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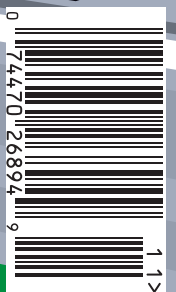


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HOW WE WIN!

This year-end issue of *SportsCar* focuses on SCCA championship season including – but not limited to – the Tire Rack SCCA ProSolo Championship Finale, Tire Rack SCCA Solo National Championships, RallyCross National Championship, and the SCCA National Championship Runoffs. I had the good fortune to work at all of these except one, and I have to say that even with all of the challenges we faced as a Club, I believe this was one of our best championship seasons ever.

This point of view has less to do with “just the numbers,” as participation across some of these events was lighter than hoped given the current economy. And this also wasn’t due to picture perfect weather across all these events. Due to Hurricane Ian, we likely experienced the soggiest Runoffs in Club history.

The main reason I believe this was one of our best championship seasons is because of how “we” showed up. My use of “we” here means members, drivers, chiefs, stewards, board members, volunteers, staff, partners – the SCCA Family

working collectively and collaboratively to put on the best championship events possible.

I’m obviously a little biased, so let me try to articulate what I’m trying to say through the words of a longtime partner, longtime SCCA member, podium-winning competitor, and someone who regularly participates with amateur

motorsports sanctioning bodies that we compete with for “share of seat time.”

J.G. Pasterjak is a very talented motorsports journalist, and here’s what he shared with me after this year’s Tire Rack SCCA Solo National Championships:

“So, I’ve done a lot of theater stuff in my days, but the only real professional training I have in the performance arts is through improvisational theater. And one of the things that every improv coach I’ve ever had has drilled into their students is that any time you step on a stage, you’re there to make everyone else look better. Because if everyone gets up on a stage to make themselves look good, then everyone only has one person watching their backs. But if everyone goes up and tries to make everyone else look better, then you have a whole crew of folks watching out for you, and you don’t even need to worry about it. That attitude has been adopted so organically by the autocross community that if you told me all 1,100-plus people at the Solo Nats spent a couple years at an improv theater, I wouldn’t be surprised. I got to be right in the middle of that vibe for the last few days, and it’s maybe the best feeling anyone could take away from an event. The coolest thing is still the community, and no one succeeds unless we all succeed.”

The SCCA Staff team has heard me say “we win or lose together as one team” so often that I’m sure they’re tired of hearing it. But it’s so true. When we get the collective family *all* showing up the same way, and doing so consistently, that’s when we *all* win. And we will continue to win no matter what is going on with the economy by delivering the kind of *experience* that everyone wants to be a part of. 🍷

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SCCA MEMBER SINCE 1980

RELIVING HISTORY IN A SAN FRANCISCO REGION WEEKEND

1970 Camaro. 1985 Firebird. SCCA SFR Regional. Thunderhill Raceway. Three days. Three races. Three courses. Two classes. Three wins. Halloween. What else do you need to know?

My good friend Tracy Gordon is a long-time West Coast road racer who ran SSB in two different V6 Camaros, winning the San Francisco Regional championship several times, then

“That tight 90-degree right sneaks up on ya after the fast Turn 7 that I’m so used to doing flat out. I overran it three times.”

moving into two early '70s vintage Little Red Corvette convertibles. Trace says proudly that he never got beat by a 289 Cobra, no small feat.

Well Trace has a couple American V8-powered friends in the SFR Region, and he hooked me up with Cory Newlon for some old-school racing good times, sharing his 1970 Vintage Trans Am-class Camaro, and his 1987 Muscle Car-class Firebird Formula. Both of these classes are designed for low-cost high fun-factor

competition, and they both make all-American rumbling sounds, even with Thunderhill’s required low sound levels.

SFR had an amazing three-day racing weekend planned for all the SCCA classes. Friday it was the original Thunderhill 1.9-mile short course. Man, that tight 90-degree right sneaks up on ya after the fast Turn 7 that I’m so used to doing flat out. I overran it three times in practice. Driving a 400 hp LS-powered Camaro with tiny 1970 brakes didn’t help (See video on my Instagram).

I pushed Cory and buddies into adding quick and effective brake ducts from the front spoiler and zip-tied along the swaybar. You shoulda seen Loxley Browne grab the hacksaw and drill and dive in there when us guys were hemming and hawing too much! She runs the worthy charity AthenaRacing.org that promotes STEM education for schoolgirls. Check it out for the ladies in your family.

This Camaro has amazing provenance, going back to my early days at '80s Solo Nationals. It’s the very same car with which Bill Foster battled Gene Hanchett in C Prepared, winning several championships!

I remember the awesome fender flares and huge slicks he ran, dwarfing my spunky lil’ VW Rabbit. And get this, Cory believes he has found Hanchett’s legendary Camaro autocrosser as well.

The Camaro is surprisingly close to stock, but with some interesting chassis bracing created by Foster back in the day. Cory found Bill and reunited him with the car, including a signature on the dash, and Bill got a little choked-up as all those memories came flooding back. The car ran on vintage-style bias-ply 7.00X15 Goodyear Blue Streaks (now there’s one for you old-timers), and the constant, controllable drifts were a pleasure, and made for a good show. Bias-plies run a much wider slip angle than radials, and you really need to experience it; loads of fuuuunn.

On Saturday, Cory let me try the Muscle Car (MC) class Firebird, running a pretty tired 305 LT V8. But it had larger-diameter wheels and Corvette C5 brakes and stopped very well...except if I pushed it a little too hard the rear axle could begin to hop violently. Hey, it’s a vintage experience. I think this can be adjusted for with the pinion angle and bushing deflection.



In another vintage experience, I was reunited with the very same 1990 Miata with which I finished first at the SCCA National Championship Runoffs in 1992 and '93 (one of which I got to keep - long story). Amazingly, it is still alive and racing vintage in the same livery as when I drove it. I got to lead the big Miata field as honorary pace car, and was so elated by all my own memories washing over me. I claim the title of the very first National Championship in a Miata: SSC-class at the 1992 SCCA Runoffs at Road Atlanta. Thirty years ago. Wow.

Back in the MC 'Bird I seemed to be able to time the starts pretty well, and gain a few spots on the first lap. On Saturday we were now on the normal East Course 2.9-mile track, with the unique Crow's Nest turn. I really enjoyed the variety of the track changes at this SFR event, and this Thunderhill track is one of my favorites anywhere. There was a red S197 Mustang in my mirrors for a bit, and I figured it would be coming by any time, but then it suddenly disappeared. Turns out I was so lucky to be ahead of the mayhem.

After our Saturday race, the

impound area was full of dented-up Camaros and Mustangs. As I heard it, one irresponsible driver, probably watching too much NASCAR and Verstappen, was crashing everyone in The Vortex of Danger. Incredibly, I heard this driver had just returned from a license suspension for....you got it, overly aggressive driving. One of the dented Camaros has been racing with SFR for more than 30 years. Another belonged to Richard Pryor, who was going to let me try it on Sunday.

This whole incident inspires me to say to my colleagues of SCCA Road Racing that we need a much stronger emphasis on a goal of no-contact racing. I know some racers think it's macho, aggressive fun, but not this racer. I hate bodywork, and I despise getting turned around with a nose in my quarter panel. And the crashing-for-show at the top levels of pro racing are a bad influence. This is Club racing, and we are in it for fun, and crashing is not fun, unless you are a little sick in the head.

Road racing is very risky and a thrill as a result, but I have always made a strong effort to avoid scratching

"This whole incident inspires me to say to my colleagues of SCCA that we need a much stronger emphasis of no-contact racing."

a car, and in modern times, it's more important than ever. The better we train and guide our drivers, the less damage will be done, and it will be very good for SCCA Racing.

On Sunday we raced the combined 5.0-mile circuit, a mini-Nürburgring that took us over the ridge onto the West Course. Cory put me in the Firebird, and then passed me until his transmission gave out. I enjoyed watching his drift Camaro! We dropped the pressures in my Toyo 888Rs, and I knew the five-mile, and these helped me get a nice lead on the MC cars (it also helped that a couple were not there due to the Crash King). So much racing good times.

