in this class, and his Mallen Alley shop has had a lot of success at the Club and Pro level this season. Hans Peter, a three-time Formula Atlantic champion, leads the Hoosier Super Tour points, and is in a Porsche 911 GT3 Cup car – which likely means the most all-around balanced car in the field, never a bad thing at VIR.

## RAIN OR SHINE

David Pintaric's quest for a second GT-1 National Championship was thwarted by rain in 2021. We bet he wins this year, no matter the conditions.





# SPEC RACER FORD 3, FORMULA ENTERPRISES 2

WORDS Jeff Zurschmeide | MAIN IMAGE Rick Corwine

**PODIUM PREDICTIONS**

**SPEC RACER FORD 3**

- Bobby Sak 2
- C. Russell Turner
- Brian Schofield 2

**FORMULA ENTERPRISES 2**

- C. Russell Turner
- Bailey Monette
- Owen McAllister

**SPEC RACER FORD 3**  
Spec Racer Ford Gen3 has received the biggest upgrade since the switch to the 1.6-liter engine package in the form of the SADEV-SRF3 six-speed, sequential-shifting transmission. The new gearbox replaces the traditional five-speed H-pattern shifter, but not everyone has it yet. The SADEV transmission is considered an upgrade, but it will take some practice to use the new equipment to its full potential.

"Most tracks that we've gone to, the SADEV has made the track and the car easier to drive," says Hoosier Super Tour points leader C. Russell Turner. "But VIR is the exception. I think it's more of a challenge to find that 100-percent speed with the SADEV than it was with the H-pattern

gearbox. There are a couple of corners where you're running in a different gear, so it's changed the track. We didn't get a lot of time to master it at the Spring Sprints, so there's going to be a lot of learning going on at the Runoffs. I think the people who figure it out the quickest will be the ones who are most dangerous."

It's safe to say the SRF3 class has a deep bench full of racers who figure things out quickly. The list of past champions registered for this year's race includes five-time winner Mike Miserendino, two-time champion (plus two more in GT-3) John Black and defending two-time champion Bobby Sak, along with two-time champions Robeson Clay Russell and Brian Schofield. Still more may enter before the deadline.

This year, our prediction is that Sak will get his third championship in a row, with Turner and Schofield rounding out the podium. However, VIR is Turner's home track so he's got a plan to be at the front.

"I hope I don't have to *get* to the front," Turner jokes. "I hope I start at the front and stay there. But it's VIR, so if you don't have the right drafting partner or you don't get the right draft in qualifying, you can be the fastest guy out there and you're starting 10th."

**FORMULA ENTERPRISES 2**  
Formula Enterprises is attracting more participation every year, and this year's field includes several notable SRF3 drivers who have crossed over into open-wheel racing. Our pick for the top spot is C. Russell Turner.



## SPEC RACERS

Can Bobby Sak (19, MAIN) repeat as Spec Racer Ford Gen 3 National Champion? It seems likely.



Jeff Loewie

"I think it's more of a challenge to find that 100 percent with the SADEV."

**C. RUSSELL TURNER**

"I'm really worried about Bailey Monette and Owen McAllister," Turner says. "Owen runs well at VIR, and so does Paul Schneider. Those are the guys I'm looking out for. VIR is my home track so hopefully I have an advantage. It's going to be a fight, though!"

Monette thinks his teammate, Sterling Hamilton, will also be in the mix. "He's there, and he's pretty quick," Monette says.

McAllister has his own list, noting that "Bailey Monette, Russell Turner, Jason Conzo and I will all have a good shot. I think that winning will come down to two factors: qualifying, and the first couple laps of the race."

VIR is a complicated track, so there's no easy way to be fast everywhere.

"You have to be very consistent, and in some places you have to be patient. It's a driver's track," Monette says.

Asked about his race strategy, Turner plans to rely on his own efforts.

"FE2 doesn't run like the Spec Racers do, where you can work together in a pack, and I don't have any teammates," he says. "I imagine Paul and Bailey may team up in qualifying, and Caleb [Shrader] and TJ [Acker] coming from the West Coast will work together."

Formula Enterprises 2 will race in Virginia without its defending champion. Scott Rettich won FE and FE2 seven times, including last year at Indianapolis. He passed away earlier this year, and he will be missed by everyone at the Runoffs. 📍

## FIRST-TIME WINNER?

C. Russell Turner (ABOVE) is the pick to take his first title in Formula Enterprises 2.

## WHAT'S THIS GREEN-TO-CHECKER THING ABOUT?

There's nothing more frustrating than watching your track session tick away under full course caution, or sitting in the pits under a black flag. Yet too often that's what SCCA drivers experience, especially at higher-profile events. Eric Prill, Vice President of Road Racing for the club, is working to maximize green-flag time.

"The goal of any session is to run clean from the moment the green flag waves until the checkered flag," Prill says. "G2C [Green-to-Checker] is a movement that recognizes that there are things everyone can do — drivers, stewards, emergency services, organizers, rules makers — to positively affect the goal of clean, uninterrupted sessions."

Prill is hardly the first person in SCCA history to emphasize the importance of clean racing, but there's more to this program than a pep talk.

"Just acknowledging that we all share this common goal and need to work together can go a long way toward reducing incidents and session stoppages," Prill explains. "Respecting one another's space, equipment and track time is a great place to start and it doesn't require a huge effort. Of course, there are more concrete, procedural things that can be done, and there are a lot of different stakeholder groups that have started the process of longer-term solutions."

One simple step has been to start keeping track of time-stealing incidents, and then publishing the data so drivers can see why their sessions were cut short. "We've set a baseline of our event analysis with the Hoosier Super Tour events from this year, so having measurable results will come in the future," Prill says. "But we did see more G2C sessions later in the season than we did earlier, which we view as heading in the right direction!"

Look around the paddock at the Runoffs for Green-to-Checker stickers and information. — **Jeff Zurschmeide**





Rupert Berrington



Rick Corwine

# FORMULA ATLANTIC, FORMULA CONTINENTAL & FORMULA X

WORDS Tom Schultz | MAIN IMAGE Jay Bonvouloir

## OPEN WHEELERS

A couple of repeat winners are expected in the fast formula cars, starting with James French in Formula Atlantic (MAIN). Simon Sikes (TOP RIGHT) won at Indy in 2021, and is expected to win again at VIR this year. Austin Hill (ABOVE RIGHT) scored a podium in his first Runoffs. Is he ready for the top step in FX?

PODIUM PREDICTIONS	
<b>FORMULA ATLANTIC</b>	
1. James French	2
2. Alex Mayer	1
3. Chip Romer	
<b>FORMULA CONTINENTAL</b>	
1. Simon Sikes	2
2. Tim Minor	1
3. Nolan Allaer	
<b>FORMULA X</b>	
1. Austin Hill	
2. Trevor Russell	
3. Billy Smith	

## FORMULA ATLANTIC

Formula Atlantic is a class that has had several peaks and valleys. This year is a bit of a valley, with entries down nationwide. However, that has opened the door to cars of other classes, such as F1000 and Formula Regional Americas, to come and play with the traditional Atlantics.

We expect to see a real variety at VIR this year. The man on top appears to be the defending champion, James French. He's driving an old mule in an almost 30-year-old Ralt RT-41, but don't be fooled – the car has been thoroughly conditioned and modernized by its Carl Liebich-led crew. French is very fast, and the combination should make it two straight.

Alex Mayer has been a factor in his JDR F1000 and could well take the fight to French. Austin Hill heads the Ligier JSF-3 contingent and has been regularly placing. Chip Romer is doubling up this season, adding a Swift 016.a to his Prototype 1 effort, and has been a winner. Indeed, he could be French's toughest opponent.

Another Swift is that of J.R. Smart, who's sprung a surprise or two this year. And if Flinn Lazier enters, he's another man to consider. But at this time, put your chips on James French to repeat.

## FORMULA CONTINENTAL

Simon Sikes is the defending champion in this class and circumstances indicate that he should be able to make it two straight. He won last year in the same Citation that he has under him this season, and another win would make it three straight if you include his FF victory in 2020.

The Citation appears to be the car of choice at the moment, with Tim Minor also in one. Minor is always a factor and is overdue for a win.

The majority of the field will be in the familiar Van Diemen chassis, and tops among them are the father-and-son team of the Allaers. Rob Allaer has won the gold twice before, but son Nolan is showing that he's absorbed a lot of passed-down knowledge and can be found ahead of his father more often than not. Look for these two to battle over a podium spot.

Michael Varacins has many FV titles to his credit, but since his switch to FC has not been as successful. He's getting more competitive every season, and could be a factor for the podium. Others to watch include the Citation of John LaRue and the Van Diemen of Bill Johnson, who has multiple wins this season. But look for Sikes to come out on top.

## FORMULA X

The Formula X class is still finding its footing. While the Star Mazda cars are disappearing, not many have taken their place. The principal newcomer chassis is the old USF2000 car, the Elan DP-08. There's a scattering of other cars, but as of the end of July, they seem to be procrastinating in entering the Runoffs.

Having said that, we are very much in need of a crystal ball in calling this race. 15-year-old Austin Hill has been a regular in an Elan DP-08 and is our pick to win. Trevor Russell, in a Van Diemen, has been an occasional entrant and will factor into the race.

The rest of our forecast is cloudy indeed, although Elan-mounted Trent Walko and Billy Smith have been competitive and could be a factor.

One reason for the low car count has been Avery Towns. He's been racing a Formula Renault 2.0 Tatuus and has been virtually untouchable. However, Towns recently stated that he won't be entering this year's Runoffs, so that should bring some cars out of the woodwork. All of this is speculation, mind you, but we expect a good number of late entries.

Melvin David Kemper Jr. and Brad Yake are still wheeling old Star Mazdas and, if nothing else, should contest their informal class-within-a-class. 🏆



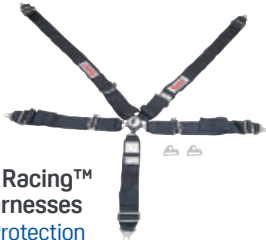
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# FORMULA F, FORMULA VEE & FORMULA 500

WORDS Reece White | MAIN IMAGE Jay Bonvouloir

PODIUM PREDICTIONS		
FORMULA F		
1. Jonathan Kotyk	3	
2. Tim Kautz	3	
3. Nolan Allaer		
FORMULA VEE		
1. Zach Whitston		
2. Andrew Whitston	2	
3. Andrew Abbott		
FORMULA 500		
1. Calvin Stewart	1	
2. Eric McRee		
3. Sven de Vries	1	

**FORMULA F**  
The challenge of the Formula F pick is that there's often a gaggle of up and coming youngsters who show up with the goal of adding a Runoffs title on the way to a pro career. But at press time, few have thrown their hat in the ring – so let's work with what we have. And what we have is a stout field of regulars. Bob Perona has been close – very close – a number of times, and continues to develop the skill needed to play the draft and choose

his opportunities. Perona, however, isn't entered at press time. Three-time champion Jonathan Kotyk is, however, and he's got to be our pick. In five Runoffs appearances he's been off the podium only once, and that was a fourth-place finish. Plus, one of his championships came at VIR. The chips are stacked in his favor. We'll look for Tim Kautz near the front, too. He wasn't there the last time we visited VIR, but he's proven he can drive everywhere

*"We're leaning toward a mild upset, believing that it's younger brother Zach's turn to stand on top."*

and isn't just built for Road America, where he has three titles. Which brings us to a youngster, but one familiar to the SCCA family. Nolan Allaer became the third generation of his family to land on the Runoffs podium last year



#### FOUR FOR SIX?

Jonathan Kotyk (MAIN) has dominated FF in recent years, and we see no reason why this time should be any different...



Clark McInnis



Rick Corvino

"It's back to Daytona in 2015 since (Stewart's) been on the top step, and he's always hungry for that gold medal."

he'll be in the lead pack. And at VIR, it could be a pack of six across the finish line – who else can get in position?

