

SPORTS CAR



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

SEPTEMBER/OCTOBER 2022
U.S. & CAN \$5.99
SCCA.COM





The Track and Competition
Tires You Need.

**IN STOCK. WITH FAST,
FREE SHIPPING!***



Match the best competition tires with high-tech, lightweight wheels for bolt-on convenience. Our Tire & Wheel Packages arrive ready for installation, and include the following at no charge!

- ✓ State-Of-The-Art Scratch Free Mounting
- ✓ Hunter RoadForce GSP9700 Balancing
- ✓ All Necessary Installation Hardware





BRAKE PADS AND ROTORS



www.tirerack.com/brakes



COIL-OVERS, SPRINGS, SHOCKS AND MORE

www.tirerack.com/suspension



LIGHTWEIGHT WHEELS FROM



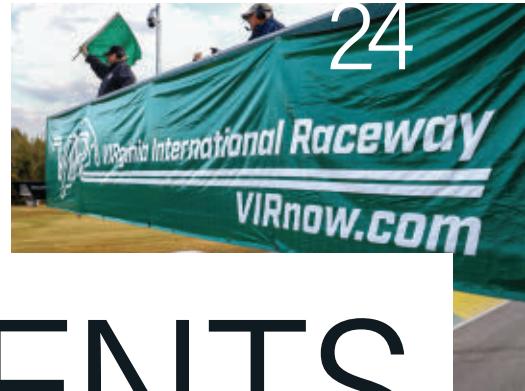
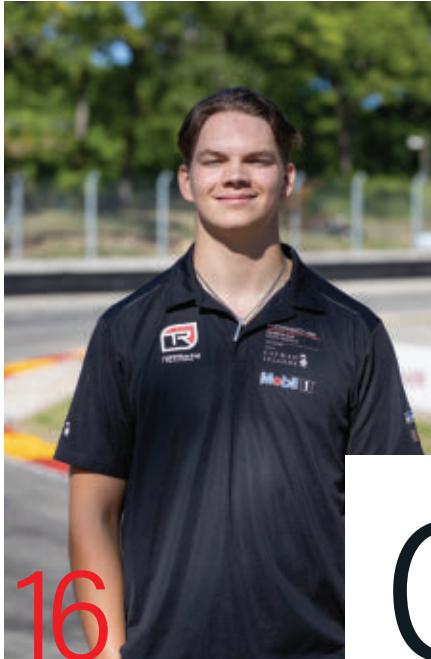
GET READY GET \$100



*Buy a set of four select winter/snow tires and get up to a \$100 Tire Rack Prepaid Mastercard® by mail.



Offer Valid 8/15/22 - 9/26/22 • www.tirerack.com/getready



CONTENTS

FEATURES

- 16 ROADS TO SUCCESS**
Travis Wiley is following several paths to a career in motorsports.
- 24 WHO WILL WIN THE RUNOFFS?**
Our annual preview of the SCCA National Championship Runoffs.
 - 26 AS, BS, STL, STU**
 - 28 T1, T2, T3, T4**
 - 30 EP, FP, HP**
 - 32 SM**
 - 34 GT1, GT2, GT3, GTL**
 - 36 SRF3, FE2**
 - 38 FA, FC, FX**
 - 40 FF, FV, F5**
 - 42 P1, P2**
- 44 VIR RIGHT OF WAY**
Three turns at VIR *really* matter, and more require special attention.
- 52 OPEN WHEELS TO OPEN TOP**
Bryce Cornet has gone from Formula Mazda champ to Mazda MX-5 Cup.



DEPARTMENTS

- 6 WELCOME TO THE SCCA**
SCCA Director of Road Racing Deanna Flanagan
- 8 LATE BRAKING**
News from around SCCA and the world
- 14 POBST POSITION**
Racing champ Randy Pobst speaks
- 50 PRO FILE**
Inside the world of SCCA Pro Racing
- 54 FRONT LINE**
Celebrating our stellar workers
- 56 INSIDE SCCA**
 - 56 ROAD RACING**
From CRB Chairman John LaRue
 - 57 AUTOCROSS**
Inside the world of Solo with Paul Brown
 - 58 RALLYCROSS**
Matt Wolfe talks RallyCross
 - 60 SCCA FOUNDATION**
By Jeff Jacobs, the Foundation's VP
- 62 MARKETPLACE**
You want it, someone has it
- 66 CALENDAR**
Thousands of events you need to attend
- 70 FROM THE EDITOR**
Words to live by...or something...

SPORTSCAR

SEPTEMBER/OCTOBER 2022
VOL. 80 | ISSUE 5

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.- FRI., 8am to 5pm CENTRAL

© 2022, Sports Car Club of America, Incorporated.
All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published 6 times a year for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by RACER Media & Marketing Inc 17030 Red Hill Avenue Irvine, CA 92614 (949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

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.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



COVER PHOTOGRAPHY Richard S. James



SP1

CARBON

ADVANCED CARBON SHELL

Light weight, hand laid T700 carbon, autoclave cured shell.

AERODYNAMICS

Developed in a wind tunnel to achieve ideal aerodynamics and optimum air flow.

3D INJECTED VISOR

High visibility, no distortion, with mechanical Pinlock® 120 fog resistant lens.

COMMUNICATION READY

Optional fully integrated electronics, including Noise Reduction Earcups.

\$1,949.00

FIA 8859-2015 and SNELL SA2020

WWW.SCHUBERTHRACING.COM

North America: (978) 774-1615
service@SCHUBERTHRacing.com

@SCHUBERTHRacing  

Dealer inquiries welcome



SCHUBERTH

SPORTSCAR

OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

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

INTERIM EDITOR Richard S. James

EDITOR-IN-CHIEF Laurence Foster

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown,
Rocky Entriken, Dyanne Gilliam,
James Heine, J. Michael Hemsley,
Jason Isley, Richard S. James,
David Muramoto, Steve Nickless,
Randy Pobst, Philip Royle,
Tom Schultz, Jeff Zurschmeide

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corwine, George Dwinell,
Dave Green, Jeff Loewe,
Clark McInnis, Barbara Protos,
Philip Royle, John W. Wilmoth

PHOTOGRAPHER EMERITUS

Mark Weber

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER

Bill Sparks

EDITORIAL ADVISOR

Jeff Zwart

VP/ASSOCIATE PUBLISHER

Bruce Kukuk

ADVERTISING DIRECTOR

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS

Victor Uribe

VP OPERATIONS

Sandra Carboni-Alexander

PRE-PRESS

Miguel Vega

PRINTING

LSC Communications, Pontiac, Ill.

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*.

All materials are subject to our

standard terms and conditions.

SportsCar is not responsible for

unsolicited materials, and such

materials will not be returned.

EDITORIAL/ADVERTISING

OFFICES

Racer Media & Marketing, Inc.