And all weekend we toured the paddock in my '77 black-and-gold Trans Am, dressed as Smokey and the "Randit," with Loxley as Frog in an amazing \$20 thrift-store wedding dress, a dead-ringer for Sally Field. Happy Halloween from San Francisco Region, SCCA! 🍁

SMOKEY AND THE RANDIT

When he wasn't recreating scenes from a certain well-known Burt Reynolds movie that also starred a Firebird (OPPOSITE), Pobst was racing a couple of other Firebirds (ABOVE) at Thunderhill Raceway Park.

THE BEST OF...

Hitting its event cap early on, there was no doubt the Sept. 23-25, 2022, RallyCross National Championship at Pikes Peak International Raceway would be a thriller

WORDS Steve Nickless | IMAGES Rupert Berrington

SCCA RallyCross has intense participants, with roughly 100 of those making their way to the 2022 RallyCross National Championship for the winner-take-all battle at Pikes Peak International Raceway over the Sept. 23-25 weekend. How intense is the sport? In reporting on a road racing event, it's an overused cliché to write, "The driver didn't put a wheel wrong all weekend." But in covering any RallyCross event, this is no cliché, as every run counts. There is no "best of" when it comes to these runs – the "best of" category in RallyCross are the nine drivers who concluded every run as flawlessly as possible, earning SCCA National Championship titles.

At this year's RallyCross National Championship in Fountain, Colo., there were nine opportunities on three different courses to throw it all away. Competitors had to nail three separate runs on each of three courses on the expansive dirt acreage out behind the eastern Colorado raceway's main grandstand.

This year, there was no added weather drama, as the weekend featured gorgeous sunny skies and mid-70-degree temperatures. There were, however, ruts in the soft surface quickly forming a narrow line, and also dust which drastically obscured clear vision of the cones when the conditions were wrong

"I enjoyed the course layouts," said Prepared-Rear Wheel Drive National Champ Lothrop Withington IV. "The surface was good – a little dusty, which isn't always fun. But that's preferable to muddy, which a lot of our championships have been."

The dust did combine with wind and a bright descending sun near dusk on Saturday to force postponement of the final Modified All-Wheel-Drive runs for safety's sake. But that was the only weather-triggered issue.

The battles in several of the nine classes could not have been fiercer. In Prepared-Front Wheel Drive, for example, the margin from first to third was just 0.684sec with the ninth and final runs settling all three podium spots, and the single pylons collected by each driver over two full days canceling each other's out.

The three courses at Pikes Peak International Raceway were generally popular with all: "I really liked the courses out there," said Stock-Front Wheel Drive champ Dwight Wood, a California Rally Series regular. "They were nice and open—free flowing. I really like the first one, the longer one."

Wood also spoke for the majority in commenting on the event, his first National Championship appearance and farthest east adventure: "The only major skip they had was just daylight," he said. "They had 100 cars...and it was amazing to watch them get all 100 through."



EVENT REPORT

WELCOME

Pikes Peak International Raceway hosted the 2022 RallyCross Nationals, the first time for the event in Colorado in a decade.

STOCK-FRONT WHEEL DRIVE

Dwight Wood's winning performance in Stock-Front Wheel Drive in his first National Championship appearance earned him the Rookie of the Year award, but he earned the title like a true veteran – with patience, perseverance, and nine clean runs. The Nissan Sentras campaigned by both Dwight and father Wally (who finished sixth in a newer model) proved to be ideal for the sandy conditions.

"[The Nissan] has been a really good chassis for us," Wood explained. "It's got a factory limited-slip [differential], which is huge in the dirt – both wheels pulling at the same time. And then it's got that 2.5-liter engine – a big motor for a little car [with] torque that can really pull you out of the corners. So I don't usually have to shift much."

After walking the course, Wood plotted a strategy. "The course was fast – I knew it was going to be really fast. I also [saw] it was really soft on the outside of the corners. And, you know in RallyCross – in the Stock classes for sure – it's all about keeping up your speed. Here, if you slide out too far, you get into the soft stuff and lose a lot of your momentum. I knew it was important to not get outside the line and to stay on the insides more."

2021 SF runner-up (and two-time SA champ) Josh Armantrout broke an axle on his first run, leaving room for the rookie to romp. Wood then wrapped

up Saturday morning on the long course with a comfortable margin over Evan Markewycz and Coloradan Brian Cather, then held off unrelenting pressure from Salt Lake City's Markewycz to claim his first RallyCross National Championship by just over eight seconds.

STOCK-REAR WHEEL DRIVE

"I'm an old farm kid, so I learned to drive in the dirt and, you know, I autocross, too," explained newly crowned Stock-Rear Wheel

Drive National Champion Jim Green. "That [autocrossing] was so different. It was something I had to learn from the ground up. But running in the dirt...that was natural for me," added the patriarch of Gang Green Racing, whose son Joey is a ProSolo Champion ("He's the famous one in the family," said his proud dad).

Green Sr. has been RallyCrossing "on and off for four or five years," and having paid his dues was clearly worthy of the title at his third RallyCross Nationals.

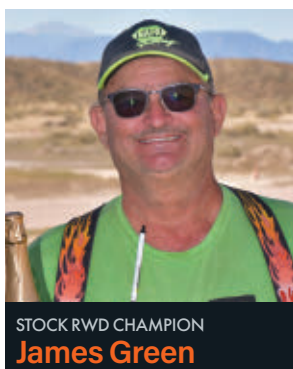
Humbly, though, he explained, "I'm at the age where I'm a lot better at tuning them than I am driving 'em, [but] things just worked out for me here. Sunday morning, I had a good lead, but then I hit three cones on my first run so I gave everybody a chance to catch me. But we had a small class, the car ran really good, and everything just kind of fell together."

Green shared his Toyota MR2 – a venerable Solo and ProSolo-winning machine that got a new engine just a few





STOCK FWD CHAMPION
Dwight Wood



STOCK RWD CHAMPION
James Green



STOCK AWD CHAMPION
Timothy Thompson



weeks before the event – with his nephew, Parker Sattler (who finished third in SR). He is quite high on the nimble mid-engine machine, long out of production: “It’s a small horsepower car, especially the stock versions, but with the motor in the back, we can put all the power to the ground.”

“The cars that really give us problems are the Miatas and the Porsches,” Green went on, “but there were none [in SR] at the Nationals – thankfully for me.”

“Autocrossing was something I had to learn from the ground up. But running in the dirt ... that was natural for me.”

JIM GREEN

The SR runner-up was Ryan Dussex, track coach at Pikes Peak International Raceway and a very capable driver, Green said. “He did good in that heavy car [a Pontiac G8].” Despite some impressive speed and consistency, especially

on Sunday when Green was saddled with six seconds in pylon penalties, the latter held on for a 4.187-second winning margin.

STOCK-ALL WHEEL DRIVE

2021 Stock-All Wheel Drive National Champion, Race of Champions winner, and Rookie of the Year Brad Legris did not return to defend his title, leaving the door wide open for a Midwest assault: Supremely talented RallyCross drivers from Kansas, Nebraska, and

Iowa swept the top six, with Kansan Tim Thompson eking out a 1.324sec advantage on the strength of a single missed pylon (on his penultimate run) by eventual runner-up Jan Gerber.

Third was Brian Tefft Jr., sharing Thompson's Ford Focus RS, and 10 seconds in accrued pylon penalties was equally costly as his overall time, penalties added, was just 8.207sec off his car owner's, whose nine runs were clean.

“RallyCross is all about

DRIFTING THROUGH

Brian Ogara made the trek from Minnesota to slide his PA Subaru through the cones at the RallyCross Nationals.

consistency, and that's the big difference between it and Solo," Thompson shared. "There you're looking for your best run. In RallyCross, all your runs have to be your best run. On one run you can throw everything away, as my co-driver Brian did in striking a lot of cones.

"Jan's from Nebraska, so I get the opportunity to race with him often when he makes it down for the Kansas or Kansas City Region events. He's an awesome guy to race with, and anytime you have the chance to beat him, it's even better."

2022 was Thompson's third full year competing in RallyCross events after a start in autocrossing, competing as often as his schedule allows at the Tire Rack SCCA Solo National Championships in the same D Street-class Ford Focus. He and his wife both discovered RallyCross after getting an invitation from autocross friends.