#### FORMULA 500

The Formula 500 battle is thrown wide open by the absence of Clint McMahan, who has declared himself out for this year's race (full disclosure – he does reserve the right to change his mind, and has in the past).

That turns our attention to a man who has been on the podium in each of the last three seasons, including the runner-up to McMahan at VIR in 2019, Calvin Stewart. It's all the way back to Daytona in 2015 since he's been on the top step, and he's always hungry for that gold medal.

But as Stewart told us, the Runoffs race is never a lock and everyone brings their A game – and there are a lot of "A" programs coming to VIR. James Weida represents the best of the dwindling two-stroke motors; if he enters, he's got a good shot at the podium. Eric McRee was third at VIR in 2019, and there's no reason to think he can't be back on the podium.

Sven de Vries is the defending champ, so putting him in third is probably a terrible call on our part. Jason Martin is on Stewart's radar, as are Jason Knuteson and Aaron Ellis, if they show up.

Most importantly, do not miss this race when October rolls around. It's setting up to be a classic. 🍷

in Formula Continental. Can he repeat this year with a change of class? It's certainly very possible.

#### FORMULA VEE

The Formula Vee National Championship absolutely goes through the Whitston family, so we're going to start our Who Will Win predictions right there.

Andrew Whitston hasn't been outside the top five since 2014, and that kind of consistency leads to wins (oh,

by the way, he has two in the last three years). It's impossible to overlook him.

But this year we're leaning toward a mild upset, believing that it's younger brother Zach's turn to stand on top. He was on the podium at the last Runoffs at VIR, and looks poised to take another step forward. Of course, if they fall, there's also dad, Ron, and youngest brother Steve lurking, too.

But it's not a given that a Whitston will win. Andrew Abbott has two consecutive third-place finishes, so

#### OPEN WHEELERS

There's a 99-percent chance there will be at least one Whitston on the FV podium at the Runoffs. Perhaps it's Zach's (TOP) turn to win? Calvin Stewart (ABOVE) is looking for his second F500 National Championship.





# PROTOTYPE 1 & 2

WORDS Tom Schultz | MAIN IMAGE Rick Corwine

**THE FAST ONES**  
Chip Romer (MAIN) has come close a couple of times, and is due for a victory in Prototype 1. Tim Day Jr. (RIGHT) is expected to repeat in Prototype 2.

**PROTOTYPE 1**  
Chip Romer has enjoyed a stellar season, with seven wins as of mid-year. In all his races, his Elan DP-02 has been a challenger for the victory. Among his wins was a near double at the Chicago Region June Sprints at Road America. He won on Saturday, and then, just when he was poised to do the double, had his car break only a mile from the finish.

For VIR, we expect that Romer will not only run up front, but he should bring home the gold. Lee Alexander, last year's winner, will be a close runner in his Stohr. Following his rejuvenation last year with his return to the P1 class, he should continue his hot streak and be right behind Romer, ready to pounce.

Jim Devenport won this class twice in a Norma, but has switched to an Elan, and is just as fast. He looks to make it three wins. Others in the mix include Todd Slusher and Todd Vanacore in Elans, who many think can win, and Jason Miller, who's been trying for over 20 years. He has the speed in his Wynnifurst-Kohler, but has been cursed by unreliability. However, if James French shows up with his Swift, all bets are off!

**PROTOTYPE 2**  
Tim Day Jr. has been the dominant player in the Prototype 2 class the last few years. In fact, he seems to improve every year. This season, as of the end of July, he has won seven big events in his Stohr. Among his wins are doubles at both the VIR and June Sprints Hoosier Super Tour weekends. It's hard to see anyone beating him at the Runoffs.

Greg Gyann has been his closest chaser, and he appears set to fill that

role at VIR. He's also in a Stohr, as is Tray Ayres. Tray has moved from SRF to P1 and now P2, and is fast getting a handle on these cars.

Others in the mix with Stohrs are long time racers Mike Reupert and Sherman Chao. Reupert won in a predecessor class many years ago, but has seemingly been rejuvenated with his purchase of a Stohr. Non-Stohr entries that could figure in are the Ligiers of John Gyann and Robert Iverson. 🏆

PODIUM PREDICTIONS	
<b>PROTOTYPE 1</b>	
1. Chip Romer	
2. Lee Alexander	2
3. Jim Devenport	2
<b>PROTOTYPE 2</b>	
1. Tim Day Jr.	2
2. Greg Gyann	1
3. Tray Ayres	2



Jeff Loewe

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# VIR RIGHT OF WAY

There are some “throwaway” corners in the numbered turns at VIRginia International Raceway. But the ones that matter, matter...

**WORDS** Steve Nickless | **MAIN IMAGE** Rupert Berrington

*“Which three corners at VIRginia International Raceway must you get right, and which must you not get wrong?”*

*It was a simple story brief focused on the challenge to mastering the mega-popular southern Virginia circuit that will host this year’s SCCA National Championship Runoffs for the second time in four years. There emerged a simple consensus:*

*“There are several critical corners at VIR and you can’t ‘get wrong’ any of them.”*

*Three drivers – Tim Minor (Formula Continental), Preston Pardus (Spec Miata) and Jesse Prather (E Production) – each with Runoffs success and honor to defend, and each with a wealth of experience on the rolling, 3.27-mile Full Course, shared their insight.*

*So, which three...? – Ed.*



**T**he most important corners on any race track are the ones that lead onto the longest straightaways,” says five-time National Champion Jesse Prather. “So, at VIR, Turn 4 [Left Hook] is an important one. Obviously Oak Tree [Turn 12, onto the back straight]. And then coming down through Hog Pen [T17-17a], getting onto the front straight – those are the corners that are gonna get you the speed at the end of the three long straightaways.

“Getting a good lap at VIR is like getting a good lap at [Road

America]. It’s all high-risk/reward,” adds the EP champ from Kansas. “It’s a great rhythm track – everything flows.”

Tim Minor took the FC Runoffs title at VIR in 2019 somewhat fortuitously (“Truthfully, if Rob Allaer hadn’t blown the motor up in his car, I would not have won”), but is seriously quick there. And his “top-three most important corners” echoes Prather’s.

“Your pace through Turn 4 carries all the way down through the Esses and Turn 10, all the way down to Oak Tree,” says the Citation driver from

Northern Virginia. “You have to get it right; you can’t overdrive it. Once you turn in [to 4], you basically should not have to lift until you get to Oak Tree.

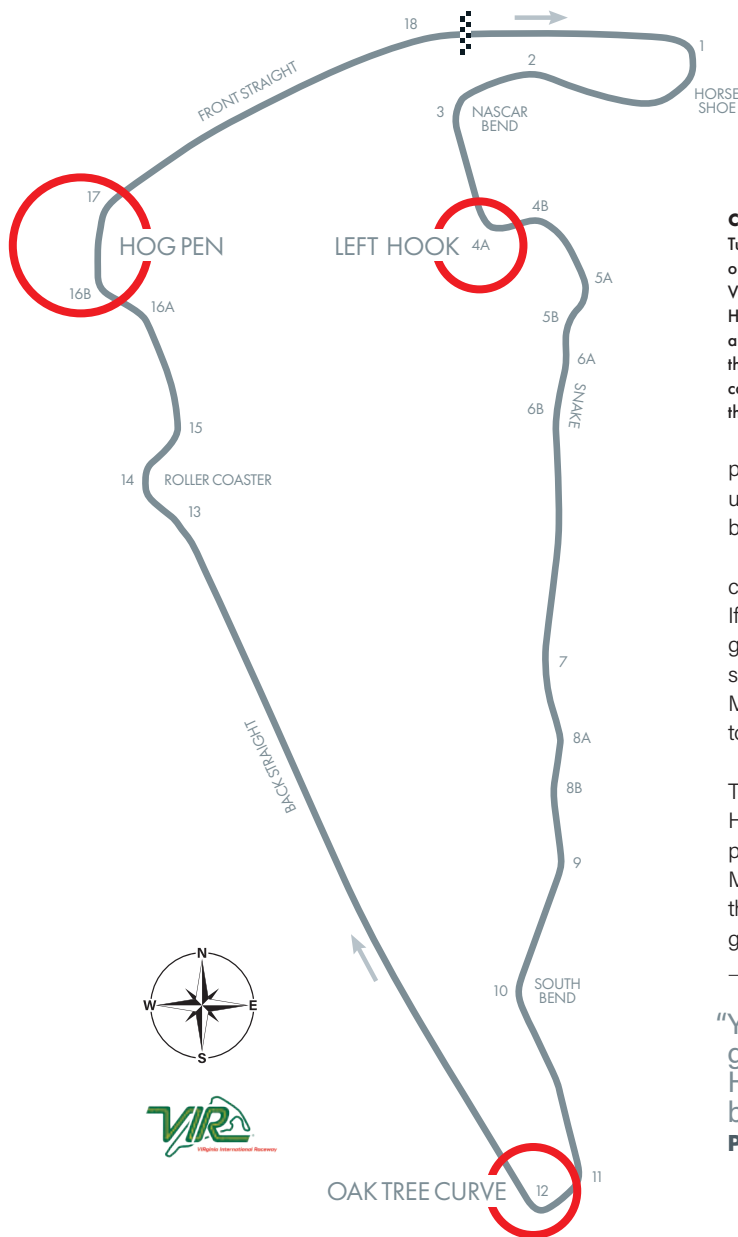
“It’s really important not to overdrive Oak Tree either,” he explains. “If you drive in too hard, you’re too late on apex and you can’t pick up the throttle quick enough. If you’re too early, you have to lift off. Your turn-in reference points are very crucial because that’s a long back straightaway. And it’s uphill – most of it is uphill.”

Three-time Spec Miata

National Champion Preston Pardus says, “All the [corners] are important here, but two stand out. Oak Tree – momentum cars like Spec Miatas, you’ve got to have a good car through there to have a good day, to set up passes down the back stretch.

“And really, you’ve got to have a great car coming out of Hog Pen, too – that could be the deciding factor for the win.”

Pardus, whose burgeoning NASCAR career has limited his club racing in 2022, continues: “Turn 4 – that would probably be my third most important corner. In the Miata, you’re flat from [4] all the way up



#### CRITICAL CORNERS

Turn 12, Oak Tree (OPPOSITE) leads onto the very long back straight at VIRginia International Raceway. Left Hook (BELOW) is deceptive –it looks almost like a throwaway because of the short straight after it, but in many cars, drivers will be full throttle from the exit until braking for Turn 11.

pull clear, because they're gonna use the draft and set you up for being too good through there.

"I think Hog Pen is the trickiest corner, really. High risk/reward. If you drop two wheels, you're gonna go for a ride and lose a second, two seconds. In Spec Miata, that's a huge time delta to have to make back up."

"From the top of the hill, Turn 12, all the way down through Hog Pen, you just have to be patient," says Minor. "It's like Mid-Ohio – the harder you try, the slower you go. You have to get Hog Pen right. If you don't,

if you're lifting off the throttle, you over brake the car and it just kills your speed all the way down the front straightaway.

"My driver coach who looks at my segment times and compiles all the data has helped me a bunch there."

Prather completely agrees with Pardus and Minor: "Coming down through Hog Pen onto the front straight is another very important series of corners [that] will bite you if not done correctly. All of them will, which is what makes VIR such a great course. High risk/reward.

"The turn that made me in 2019 also broke me – Turn 10," recalls Prather. "That was the turn I worked on the most during qualifying, because I was giving up time there. Ultimately, that is the turn that got me on the pole

**"You've got to have a great car coming out of Hog Pen – that could be the deciding factor."**  
**PRESTON PARDUS**

to South Bend [Turn 10] where you have to breathe the throttle.

"You really can't pass going into 10 – well, you can; it will hurt whoever you're racing with. But it will hurt you, too – if someone's right behind you, they're gonna catch you. You really want to be single file through there."

Where is the risk/reward ratio the greatest, you wonder?