17030 Red Hill Avenue,

Irvine, Calif. 92614

(949) 417-6700, fax (949) 417-6116

E-mail sportscar@racer.com

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

niademarco@wrightsmedia.com

BACK ISSUES

(949) 417-6700

SCCA MEMBER SERVICES

(800) 770-2055



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! 🏁

Ultra→**tech**™
Quality Fuels

**MAKE EVERY
TANK COUNT.**



**TOP
TIER**™
Detergent Gasoline

Ultratech fuel. Proven to make your engine run cleaner, longer and more efficiently. Only at Sunoco.

Ultratech Quality Fuels™ is a trademark of Sunmarks, LLC. Top Tier™ is a trademark of General Motors Company. ©2022 Sunmarks, LLC. All Rights Reserved.



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 Rackloven



Zachary Rackloven

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 Rackloven



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 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.



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 Leewie

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.

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.



Never stop driving

There's not an app for this

INSURANCE DRIVERS CLUB MOTORSPORTREG SPEEDWAIVER RACEHERO

Members of SCCA are eligible for a 5% discount* on insurance with Hagerty.

HAGERTY Let's Drive Together

+1-888-406-8484 | Local agent | [Hagerty.com](https://www.hagerty.com)

*Discount applies to U.S. policies only; not available in CA, MA and TN. Policies underwritten by Essentia Insurance Company. Hagerty determines final risk acceptance. Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Purchase of insurance not required for membership in HDC. Hagerty, Hagerty Drivers Club, SpeedWaiver & RaceHero are registered trademarks of the Hagerty Group LLC, ©2022 The Hagerty Group, LLC. All Rights Reserved



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.



Carvin 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

MEMBERSHIP REFERRAL LEADERS FOR JULY 2022

NAME	REF	REGION
Francois Doran	8	Cal Club
Brian Ghidinelli	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
--------	--------

JUMBO REGIONS (800+):

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. 📍

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.

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

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



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



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.

CORNERSECTION 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...

CORNERSECTION 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

Driven 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[®]

MORE DRIVEN[®]



SPORTSCAR TIRE GUIDE



FROM THE PROFESSIONAL LEVELS OF MOTORSPORTS,
TO THE HISTORIC STOCK CARS OF HSR,
GOODYEAR RACING TIRES ARE MADE FOR WINNING TROPHIES!

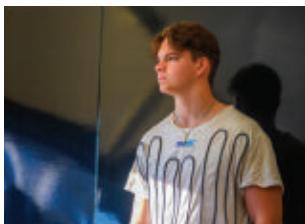


HSR Fall Classic race at Road Atlanta October 13-16 2022
More information on the event can be found at hsr.com





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

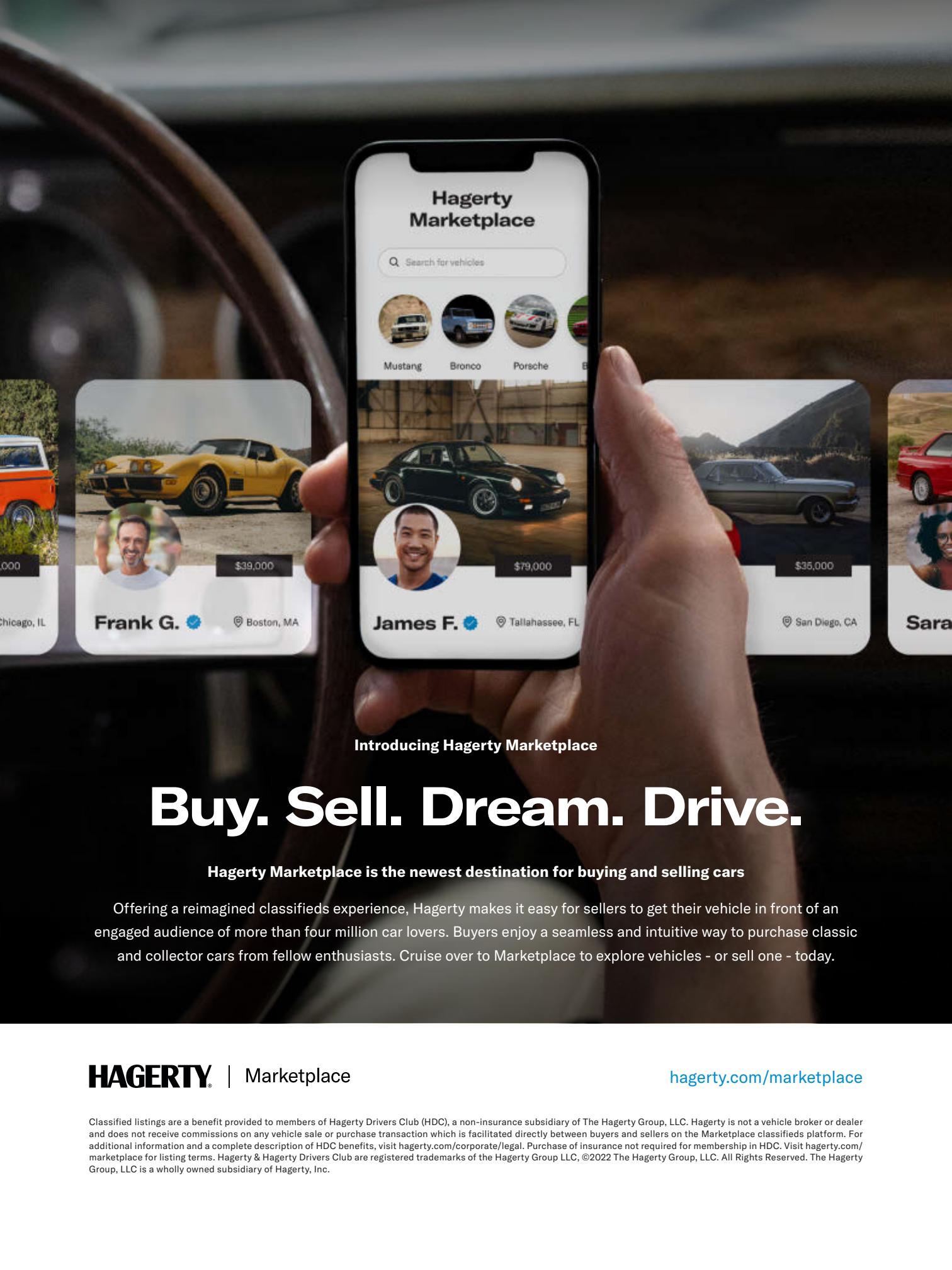
"I did a tryout, and I made the lap time goal, and the crew and I seemed to meld really well, too."

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



Hagerty Marketplace

Q Search for vehicles



Mustang



Bronco



Porsche




Frank G.  Boston, MA

\$39,000




James F.  Tallahassee, FL

\$79,000




Sara  San Diego, CA

\$35,000

Introducing Hagerty Marketplace

Buy. Sell. Dream. Drive.