"We used to live in Southern California and spent a lot of time in the desert," said Thompson. "We like that stuff. She now really loves to RallyCross, and that's the big reason why we really got into it."

As a schoolteacher, his wife's schedule has so far kept her from competing at the RallyCross Nationals, but she shares the Focus regularly at summer Regional events. Sometime in the not-too-distant future, expect more Kansas depth in the hard-fought SA arena.



PREPARED-FRONT WHEEL DRIVE

No class at the SCCA RallyCross National Championship had a closer finish than Prepared-Front Wheel Drive, and few should have experienced more pressure on Sunday than newly crowned PF champ Jim Rowland.

Sometimes, though, ignorance is bliss.

"Yeah, our class was pretty close," Rowland remembered. "It may have been the closest of the event. I really didn't know who had won when I finished my final run of the day.

Close? Yes. PF champ Rowland notched the closest winning margin of the event, just 0.660sec, with third place just 0.024sec further behind.

A single pylon could have reversed the order, but as it was, the top three – Arkansan Rowland, runner-up Donald Carl, and third-place Christian Retterer – all collected a single cone in the course of their nine runs.

Though uniquely he did not

have the fastest run on any of the three courses, Rowland's win – his second National Championship in 12 years of competing – was especially sweet.

"This year was especially difficult for me," he said. "Nationals was my first RallyCross of this year. My car had a transmission issue and I didn't get it all back together in time to do any local events. So I just kind of went in not really expecting to do well, but just planning to go out and enjoy it.

"And I think that was helpful. No pressure, just, 'Take it easy. Have fun.'

Rowland entered his first RallyCross in 2010 with the Sentra autocross and time trials sedan he bought used in 1998; competed in his first RallyCross Nationals in Tulsa, Okla. (near his Rogers, Ark., home) in 2011; and has attended every one since, though without winning until 2019.

"I've come close in other years," he said, "but

unfortunately cone penalties hurt you pretty bad in this sport."

This year, no pylon pain, and it all came right.

PREPARED-REAR WHEEL DRIVE

Prepared-Rear Wheel Drive regular Lothrop Withington IV, third in PR last year in his home state Ohio, was looking forward to a rematch in Colorado with two-time and defending champ Shawn Roberts, but didn't get it. Instead, he collected his first RallyCross National Championship, building a comfortable lead on the first day, then settling in to take the crown with an impressive 10.964-second margin over Niles Davis, 2021 runner-up Gonzalo San Miguel, and the rest.

"I was looking forward to racing against [Roberts] again. I don't know if it was the long trip or scheduling, but I hope to see him next year," he said.

Withington's Toyota MR2 Spyder was uniquely suited to the sandy Colorado courses,



and he was the only driver in the field to finish all nine runs clean – not one cone penalty.

Withington ran his first RallyCross Nationals in 2008, but then stepped away until 2016, and he's been back every year since. Experience paid dividends with the dust on the Pikes Peak course.

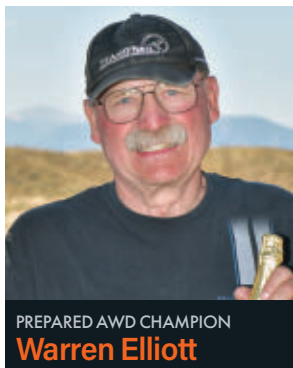
"Well, I made sure to use as much of my time on the start line as I could so that [the dust] would clear," he explained. "There's a limit to how long you can wait after getting the 'go,' and I made sure to use a good portion of that to make sure I could see."

Experience also paid in the form of consistency: On the Sunday course, all three of his runs were within three tenths of a second. And they were quick times.

"Well, I have a long history of doing well on Saturday and then throwing it all away on Sunday," explained Withington, who entered as 'Here We Go Again Racing.' "So with a real chance this time of getting the trophy, I just concentrated on trying to be clean and not pushing too hard."

Two scares on his first Saturday afternoon run set him back after a near-flawless morning – the MR2 wouldn't shift into second gear off the line and he struggled through several corners; then, on a long left-hand sweeper, the left rear fell into a huge rut – a rut deep enough to rip the car's rear bumper off.

"[Officials] adjusted the



"With a real chance of getting the trophy, I just concentrated on trying to be clean."
LOTHROP WITHINGTON IV

course shortly after, but that was...a surprise."

Incredibly, he pulled back five seconds in his second and third runs to keep his overall lead, and added to it with incredible consistency on Sunday.

Withington started out in

RallyCross with a PA-class Subaru, then moved into Modified, learning that consistency is key.

"I like RallyCross a lot – I like how dirt is kind of an equalizer. I don't want to say it's more driver oriented than autocross, but I'll say the balance is weighted more towards the driver than the vehicle."

PREPARED-ALL WHEEL DRIVE

As usual, steady and fast runs from Elliott were the ticket, and his final (and narrow) 4.350-second

difference over Mark Hill in Prepared-All Wheel Drive earned the New Englander a record sixth National Championship title in RallyCross competition.

For sure, retired union ironworker Elliott's six titles – including five consecutive National wins, 2011-'15 – is a mark that will be tough to beat (though the MR champ, with five titles, says he has Warren in his sights).

PA-class rival Hill, driving a similar Mitsubishi Evo IX, notched three in a row, 2019-'21

KICKING UP DUST

As the day gets late, the dust combined with the setting sun in drivers' eyes makes vision a real challenge. Local Bret Hunter, though, seems to have the line down.



and eyed a fourth in Colorado, but all but took himself out of the game in his first run on Saturday morning, collecting four cones and eight seconds in penalties.

Elliott, who has another streak of attending 15 consecutive RallyCross Nationals ("I missed only the first one, in 2007"), took no cone penalties, stayed consistent, and withstood Hill's challenge on the two shorter courses to claim the National Championship trophy.

"Well, if I have a knack, it's

coming off the trailer faster and cleaner than anybody," Elliott said. "I've done that for years. Mark's a friend of mine – I actually coached Mark back eight years ago. He's an autocrosser, and [they] have an autocross mentality – they go 100 percent. But at 100 percent you've got a way better chance of hitting cones. I have six National Championships and [in] those six years, I hit three cones total.

"Still, Mark beat me pretty bad on two runs – by well

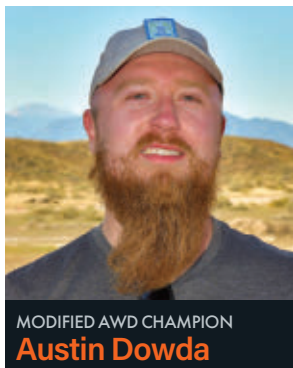
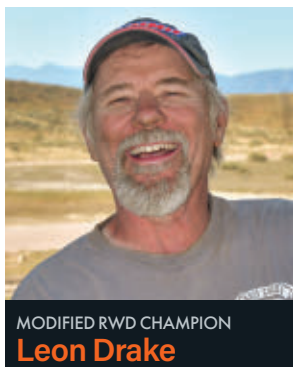
over two seconds – which I'd never had happen. He is ungodly fast except, you know, he runs a risk at that pace."

Elliott, who started out racing AMA pro motorcycles in the 1980s and '90s, is a long-time member of the SCCA RallyCross Steering Committee and had kind words for the Colorado organizers.

"My partner Hal Denham and I enjoyed the event [and] there were a lot of positive things," he said. "I nitpick to myself to

say, 'This is what we're gonna do next year to have it run even smoother.' But there's a great core group of people that work every year to make this [event] happen and make it happen better the following year."

Elliott, settling in to enjoy some hockey over the long New England winter ("My grandkids are hockey players – my granddaughter's a two time national champion"), will be there, Evo IX- and vast experience-equipped.



MODIFIED-REAR WHEEL DRIVE

DC Region's resident RallyCross star Andy Thomas was one of just four drivers in the 16-car Modified-Front Wheel Drive class to notch nine clean runs, but that was only one of the ways he romped to a 5.48-second advantage over runner-up Aaron Miller, a Colorado local, and whopping 20-second margin over third place and the rest of the pack.

The other way? Pure pace, as Thomas' Toyota Celica was one to two seconds per run quicker than

"[They] go 100 percent. But at 100 percent you've got a way better chance of hitting cones."

WARREN ELLIOTT

all but the similarly experienced Miller's EMC Engineering Honda Civic on the trio of fast, flowing Pikes Peak courses.