"I would say Hog Pen," Pardus replies. "You can kind of control the pace of the drivers behind you by over-slowng, if you had to. But in Spec Miata, and some of the other classes, you don't want to



Richard S. James





#### PATIENCE

Trying to make time through Roller Coaster isn't going to help you much and could slow you down. It's all about being set up correctly for Hog Pen.

Jay Byrnes

**"You're in a downhill brake zone, and you'll see a lot of guys get a little out of control there."**

**JESSE PRATHER**

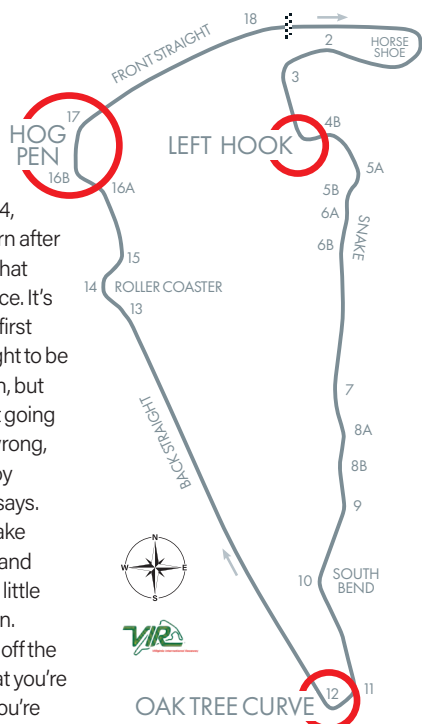
as it's so fast and important. But it bit me on a restart during the race: I was leading when we had a full-course caution that lasted about three or four laps. On the restart, I was just a little overanxious and just barely...well, this is one of the nuances at VIR. I didn't realize that you couldn't drop a half a tire off in Turn 10, but you can't! It is rough and dirty and nasty. And it bit me big time.

"In our cars, you have to brake for 10, but it's a really fast corner – a blind corner coming over a crest. If you miss the apex and you go off, it's just

ugly. That's one where the risk/reward is noticeable."

There's one turn that isn't as critical as some others for good lap times, but you definitely don't want to get it wrong: Turn 14, Roller Coaster – the first turn after Oak Tree in the sequence that Minor says requires patience. It's important because it's the first turn that you have to get right to be properly set up for Hog Pen, but losing a little time here isn't going to destroy your lap. Get it wrong, though, and it might destroy some equipment, Prather says.

"You're in a downhill brake zone, braking and turning, and you'll see a lot of guys get a little out of control there and spin. There's a penalty for going off the road there. I don't know that you're going to hit anything, but you're



going to be so far off the track that you're going to tear something up."

Prather gets the last word, noting that the corners to get right and not get wrong, it's all in the details: "[VIR] is my favorite track, really. I've been on pretty much all of them, and this is my personal favorite. I love a challenge and I love tracks where it takes a little extra 'gusto' – guts! – to get through some of the corners fast. I'm good with spooky corners – totally good with it.

"Which is not to say the [key] corners here are scary. Just make sure you're set up for them; focus on hitting your marks and being detail oriented."

Left Hook, Oak Tree and Hog Pen, with some South Bend and Roller Coaster in for good measure – the VIR challenge is anything but simple. 📍

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# THROWN TO THE WOLVES

Trans Am TA2 rookie Dylan Archer went straight from sim racing to some of the toughest competition in motorsports

**WORDS** Richard S. James | **IMAGES** Chris Clark/Trans Am Series

Dylan Archer may come from a racing family, but he took a rather unusual route to get to Trans Am.

The TA2 rookie got his start in a typical way, karts and Bandoleros, before circumstances meant racing had to be set aside. But in his senior year of high school, Archer noticed that a lot of people were doing sim racing. He jumped in as well, he and his father building a sim rig in their garage. Naturally, that led to an opportunity to go racing for real in Trans Am.

Wait... what?

Let's back up. Archer isn't an unusual name, but if your memory goes back far enough in SCCA history, it's a familiar one. And, yes, Dylan is a member of *that* Archer family. His father Bobby and uncle Tommy, together known as the Archer Brothers, raced in about every aspect of

SCCA Pro Racing in the 1980s and '90s – Showroom Stock, Racetrucks, World Challenge ... and, yes, Trans Am.

When the SCCA Pro Racing-sanctioned Trans Am Series was starting an eSports championship, they reached out to Bobby, whose championship history begins in 1980 with a GT-4 victory at the Runoffs. Well, as he explains it, he said he didn't do sim racing. But he knew someone who did.

"Trans Am was nice enough to let me participate," Dylan says. "I was actually able to win a few races and compete pretty well to the point where Tony Parella, the owner of Trans Am, was pretty interested and curious to see how I would do in a real car. He put his resources together with ours and we were able to get a test and make it happen."

"This whole deal came about on a fluke," adds Bobby.

"Somebody that we had met racing called me up looking to rent a car, and within literally 20 minutes we were able to put a deal together with a fellow named Alan Davison and his Food Processing Equipment Company [FPEC]. Alan is having a good time watching Dylan learn the ropes, and Dylan keeps bringing the car home in one piece. We're one of the few cars out there with a real sponsor, and those are hard to come by nowadays. I'm pleased, I'm excited, and a little proud of what we've accomplished in a very short time. From a father standpoint, it's pretty cool."

Even with the karting background, it's still a big jump from sim racing to a beast of a racecar. And for Dylan, there was no intermediate step.

"It was just kind of getting thrown to the wolves and making the most of it," Dylan explains. "And we've been able to do that. It's a pretty steep learning curve, but I'm here for all of it. I definitely think the TA2 car teaches you a lot without all the assist that you would have in a newer GT3 car, all the traction control and ABS."

"The TA2 is the definition of a raw car. So, being a rookie, I'm definitely learning a lot more in the TA2 platform than I think I would in another category. The competition level is so high right now; the guys winning in TA2, they're able to go get podiums

at Le Mans and win other big races around the world. So, just being able to compete against guys of this caliber and talent, it's definitely teaching me a lot."

Dylan says he feels that the sim racing gave him a pretty good idea what to do in the car in terms of racecraft, but it isn't always easy to implement knowledge from the sim world to real-world racing and actually execute that knowledge, so he recognizes that it will take



seat time to adapt. And, of course, his father can impart some advice. Where he really feels he's learned from Bobby, though, is in the off-track nuances of motorsports.

"It definitely comes down to the business aspect of it," Dylan says. "I think a lot of people in motorsports have had the luxury of having some family money where they can just go and race and not really have to understand the financial aspect of it. [My father

and uncle] have been doing this their whole lives, and they've been relying on sponsors to make it happen. So for them to teach me that aspect of motorsports and an appreciation for the things that need to be done to get the car on track, I feel that's where they've been great coaches and mentors."

They've also helped by bringing some of their old sponsors on board, such as Red Line Oil and Pyrotec. Dylan brings to the table

a relationship with some sim racing equipment companies with which he's been doing development work, SIMAGIC and Trak Racer. It's all led to what Dylan feels has been a successful rookie season so far.

"It's been a pretty good year, especially competing against guys who have been doing this for longer than I've been alive," the 22-year-old Texan declares. "There have been some circumstances that if they were a little bit different,

## SECOND GENERATION

Dylan Archer (LEFT) is following in his father's footsteps in motorsports, racing in Trans Am's TA2 class (MAIN), although his journey getting there was a bit different... His father, Bobby (BELOW), raced in a variety of SCCA Pro Racing series, including Trans Am.

I think we would be doing better; I feel that we could probably be sixth or seventh in points right now. But all in all, a year of me learning and just being out there with the guys, I'm happy!" 📍





# OPEN WHEELS TO OPEN TOP

Winning a Formula Mazda National Championship opened Bryce Cornet's eyes to new possibilities, including Idemitsu Mazda MX-5 Cup

**WORDS** Richard S. James | **IMAGES** Ignite Media



**T**he open cockpit is familiar, even if the full roll cage is a bit different. The doors and fenders, though, are completely new.

Look through the Idemitsu Mazda MX-5 Cup Presented by BFGoodrich Tires field and you'll see a lot of drivers with a history of racing production-based cars, Spec Miata being a common theme. For Bryce Cornet, the journey to MX-5 Cup went through open-wheel racing, an SCCA Formula Mazda National Championship, and a frightening experience along the way.

Like many young racers, Cornet started in karts, then made his way into open-wheelers. A dominant season in Formula Mazda, including a Super Tour title, culminated in winning the class at the 2018 SCCA National Championship Runoffs at Sonoma Raceway. That got him started in the world of Mazda's shootouts and scholarships, first on the open-wheel ladder

**"Becoming connected with the Mazda brand is one of the best things I could have done."**

**BRYCE CORNET**

and last year in the shootout for Mazda MX-5 Cup scholarships. He finished as runner-up to Connor Zilisch, claiming a still-substantial prize to ignite his run for MX-5 Cup Rookie of the Year.

"Becoming connected with the Mazda brand at a grassroots level is one of the best things that I could have ever done; ultimately, it's the best decision I made," declares the 29-year-old from Norman, Okla. "I had a lot of help from my family, and Moses Smith of Formula Mazda really helped me with getting into Formula Mazda.

"We won a National Championship in 2018, and that's what really turned on the move through the ranks of the shootout programs that Mazda

puts together for grassroots racers" he adds. "I entered the Road to Indy shootout with hopes of making it. By last year's Shootout, I was quite the veteran, just sticking with it and coming away with one of the scholarship prizes from Mazda, and it springboarded my career into MX-5 Cup."

Naturally there's a bit of a difference from driving a rotary-powered formula car compared to a Flis Performance-built Mazda MX-5 Cup car, and Bryce has had to make a few adjustments. He also sought out an intermediate step, Spec MX-5 Challenge, where the cars are based on the previous (NC) generation of MX-5 Cup car.

"I've had to change my driving style quite a lot early on," he explains. "Before even entering a shootout, I did a few Spec MX-5 Challenge races to get my driving style under wraps, to be able to compete at such a high level at the shootout. There are so many great drivers that get to the shootout each year.

"I'm confident in my abilities off track from a marketing and business standpoint, but you still have to excel and be able to provide results on track, so getting some sports car experience was essential. That helped me shake off some of the open-wheel driving style that wouldn't have necessarily benefited me or made me any quicker in sports cars."

Bryce's MX-5 Cup career began with a Hard Charger award in his first race at Daytona. But



## SPORTS CAR ROOKIE

Bryce Cornet has made the jump from Formula Mazda to first Spec MX-5 and now Idemitsu Mazda MX-5 Cup, looking for success in sports car racing.



tough races at St. Pete and Road America have probably put him out of touch for 2022 Rookie of the Year.

"I came away with a fourth at Watkins Glen, so I got a top five this year," he says. "But there's just so many talented rookies and this field this year is arguably the best MX-5 field that there's been. I'm fortunate to be in the series, and I'm happy with my how I'm doing."

Bryce was getting deep into his motorsports journey when, at the age of 15, he began to have heart palpitations sitting in class.

Terrified when it happened, he learned that he had Wolff-Parkinson-White Syndrome, a heart arrhythmia condition, which is fortunately curable. Two catheter ablations later, he was preparing to start racing Formula Mazda. A friend who owned a media company heard about his story and produced a documentary about Bryce, his condition and racing that has won awards at film festivals.

"He put together his documentary after hearing

about my heart story," says Bryce. "It's really put me in contact with a lot of people even outside motorsports that have the condition. It's something that can be found very early, so it's something that I'm trying to act upon, and that documentary is a good way to tell the story. And it's interesting tying it to motorsports – it gets people kind of excited, because it's unique." You can find the documentary on his Web site, [brycecornet.com](http://brycecornet.com).