Hagerty Marketplace is the newest destination for buying and selling cars

Offering a reimagined classifieds experience, Hagerty makes it easy for sellers to get their vehicle in front of an engaged audience of more than four million car lovers. Buyers enjoy a seamless and intuitive way to purchase classic and collector cars from fellow enthusiasts. Cruise over to Marketplace to explore vehicles - or sell one - today.

HAGERTY | Marketplace

[hagerty.com/marketplace](https://www.hagerty.com/marketplace)

Classified listings are a benefit provided to members of Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Hagerty is not a vehicle broker or dealer and does not receive commissions on any vehicle sale or purchase transaction which is facilitated directly between buyers and sellers on the Marketplace classifieds platform. For additional information and a complete description of HDC benefits, visit [hagerty.com/corporate/legal](https://www.hagerty.com/corporate/legal). Purchase of insurance not required for membership in HDC. Visit [hagerty.com/marketplace](https://www.hagerty.com/marketplace) for listing terms. Hagerty & Hagerty Drivers Club are registered trademarks of the Hagerty Group LLC, ©2022 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is a wholly owned subsidiary of Hagerty, Inc.



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

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 Dientke

"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. 🟡



Jeff Loewie



WHO WILL WIN THE RUNOFFS?



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



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... 🍷

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



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 be 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 Daughtery (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 Subaru 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 Subaru, Lotus, 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 Lowmye

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 Loewie



Jeff Loewie



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 Covatta



Jeff Leow



"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.

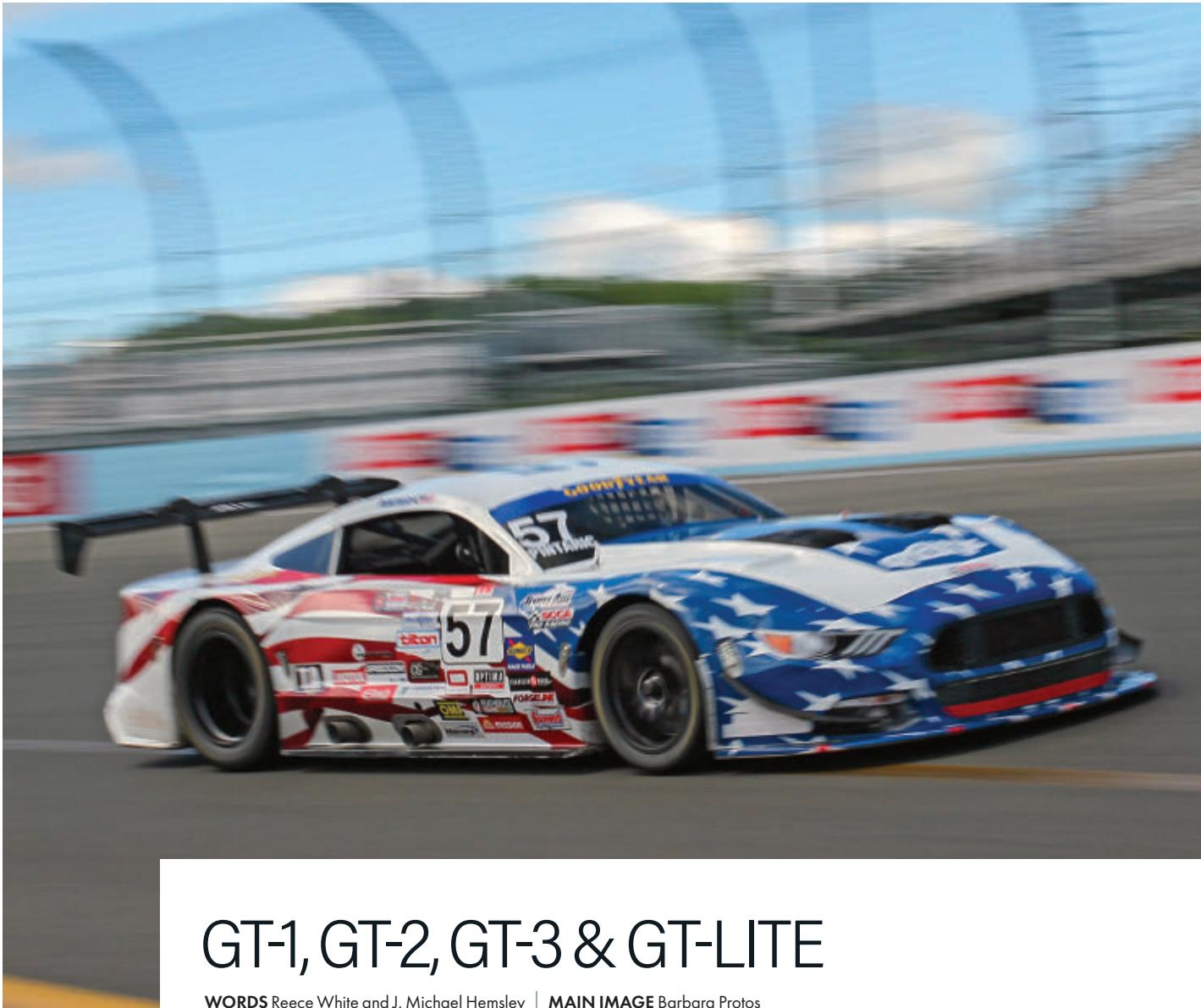
"Raident Nicol is a 14-year-old whiz kid," Steyn declares. "He just beat me at Road Atlanta, my home track, and he kicked my ass! This guy is exceptionally talented. In my opinion, he's got a really good shot at it."

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

1. Bobby Sak ²
2. C. Russell Turner
3. Brian Schofield ²

FORMULA ENTERPRISES 2

1. C. Russell Turner
2. Bailey Monette
3. 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. 📍

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**

FIRST-TIME WINNER?

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



Rupert Berrington



Rick Corvino

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

FORMULA ATLANTIC

1. James French 2
2. Alex Mayer 1
3. Chip Romer

FORMULA CONTINENTAL

1. Simon Sikes 2
2. Tim Minor 1
3. Nolan Allaer

FORMULA X

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. 🍀



Summit Racing™ Multi-Layer Driver Suits
Superior Protection
as low as **\$239.99 each**
🔍 SUM Multi-Layer Suit



Summit Racing™ Race Harnesses
5-Point Protection
as low as **\$84.99 each**
🔍 SUM Race Harnesses SFI



Summit Racing™ Pit Stop Shop Play Set
Pretend Tools and a Race Car to Rebuild
SUM-941130 \$79.99 set
🔍 SUM Pit Play



RedTop 12-Volt Starting Batteries
Mount Anywhere
as low as **\$259.99 each**
🔍 ULT RedTop 12



Street Series Spark Plug Wire Sets
Eliminate Voltage Leaks and RFI
as low as **\$54.95 set**
🔍 DFR Street Boot



555 G2 Tires
Great Grip for Cornering
as low as **\$188.00 each**
🔍 NIT 555 G2



Big Brake Kits
Maximum Stopping Power
as low as **\$3,869.37 kit**
🔍 SPH Big Brake Kit



Tubular A-Arm Control Kits
Stay Aligned to Perform Better
as low as **\$929.95 kit**
🔍 BMR Tubular A-Arm



Rear Suspension Package for 1967-69 Camaro
Revamp Your Ride
SDP-10300 \$2,918.00 kit
🔍 SDP Hard Top



Solo 2 GPS Lap Timer Kits
Track Your Lap Time
as low as **\$459.00 kit**
🔍 AAG Solo 2 Logger



Fire Zero 2000 Fire Marshal Fire Suppression Systems
Superb Fire Defense
as low as **\$799.99 kit**
🔍 Lifeline 2000 AFFF Marshall



EFI-Ready Fuel Tank Kits
Perfect Fit for Your Vehicle
as low as **\$582.99 kit**
🔍 TNK EFI Ready Kit



UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.