"As far as experience goes, Aaron and I probably had the most out of anybody in the class," Thomas said, "besides

Bret Hunter, and they had their own issues trying to get a [new CRX] together just a few weeks before the event.

"I raced against Aaron ... shoot, the first time I went to Nationals in 2016," the Maryland auto mechanic added. "And we had a good battle then, too. So I knew going into it Aaron would give me a good run for my money."

Thomas, who shared announcing duties in Colorado with PA star Mark Hill, was a COVID survivor in 2020 whose

health was greatly impacted, but he bounced back strongly enough to claim a first National Championship with the 2003 Celica at last year's event in Ohio.

The Toyota is one of the heavier cars in MF, but that's no handicap, Thomas explained: "Luckily in RallyCross it doesn't seem to matter what you show up in. You'd think certain makes would be dominant, but it seems like in the front-wheel-drive and rear-wheel-drive classes, there's really not an 'it' car to have. It's

CAMARADERIE

Colorado residents Kelly Keefe (left) and Elizabeth Austin took advantage of the location and competed at the RallyCross National Championship. Keefe's participation was aided by an SCCA Women on Track scholarship, as well as competitors when she and her fiancé's car broke during the event.

whatever's reliable and the Celica just works for me.

"I really haven't touched the drivetrain," Thomas continued. "Everyone tries to make more power, but on dirt you can't really put the power down. My car might make 110, 115hp, but it's able to use it pretty well and I can still spin the tires.

"Yeah, I could get another 150 pounds out of it pretty easily if I just started cutting more stuff out of it. But it's good enough and I don't like to fix things that aren't broken."

MODIFIED-REAR WHEEL DRIVE

Three cones on Saturday afternoon and three more on Sunday would have spelled the end of Leon Drake's Modified-Rear Wheel Drive National Championship chances in most years.

This, though, was not "just another year" in MR, with a long litany of dramas plaguing all in the 10-car order. And while he endured multiple dramas of his own, the popular Tennessee Valley Region member and Alabama resident would claimed a fifth National Championship title (in a fourth different class) by a whopping 12.856sec, joy in the end for his new sponsor, Saheed Prasad, a Subaru parts supplier.

"Oh yeah, there was drama involved – just giving the guys behind me hope, I guess. Every so often I had another 'Oops,'" Drake said, only partially in jest. "The first one came on the third

and last run of the Saturday morning session, the throttle stuck wide open. I hit the brakes and slid straight off the corner. I jabbed the throttle a few times and thankfully it came back. I was able to [get back on course] before hitting a cone or gate, but I lost seven seconds on that run."

On Saturday afternoon, cones played a part.

"The first one I got, I didn't know I got it because with all the dust I couldn't see them," he said. "Checking my live timing, I saw no cones, didn't know I'd hit one. So the next run, I cut [that corner] even tighter. And guess what? I got two! So I gave some more time back.

"Sunday, first run was great. But on my second run I had a moth in the car – flew right up into my glasses. I punched the brakes and sailed off into the fluff and took three cones with me – with the time loss and penalties, about 15 seconds I threw away that I shouldn't have."



Drake has been competing at the National level since 2011, debuting (and collecting his first and second titles) in MF before switching to Constructor and Prepared, adding another pair of championships.

"This year, with the [Subaru-powered] Porsche [914], I ran MR and this is my fifth win," he noted. "I'm getting close to [Warren] Elliot, but he just got his sixth so, darn it, I gotta go for another year.

"Racing is my life. I can't make a living at it, but it is my addiction – and everybody needs a good addiction."

MODIFIED-ALL WHEEL DRIVE

The most unlikely and heart-rending finish came in Modified-All Wheel Drive which, with 26 runners, was also the largest field at the RallyCross Nationals.

Midway through his third and final run on day two, Jonathan Olschewski's Cadillac-powered Isuzu Impulse, which had led the class from the start, utterly

"On my second run I had a moth in the car... I punched the brakes and sailed off into the fluff."

LEON DRAKE

broke. The DNF dropped him to third overall – robbed of a first National Championship on his final run after 15 years of trying.

Olschewski's co-driver Kent Hamilton, running second all weekend, was forced to borrow Hal Denham's (actually Warren Elliott's) Mitsubishi to finish his last run. He hit four cones but still salvaged second.

Through all the smoke came a surprised and delighted fellow Utah resident Austin Dowda, picking up a second RallyCross National Championship with his unique and potent supercharged Honda RT4 wagon.

"It being pretty light is what kind of gives it the edge," Dowda noted. "And with its A-arms and trailing arms, I think it handles a

little bit better than some of the [McPherson strut] Subarus."

The MA schedule was significantly affected by the dust hanging in the air late Saturday afternoon. With no wind and the sun down to eye level, visibility was near zero so organizers postponed the large group's final run to Sunday morning.

"I think they made a smart move calling it off," Dowda said. "The Sunday course worked out

pretty well [for me] because it was more momentum based, which is good for my car, which doesn't spit out of the corners as fast as the 300-400hp Evos, STIs, or that Isuzu-Cadillac.

"Before Nationals, my girlfriend and I put some chrome gold stripes on the side and hood and cut out all these little squares to decorate the hood and front fenders – chasing some previous luck. The first

championship I won [in 2020] after putting a livery on the car right before the event and I was superstitious. And it ended up paying off I guess – although not in the way you'd want [with Olschewski's mechanical DNF].

"By Sunday morning, I was starting to gain a little bit of time on Hamilton," Dowda continued. "He and I were kind of switching between second and third through those morning runs."

Dowda's stickered-up Honda wagon stayed clean on all nine runs and emerged with a 10.702-second advantage in the wake of Olschewski's and Hamilton's woes.

In recognition of his effort, Olschewski was presented with the event's True Grit Award – perhaps a painful reminder of what might have been. 📍

STOCK FRONT WHEEL DRIVE		
1. Dwight Wood	Nissan Sentra	543.745
2. Even Markewycz	Ford Fiesta ST	551.831
3. Antonio Serracino	Honda Civic Si	553.476
4. Brett Nelson	Volkswagen Jetta	558.050
5. Brian Cather (mini Cooper S); 6. Wallace Wood (Nissan Sentra); 7. Chris Ollenburg (Ford Fiesta); 9. Shawna Bowman (Honda Civic Si); 10. Caleb Warren (Nissan Sentra SE-R Spec V); 11. Josh Armantrout (Mini Cooper S).		
STOCK REAR WHEEL DRIVE		
1. James Green	Toyota MR2	572.533
2. Ryan Dussex (Pontiac G8); 3. Parker Satler (Toyota MR2).		
STOCK ALL WHEEL DRIVE		
1. Timothy Thompson	Ford Focus RS	518.066
2. Jan Gerber	Mitsubishi Evo IX	519.390
3. Brian Tefft Jr.	Ford Focus RD	526.273
4. Sean Heinrich (Subaru Legacy); 5. Steve Ducharme (Mitsubishi Lancer Evo); 6. Zachary Smith (Subaru WRX STI); 7. Ryan Ruhle (Subaru Impreza Outback); 8. Rupert Berrington (Subaru WRX); 9. David Durney (Subaru Impreza WRX).		

PREPARED FRONT WHEEL DRIVE		
1. Jim Rowland	Nissan Sentra SE-R	524.091
2. Donald Carl	Plymouth Neon	524.751
3. Christian Retterer	Acura Integra GSR	524.775
4. Jacob Light	Volkswagen Rabbit	530.721
5. David Capesius (Dodge SRT-4); 6. Chris O'Driscoll (Mini Cooper S); 7. John Black (Dodge SRT-4); 8. Cameron Gransee (Volkswagen Jetta TDI); 9. Jacob Hickman (Volkswagen Jetta TDI); 10. Ed Trudeau (Volkswagen Rabbit); 11. Meredith Campbell (Volkswagen Rabbit).		
PREPARED REAR WHEEL DRIVE		
1. Lothrop Withington IV	Toyota MR2 Spyder	545.305
2. Niles Davis	Mazda Miata	556.269
3. Gonzalo San Miguel	Mazda Miata	560.204
4. Tyler York (BMW 328is); 5. Harrison Loomis (BMW 328is); 6. Eric Adams (Scion FR-S); 7. Keith Lightfoot (Mazda Miata); Max Bear (Mazda MX-5).		
PREPARED ALL WHEEL DRIVE		
1. Warren Elliott	Mitsubishi Evo IX	506.383
2. Mark Hill	Mitsubishi Evo IX	510.733
3. Max Johnson (Subaru STI); 4. Wade Eldridge (Mitsubishi Evo); 5. Brian Ogara (Subaru Impreza STI); 6. James Whisenhunt (Audi A4).		