While working to make a career in racing, Bryce exercises his MBA as a senior logistics manager for Spiers New Technologies, an Oklahoma company that does lifecycle management and remanufacturing of electric vehicle batteries. Ultimately he'd love to see himself as a professional sports car racer in the IMSA WeatherTech SportsCar Championship. But he plans to make MX-5 Cup his home for a while. 📍



**FROM TECH TO GRID**

Bonnie Wannarka's SCCA journey led her through a couple of different specialties, and to another life.

## HONORING SCCA'S WORKERS

### The 2021 Worker of the Year for Pit & Grid

**WORDS** Steve Nickless | **IMAGE** Philip Royle

#### BONNIE WANNARKA

Although Bonnie Wannarka's decades of dedication to the SCCA Tech and Pit & Grid specialty is anything but typical, her introduction to the sport has a familiar ring: Her spouse dragged her into it.

"My late husband, Will Pool, loved to race," Bonnie remembers. "He autocrossed and did hill climb – all of that sort of thing. When he got old enough, he got a racing license.

"He dragged me into it – at first reluctantly, because I thought SCCA racing would be like the Saturday night roundy pounders he liked to do (and which I liked to watch). I didn't want to hang around with 'scruffy people.' But my opinion was completely wrong. We started going to Sears Point (now Sonoma Raceway), and, yes, it was a different clientele. 'Bonnie,' a friend later explained to me, 'scruffy people can't afford this!'"

Bonnie grew up in Fresno and settled in Lodi after she was married – "a little town where they make lots and lots of wine." The Pools were hard-core Tech volunteers and two of the earliest financial supporters of the San Francisco Region's Thunderhill track.

Will's death in the early 2000s was a shock, but Bonnie was hooked on the sport by then and deeply embedded in the SCCA community, which rallied around her.

"After my first husband died, I thought about giving it up. But friends of ours said I just had to go to the Runoffs, which that year was at Mid-Ohio." That trip proved fortuitous: There she met "a white-haired gentleman who smiled at me."

The white-haired gent was Runoffs Assistant Chief Steward Jerry Wannarka, a long-time DC Region member, steward, director, and former SCCA Board Chairman.

"After the race, I went back to California and Jerry went back to Washington D.C., but we stayed in touch. And now we've been married for, what, 11 years?"

Of her volunteer work – when she won Worker of the Year, she was told she had worked at 22 different tracks – in two challenging SCCA specialties, Bonnie says: "I've never worked a corner, but I started out in Tech [in the San Francisco Region] and made some really good

friends there. My late husband and I worked in Tech for a number of years.

"When I met Jerry – well, I was retired and he wasn't, so I would make regular flights back to the D.C. area and work races at Summit Point, VIR, tracks like that. And at first, the ladies were very protective. 'This hussy from California is coming here to take away our good doctor!'

"But when they found out that I really liked the guy and had good intentions, I was taken into the fold. One said, 'You are not going to Tech; you're working with us in Grid' – and I've worked there ever since. It works out really well. I'm comfortable working Grid at every track in the country. In some of the other specialties, like Tech, you really have to know the local scene.

"And I know so many drivers now – they recognize me from coming from hundreds of miles away. 'Hi Bonnie! You're out here now?' 'Yep.' So I love it."

Dr. Wannarka's last duty assignment in the U.S. Army was at Fort Sam Houston in Texas. Ironically, while he moved back to the East Coast after retiring from the military, four of his five children and his ex-wife wound up in Texas.

"So if we wanted to see his kids, we had to come down here," explains Bonnie, who has two grown children (and six grandchildren) of her own. "We just decided it's cheaper living in Texas than in Maryland, and it's closer to California where my kids are. So we ended up here." (All to the gain of the Lone Star Region.)

None of Jerry's children followed their dad into motorsports, but Bonnie's son, Dan, raced for a couple years, and his son, Jake Pipal, got very involved, then had to back off when he had a family. Bonnie says he may get back into it some time.

Bonnie and Jerry, meanwhile, are in it for the long haul. 📍

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**WORKER SHORTAGE**

Ways to deal with a declining number of workers and ensure the safety of racers are a topic of discussion among the Club Racing Board and SCCA staff.

## A LONG, HARD LOOK

SCCA and the Club Racing Board are tackling several areas of concern for drivers and workers | **WORDS** John LaRue, Chairman, Club Racing Board | **IMAGE** Jeff Loewe

The amount of track time lost to on-track incidents, worker shortages and data collection are always hot topics. Recently the Club Racing Board met with Road Racing Vice President Eric Prill, Road Racing Director Deanna Flanagan, tech staff Rick Harris and Scott Schmidt, and Board of Directors liaison Dayle Frame, and covered a range of topics, including those mentioned above.

**DATA COLLECTION**

The future of data collection was a major topic and concern going forward. Glen Thielke will soon be retiring as chairman of the Data Committee and a new appointee is forthcoming. Great strides have been made in this program, especially with the inclusion of motorsports engineering interns at our major events.

While our Balance of Performance (BoP) work is exceptionally good, we are always searching for ways to improve. A simulation program has been presented for consideration to help us set the BoP. This program incorporates data gathered with the AiM Solo data acquisition devices used by the tech staff and from the chassis dyno, and helps to eliminate the “loose

nut behind the wheel” variable from the equation. A survey will be forthcoming to the B-Spec community on this topic.

**GREEN-TO-CHECKER**

Green flag racing was another “hot topic.” The Green-to-Checker (G2C) initiative is well underway and efforts are being made to help reduce congestion we see with the current run groups. This effort will require cooperation from the various regions and the participants as we look at altered schedules and event weekends.

There is a consensus that we need to focus on the quality of track time versus quantity. Together with these efforts there will be some changes to the penalty provisions in the GCR so that it will be easier to track driver behavior. Moving forward, we expect that penalties will be published along with the results. This will help to illuminate the work being done by the stewards, which is often kept in the dark.

At our larger races we hope to begin utilizing a “driver coach.” The concept here is to have an experienced driver available for consultation by all participants. He or she will be available to help those who need a pointer

or two for improved performance, as well as to discuss issues of concern. With the G2C initiative, there will be increased monitoring of incidents which, when appropriate, will be brought to the coach’s attention. Ultimately, we hope that the coach can consult with drivers about these incidents to help improve their game and the overall event.

**WORKER SHORTAGE SOLUTIONS**

There was much discussion about flagging and the decreased number of workers and stewards, including stewarding and the process of becoming a steward. In short, we need additional active or recently-retired drivers to step up to the steward’s program.

Lights instead of flags, lights in cars, cameras on corners, and cameras in cars were also topics on the table. With the decreased number of corner workers, increasing pressure from many of the tracks, and the potential implementation of an “in-car” warning light system, a long, hard look is being made at FIA flagging.

We are all looking forward to the upcoming Runoffs and the 2023 season. See you at VIR! 📍

**ELECTRICS ARE COMING**

Electric cars have already featured in SCCA Solo National Championships, but there needs to be a variety of classes for them.



## NEW CLASSES FILL HOLES

Classes for EVs, a faster ST category and a CAM-like class for the rest of the world highlight additions | **WORDS** Paul Brown | **IMAGE** Rupert Berrington

The question of how many classes we need in SCCA Autocross competition has been raging almost since the beginning. There are competitors who feel that the right class doesn't yet exist. We've got many members who are convinced we have too many classes. Adding entire categories is more gasoline on that fire, but that's what has happened recently – to the delight of some of the former, and chagrin of the latter.

First off, we've got Super Street Touring. This is another class in the spectacularly successful ST category. Given that the fast cars in the entire category have run in C Street, there does seem to have been a gap that this class addresses.

EVX and XS are expressly aimed at Regional competitors. The introduction for each category lays out the rationale for their creation, and makes it clear why these are most likely destined to remain non-National Championship classes.

Looking at Electric Vehicle eXperimental,

this is a new category. Given the different performance parameters that come along with EVs, they really do need a good place to play. While these vehicles are classed in the Street category, they are mostly not the car of choice in any current class. This category is pretty much ST for EVs, but with unrestricted wheel width and diameter. The limitations on modification mean there's no mention of minimum weights. By the way, cars must be registered and insured, which is a requirement we've previously seen only in CAM. Is all of that a recipe for success? We'll have to wait and see.

Last, but not least, we have the eXtreme Street category. There are two classes, with minimum weight being the only differentiation. This category introduces the concepts of "frontseat" and "rearseat." I'm not entirely sure what the significance of those being single words might be, but there are allowances for them. Seriously, what XS boils down to

is CAM for other cars. Minimum weights are set at relatively aggressive levels for true street cars, which is good for inclusion, but would allow for the serious car builder to develop an advantage. A number of larger Regions have had classes with a similar concept – Open Street Prepared (back in the days of DOT race tires being legal in Stock category) was one approach. Given the popularity of CAM, these classes could be quite successful, although I have not heard of an XS invitational event as of yet.

On another note, and related to two issues ago when I expressed concern related to travel costs putting a damper on participation, it seems a bit weird to be happy to see diesel around \$4.50 per gallon. It was closer to \$3 not so long ago. But since it has been well over \$5 for a while, this is "good." Yes, these are midwest numbers, so many members are in a different frame of reference, but I'm happy prices are heading down from historic highs. 🍷



**SCOOOOOP!**

What's more fun than a Subaru-powered 914, aka "The Porsharu," RallyCross car? How about winning a National Championship in it, as Leon Drake will attempt to do?

## PREVIEWING THE RALLYCROSS NATIONALS

A new venue in Pikes Peak International Raceway makes it hard to predict | **WORDS** Matt Wolfe | **IMAGE** J. Michael Hemsley

The 2022 RallyCross National Championship is fast approaching. On Sept. 23-25, the best RallyCrossers from around the country will descend on Pikes Peak International Raceway to determine the nine class champions for this year. 2022 marks the first time the Nationals have been held in Colorado since 2010, when the event was held in Fountain.

The 2022 iteration of the SCCA RallyCross National Championship will be a difficult one to predict the outcome, as this is the first time that Pikes Peak will host the event. Local knowledge of the surface will likely be an advantage, but how much of one is yet to be determined.

All nine classes will feature many of the usual suspects, such as Steve Ducharme in Stock All-Wheel Drive, Jim Rowland in Prepared Front-Wheel Drive, Gonzalo San Miguel in Prepared Rear-Wheel Drive, and Warren Elliott in Prepared All-Wheel Drive.

A couple of the RX Nats regulars are switching up their cars and classes for this year's event. Donald Carl has moved his trusty Dodge Neon up to Modified Front

to complete with the likes of last year's champion Andy Thomas and the always-fast Bret Hunter in his featherweight Honda CRX. Local hot shoe Jason Lang may look to his experience on the dusty gravel to nab the MF win this year in his Honda Civic.

Mark Macoubrie will be absent from the Stock Rear-Wheel Drive field this year as he's decided to return to his trusty Subaru Impreza STI in the Modified All-Wheel Drive pack. MA is the largest class by far as of this writing, with 20 entries and plenty of fast drivers. 2021 National Champion Jess Moeding is so far absent from the MA entry list. If he remains absent, 2020 champ Austin Dowda may look to put in a clutch performance and reclaim the MA crown.

Chris Endres could be a dark horse for the top spot of the podium in MA this year. He got into cone trouble early at the 2021 championship, but was turning some of the fastest raw times of the event. Watch out for him and his GMC Typhoon if he can stay clean. Also lurking in the shadows are Jonathan Olschewski and Mason Verbridge in a pair of unconventionally powered cars.

Jonathan is once again piloting his Cadillac V8-powered Isuzu Impulse, while Mason will be bringing some flat-six wail to the MA grid with this 3.3 H6-swapped Subaru Impreza.

Modified Rear-Wheel Drive is a surprisingly small class so far, but has two of the most interesting entries. Leon Drake will once again be hauling out his Subaru-powered 914, "The Porsharu," but the real oddball is Bill Taylor's Geo Tracker. Stock Front- and Rear-Wheel drive are also very small entries this year as of this writing, with neither one currently featuring the 2021 class champion.