Order by 10 PM EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Int'l: 1.330.630.0230



SummitRacing.com



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
2. Andrew Whitston
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 Williams



Rick Conville

“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 Wynnurfurst-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

PROTOTYPE 1

1. Chip Romer
2. Lee Alexander 2
3. Jim Devenport 2

PROTOTYPE 2

1. Tim Day Jr. 2
2. Greg Gyann 1
3. Tray Ayres 2



Jeff Loeve

SCHROTH[®]
RACING



COBRA[®]
MOTORSPORT



SHR III
XLT-EVO-FLEX



WALERO



lifeline[®]



race
com



GARMIN



NORTH: 100 FERNCROFT RD #208 DANVERS MA 01923
SOUTH: 119 BEVAN DR MOORESVILLE NC 28115
WWW.HMSMOTORSPORT.COM | 978-774-1615

EXCLUSIVE IMPORTER FOR SCHROTH, RACESENSE, WALERO, AND SCHUBERTH
DEALER INQUIRIES WELCOME!

HMS[®]
motorsport

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.



The 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.

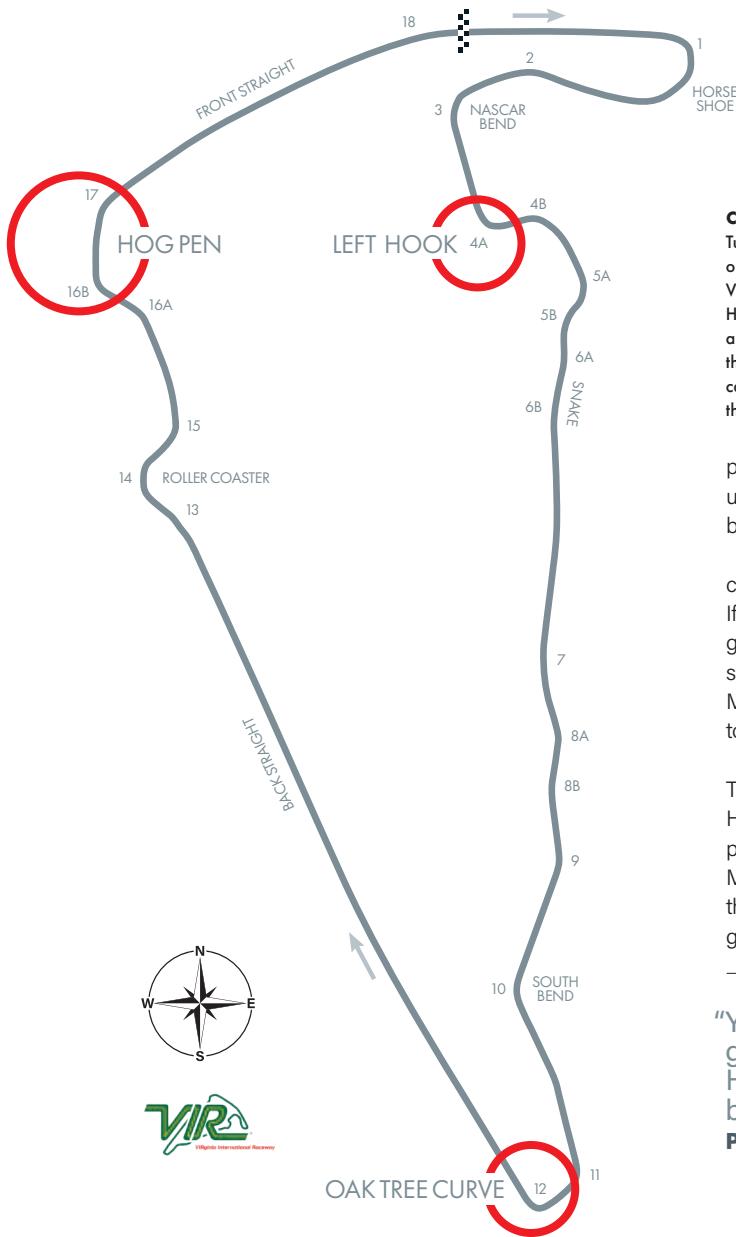
“It’s really important not to overdrive Oak Tree either,” he explains. “If you drive in too hard, you’re too late on apex and you can’t pick up the throttle quick enough. If you’re too early, you have to lift off. Your turn-in reference points are very crucial because that’s a long back straightaway.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



Jay Bonvouloir

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.

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

JESSE PRATHER

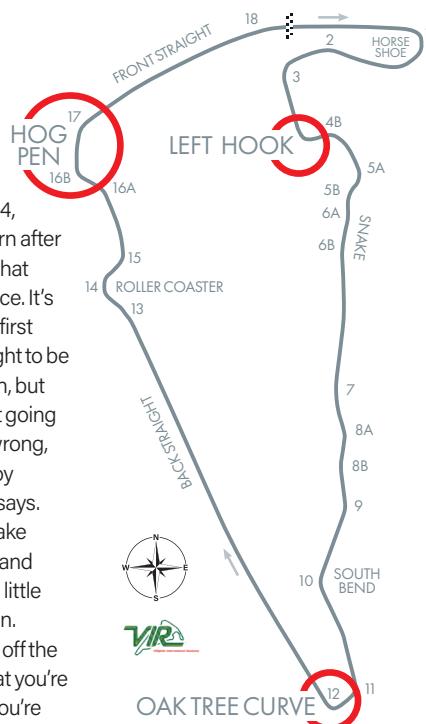
as it's so fast and important. But it bit me on a restart during the race: I was leading when we had a full-course caution that lasted about three or four laps. On the restart, I was just a little overanxious and just barely...well, this is one of the nuances at VIR. I didn't realize that you couldn't 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. 📍

QUALITY PRECISION RELIABILITY



#1 DIGITAL GAUGE USED BY TOP RACING TEAMS

Intercomp gauges are built with the highest level of quality and are among the **most rugged gauges on the market**. **Racing teams use Intercomp gauges extensively**, in all forms of motorsports, for the most accurate tire pressure data on race day.

intercompracing.com

+1 763-476-2531 Worldwide



Intercomp[®]
advanced weighing technology . . . by any measure



We are a company known throughout every level of motorsports and have been providing data and video solutions for the racing industry for over 25 years. A strong trackside presence coupled with nationwide seminars and webinars, our support is unparalleled. For more information about us or our products, call or visit aimgsports.com | (800) 718-9090

SW4 - DIGITAL STEERING WHEEL

The drool-worthy SW4 is as much function as it is form. Complete with an internal solid-state data logger, the SW4 is available in 4 sizes and offers ten configurable individually backlit buttons, up to three rotary dials, and optional paddle and clutch shift levers. Three CAN-Bus offer expansion and include support for our extensive list of ECU protocols.