MODIFIED FRONT WHEEL DRIVE		
1. Andy Thomas	Toyota Celica	508.782
2. Aaron Miller	Honda Civic	514.262
3. Brian Peel	Chevrolet Cavalier	528.484
4. Trent McQueen	Honda Civic	528.705
5. Jason Lang	Honda Civic	531.163
6. Morgan Schoepke (Ford Focus); 7. Bryson Downing (MazdaSpeed3); 8. Kelly Keefe (Ford Focus SVT); 9. Mike Snyder (Toyota Celica); 10. Eric Schaub (Ford Focus SVT); 11. Ryan Haenny (Chevrolet Beretta); 12. Matt Thompson (Ford Probe); 13. Brad Turnbull (Ford Probe); 14. Bret Hunter (Honda CRX); 15. Josh Karczewski (Honda CRX); 16. Tiernan Eiberger (Honda CRX).		
MODIFIED REAR WHEEL DRIVE		
1. Leon Drake	Porsche 914	537.246
2. Joshua Davis	Scion FR-S	550.102
3. Doug Leibman	Volkswagen Super Beetle	562.843
4. Kellen McIntyre	BMW 318i	571.365
5. Ryan Redenbaugh (MG GTS); 6. Brian Tefft Sr. (Mazda Miata); 7. Bill Taylor (Geo Tracker); 8. Ian Jennings (Mazda Miata); 9. Brian Strack (MG GTS); 10. Kyle McIntyre (BMW 325ti).		

MODIFIED ALL WHEEL DRIVE		
1. Austin Dowda	Honda RT4WD Wagon	465.218
2. Kent Hamilton	Isuzu Impulse RS	475.920
3. Jonathan Olschewski	Isuzu Impulse RS	476.345
4. Dan Quiet	Subaru Legacy	477.797
5. Jess Moeding	Mitsubishi Lancer	477.897
6. Mark Macoubrie	Subaru WRX STi	479.589
7. Todd Briley	Subaru Impreza 2.5RS	479.696
8. Eric Genack	Subaru Impreza	480.920
9. Chris Endres (GMC Typhoon); 10. Michael Miller (Eagle Talon TSi); 11. Joe Lavelle (Subaru Impreza WRX); 12. Daniel Ebling (Subaru Legacy); 13. Hal Denham (Mitsubishi Evo IX); 14. Diego De Castro (Subaru Impreza WRX); 15. Jonathon Nagel (Subaru Legacy); 16. Joshua Campfield (Subaru WRX); 17. Valerie Briley (Subaru Impreza 2.5RS); 18. Leonard Kirk (Subaru Impreza); 19. Drew Little (Subaru WRX); 20. Angelica Miller (Eagle Talon TSi); 21. Glenn Farrant (Subaru Impreza); 22. Dillon Nafziger (Subaru Legacy); 23. Alicia Quiet (Subaru Legacy); 24. Elizabeth Austin (Subaru Impreza); 25. Benjamin Howe (Mazda 323 GTX); 26. Bob Martin (Mazda 323 GTX).		



How quickly we forget. The 2021 season was a demonstration of adaptability and perseverance as determined volunteers worked alongside SCCA Staff to mend a wounded ProSolo timing system. This year, officials point out that there were zero lost times during the Tire Rack SCCA ProSolo Series due to timing issues. Sure, there were the occasional issues with false trips from debris blowing through lights and the odd course worker tripping a beam, but the common issues from past years appear to be relegated to history. The 2022 ProSolo season was a demonstration of the success of the “ProSolo Reset” project, and an amazingly successful return to normal.

How do we make sure the ProSolo Finale will be a continuation of a smooth year, and while we are at it address some

complaints from previous seasons? We make a plan and develop a to-do list:

- Set up ProSolo Finale courses that aren’t the same as previous years? Check.
- Speaking of available space, make sure the courses are long. We’re told that the timing system can finally handle more than two cars on course at once, so other than an occasional rerun due to red flags, there’s no downside. Check. (A side effect of the long courses was unusually large victory margins in most classes.)
- Run things efficiently so the last couple of run groups from Saturday don’t have to run on Sunday morning? Check.
- Offset the start so we aren’t trying to launch on the polished start line from a dozen previous events? Check.

Smooth timing combined with efficient operations also resulted in days running ahead of schedule at the ProSolo Finale.

Occasional mechanical issues required cars to be towed in, and we learned of a “failure mode” on a Corvette where a hidden internal panel can fall and jam the brake pedal down, incapacitating the car wherever it happens to be. Even with the large entry cap, the event had lunch breaks and ended early both days.

While we are at it, let’s have weather that is so utterly bland that it’s not part of the story. Cool mornings and warm-but-not-too-hot afternoons maximize every competitor’s opportunity. A few made good use of those opportunities. Others of us were less successful.

Of course, the return to normalcy includes ProSolo being a points series, not a winner-take-all Finale event. Granted, for class competition those end up being almost the same outcome, but there are exceptions.

NEAR FLAWLESS

Things returned to normal at the 2022 Tire Rack SCCA ProSolo Championship Finale

WORDS Paul Brown | IMAGES Rupert Berrington



**CHAMPS**

Jason Frank (ABOVE) took STX at the Finale and for the season. (LEFT) James Darden won CAM at the Finale. (MIDDLE) Dennis Hubbard was the ES winner and champion. (RIGHT) Winning STR in the Finale, Billy Davis also took the championship.

COMPETITION BEGINS

Ladies 1 has all the race-tire vehicles, so it's an eclectic group of half a dozen drivers. Andie Wolfe found almost two seconds on her last two runs in the FM Doof Wagon to leap into the lead over Deana Kelley driving the Anderson SSM Miata.

Ladies 2 had 16 Street-class drivers. As she has done so often in the past, Jordan Towns came out on top by a healthy margin.

Ladies 3 had 19 drivers in Street Touring and SSC cars. Kate Fisher improved by nearly two seconds on Sunday morning, but Kim Whitener found eight-tenths of her own, which was enough to take the win by just 0.076sec.

Charles Krampert bested Dan Bullis in the six-entry Corvette-dominated A Street class to take the championship.

B Street only attracted four

"Wolfe's scream of delight ... when Jordan Towns had her own red light could be heard back in the paddock."

entries, so it was combined with the EVX class in Bump. Geoffrey Wolpert won that to complete his championship over Edward Fisher.

Nine drivers contested C Street. As with many classes, the lead changed hands a number of times over the weekend, but Vivek Goel set fast time on both sides to take a comfortable win over Will Telle.

E Street had a dozen drivers and, after struggling for the first five runs on the left side, Dennis Hubbard joined the exclusive "I beat Bartek" club by just 0.3sec.

G Street had a good showing

of 10 entries to validate its recent graduation from the Indexed-class masses. The "I beat Ron Williams" club isn't quite as exclusive as the E Street equivalent, but Chris Yoder was happy to earn his membership.

Solo Spec Coupe continues to be successful, attracting 19 entries. The drivers at the top of the class are absurdly quick and include a number of certifiable aliens. Jimmy Vajdak had some issues finding a good right-side time but found class FTD on both courses Sunday morning to take the win over Mason Herrick and Riley Heaton. Vajdak came in with two second-place finishes, and needed Heaton to finish worse than second, so Heaton took the season championship.

Street Touring Roadster was another large class with 17 entries and its own collection of aliens. Billy Davis surprised nobody by

dominating a deep class, with Marcus Pyne coming closest.

Street Touring Xtreme was another large and deep class. Jason Frank added to his large championship collection, with Jonathan Mudge and Manfred Reysser close behind.

Classic American Muscle may be a supplemental category for Solo events, but it's a championship class in ProSolo. Fourteen drivers represented all three CAM classes. Sam Strano led for 10 runs, but James Darden found just enough time on his last two attempts to take a close win for the event. Strano still took the season championship as he had two wins during the season, while Darden had a pair of third-place results.