There are a total of three contingency programs for the 2022 RallyCross National Championships. Hawk Performance will once again offer certificates for champions as well as finishers down to fourth place. Hoosier Tire will also be offering payouts for tires down to third place. A new contingency partner for the 2022 championship is Kraken Concepts Racing, a supplier of RallyCross-specific tires of all shapes and sizes made by Alpha Racing Tyres. Kraken will offer discounts for first through third-place finishers toward tire purchase from their website. 🍷

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# PLANNING YOUR SCCA LEGACY

Planned Giving can carry on your enthusiasm for SCCA after you're gone

**WORDS** Jim Weidenbaum, SCCA Foundation Board of Directors | **IMAGES** Courtesy VET Motorsports



Planning is an essential part of a successful race weekend, whether participating as a racer, crew, official, or organizer. The late Carroll Smith's *Prepare to Win* is still considered required reading by many. Walking through steps in advance of an action, considering possible outcomes and responses, refining the plan, then reconsidering a tighter list of outcomes builds confidence, allows prioritization of activities, and creates focus. Similarly, the SCCA Foundation is working to help make Planned Giving easier.

Like many fellow Club members, as I approach 40 years of SCCA membership, I'm starting to think about retirement more, including how I want to be remembered. While, "Whoever dies with the most toys

wins," was once a popular slogan, it's really not much of an estate plan.

Planned Giving sounds like something that you do right after you win the lottery; yet it's neither complicated, nor requires significant wealth. Planned Giving is in truth a simple way to keep your toys with you, until you really don't need them because, well, you're dead... But you still get to play with them now, as Planned Giving allows you to plan exactly how and where your money, racecar, or stocks go once you've taken the final checkered flag.

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Planned Giving is one way to help the SCCA Foundation and its programs, such as VET Motorsports.

while alive. Planned Giving can take the form of stock equity, a matured life insurance policy, appreciated real estate investments, or investment accounts. You can "plan to win" by thinking through the details of your estate, such that gains are directed in one area and base capital going in another. Over time, Planned Giving can result in a sizable charitable gift and a long-lasting legacy.

Where does SCCA Foundation come in? SCCA is for many members a passion, a source of good friends, great stories, adventures and emotions – high and low. As a 501(c)(3) non-profit entity, SCCA Foundation can help you direct your Planned Giving gift into an area that is important to you – support of the SCCA. For those of you who have served in a Region leadership role or as an event organizer, you know how tight budgets are on every level. Can you imagine how much it would help to drive a program if the focus could truly be on member experience vs. just trying to keep the lights on? What a luxury it would be to know that a program will run for decades due to your generosity.

SCCA Members who would like to talk about including the SCCA Foundation in their estate planning are invited to reach out to SCCA Foundation's Jeff Jacobs, through [SCCAFoundation.org](http://SCCAFoundation.org), with your interest. We can also assist with Qualified Charitable Distributions from retirement accounts. And if you're not yet ready for estate planning through Planned Giving, please consider donating directly to SCCA Foundation today. 📍



Nicholas Lish



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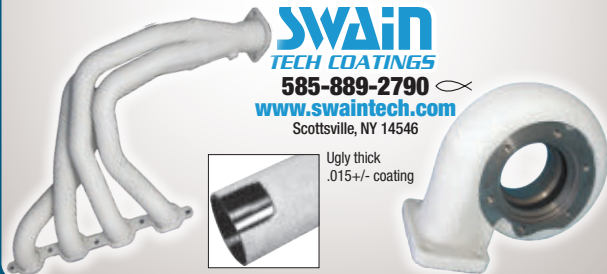
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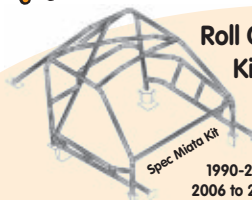
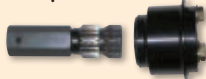


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Editorial Cover Feature: Pro Racing C'ship Review  
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# CALENDAR

SPORTS CAR CLUB OF AMERICA SEPTEMBER/OCTOBER 2022

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:

### AVIS

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A refresher made in Italy, **Dino Luzzi** is packed with B vitamins. Members get 10 percent off and free shipping.



**EBC Brakes** is offering an SCCA member-only discount of 10 percent when ordering its products.



**Function+Form** coilovers and suspension accessories offers a 10-percent discount to SCCA members.



**G-LOC Brakes** offers all SCCA members a 10-percent discount on its G-LOC Brakes products.

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](https://www.scca.com) and check out the Member Benefits link.



**TRANS AM** [gotransam.com](https://gotransam.com)  
**Feb 24-27** Sebring International Raceway  
 Dyson (TA); Matos (TA2); Mars (SGT); Griffin (GT)  
**Mar 17-20** Charlotte Motor Speedway, N.C.  
 Dyson (TA); Skeen (TA2); Lowry (SGT); Hale (XGT); Griffin (GT)  
**Mar 24-27** Michelin Raceway Road Atlanta, Ga.  
 Dyson (TA); Skeen (TA2); Evans (SGT); Hale (XGT); Griffin (GT)  
**Apr 22-24** WeatherTech Raceway Laguna Seca, Calif.  
 Dyson (TA); Skeen (TA2); Evans (SGT); Joiner (XGT)  
**Apr 30-May 1** Sonoma Raceway, Calif.  
 Dyson (TA); Matos (TA2); Lux (SGT)  
**May 27-30** Lime Rock Park, Conn.  
 Dyson (TA); Merrill (TA2); Lowry (SGT); Hale (XGT); Griffin (GT)  
**Jun 23-26** Mid-Ohio Sports Car Course, Ohio  
 Brabham (TA); Merrill (TA2); Grant (SGT); Lucas (GT)  
**Jul 1-3** Road America, Wis.  
 Grala (TA); Crews (TA2); Lux (SGT); Lowry (XGT)  
**Aug. 6-7** Music City Grand Prix, Tenn. (TA2 only)  
**Sep 7-11** Watkins Glen International, N.Y.  
**Oct 6-9** Virginia International Raceway, Va.  
**Nov. 4-6** Circuit of the Americas, Texas

**TRANS AM WEST COAST C'SHIP**  
**Apr 9-10** Thunderhill Raceway, Calif.  
 Fulmer IV (TA2); Johnston (SGT); Sheehan (XGT)  
**Apr 22-24** WeatherTech Raceway Laguna Seca, Calif.  
 Holden (TA2); Evans (SGT); Joiner (XGT)  
**Apr 30-May 1** Sonoma Raceway, Calif.  
 Pickett (TA); Rydquist (TA2); Evans (SGT);  
**Jun 10-12** The Ridge Motorsports Park, Wash.  
 Goble (TA2); Wang (SGT)  
**Jul 15-17** Portland International Raceway, Ore.  
 Sutherland (TA2); Evans (SGT); Joiner (XGT)  
**Oct 14-16** Utah Motorsports Campus, Utah  
**Nov 4-6** Circuit of the Americas, Texas



**FORMULA 4** [f4uschampionship.com](https://f4uschampionship.com)  
**Apr 8-10** NOLA Motorsports Park, La.  
 Hughes; Morris; Rivers  
**May 19-22** Road America, Wis.  
 Christensen; Christensen; Ping  
**Jun 23-26** Mid-Ohio Sports Car Course, Ohio  
 Morris; Hughes; Ping  
**Jul 29-31** New Jersey Motorsports Park, N.J.  
 Shehan; Hughes; Hughes  
**Oct 6-9** Virginia International Raceway, Va.  
**Nov 3-6** Circuit of the Americas, Texas



**FORMULA REGIONAL AMERICAS** [framericas.com](https://framericas.com)  
**Apr 8-10** NOLA Motorsports Park, La.  
 Clark; Hyman; Hyman  
**May 19-22** Road America, Wis.  
 Hyman; Alder; Hyman  
**Jun 23-26** Mid-Ohio Sports Car Course, Ohio  
 Hyman; Hyman; Hyman  
**Jul 29-31** New Jersey Motorsports Park, N.J.  
 Hyman; Tavella; Tavella  
**Oct 6-9** Virginia International Raceway, Va.  
**Nov 3-6** Circuit of the Americas, Texas



**F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES** [formularacepromotions.com](https://formularacepromotions.com)  
**Aug 19-21** Summit Point Motorsports Park, W. Va.  
**Oct 14-16** Pittsburgh International Race Complex, Pa.



**ROAD RACING**  
 Date Track/Region  
**U.S. MAJORS** [sccamajors.com](https://sccamajors.com)  
**SOUTHERN CONFERENCE**  
**Sep 3-4** MSR Houston, Texas (triple Majors)

▼ **RUNOFFS RETURN TO VIR**  
 Rollercoaster will be full of SCCA competitors Sept. 26-Oct. 2 during the SCCA National Championship Runoffs.

## 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	=	Time Attack
TE	=	Track Event
TS	=	Track Sprint
TT	=	Time Trial
v	=	Vintage

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

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Sep 26-Oct 2, 2022** VIRginia International Raceway, Va.

## ENDURO NATIONAL TOUR

**Nov 19-20** Buttonwillow Raceway Park, Calif.  
**Dec 10-11** MSR Houston, Texas

## REGIONAL/DIVISIONAL

**NORTHEAST** [nediv.org](https://nediv.org)  
**Sep 2-5** Summit Point Raceway/ Washington DC  
**Sep 9-11** Palmer Motorsports Park/New England  
**Sep 15-18** Watkins Glen International/ Finger Lakes  
**Oct 7-9** Summit Point Raceway/ Washington DC  
**Oct 13-15** Thompson Speedway Motorsports Park/New England  
**Oct 20-23** New Jersey Motorsports Park/South Jersey

**SOUTHEAST** [sedivacing.com](https://sedivacing.com)  
**Sep 3-4** Sebring International Raceway/ Central Florida  
**Sep 24-25** Daytona International Speedway/Central Florida  
**Oct 8-9** Homestead-Miami Speedway/ Florida  
**Oct 14-16** Sebring International Raceway/ Central Florida  
**Oct 22-23** Roebeling Road/Buccaneer  
**Nov 4-6** Michelin Raceway Road Atlanta/Atlanta  
**Nov 5-6** Palm Beach Int'l Raceway/Florida  
**Nov 25-27** Sebring Int'l Raceway/Florida

**GREAT LAKES** [gldscca.com](https://gldscca.com)  
**Sep 3-4** Mid-Ohio Sports Car Course/ Ohio Valley  
**Oct 15-16** Mid-Ohio Sports Car Course/Ohio Valley

**CENTRAL** [cendiv-scca.org](https://cendiv-scca.org)  
**Sep 2-4** Brainerd Int'l Raceway/Land O'Lakes  
**Sep 9-11** Autobahn Circuit Joliet/Chicago  
**Oct 7-9** Blackhawk Farms Raceway/Chicago

**SOUTHWEST** [sowdivscca.org](https://sowdivscca.org)  
**Sep 2-5** MSR Houston/Houston  
**Nov 12-13** MSR Cresson/Texas

**ROCKY MOUNTAIN** [coloradoscca.org](https://coloradoscca.org)  
**Oct 15-16** La Junta Raceway/ Continental Divide

**NORTHERN PACIFIC** [norpacsscca.org](https://norpacsscca.org)  
**Sep 2-4** Sonoma Raceway/San Francisco  
**Sep 16-18** v Portland Int'l Raceway/Oregon  
**Oct 27-30** Thunderhill Raceway Park/San Francisco



Jay Bonvillian

#### SOUTHERN PACIFIC

**Sep 2-4** Buttonwillow Raceway Park/  
Cal Club

**Oct 28-30** Buttonwillow  
Raceway Park/Cal Club

Find more events near you at  
[www.scca.com/roadracing](http://www.scca.com/roadracing)

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[https://indemotorsports.com/  
the-ranch/scca-licensing-school](https://indemotorsports.com/the-ranch/scca-licensing-school)

**Allen Berg Racing School**

(888) 722-3220

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

**AMG Driving Academy**

(888) 604-1766 [amgacademy.com](http://amgacademy.com)