PDM32, PDM32, AND EPM

State-of-the-art solid state power distribution modules with full 12-bit data logging built in, as well as a 9-axis IMU, high-speed GPS, display controller, and two mirror camera inputs. The PDM32 provides 32 power outputs and 14 analog/ digital inputs, and the PDM08 offers 8 inputs and 8 outputs. Both include either 6" or 10" color display. The EPM is an 8-channel power expansion for the PDM or existing AiM data loggers.



MXG, MXS, AND MXP DASHLOGGERS

Bright, crisp, 5, 6, and 7" TFT displays are the faces of these powerful data loggers. Featuring an LED shift array, configurable multicolor alarms, drag and drop multi-page configuration, WiFi and USB connectivity, high-speed GPS, analog and digital inputs, digital outputs, autosport connectors, 4GB of memory, 1kHz per channel sampling, and support for over 1,000 ECU connections.



MXM DASHLOGGER

Compact, powerful, expandable, and affordable are the hallmarks of the popular MXM dashlogger. The MXM features a high-contrast traditional liquid crystal display combined with configurable RGB LED warning and shift lights. The MXM is our only dash logger to offer two 15A outputs with logic control. It shares the same powerful logging, WiFi, high-speed GPS, ECU connections, and memory as its color siblings.



SOLO2

It's a lap timer and so much more. An integral high-speed GPS receiver provides automatic lap timing, predictive lap timing, sector timing, track maps, vehicle speed, and more. Integrated LEDs allow for real-time ± or shift lights. WiFi download. The SOLO DL adds an ECU connection making for the best-valued full-fledged data logger available anywhere.



SMARTYCAM3 SPORT - NEW FOR 2022

SmartyCam3 Sport builds on the success of the SmartyCam before it. Bringing full 1080p HD, a smaller package, and a new video format with embedded data for perfectly synchronized data-video analysis. Real-time graphical data overlays with easy drag and drop configuration. The global shutter CMOS provides for wave-free HD video. Hands-free recording. A 6-element telecentric lens delivers a bright and crisp image.





NecksGen specializes in head and neck restraints with an emphasis on driver safety and comfort. Based in El Cajon, Calif., NecksGen also carries its own line of safety products like helmet supports, racing harnesses, and competition seats for use in road racing, off-road, and many other forms of racing.
info@necksgen.com | (619) 328-0410

REV2 CARBON

The REV2 Carbon is NecksGen's top of the line head and neck restraint. The M2 size weighs in at under one pound, making it the lightest SFI certified head and neck restraint available. The REV2 Carbon is available in several sizes, and carries all the same features as the REV2 Lite. Retail Price: **\$699**
 Sizes: Medium 2in., Medium 3in., Large 2in., Large 3in.



REV2 LITE

The REV2 Lite is NecksGen's most popular product. Known for its ease of use and small, comfortable design, the REV2 Lite is available in sizes to fit pretty much everyone, from kids to big adults. The tough frame is made from carbon composite right there in Southern California. Retail Price: **\$599**
 Sizes: Small 2in., Medium 3in., Large 3in.



RALLY PAD

Some drivers want to keep their head and neck restraint snugly attached to their shoulders to make getting in and out of the vehicle even easier. The Rally Pad is a simple padded vest that replaces the standard pads on any REV or REV2 line of products. Retail Price: **\$99**
 Sizes: One Size fits most



Through a steadfast commitment to honesty, unrivaled customer service, and safety, HMS Motorsport has become one of the most trusted sources for safety solutions across all levels of racing, serving everyone from the occasional autocrosser to the biggest names in NASCAR, IMSA, and IndyCar.
hmsmotorsport.com | (978) 774-1615

SCHROTH RACING PROFI SEAT KIT

The Schroth Racing Profi Seat Kit takes the hassle out of making a custom seat insert. The vacuum casting bag features impact absorbing beads and a quick cure resin, helping drivers easily achieve a personalized fit. This "individual" seating solution helps improve driver performance, comfort, and safety. It's even fire resistant!
\$245-\$425 (size dependent)



ELEMENT E50 AND E100

Say goodbye to messy, heavy, and bulky fire extinguishers. ELEMENT offers a revolutionary approach to fire suppression, with no mess or maintenance extinguishers. ELEMENTs are small and lightweight, perfect for the home, office, or racecar. The non-toxic, environmentally safe fire protection leaves no residue and fights all major fire classes. E50: **\$79.95**
 E100: **\$119.95**



VALERO TOPS, PANTS, HEAD SOCKS

Valero incorporates NASA developed Outlast Technology into base layers, providing active temperature regulation. The stabilization in body temperature and reduction of sweat helps lower fatigue and enhance driver performance. Walero's SFI- and FIA-approved under layers are designed to be more comfortable and offer more protection than alternatives on the market. Top: **\$198**; Legs: **\$179**;
 Head Sock: **\$79**





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." 🎯



Courtesy Bobby Archer



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



The 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.

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. 📍

STEER YOURSELF TO SAVINGS

Your SCCA membership comes with the best benefits in motorsports. Visit SCCA.com/benefits to see how you can save – from gear and parts to great travel discounts. SCCA's got you covered.



**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. 📍

**SCOOOP!**

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. 🍷

**BEFORE. AFTER.
EVERYWHERE
IN-BETWEEN.**

Every Mile. Every Moment.
Every Memory.

SPEEDWAY
motors®



855.313.9173 | SpeedwayMotors.com/sportscarmagazine



**Know-how
isn't bought;
it's passed down**

From Jay to sons Cameron and Colin, what makes Ivey Engines goes beyond metal and tools to learning and caring that the work is done right.

Here's wishing everyone a safe and good time racing their Formula Fords.



IVEY ENGINES, INC.

4722 NE 148th Ave. Portland, Oregon 97230
(503) 255-1123
www.IveyEngines.com

KINSLER

We did the Lucas metering for the Can-Am: 60's thru 70's; still do. Any injection: Road race, Sprint cars, Boats, Indy 500, NASCAR Cup, Drags, Motorcycles, Bonneville, Pullers, Street, etc. EFI, Constant Flow, Lucas Mechanical



Action Express Cadillac, '14, '15, '16, '17, IMSA Champs. '18, '21 Won driver & Mfr. Champs, Overall '20 Daytona 24 Hrs.