Street 1 is an eclectic batch of 17 drivers from some of the Street Prepared and Street Modified classes. This year saw plenty of drama – not only on course, with

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most of the top drivers finding cones and red lights on a majority of their runs, but with a protest on Sunday that will result in some clarification about use of the test and tune course. Tamra Krystinik coned away a run good for nearly a one-second margin of victory but had clean runs good enough to hold on to the win over fellow DSP RX-8 pilot Steve O'Blenes. Krystinik was among the few women with an Open Solo championship, and she became the only one with both that and a ProSolo championship with this win.

Street 2 had 14 drivers from the fastest SP and SM classes. Cody Hunt in his SSP Corvette and Adrian Cardenas in his ASP RX-7 were both a tad sloppy on

Saturday, with cones or DNFs on nearly half of their runs, but they both cleaned things up on Sunday morning. Both set their fastest times on their last attempts, with Hunt coming out just 0.068sec ahead of Cardenas.

Street 3 collects SS, FS, and STU cars. This year's faster FS cars are considerably more competitive than we'd seen in previous years, but SS is still hard to beat. In typical fashion, James Yom was fast but dirty in his GT3, but also as usual he found clean runs late in the game and took the win over Doug Rowse in a borrowed, newer GT3.

Street 4 pits most of the AWD vehicles against each other to help offset the ProSolo

launch advantage of that drive configuration. Mack Tsang ran off and left the rest of the eight-car class to the tune of a 1.806-second margin of victory and top qualifier for the Super Challenge.

Street 5 is for the lower-power Indexed classes. STS was recently added due to low entry levels when it was a standalone class. That addition, along with the resurgence of D Street, made for the largest class at the event with 27 entries. This one came down to a battle between the STS Miata drivers Rich DiMarco and David Whitener, with DiMarco finding more time on Sunday morning to take the win by just over a tenth of a second.

Race Tire Index 1 has all the Modified category cars; 16 drivers contested this one. Paul Wright found about a second and a half on his final two runs, but Jason Hobbs improved by a second on his own last left run to take the win.

Race Tire Index 2 is the Prepared category and attracted 13 drivers to the Finale. Robert Lewis has his CP Mustang working really well, and came out just ahead of a trio of EP drivers.

CHALLENGING THE COMPETITION

As usual, challenge success was mostly about avoiding mistakes. Rounds that didn't include either red lights or cones were either very close, or not



close at all. For some reason, there were not a lot of the typical rounds decided by a few tenths.

In Ladies, Kim Whitener survived hitting a pair of cones in the first round but could not get past Andie Wolfe in the final four. She had an uncharacteristic red light in the runoff round against Kate Fisher and had to watch the final round to see if her points lead would hold up for the season. In that pairing, Wolfe's scream of delight at the automatic win when Jordan Towns had her own red light could be heard back in the paddock.

That red light was critical, as it left Towns 13 points behind Whitener; a win would have

added 15. Whitener won the Fletcher Cup for the sixth time.

On the Super Challenge side of things, James Yom had the points lead coming in, and with Rob Clark not finishing well enough to qualify, there were only a few drivers with a chance to pass him. Geoffrey Wolpert didn't make it past the first round, and Billy Davis only made it to the second. That's also as far as Yom got. That left Jimmy Vajdak and Steve O'Blenes, and they both made it to the final four. When they both failed to advance to the final, that left Yom with his first J/CJ Cup win. That final pairing saw David Whitener coming away the win to Jason Hobbs, who ran a flawless series of runs in his FM car to take the event win. 📍

FOR THE GLORY

(OPPOSITE) Jason Hobbs and Andie Wolfe celebrate their Challenge wins at the Finale. (TOP) Kim Whitener earned the Fletcher Cup for the season-long Ladies Challenge points as well as taking the L3 title. (MIDDLE) R1 and Super Challenge winner Jason Hobbs at speed. (BOTTOM LEFT) S1 champ Tamra Krystinik became the only woman with both an Open Solo National Championship and a ProSolo title. (BOTTOM RIGHT) Jordan Towns won L2 at the finale and the class championship, but fell short for the Fletcher Cup.

TIRE RACK PROSOLO NATIONAL SERIES

LINCOLN AIRPARK | Lincoln, Neb. | Sept. 2-4, 2022

FINALE RESULTS

AS: (6 entrants) 1. Charles Krampert (Chevrolet) 92.647; 2. Dan Bullis (Chevrolet); **CS:** (9 entrants) 1. Vivek Goel (Mazda) 93.165; 2. Will Teller (Mazda); 3. John Wolf (Mazda); **ES:** (12 entrants) 1. Dennis Hubbard (Toyota) 96.133; 2. Bartek Borowski (Mazda); 3. Joseph Cote (Toyota); 4. Eric Peterson (Toyota); **GS:** (10 entrants) 1. Chris Yoder (Honda) 96.337; 2. Ron Williams (Volkswagen); 3. Michael Yanase (Honda); 4. Darrin DiSimo (Honda);

SSC: (19 entrants) 1. Jimmy Vajdak (Scion) 94.379; 2. Mason Herrick (Scion); 3. Riley Heaton (Subaru); 4. Alex Piehl (Scion); 5. Tony Savini (Subaru); 6. Mike Lawson (Scion);

STR: (17 entrants) 1. Billy Davis (Mazda) 90.725; 2. Marcus Pyne (Mazda); 3. Josh Luster (Mazda); 4. Daniel McCelvey (Mazda); 5. Tim Aro (Mazda); **STX:** (18 entrants) 1. Jason Frank (Scion) 93.209; 2. Jonathan Mudge (Scion); 3. Manfred Reysser (Scion); 4. Glen Hernandez (Subaru); 5. Jonathan Lugod (Subaru); 6. Ido Waksman (BMW);

CAM: (14 entrants) 1. James Darden (Chevrolet) 76.659; 2. Sam Strano (Ford); 3. Mark Madarash (Pontiac); 4. Jeremy Foley (Chevrolet); 5. Eric Sutton (Ford);

L1: (6 entrants) 1. Andrea Wolfe (Doof) 77.165; 2. Deana Kelley (Mazda); **L2:** (16 entrants) 1. Jordan Towns (Mazda) 76.796; 2. Shelly Monfort (Ford); 3. Casey Coughlin (Mazda); 4. Langlee King (Chevrolet); 5. Laura Marcus (Chevrolet); **L3:** (19 entrants) 1. Kim Whitener (Mazda) 76.116; 2. Kate Fisher (Scion); 3. Annie Gill (Mazda); 4. Catherine Tran (Subaru); 5. Chris Peterson (Scion); 6. Jessica Yeung (Subaru);

S1: (17 entrants) 1. Tamra Krystinik (Mazda) 75.128; 2. Steve O'Blenes (Mazda); 3. Randall Wilcox (Mazda); 4. Raymond Dsouza (Mazda); 5. Ian Baker (Mazda); **S2:** (14 entrants) 1. Cody Hunt (Chevrolet) 75.378; 2. Adrian Cardenas (Mazda); 3. Grant Reeve (Corvette); 4. Mike Kuhn (Porsche); 5. Jeff Wong (Chevrolet); **S3:** (24 entrants) 1. James Yom (Porsche) 75.733; 2. Doug Rowse (Porsche); 3. Mike Leeder (Chevrolet); 4. Jacob Ronald (Fiat); 5. Pat Salerno (Porsche); 6. Jason Bucki (Porsche); 7. Jay Balducci (Porsche); **S4:** (8 entrants) 1. Mack Tsang (Subaru) 74.580; 2. Erik Strelnieks (Acura); 3. Justin Tsang (Subaru); **S5:** (27 entrants) 1. Rich DiMarco (Mazda) 74.948; 2. David Whitener (Mazda); 3. Matt Morhardt (Honda); 4. Cameron Goode (Honda); 5. Geoffrey Zimmer (Volkswagen); 6. Andrew Salazar (Mazda); 7. Devin Taylor (Honda); 8. Danny Gross (Mazda);