**Bertil Roos Racing School**

(800) 511-7606 [racenow.com](http://racenow.com)

**BIR Performance Driving School**

(866) 511-7606 [birperformance.com](http://birperformance.com)

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

**Fast Lane Racing School**

(888) 948-4888 [raceschool.com](http://raceschool.com)

**Kaizen Autosport Racing School**

(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

**Lucas Oil School of Racing**

(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**MSR Houston**

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

**Pettiford's Go 4 It Racing Schools**

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Track Experience USA**

(888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Primal Racing School**

(770) 573-1010 [primal.racing](http://primal.racing)

**Radford Racing School**

(480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

**Skip Barber Racing School**

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced**

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

**Team Stradale**

(815) 727-7234 [teamstradale.com](http://teamstradale.com)

##### NOVICE PERMIT / SCHOOL AND EVENT CREDIT

**Allen Berg Racing School**

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

**Bertil Roos Racing School**

(800) 722-3669 [racenow.com](http://racenow.com)

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

**Fast Lane Racing School**

(888) 948-4888 [raceschool.com](http://raceschool.com)

**Kaizen Autosport Racing School**

(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

**LevelUp Racing School** (920) 838-6612

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

**Lime Rock Driver's Club**

(860) 435-5000 [limerockclub.com](http://limerockclub.com)

**Lucas Oil School of Racing**

(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**Pettiford's Go 4 It Racing Schools**

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Primal Racing School**

(770) 573-1010 [primal.racing](http://primal.racing)

**Pro Drive Racing School**

(503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**

(253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

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(480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

**Skip Barber Racing School**

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Team Stradale**

(815) 727-7234 [teamstradale.com](http://teamstradale.com)



D.E. Baer

#### FEATURE RACE

**WHAT** Time Trials National Tour

**WHEN** Oct. 28-30

**WHERE** Buttonwillow Raceway Park

Buttonwillow Raceway Park in  
California will host its first Time Trials  
National Tour event in October,  
its penultimate stop of the year.

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(480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

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**Driving School** (800) 391-6891

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

**Thompson Speedway**

**Motorsports Park**

(877) 226-7223 [theracingschool.com](http://theracingschool.com)

**Waterford Hills Road Racing Inc.**

(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

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

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

**Sep 3-4 TS** Summit Point Raceway/Steel  
Cities

**Sep 10-11 TT/TE** Summit Point

Motorsports Park/Washington DC

**Sep 17 TT** Thompson Speedway

Motorsports Park/New England

**Sep 17 HC** Weatherly Hill Climb, Weatherly,

Pa./Northeastern Pennsylvania

**Sep 24-25 TT/TE** Dominion Raceway

and Entertainment/Washington DC

**Oct 8 TS** Bader Field/South Jersey

**SOUTHEAST** [sedivacing.com](http://sedivacing.com)

**Nov 6** Michelin Raceway

Road Atlanta/Atlanta

**GREAT LAKES** [gldsscca.com](http://gldsscca.com)

**Sep 15-17 HC** Detroit Empire Hill Climb

Revival, Empire, Mich./Detroit

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

**Sep 15 TE** Milwaukee Mile, West Allis, Wis./

Milwaukee

**Sep 24 TS** Autobahn Country Club/

Chicago

**Sep 15 TE** Milwaukee Mile,

West Allis, Wis./Milwaukee

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

**Sep 13 TE** World Wide Technology

Raceway/St. Louis

**Oct 14-16 TT** Raceway Park of the

Midlands/Des Moines Valley

**Oct 18 TE** World Wide Technology

Raceway/St. Louis

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

**Oct 15-16 TA** La Junta Raceway/

Continental Divide

**SOUTHERN PACIFIC**

**Sep 2-4 TE** Buttonwillow

Raceway Park/Cal Club

#### TIME TRIALS NATIONAL TOUR

**Oct 28-30** Buttonwillow Raceway Park, Calif.

**Nov 5-6** Michelin Raceway Road Atlanta, Ga.

#### TRACK NIGHT IN AMERICA

**Atlanta Motorsports Park, Ga.** Sept 21

**Auto Club Speedway, Calif.** Sept 10, Nov 12

**Blackhawk Farms Raceway, Ill.** Sept 14

**Brainerd International Raceway, Minn.**

Sept 2\*

**Carolina Motorsports Park, S.C.** Oct 6

**Dakota County Technical College, Minn.**

Sept 16

**Dominion Raceway, Va.** Oct 6

**Eagles Canyon Raceway, Texas** Sept 13

**GingerMan Raceway, Mich.** Sept 15

**Harris Hill Raceway, Texas**

Sept 14, Oct 12, Nov 2

**Heartland Motorsports Park, Kan.**

Sept 20, Oct 13

**Lime Rock Park, Conn.** Sept 16

**MotorSport Ranch, Texas** Oct 11

**New Jersey Motorsports Park, N.J.** Sept 21

**NOLA Motorsports Park, La.** Oct 13

**Palmer Motorsports Park, Mass.** Sept 8

**Pikes Peak International Raceway, Colo.**

Sept 15

**Pittsburgh International Race Complex,**

**Pa.** Sept 20, Oct 12

**Pocono Raceway, Pa.** Sept 15

**Ridge Motorsports Park, Wash.** Sept 20

**Sebring International Raceway, Fla.**

Oct 27

**Thompson Speedway Motorsports**

**Park, Conn.** Sept 22, Oct 12

**Thunderhill Raceway Park, Calif.** Sept 29

**Virginia International Raceway, Va.** Sept 1

\*tentative

#### STREET SURVIVAL SCHOOLS

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

**Oct 15-16** Saratoga Auto Museum/

Mohawk Hudson

**Sep 17** Dade County High

School/Chattanooga

**SOUTHEAST** [sedivacing.com](http://sedivacing.com)

**Nov 6** Michelin Raceway

Road Atlanta/Atlanta

**GREAT LAKES** [gldsscca.com](http://gldsscca.com)

**Sep 24** Fowlerville Proving Ground/Detroit

Check [streetsurvival.org](http://streetsurvival.org) for  
a complete schedule

#### SOLO

#### TIRE RACK® SCCA SOLO NATIONAL TOUR

**Oct 13-16** zMax Dragway, N.C.

**Dec 1-4** Spence Field, Ga.

#### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

**Sep 6-10** Lincoln Airpark, Neb.

#### TIRE RACK® SCCA PROSOLO

**Sep 1-4** Finale, Lincoln Airpark, Neb.

#### STARTING LINE SCHOOLS

**Oct 8** Crows Landing, Calif.

Check [scca.com/pages/starting-line](http://scca.com/pages/starting-line)  
for more events

#### REGIONAL

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

**Sep 17-18** Seneca Army Depot/Finger Lakes

**Sep 17-18** Moore Army Airfield/New

England

**Sep 18** Bader Field/South Jersey

**Sep 18** Centre County Public Safety

Center/Central Pennsylvania

**Sep 18** NYCB Live at Nassau Veterans

Memorial Coliseum/New York

**Sep 18** Warminster Community Park/

Philadelphia

**Sep 24** Greensburg-Jeannette Regional

Airport/Allegheny Highlands

#### CONTACT

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Sports Car Club of America.

#### OFFICERS

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Vice Chairman **STEVE STRICKLAND**

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#### SCCA NATIONAL OFFICE

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Centennial, CO 80112

[www.scca-e.com](http://www.scca-e.com)

President & CEO **ROBEY CLARK**

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(908) 938-8750; [pschneider@scca.com](mailto:pschneider@scca.com)

**AREA 2: JACK BURROWS**

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**AREA 4: DAYLE FRAME**

(517) 889-1117; [dframe@scca.com](mailto:dframe@scca.com)

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## SEPTEMBER/OCTOBER 2022 ANNIVERSARIES

### SCCA MEMBERS CELEBRATING 25-65 YEARS

#### 70-YEAR MEMBERS

Strater Hendricks	9/1/52	Cal Club
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#### 65-YEAR MEMBERS

Rosemarie Poverman	9/1/57	Northern New Jersey
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#### 60-YEAR MEMBERS

B A McHenry	9/1/62	Central Florida
Wayne J Zitkus	9/1/62	Northwestern Ohio
Tex Arnold	10/1/62	Nebraska
Gerry Sutterfield	10/1/62	Ohio Valley

#### 55-YEAR MEMBERS

Peter R Thom	9/1/67	San Francisco
David G Wachtel	9/1/67	Mohawk Hudson
Richard Wood	9/1/67	Cal Club
Wayne O Briggs	10/1/67	Cincinnati
Nicholas W Craw	10/1/67	Badlands
Fred Steinhoff	10/1/67	Indianapolis
Bernie Sunier	10/1/67	St Louis
Boris J Tirpack	10/1/67	Western Ohio

#### 50-YEAR MEMBERS

Jeffrey Becker	9/1/72	New York
Bert R Biles	9/1/72	Kansas
Guy M Jennings	9/1/72	Western New York
John S Palanchar	9/1/72	Chicago
Theodore A Wittcoff	9/1/72	Land O'Lakes
Sandy Thalheimer	10/1/72	Florida

#### 45-YEAR MEMBERS

James S Kirby	9/1/77	Cal Club
Grant Kreinberg	9/1/77	San Francisco
Lizabeth K Lowy	9/1/77	Milwaukee
Douglas Walker	9/1/77	Des Moines Valley
Bruce Cambern	10/1/77	San Francisco
Mark Edwards	10/1/77	Cal Club
Jack B Madison	10/1/77	Mahoning Valley

#### 40-YEAR MEMBERS

David R Brengle	9/14/82	San Diego
Ira O Cooke	9/29/82	Pan American
Mark A Defer	9/14/82	Neohio
Melvin C Dillon Jr.	9/29/82	Finger Lakes
John F Herscher	9/24/82	Central Florida
James G Novotny	9/29/82	Washington DC
William R Pintaric Jr.	9/13/82	Northern Ohio Valley
Barbara Protos	9/29/82	Washington DC
Matthew J. Protos Jr.	9/29/82	Washington DC
Gary L Wilson	9/13/82	Atlanta
Beryl Ann Burton	10/6/82	Land O'Lakes
Gilbert Colon	10/28/82	San Francisco
Charlie Cook	10/28/82	Finger Lakes
Iler Ganz	10/28/82	Cal Club
Bill Gilcrease	10/6/82	Cal Club
Jeffrey H Hackman	10/6/82	Mississippi
Jay L Jessup Jr.	10/28/82	Washington DC
Barbara Lissow	10/26/82	Finger Lakes
Tracy H Sandberg	10/1/82	Des Moines Valley
Cal Steffen	10/6/82	Land O'Lakes
Marge Steffen	10/6/82	Land O'Lakes
Bruce Weinman	10/6/82	Land O'Lakes
Bob Williamson	10/26/82	Reno

#### 35-YEAR MEMBERS

Peter J Corley	9/25/87	Washington DC
Donald L Anderson	9/8/87	Cal Club
Jon Anderson	9/10/87	Land O'Lakes
Cindy Bach	9/23/87	Northwestern Ohio