Hyper Racing 600cc Sprint



1971 McLaren M8F Can Am car. Ran Kinsler prepared MacKay intake Manifold with Lucas mechanical metering.



Monster Mesh™ Filter



10/3 Element

EFI Injectors, all makes of Pressure Relief Valves and Lucas Mechanical Metering Units, need 3 micron protection, but 3 micron filters plug up too quickly, so most racers use 10 micron, which is too coarse. We made this new element for NASCAR Cup cars: 10 micron premium paper top layer to take out 95% of the dirt, with a 3 micron precision Fiberglass lower layer. Details: Kinsler.com/homepage.

K-140 Pressure Relief Valve

Used on 95% of NASCAR Cup and INDY 500 cars



(248)362-1145

Troy, Michigan USA

sales@kinsler.com

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.

Because Planned Giving means you're not giving up assets when you may still need them, it allows you to make donations larger than you would normally be able to afford as they are not dependent on your cash needs

GIFTS AT WORK
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.

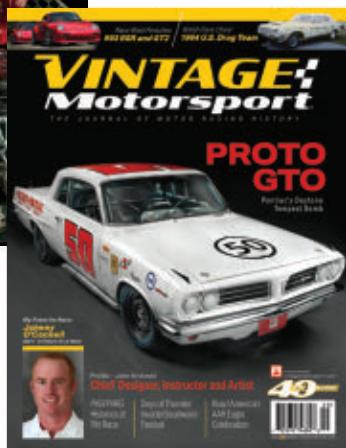
SCCA Members who would like to talk about including the SCCA Foundation in their estate planning are invited to reach out to SCCA Foundation's Jeff Jacobs, through SCCAFoundation.org, with your interest. We can also assist with Qualified Charitable Distributions from retirement accounts. And if you're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



Nicholas Lish



ADD VINTAGE MOTORSPORT TO YOUR SPEED READS



SPECIAL OFFER

Subscribe to **Vintage Motorsport** and add a **RACER** subscription for just \$24. Save 55% off cover price.

Subscribe now at **RACER.com/VMsubs** or call **(877) 425-4103**

Offer available only in the U.S. Please inquire for foreign subscription rates



THE JOURNAL OF MOTOR RACING HISTORY

VintageMotorsport.com | facebook.com/VintageMotorsportMagazine | twitter.com/VMMagazine



RACER.com | twitter.com/racermag | facebook.com/racermagazine | instagram.com/racermag | youtube.com/TheRacerChannel

ioport
RACING SUPPLIES

ioport
ioportracing.com
1-800-949-5712

WINDOW NET

COOL SHIRT SYSTEMS

TRANSPONDERS

MYLAPS

SEAT BACK BRACE

TOW STRAPS

FIRE SYSTEMS

FUEL SYSTEMS

PYROTECT **FULL SAFE**

HEAD RESTRAINTS

REV

Raybestos
The best in brakes

PERFORMANCE[®] FRICTION BRAKES

HAWK
PERFORMANCE

BRAKE PAD TECHNOLOGY OF CHAMPIONS™

brembo

STOPOTECH
Racing

PORTERFIELD

RACING BRAKE PADS

CALIFORNIA

Your largest, most knowledgeable source for racing brake pads & parts!!

Don't forget to ask for your NASA or SCCA discount!!

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com

XRP

MOTUL

tilton

Setrab

Oil Coolers

wilwood
DISC BRAKES

RED LINE
SYNTHETIC OIL

DEI

IMPROVE PERFORMANCE & KEEP COOL!

EXHAUST WRAP

- REDUCE UNDERHOOD HEAT BY 50%!
- IMPROVE EXHAUST PERFORMANCE
- EASY UPGRADE TO ANY PERFORMANCE VEHICLE

ALL NEW FOR 2022!

TITANIUM KNITTED SLEEVES

SLIDE OVER PIPES TO BLOCK HEAT!

IDEAL FOR TURBO DOWNPIPES & LARGER DIESEL PIPES

KEEP HEAT, DIRT AND MUD OUT OF CONNECTORS & SENSORS

SENSOR & CONNECTOR COVER

- PROTECT SENSORS & CONNECTORS FROM HEAT & DEBRIS
- SLIDE OVER FOR FULL PROTECTION

DEI
DESIGN ENGINEERING, INC.

PICK UP DEI PRODUCTS TODAY AT

800.264.9472 • DesignEngineering.com

SUMMIT
RACING EQUIPMENT

JEGS



CHICKEN HAWK RACING
TOP TEAMS - TOP TIRE WARMERS
SUPPLIER TO SRO PIRELLI WORLD CHALLENGE

- SET YOUR HOT PRESSURE IN THE PITS
- START HOT TO GO FAST
- SAVING HEAT CYCLES MAKES TIRES LAST LONGER



845-758-0700 • www.chickenhawk racing.com



MK TECHNOLOGIES
SERVING THE RACING COMMUNITY SINCE 1992

New innovation!

Our MKT Formula car lifts!
Lift your car using a cordless drill.
See video on You Tube, search:
MK Momentum lift
https://www.youtube.com/watch?v=qb8B_sHut_A

Available now!

TOLL FREE 1-888-764-7875
www.mktechnologies.com




A DIVISION OF MARK STEWART ENTERPRISES, INC.



- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com



hans

RECERTIFICATION

Your Best Source for Hans Recerts and Much more.



Details: www.krjraceproducts.com/services
KRJ Race Products 317-496-6767




MOTOROLA SOLUTIONS **NO MORE STATIC!!!**

Complete Digital System ONLY \$899

Extra Crew ONLY \$399

SameDay Shipping with Phone and Live Video Tech/Sales Support



www.sampsonracing.com / 866.396.7231



Beta Tools Motorsports Distributor 



Unmatched selection, prices, and inventory of silicone hose

Stocking distributor of MS20271 Apex universal joints (all 8 sizes in stock)



Pegasus Auto Racing Supplies 1-800-688-6946 order line
2475 South 179th Street 1-262-317-1201 fax line
New Berlin, WI 53146 1-262-317-1200 tech line

PegasusAutoRacing.com

Æther Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles

CUT HEAT FROM YOUR EXHAUST SYSTEM

Our White Lightning™ is a tough, durable ceramic thermal barrier coating. This thick white coating reduces radiated heat by up to 50%. Lower your engine compartment and cockpit heat for more racing comfort. It is easier to work next to your hot exhaust pipes with White Lightning. White Lightning is ugly and looks like rough sandpaper. It looks worse with use but it is an effective thermal barrier for all race engines. Captured radiated heat increases exhaust velocity and improves scavenging which may add power. Let us coat your headers, manifolds, turbo housings, down pipes and other exhaust parts. This is the coating when you want results not cosmetics. \$300 to \$450 for most headers depending on engine.