R1: (16 entrants) 1. Jason Hobbs (Novakar) 73.586; 2. Paul Wright (Birel); 3. Larry MacLeod (Tonykart); 4. Matt Murphy (Novakar); 5. Zak Kiesel (KFR); **R2:** (13 entrants) 1. Robert Lewis (Ford) 74.715; 2. Chris Raglin (Honda); 3. Patrick Washburn (Honda); 4. Chris DeLay (Honda);

Bump: (5 entrants) 1. Geoffrey Wolpert (Toyota) 77.258; 2. Matthew Grainger (Tesla);

2022 PROSOLO CHAMPIONSHIP

JOHNSON-CLARK JOHNSON CUP (SUPER CHALLENGE)

1. James Yom, 111; 2. Jimmy Vajdak, 108; 3. Geoffrey Wolpert, 100

FLETCHER CUP (LADIES CHALLENGE)

1. Kim Whitener, 159; 2. Jordan Towns, 146; 3. Kate Fisher, 130

CLASS CHAMPIONS

AS: Charles Krampert; **BS:** Geoffrey Wolpert; **CS:** Vivek Goel; **ES:** Dennis Hubbard; **GS:** Chris Yoder;

L1: Andrea Wolfe; **L2:** Jordan Towns; **L3:** Kim Whitener;

R1: Jason Hobbs; **R2:** Robert Lewis; **S1:** Tamra Krystinik; **S2:** Cody Hunt; **S3:** James Yom; **S4:** Mack Tsang; **S5:** Rich DiMarco; **SSC:** Mason Herrick; **STR:** Billy Davis; **STX:** Jason Frank; **CAM:** Sam Strano; **EVX:** Matthew Grainger.



BACK TO THE EIGHTIES

The 49th Tire Rack SCCA Solo National Championships,
Sept. 6-9, 2022, at Lincoln Airpark

WORDS Lisa Berry, William Bostic, Jodie Boy, Paul Brown, Peter Bruschi, Alan Claffie, Charlie Davis, Chris Dunn, Chad Englert, Buck Entriken, Edward Fisher, Colton Hobaugh, Kelsey Karanges, Maia Kirk, Rob Krider, Chris Kunkel, Chip Manuel, Manfred Reysser, Thomas Thompson, Anne Vincent, John Wolf, and Chris Yoder | **EDITED BY** Rocky Entriken

Philip Boyle images



OUTA TIME

With the Tire Rack SCCA Solo National Championships getting back to its old self, participants fully embraced the '80s theme, complete with appropriately adorned golf carts - flux capacitor sold separately.

Fortunately, no DeLoreans were entered in the 2022 Tire Rack SCCA Solo National Championships, relieving the protest committee of the task to determine whether a flux capacitor was a legal modification. There's no doubt, though, that many competitors would have liked a time machine to move their finishes a few tenths of a second into the past.

The event theme, lifted from the 1985 film *Back to the Future* (and its 1989/1990 sequels), inspired many to adopt attire and golf cart decorations reminiscent of 40 years past as 1,101 drivers descended upon Lincoln, Neb., on Sept. 6-9, 2022, for the annual Solo Family Reunion.

The 2021 event brought many changes to the event, and 2022 mostly polished and tweaked the previous year's innovations. The U.S. Air Force was still sharing the tarmac and brought one of its KC135 reconnaissance planes over by the East Course for the ground-bound autocrossers to look through.

Four new classes were added to the program this year as supplemental classes, but only one truly caught fire - Xtreme A/XAL put 28 drivers through the lights. XB had just four entries; two Electrics showed up; and the new Super Street Touring class had six. Nineteen Ladies classes stood empty because of the rule that it takes three drivers to be a championship class. So, 70 of the possible 89 classes had competition. At the other end of the spectrum, 14 D Street Ladies were on course, making it the second-largest Street Ladies class ever.

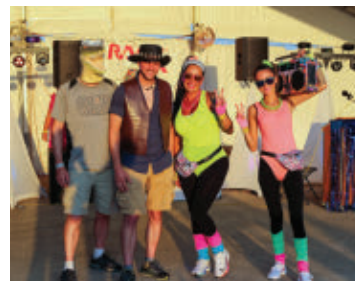
The weather steward did a commendable job, producing a week of azure skies dotted with scattered puffs of cumulus, and temperatures topping out in the low to mid 90s. The worst weather was a windstorm that blew up Friday afternoon near the end of the awards ceremony after all competition had been completed.



Philip Royle Images

CULTURE CLUB

The Solo Nationals was a celebration of all things '80s culture, from movies to fashion.



AIR-FILLED GUITAR

The air guitars took a little more tangible form than in the '80s, but the playing was no less enthusiastic.

The entry was slightly lopsided, about 100 more drivers in the Tuesday-Wednesday classes than in the Thursday-Friday classes. This was a good thing as it allowed Thursday-Friday competition to run in just four heats, about the same size as the five Tuesday-Wednesday heats.

The Tire Rack Events Center – the giant double tents sheltering the banquet tables – was rotated 90 degrees, putting the open end next to the food court, which sported three new vendors. The Corner Kitchen offered a tasty Afghan menu, Kona Ice was welcome with shaved ice on hot days, and Skymart Mobile also was present. The Buzz-Thru espresso bar returned with its coffees and smoothies, and DakotaJax served up burgers, dogs, and brats.

The record book was not hit very hard this year. John Thomas, Mark Daddio, and the Kiesel family pushed their records to new levels. Thomas, who ran his first Solo Nationals *Back in the Eighties* (1989), returned for only the third time since his 17th

win in 2010 and finally got his 18th, perhaps feeling the heat from Jeff Kiesel who won his 15th, 10 of those coming since Thomas's last victory.

Shawn Kiesel, however, was stopped by her own daughter Kaila Kiesel at 11 in Shawn's bid to catch Karen Babb's 12-year winning streak; the championship was Kaila's first. Kaila joined the Kiesel family's top-ranked win list now up to 32.

Daddio, who has never failed to take home a trophy since he was Rookie of the Year *Back in the Eighties* (1988) – won his class for a record-extending 30th trophy. Ginette Jordan, who also began running Nationals *Back in the Eighties* (1982) scored her 15th championship, now second on both the women's win list and for most years between her first and latest win, 37 years.

One new presence was a taxiway through the south end of the paddock, providing access to the hangar occupied years ago by a tire company which has become a maintenance facility for commercial aircraft. It was not the easiest thing for event organizers

and SCCA staff to get 1,100-plus individuals on the same page when it came to clearing the way for aircraft – in a nutshell, if an aircraft was present, or about to be, don't even start across!

That situation should improve for 2023, however. Organizers have been told the Air Force will be gone, the repairs at Offutt AFB complete (or nearly so), allowing the commercial access to the maintenance hangar to be rerouted to the north of the paddock.

This was a year for looking back at both popular culture and the Solo Nationals. Some who were competing *Back in the Eighties* are still dodging cones today. Most on the entry list have been arriving since then. But now it's time to look ahead. Perhaps it'll be a year late because of the 2020 COVID cancellation, but the 2023 Nationals will be number 50! Planning is already under way. Be there! —Rocky Entriiken

BACK IN THE EIGHTIES: THE COURSES

WEST COURSE TAKE ON ME by JOHN HUNTER

The music and culture of the 1980s provided the inspiration for the courses of the 2022 Solo Nationals.

Course designers were local boy John Hunter, who lives in Omaha, and Northwestern Ohio Region member Alex Jones.

All of Hunter's titles, including the course name (a song by A-ha), were pop and rap titles. He said his course name was a challenge to competitors to try his course. The song concludes, "I'll be gone in a day (take me on, take on me)."

Wake Me Up Before You Go-Go (Wham!) – A right turn at the start and a two-cone dance to the northwest corner.

Express Yourself (N.W.A.) – An open left turn. Get behind cone 139!

Walk This Way (Run-D.M.C.) – A back-and-forth run down the west side of the course.

Sledgehammer (Peter Gabriel) – A huge 160-degree sweeper with a sharp cutback at the end.

Never Gonna Give You Up (Rick Astley) – Two turns actually – "Never Gonna" an easy right-hander, no-lift if you got that cutback correct just before it; and "Give You Up," the northbound shutdown before the showcase turn.