Jason Bach	9/23/87	Northwestern Ohio
John Bach	9/23/87	Northwestern Ohio
Bruce W Beauvais	9/17/87	Western Michigan
Susan Kay Beauvais	9/17/87	Western Michigan
James Buccì	9/8/87	Mohawk Hudson
Joyce Bucknam	9/8/87	Finger Lakes
Michael Cottrell	9/29/87	Atlanta
Barbara E Crisafulli	9/23/87	New York
Sandra Dever	9/9/87	Chicago
John B Dimmer	9/28/87	Oregon
Stephen L Epperly	9/16/87	Oregon
Donna Fahrenbach	9/22/87	Chicago
John L Fuchs III	9/15/87	Central Florida
Eric F Harris	9/9/87	Washington DC
Kas Jaunzemis	9/29/87	Philadelphia
Donald A Kadunc	9/25/87	Ohio Valley
Neal Kennedy	9/29/87	Northeast Oklahoma
Valerie V. Lemmond	9/16/87	Central Carolinas
Peter Linssen	9/23/87	Oregon
Jeff Lovell	9/22/87	Arkansas
James Quaile	9/10/87	Mohawk Hudson
Connie Ritchie	9/17/87	Houston
Diane E Skelton	9/16/87	Finger Lakes
John W Todd	9/8/87	Washington DC
Scott R Trevey	9/30/87	Colorado
Barb Turner	9/16/87	Ohio Valley
Charles Vaccaro	9/15/87	New York
Susan M Wakeman	9/10/87	Detroit
Craig T Weidner	9/9/87	Western Michigan
Joseph S Baehr	10/30/87	Washington DC
Joseph B Binns	10/7/87	Washington DC
Stanley R Conston	10/14/87	San Francisco
Gary D'Abate	10/29/87	Atlanta
Donald Drennon	10/28/87	Central Carolinas
Allen V Edmonds	10/16/87	Central Florida
John W Goddard	10/12/87	San Francisco
Carl R Goodwin	10/12/87	Neohio
Donald E Harrington	10/28/87	Neohio
Eric V Hiltner	10/9/87	Neohio
Mark J Hirt	10/28/87	Chicago
Tommy Johnson Jr.	10/5/87	Central Florida
Victor Kicera	10/9/87	Susquehanna
Judy Z Kishner	10/12/87	Northeast Oklahoma
Thomas Alan Kishner	10/12/87	Northeast Oklahoma
Jeff Payton	10/5/87	Tennessee
Joan Payton	10/5/87	Tennessee
Mick Peirson	10/22/87	Arizona
David J Pesec	10/16/87	Ohio Valley
Greg Pressley	10/28/87	Central Carolinas
Luis Rivera	10/29/87	Houston
James J Shoemaker	10/8/87	Mahoning Valley
Ray E. G. Stephenson	10/26/87	Florida
Sharon A Stephenson	10/26/87	Florida
Scott C Woodruff	10/5/87	Atlanta
Drew Young	10/23/87	New England

#### 30-YEAR MEMBERS

Peggie Barten	9/22/92	Florida
Roger S Bass II	9/10/92	Texas
Rupert Berrington	9/9/92	Colorado
Ralph Castriotta	9/30/92	South Carolina
Alan Chin	9/30/92	San Francisco
N J Curran	9/23/92	Central Florida
Chris Current	9/30/92	Washington DC
Jonathan Dove	9/10/92	Buccaneer

Chris Granche	9/10/92	Steel Cities
Jeffrey Thomas Grinavic	9/3/92	New England
Tammy Harrington	9/30/92	Neohio
William J Haus	9/9/92	Steel Cities
David Hutchings	9/22/92	San Francisco
Jay Jones	9/17/92	Arizona Border
Jeffrey K Kehler	9/9/92	South Carolina
Linda Leaman	9/9/92	Washington DC
Tim Linerud	9/21/92	San Francisco
Marjorie Lundberg	9/9/92	San Francisco
Bob McClenahan	9/22/92	Rio Grande
Jim Mitchell	9/9/92	Texas
Peter H Outarsingh	9/30/92	Texas
Patrick Pardee	9/4/92	North Carolina
Michael P Stutzman	9/16/92	Finger Lakes
Phillip A Sullivan	9/10/92	Eastern Tennessee
Carl J Warren	9/16/92	New England
Gary Alan Weyhrich	9/15/92	Oregon
Raymond J Boniface	10/22/92	Mahoning Valley
Janet C Brown	10/9/92	Texas
Bill Countiss	10/13/92	West Texas
Thomas G Ferrara	10/14/92	New York
Eric King	10/22/92	South Jersey
Michael R Kowalsky	10/28/92	Ohio Valley
Kim McCullough	10/13/92	Northern New Jersey
Sherri L Schardt	10/14/92	Western Ohio
Dennis Thoney	10/19/92	San Francisco
John G Wahl	10/30/92	Arctic Alaska
Roger L Werner Jr.	10/26/92	Florida

#### 25-YEAR MEMBERS

Doug Lorraine	9/17/97	Northwest
Roger E Albin	9/24/97	Southern Illinois
Tray Ayres	9/24/97	Atlanta
Stephen R Barnes	9/11/97	Northwest
Steve Bunce	9/4/97	Detroit
David Burns	9/10/97	Atlanta
Rosemary Caruso	9/4/97	Detroit
Charles Paul Espenlaub	9/24/97	Central Florida
Michael R Fellmer	9/18/97	Western Michigan
Tom Less	9/11/97	New England
Sandra Hiltz Pintaric	9/3/97	Northern Ohio Valley
Craig Ranta	9/10/97	Northwest
Robert N Schnitzler MD	9/9/97	Lone Star
Joanne Shaughnessy	9/4/97	Central New York
Richard G Shaughnessy	9/4/97	Central New York
Diane G Swinehart	9/9/97	Finger Lakes
Patricia S Trainer	9/30/97	Chicago
Charles W Tucker	9/25/97	Ohio Valley
Michael Weedon	9/25/97	Washington DC
Pascasio Aponte	10/30/97	Florida
Scott Cejda	10/16/97	Cal Club
Frank F D'Aquanno	10/1/97	San Francisco
Dennis A Fisher	10/29/97	Las Vegas
Mark A LaCombe	10/23/97	Northwest
Lynne Levin	10/16/97	Washington DC
Michael S Levin	10/16/97	Washington DC
James Offutt	10/15/97	Milwaukee
Jason E Ott	10/13/97	Colorado
Robert G Rothstein	10/1/97	Washington DC
William R Rowden	10/6/97	Lone Star
Peter Ruggiero	10/16/97	Chicago
Bill Simer	10/2/97	Northwest
Ernie Wilding	10/1/97	Central Florida
Rick Zurzolo	10/22/97	South Jersey

**Sep 24** New Meadowslands Sports Complex/Northern New Jersey  
**Sep 25** Oswego County Airport/Central New York  
**Sep 25** New Village Institute/Allegheny Highlands  
**Sep 25** Highmark Stadium/Western New York  
**Sep 30-Oct 1** Harrisburg Farm Show/Susquehanna  
**Oct 1** Jones Beach State Park/New York  
**Oct 1-2** Seneca Army Depot/Finger Lakes  
**Oct 2** Warminster Community Park/Philadelphia  
**Oct 7-9** Mid-State Regional Airport/Central Pennsylvania  
**Oct 8** Summit Point Motorsports Park/Washington DC  
**Oct 8-9** Moore Army Airfield/New England  
**Oct 9** Bader Field/South Jersey  
**Oct 15** Greensburgh-Jeannette Regional Airport/Allegheny Highlands  
**Oct 15** New Village Institute/Allegheny Highlands  
**Oct 16** Highmark Stadium/Western New York  
**Oct 22-23** Seneca Army Depot/Finger Lakes  
**Oct 28-29** Harrisburg Farm Show/Susquehanna  
**Oct 29-30** Moore Army Airfield/New England  
**Oct 30** NYCB Live at Nassau Veterans Memorial Coliseum/New York  
**Nov 6** Bader Field/South Jersey

#### [SOUTHEAST sedivrracing.com](#)

**Sep 3-4** Hutchinson Island Paddock/Buccaneer  
**Sep 18** Atlanta Motor Speedway/Atlanta  
**Sep 18** Dade Cty High School/Chattanooga  
**Sep 30-Oct 1** Roebing Road/Buccaneer  
**Oct 1-2** Spence Field/Red Hills  
**Oct 2** Pungo Airfield/Old Dominion  
**Oct 7** Five Flags Speedway/Gulf Coast  
**Oct 16** Dade Cty High School/Chattanooga  
**Oct 22-23** Atlanta Motor Speedway/Atlanta  
**Oct 28** Five Flags Speedway/Gulf Coast  
**Oct 28-29** Roebing Road/Buccaneer  
**Nov 5-6** Spence Field/Red Hills  
**Nov 12-13** Hutchinson Island Paddock/Buccaneer  
**Nov 13** Pungo Airfield/Old Dominion  
**Nov 13** Dade Cty High School/Chattanooga  
**Dec 4** Dade Cty High School/Chattanooga

#### [GREAT LAKES gldsscca.com](#)

**Sep 4-5** Grattan Raceway/Western Michigan  
**Sep 14** Fortress/Ohio Valley  
**Sep 16-18** Walesboro Commins Test Site/Columbus Sports Car Club  
**Sep 17-18** Mid-American Air Center/Southern Indiana  
**Sep 17-18** Owens Community College/Northwestern Ohio  
**Sep 18** NCM Motorsports Park/Kentucky  
**Sep 18** Tire Rack/South Bend  
**Sep 18** Purdue Fort Wayne/Fort Wayne  
**Sep 22-25** Oscoda-Wurtsmith Airport/Saginaw Valley  
**Sep 24-25** Grissom Aeroplex/Indianapolis  
**Sep 25** Mid-American Air Center/Southern Indiana  
**Sep 28** Fortress/Ohio Valley  
**Oct 1-2** Toledo Express Airport/Northwestern Ohio  
**Oct 2** Mid-American Air Center/Southern Indiana  
**Oct 8-9** Walesboro Commins Test Site/Columbus Sports Car Club  
**Oct 8-9** Grissom Aeroplex/Fort Wayne  
**Oct 9** Mid-American Air Center/Southern Indiana  
**Oct 9** Jack Barstow Airport/Saginaw Valley  
**Oct 9** Blue Grass Stockyards Regional Market Place/Central Kentucky

**Oct 15** Fortress/Ohio Valley  
**Oct 15-16** NCM Motorsports Park/Kentucky  
**Oct 16** Tire Rack/South Bend  
**Oct 22-23** Walesboro Commins Test Site/Columbus Sports Car Club  
**Oct 22-23** Grattan Raceway/Western Michigan  
**Oct 23** Blue Grass Stockyards Regional Market Place/Central Kentucky  
**Nov 5-6** Walesboro Commins Test Site/Columbus Sports Car Club  
**Nov 6** Blue Grass Stockyards Regional Market Place/Central Kentucky

#### [CENTRAL cendiv-scca.org](#)

**Sep 11** Black Magic Harley Davidson/Badlands  
**Sep 17-18** Farmers Union Oil Company Carpio/Badlands  
**Sep 17** TaxSlayer Center/Great River  
**Sep 24-25** Madison College Public Safety Training Center/Milwaukee  
**Sep 25** La Crosse Fairgrounds Speedway/Land O'Lakes  
**Oct 9** Brady Street Stadium/Great River  
**Oct 16** Road America/Milwaukee

#### [MIDWEST midiv.org](#)

**Sep 4** Liberty Bowl Memorial Stadium/Mid South  
**Sep 17-18** Metropolitan Community College/Kansas City  
**Sep 17-18** Remington Park/Oklahoma  
**Sep 24-25** Stuttgart Municipal Airport/Arkansas  
**Sep 25** St. Charles Family Arena/St. Louis  
**Oct 2** Liberty Bowl Memorial Stadium/Mid South  
**Oct 8-9** Columbus Air Force/Mississippi  
**Oct 8-9** Lincoln Airpark/Nebraska  
**Oct 15-16** Remington Park/Oklahoma  
**Oct 16** Metropolitan Community College/Kansas City  
**Oct 16** Crowder College/Ozark Mountain  
**Oct 23** St. Charles Family Arena/St. Louis  
**Oct 30** Metropolitan Community College/Kansas City  
**Nov 5-6** Lincoln Airpark/Nebraska  
**Nov 6** Crowder College/Ozark Mountain  
**Nov 6** Liberty Bowl Memorial Stadium/Mid South  
**Nov 13** St. Charles Family Arena/St. Louis  
**Dec 3** War Memorial Stadium/Arkansas

#### [SOUTHWEST sowdivscca.org](#)

**Sep 10** Westgate Mall/West Texas  
**Sep 11** Lone Star Park/Texas  
**Oct 2** Lone Star Park/Texas  
**Oct 9** Hobbs Motorsports Park/West Texas  
**Nov 11** Westgate Mall/West Texas

#### [ROCKY MOUNTAIN coloradoscca.org](#)

**Sep 18** Colorado Air and Space Port/Colorado  
**Sep 24** Colorado Air and Space Port/Colorado  
**Sep 24-25** McGee Park/Rio Grande  
**Oct 8-9** McGee Park/Rio Grande

#### [NORTHERN PACIFIC norpacsscca.org](#)

**Sep 17-18** Rocky Mountain Twist/Big Sky  
**Sep 17-18** Alaska Raceway Park/Arctic Alaska  
**Sep 17-18** Portland International Raceway/Oregon  
**Oct 8-9** Portland International Raceway/Oregon  
**Oct 8-9** Crows Landing/San Francisco  
**Oct 8-9** Rocky Mountain Twist/Big Sky  
**Oct 21-22** Street Survival, Regional Public Safety Training Center/Reno  
**Nov 12-13** Crows Landing/San Francisco



Rupert Berrington

#### FEATURE RACE

**WHAT** RallyCross National Championship

**WHEN** Sept. 23-25

**WHERE** Pikes Peak Int'l Raceway

The RallyCross National Championship returns to Colorado, this time at Pikes Peak Raceway in Fountain.