SWAIN
TECH COATINGS
585-889-2790
www.swaintech.com
Scottsville, NY 14546

Ugly thick
.015+/- coating

MiataCage.com



Roll Cage Kits
Spec Miata Kit
1990-2005
2006 to 2015

Adjustable Drop Links

Steering Shaft Adaptor - Splined with QD

Hard Top Mounts 1990-2005

Lightweight Wheel Spacers 1/4", 3/8", 1/2"

SM Build Package Deals - from Basic to complete turn key.

comprent motor sports

Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



EAST COAST DEALER
Sales & Service for
Lifeline Fire Systems



Swift 014/016

Elite/Staffs
Transmission Importer

SRF & FE/ESR
Customer Service
Representative

(706) 543-1797

Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia



New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

The Original

- Carbon-kevlar brakes



- Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071
www.racing-stuff.com • call 248-585-9139

CHASSIS
WHEELS
PEDALS
SEATS
BUTTON BOXES
HAND BRAKES
GAUGES

RICMOTEC
RACING SIMULATORS

MIAMI, FL USA www.ricmotech.com (305) 417-9241

Parts for **ALL** Formula Fords – U.S. Importer for Crossle Cars and Parts

RENTALS: FC-FF-CF
Swift DB6, Crossle

Trackside Support
Engine and Transaxle Services
Complete fabrication & repair facilities

(209) 722-7373
4814 E. Childs Ave., Merced, CA 95340
www.PorterRacing.com

panasport® AURORA
PENSKE HAWK

PROLITE 15x7 Spec Miata

www.panasport.com
call 310/373-0071 for information

Championship Equipment Since 1980

OIL COOLERS: Mocal • Setrab • Laminova
www.mocalusa.com

MOCAL **Setrab** **LAMINOVA**
water to oil coolers

sales@batinc.net
Distributor: BAT Inc. 941 355-0005

NUMBER KITS & GRAPHICS
 Magnetics, Reusable Vinyl
 Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure
- SCCA Members Save 10% w/code: SCCA10

FireStorm GRAPHIX.COM
 FireStormGraphix.com 603-809-4139

We ♥ toes.

Precise, portable alignment tools for any vehicle.

SMARTRACING™
 PRODUCTS.COM

WWW.RACING-STUFF.COM

street
 13" 14" 15" 16"

panasport

race/solo
 ul 13" 14" 15"
 c8 13" 15" 16" 17"

Averill Racing Stuff
 Madison Hts, Mich

ph.248-585-9139
 fax.248-585-9242

TRACK FACTS

KNOWLEDGE = SPEED
 THE INDUSTRY'S FIRST MOBILE
 APPLICATION TO REPLACE YOUR
 MANUAL SETUP NOTEBOOK.

Try the Full Version FREE (for 6 Months!)

PARTNER CODE: 5900
 No credit card required

trackfactsapp.com

lifeline®
 Champions of Safety

ZERO 360 Systems

- Latest Novec™ extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
 QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
 www.subesports.com

Sube Sports
 North American Distributor of Lifeline Products.

www.injector.com

Sales Service

marren fuel injection

Dependable Since 1986

Knowledgeable
 (203) 267-FUEL (3835)

SAVE THE DATE

Don't miss out on connecting with 45,000-plus SCCA members in these upcoming must-see issues of SportsCar...

November / December 2022

Showcase: TBA
 Editorial Cover Feature: Championship Issue
 Reserve space by: October 19
 Materials due: November 2
 Mails: November 25

January / February 2023

Showcase: Driving School Directory
 Editorial Cover Feature: Pro Racing C'ship Review
 Reserve space by: December 9
 Materials due: December 23
 Mails: January 13

Reserve your space in
MARKETPLACE
 now! **(800)722-7140**

wilwood RACING

POWER. CONTROL. PRECISION.

wilwood.com/racing | (805) 388-1188

FUEL SYSTEM INNOVATIONS

RACING ATCL FUEL CELLS

at racing.com
 800-526-5330 atl@atrlinc.com

Want to advertise with us?

classifieds@racer.com
(949) 417-6713

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
 Latest compounds, half to full rubber.
 Low prices, quick service. Phone any time.

(262) 740-0180
 JBRacingtires@sbcglobal.net
 www.JBRacingtires.net

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:



Save 5-25 percent on the lowest promotional rates available from **Avis**.



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 and check out the Member Benefits link.



TRANS AM 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
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
Apr 8-10 NOLA Motorsports Park, La.
 Clark; Hyman; Tavella
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
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
SOUTHERN CONFERENCE
Sep 3-4 MSR Houston, Texas (triple Majors)

▼ **RUNOFFS RETURN TO VCA**
 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. For changes, e-mail 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
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 sedivracings.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 gldsscca.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
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
Sep 2-5 # MSR Houston/Houston
Nov 12-13 MSR Cresson/Texas

ROCKY MOUNTAIN coloradoscca.org
Oct 15-16 La Junta Raceway/Continental Divide

NORTHERN PACIFIC norpacssca.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

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

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Aiuto Custom Coaching Solutions

(928) 300-1442

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

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

BMW of North America (888) 345-4269

bmwperformancecenter.com

Fast Lane Racing School

(888) 948-4888 raceschool.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Track Experience USA

(888) 204-7474 porschedriving.com

Primal Racing School

(770) 573-1010 primal.racing

Radford Racing School

(480) 403-7600 radfordracingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School (800) 391-6891

springmountainmotorsports.com

Team Stradale

(815) 727-7234 teamstradale.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

Bertil Roos Racing School

(800) 722-3669 racenow.com

allenbergracingschools.com

Fast Lane Racing School

(888) 948-4888 raceschool.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

LevelUp Racing School (920) 838-6612

levelupracingschool.com

Lime Rock Driver's Club

(860) 435-5000 limerockclub.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Primal Racing School

(770) 573-1010 primal.racing

Pro Drive Racing School

(503) 285-4449 prodrive.net

Proformance Racing School

(253) 630-5130

proformanceracingschool.com

Radford Racing School

(480) 403-7600 radfordracingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Team Stradale

(815) 727-7234 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.