#### SOUTHERN PACIFIC

**Sep 10-11** Auto Club Speedway/Cal Club  
**Sep 17** Arizona Motorsports Park/Phoenix Solo  
**Sep 25** Aloha Stadium/Hawaii  
**Sep 25** Police Pursuit Track at Maui Motorsports Park/Hawaii  
**Sep 25** Musselman Honda Circuit/Arizona Border  
**Sep 30-Oct 2** Lake Elsinore Diamond Stadium/San Diego  
**Oct 8-9** Auto Club Speedway/Cal Club  
**Oct 21-23** Lake Elsinore Diamond Stadium/San Diego  
**Oct 22** Arizona Motorsports Park/Phoenix Solo  
**Oct 23** Police Pursuit Track at Maui Motorsports Park/Hawaii  
**Oct 23** Kino Sports Complex/Arizona Border  
**Nov 12-13** Auto Club Speedway/Cal Club  
**Nov 18-20** Lake Elsinore Diamond Stadium/San Diego  
**Nov 20** Kino Sports Complex/Arizona Border  
**Dec 2-4** Lake Elsinore Diamond Stadium/San Diego  
**Dec 10-11** Auto Club Speedway/Cal Club  
**Dec 18** Kino Sports Complex/Arizona Border

Find more events near you at [www.scca.com/solo](#)

## ROADRALLY

### NATIONAL/DIVISIONAL

**Sep 3 N** Comfort Inn, Collinsville, Ill./St Louis  
**Sep 10 NGTA** One Factory Square, Southington, Conn./New England  
**Sep 17 NT** Ramada by Wyndham Richland Center/Milwaukee  
**Sep 18 NC** Ramada by Wyndham Richland Center/Milwaukee  
**Oct 8 NT** Roads of Home, Clinton, N.J./Northern New Jersey  
**Oct 9 NC** New Jersey Monte, Clinton, N.J./Northern New Jersey  
**Nov 4-6** USRRR, Whitmore Lake, Mich./Detroit Region

### REGIONAL/DIVISIONAL

#### [NORTHEAST nediv.org](#)

**Sep 25** Prestige Diner, Vineland, N.J./South Jersey  
**Oct 8** Hampton Inn, Clinton, N.J./Northern New Jersey  
**Oct 9** Hampton Inn, Clinton, N.J./Northern New Jersey  
**Oct 16** Days Inn Blairsville/Allegheny Highlands  
**Oct 22** Thornburg, Va./Washington DC  
**Nov 5** McDonald's-Epson/New England

#### [SOUTHEAST sedivrracing.com](#)

**Oct 16** Lake Mirror Civic Center/Central Florida  
**GREAT LAKES gldsscca.com**  
**Sep 10** Quality Inn/Detroit  
**Oct 23** Wendy's Rockport/Southern Indiana  
**Oct 23** First Federal Bank/Southern Indiana  
**Oct 29** Fla Herradura Grill/Indianapolis

#### [CENTRAL cendiv-scca.org](#)

**Oct 22 DT** Nagawaukee Shopping Center/Milwaukee

#### [SOUTHWEST sowdivscca.org](#)

**Sep 17-18** The Lost Cajun - Amarillo/West Texas

#### SOUTHERN PACIFIC

**Sep 17** Albertson's Alpine/San Diego  
**Oct 16** Hampton Inn Tejon Ranch/Cal Club

Find more events near you at [www.scca.com/roadrally](#)

## RALLYCROSS

### NATIONAL CHAMPIONSHIP

**Sep 23-25** Pikes Peak International Raceway, Fountain, Colo.

### REGIONAL

#### [NORTHEAST nediv.org](#)

**Sep 10** Pennsylvania Farm Show Complex/Susquehanna  
**Sep 24** Panthera Training/Washington DC  
**Sep 24-25** Medina RallyCross/Finger Lakes  
**Oct 29-30** Medina RallyCross/Finger Lakes  
**Nov 4-6** Rausch Creek Off Road Park/Susquehanna

#### [SOUTHEAST sedivrracing.com](#)

**Sep 10** Florida International Rally and Motorsport Park/Central Florida  
**Sep 16-18** HollyTree Off Road/Tennessee Valley  
**Oct 7-9** HollyTree Off Road/Tennessee Valley  
**Oct 8** St. Lucie County Fairgrounds/Central Florida  
**Nov 11-13** HollyTree Off Road/Tennessee Valley  
**Nov 12** St. Lucie County Fairgrounds/Central Florida  
**Dec 4** HollyTree Off Road/Tennessee Valley

#### [GREAT LAKES gldsscca.com](#)

**Sep 17-18** I-96 Speedway/Detroit

#### [CENTRAL cendiv-scca.org](#)

**Sep 10-11** Butler County Fairgrounds/Iowa  
**Oct 1-2** Byron Motorsports Park/Milwaukee  
**Oct 7-9** Butler County Fairgrounds/Iowa  
**Oct 22-23** Byron Motorsports Park/Milwaukee

#### [MIDWEST midiv.org](#)

**Sep 17-18** I-80 Speedway/Nebraska  
**Oct 22-23** Nebraska City Rally Bowl/Nebraska  
**Nov 12-13** Nebraska City Rally Bowl/Nebraska

#### [SOUTHWEST sowdivscca.org](#)

**Nov 25-27** Amarillo Dragway/West Texas

#### SOUTHERN PACIFIC

**Sep 24-25** Glen Helen Raceway/Cal Club  
**Oct 22-23** Antelope Valley Fairgrounds/Cal Club  
**Nov 19-20** Antelope Valley Fairgrounds/Cal Club  
**Dec 17-18** Antelope Valley Fairgrounds/Cal Club

Find more events near you at [www.scca.com/rallycross](#)





D.E. Baer

**RICHARD JAMES**  
EDITOR, SPORTSCAR MAGAZINE

## THE BEST WEEK IN RACING

In my first stint as SportsCar editor, the Who Will Win the Runoffs issue was always met with a mixture of excitement and trepidation. The apprehension came only partially from the fact that putting together the issue was a big job. The majority of it came from the fact that SportsCar was wrong more often than not. And that we'd always hear from at least one driver angry because they weren't picked, or perhaps because they were – a few superstitious folks see it as a curse...

Nevertheless, it was always a fun issue to do. The excitement emerged from the joy that the Runoffs is coming. I've been awake for 24 hours straight at Daytona and Le Mans. I've covered the Indianapolis 500. I've been to the Grand Prix of Monaco. Yet I remain convinced that the SCCA National Championship Runoffs is one of the single best racing events on the planet. More than 20 races over the course of three days featuring some of the best competition you'll see anywhere.

Sure, there are always some runaways, or races that just make you cringe (such as one at Indianapolis last year that I won't mention by class). But then there are the races where two, three, four (or 10 if we're talking Spec Miata) drivers are battling hard

for every lap and it won't be settled until the checker falls. Where else are you going to see a driver go from eighth to National Champion in the course of a lap?

There are the great stories of overcoming adversity. A bad wreck on Tuesday, a thrash of car repair, and racing on Sunday; the broken racecar

fixed with parts scavenged from throughout the paddock, all given gladly to ensure a competitor makes the race. Those stories and the rest of the off-track stuff at the Runoffs is just as important as the racing. It's about recognizing the cream of SCCA's hard-working volunteers and seeing old friends. It's the bench racing at the end of the day and the rest of the camaraderie. You might be battling fiercely with that driver on Saturday, but you can enjoy a beer and burger with them on Thursday after qualifying.

*SportsCar's* annual preview of the Runoffs and attempt to identify the contenders begins on page 24. And if you want to learn a little bit more about one of the drivers going for the gold, see our feature on Travis Wiley on page 16. Are you competing yourself? You might find some insight into VIRginia International Raceway's intricacies in "VIR Right of Way" by Steve Nickless, starting page 44.

Good luck to all the racers, crew, workers, families and spectators headed to VIR for the Runoffs. It's a beautiful, challenging and demanding circuit; enjoy it.

Now, a note of apology... We left an entire class out of the June Sprints results last issue. The most embarrassing part? It's a class I used to race in. So, sincere apologies to double Touring 4 winner Marc Cefalo and podium finishers Angelica Sprehe, Michael Borden and Kevin Fryer, as well as all the other T4 competitors.

On to VIR! ☺

"I remain convinced that the Runoffs is one of the single best racing events on the planet."

### FROM THE ARCHIVES

10 YEARS AGO...  
**OCTOBER 2012**



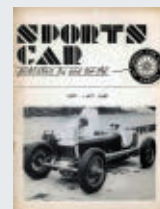
- Our annual attempt to pick the Runoffs winners included a preview of a B-Spec "race within a race" in the Showroom Stock C event.
- A tech feature discussed the benefits and installation of a standalone engine management system.

60 YEARS AGO...  
**SEPTEMBER 1962**



- The Lake Garnett Road Races were run as an SCCA National Championship event for the first time.
- The birth of Mid-Ohio Raceway, now known as Mid-Ohio Sports Car Course, and its first driving school was chronicled.
- Dan Gurney won the French Grand Prix in a Porsche 804.

75 YEARS AGO...  
**SEP/OCT 1947**



- Bill Milliken reported on entering his Bugatti in the Pikes Peak International Hillclimb.
- John R. Bond discussed how hotrodders were able to get so much power from their engines.
- Cameron Argetsinger described the qualities of his 1940 Packard-Darrin Super Eight.

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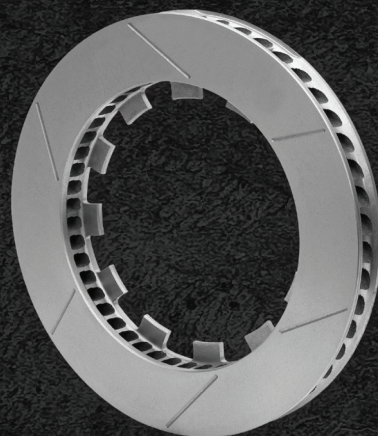
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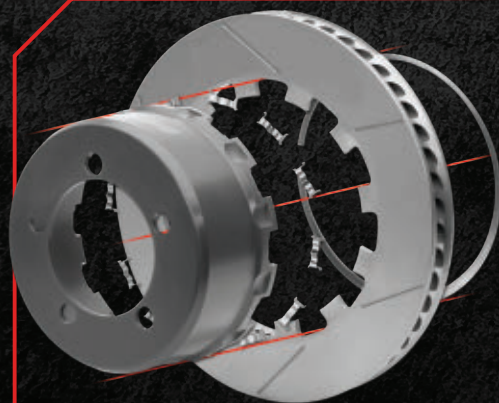
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