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Radford Racing School

(480) 403-7600 radfordracingschool.com

Spring Mountain Advanced Driving School (800) 391-6891

springmountainmotorsports.com

Thompson Speedway Motorsports Park

(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

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

NORTHEAST nediv.org

Sep 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 HillClimb, Weatherly, Pa./Northeastern Pennsylvania

Sep 24-25 TT/TE Dominion Raceway and Entertainment/Washington DC

Oct 8 TS Bader Field/South Jersey

SOUTHEAST sedivracings.com

Nov 6 Michelin Raceway Road Atlanta/Atlanta

GREAT LAKES gldscca.com

Sep 15-17 HC Detroit Empire Hill Climb Revival, Empire, Mich./Detroit

CENTRAL 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

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

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. Sep 10, Nov 12

Blackhawk Farms Raceway, Ill. Sep 14

Brauner International Raceway, Minn. Sep 2*

Carolina Motorsports Park, S.C. Oct 6

Dakota County Technical College, Minn. Sep 16

Dominion Raceway, Va. Oct 6

Eagles Canyon Raceway, Texas Sep 13

GingerMan Raceway, Mich. Sep 15

Harris Hill Raceway, Texas Sep 14, Oct 12, Nov 2

Heartland Motorsports Park, Kan. Sep 20, Oct 13

Lime Rock Park, Conn. Sep 16

MotorSport Ranch, Texas Oct 11

New Jersey Motorsports Park, N.J. Sep 21

NOLA Motorsports Park, La. Oct 13

Palmer Motorsports Park, Mass. Sep 8

Pikes Peak International Raceway, Colo. Sep 15

Pittsburgh International Race Complex, Pa. Sep 20, Oct 12

Pocono Raceway, Pa. Sep 15

Ridge Motorsports Park, Wash. Sep 20

Sebing International Raceway, Fla. Oct 27

Thompson Speedway Motorsports Park, Conn. Sep 22, Oct 12

Thunderhill Raceway Park, Calif. Sep 29

Virginia International Raceway, Va. Sep 1

*tentative

STREET SURVIVAL SCHOOLS

NORTHEAST nediv.org

Oct 15-16 Saratoga Auto Museum/Mohawk Hudson

Sep 17 Dade County High School/Chattanooga

SOUTHEAST sedivracings.com

Nov 6 Michelin Raceway Road Atlanta/Atlanta

GREAT LAKES gldscca.com

Sep 24 Fowlerville Proving Ground/Detroit

Check 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 for more events

REGIONAL

NORTHEAST 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-Jeanette Regional Airport/Allegheny Highlands

CONTACT

SCCA

Sports Car Club of America.

OFFICERS

Chairman **PETER JANKOVSKIS**

Vice Chairman **STEVE STRICKLAND**

Secretary **LYN HODGES WATTS**

Treasurer **K.J. CHRISTOPHER**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

EXECUTIVE LEADERSHIP

President & CEO

MICHAEL COBB

Vice President, Road Racing

ERIC PRILL

Senior Director, Rally/Solo & Experiential Programs

HEYWARD WAGNER

Director of Region Development

CHRIS ROBBINS

Director of Marketing & Communications

KRISTEN POOLE

Senior Director, Finance & Administration

JEFF DAHNERT

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

7230 Ar buckle Commons Suite 136

Brownsburg, IN 46112

www.sccaproacing.com

SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

AREA 1: PETER SCHNEIDER

(908) 938-8750; pschneider@scca.com

AREA 2: JACK BURROWS

(703) 304-2003; jburrows@scca.com

AREA 3: LYN HODGES WATTS

(352) 207-8343; lhodgeswatts@scca.com

AREA 4: DAYLE FRAME

(517) 889-1117; dframe@scca.com

AREA 5: PETER JANKOVSKIS

(630) 738-0288; pjankovkis@scca.com

AREA 6: CHRIS ALBIN

(314) 223-3850; calbin@scca.com

AREA 7: K.J. CHRISTOPHER

(213) 842-2363; kjchristopher@scca.com

AREA 8: CLAY TURNER

(719) 338-3434; cturner@scca.com

AREA 9: CHARLIE DAVIS

(650) 740-7898; cdavis@scca.com

AREA 10: CHARLES DOBBS

(607) 742-6123; cdobbs@scca.com

AREA 11: DALE SHOEMAKER

(702) 406-5817; dshoemaker@scca.com

AREA 12: STEVE STRICKLAND

(540) 798-7037; sstrickland@scca.com

AREA 13: JEFF ZURSCHMEIDE

(503) 330-3010;

SEPTEMBER/OCTOBER 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

70-YEAR MEMBERS

Strater Hendricks 9/1/52 Cal Club

65-YEAR MEMBERS

Rosemarie Poverman 9/1/57 Northern New Jersey

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 Crow 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 Quaille 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 gldscca.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 norpaccca.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 gldscca.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 gldscca.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



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."



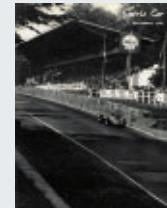
FROM THE ARCHIVES

10 YEARS AGO... OCTOBER 2012



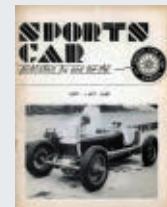
- Our annual attempt to pick the Runoffs winners included a preview of a B-Spec "race within a race" in the Showroom Stock C event.
- A tech feature discussed the benefits and installation of a standalone engine management system.

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.

Why follow... when you can **LEAD**

Whether you are a seasoned racer or starting your motorsport career.

The HPD Civic Type R race car is designed as a turnkey solution for racers who desire a fully built race car for under \$90,000. Perfect for pro and amateur racing.



2021 SRO TC AMERICA CHAMPION
TC CLASS MANUFACTURERS',
DRIVERS' AND TEAM

FOR MORE INFORMATION
GRMSADMIN@NA.HONDA.COM
(661) 702-7777



wilwood **RACING**

**THE MOST
WIDELY USED
BRAKE BRAND
IN ALL OF MOTORSPORTS**



805.388.1188
wilwoodracing.com



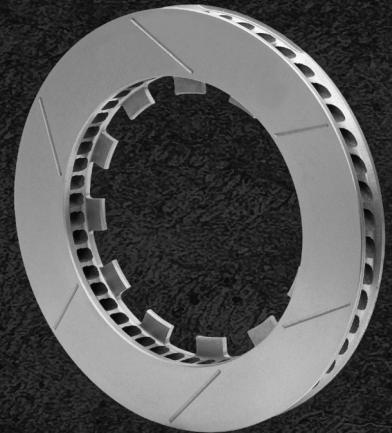
VISIT OUR BOOTH AT **PRI** #809



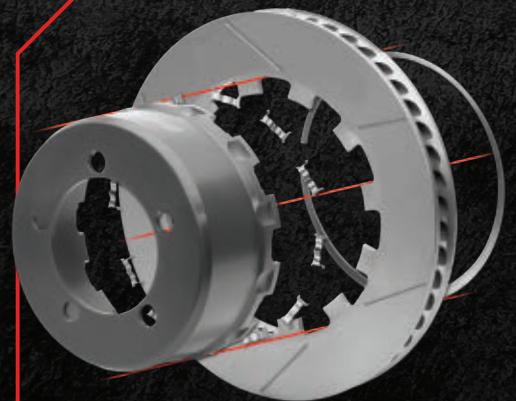
**THERMLOCK® PISTON
CALIPERS**



**RACE
COMPOUNDS**



**SPEC37 ALLOY
ROTORS**



**LUG-DRIVE DYNAMIC
MOUNT TECHNOLOGY**

wilwood **RACING**