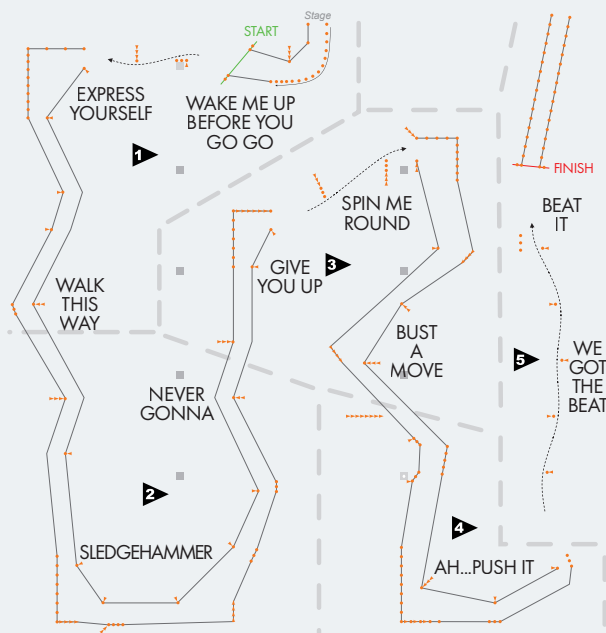
Spin Me Round (Dead or Alive) – Right, left, right through the wallums and then keep it off the outside wall as you point it south again.

Bust a Move (Young MC) – What could've been a straight shot to the south end interrupted by a single cone (with pointers) way off to the right.

Ah...Push It! (Salt-N-Pepa) – Here's that big sweeper again, but now the cutback is a little earlier.

We Got the Beat (The Go Gos) – A nice five-cone slalom.

Beat It (Michael Jackson) – The end of the slalom into the finish, flat-out if you dare.



EAST COURSE AUTOX@TWIN PINES MALL by ALEX JONES

Jones adopted a unique approach to the east side. Most courses at Lincoln Airpark run north-south, but Jones took an east-west tack, which resulted in seven distinct passes across the pavement and a run in the 70-85sec range. This course worked the tires on both sides of the car. In the 1980s, when blue laws were still closing stores on Sundays in many parts of the country, shopping malls were common autocross venues. Twin Pines Mall is where Marty McFly first went time traveling in Doc Brown's DeLorean in "Back to the Future."

Pac-Man's Slalom (video game) – From the site's northwest corner, drivers ran the full western edge through a five-cone slalom into a long left-right.

Castle Greyskull Corner (He-Man and the Masters of the Universe) – A left turn into the first eastward pass through two stairsteps.

The Empire Strikes Back (Star Wars) – A diving right-hander, abruptly tightening at the end, then west through a three-cone slalom.

Slimer's Revenge (Ghostbusters) – A simple 180 with all kinds of room to take too wide a line.

Thriller (Michael Jackson song) – An eastbound dash across the bottom of the course, through a quick left-right.

The Moonwalk (Michael Jackson dance) – Northbound, with a kink, to get up to the last half of the course.

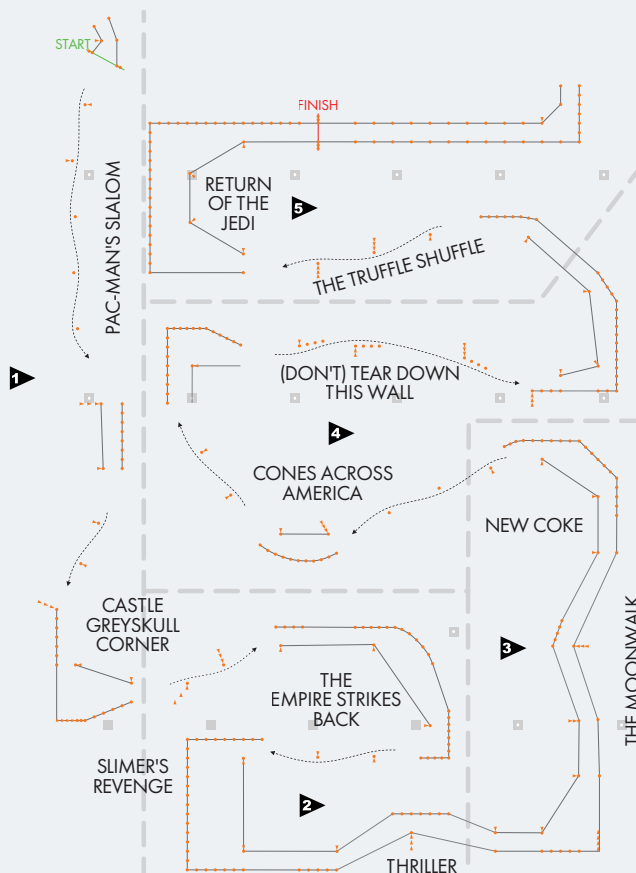
New Coke (a memorable marketing blunder) – A rounded left-hand sweeper.

Cones Across America (Hands Across America, a 1986 fundraiser to fight hunger) – Two diagonals, southwest through a four-cone slalom, then northwest through two more.

(Don't) Tear Down This Wall (President Reagan's 1987 Berlin speech) – An eastward sweep through four wallums.

The Truffle Shuffle (The Goonies) – After a left 180, a three-cone westward slalom.

Return of the Jedi (Star Wars) – The final steady-state 180-degree, right-hand traction test into the finish, if you could keep it off the outside wall. –Rocky Entriiken





STREET CLASSES

YOU'RE UP!

Chris Dvorak heads to the start line as other C Street competitors wait in grid.

SUPER STREET-R

Super Street-R saw the introduction of the Porsche Cayman GT4 and the Corvette C8 Grand Sport to shake things up this year. Grant Reeve had dominated the class for the past two years and was the favorite to take the class for a third year in a row. Ron Bauer, in the lone GT4, begged to differ.

SS-R, the only Street category class that allowed R-comp tires, was among the first classes up, starting out Tuesday on the East Course for

the first heat. By the conclusion of the second runs, Reeve's 73.2 gave him a strong 0.7sec lead. After the first drivers' third runs, Kit Gauthier, Bauer's co-driver, had posted a scratch 73.7, plus one. Bauer was inspired to push the car harder everywhere in search of time he knew was out there. He crossed the line with a 73.120, taking the lead by just 0.109sec. Bauer and Reeve ran away with a gap of more than one second over Matthew Braun in third place.

"The East Course has always

been my Achilles heel," Bauer said. "To come out on top over there, I was feeling pretty good about coming over here [to the West Course]."

First runs on the West layout hinted that pylons may cause more concern than on the East side, with half the drivers catching cones on run one. Bauer put in a solid first run of 48.8, extending his lead over Reeve who was among those sitting on a cone. Reeve got a clean second run on the board, a 49.4, but two cars later Bauer came through at 48.535.



Philip Royle

"If [Reeve's] run had been clean, I would [still] have won, but by 0.039sec."

RON BAUER

Bauer then watched as Reeve hit a cone at the start, giving him a victory lap; but he couldn't find any more improvement to his 121.655 total because of heat related issues. It is his fifth championship, by a 1.073sec winning margin. It could have been closer.

"If [Reeve's] run had been clean, I would [still] have won, but by 0.039sec," said Bauer, happy to see the GT4 competitive with the Grand Sport. Braun, last car out, would shave more than a second on the final run to move back into third and secure the last podium spot. —Chris Yoder

SUPER STREET LADIES

SSL was among the first classes to work a new wrinkle in the run order, a Thursday-Friday schedule of only four heats where the Open and Ladies of a given class would run back-to-back. In Super Street, SSL would run Heat 2 with SS drivers moving to the opposite grid for Heat 3. What made the plan work was a 45-minute course walk (and awards on Friday) scheduled between the two heats.

Tara Shapowal-Lau took the lead Thursday on the East Course, Heat 2, although her Porsche GT3 clipped two cones on her 76.9sec first run. On her third run, she set the official best of 78.594. Her performance led to a 0.460 lead over Langlee King's Corvette.

Although Friday's course was almost half a minute shorter, Shapowal-Lau quadrupled her gap over King, her final run of 51.300 adding 1.2sec to her margin. She'd win her second championship with 129.894sec total time, King 1.706sec back. Defending champion Crissy Hedderick in a Cayman took the third step of the podium.

Another driver of interest was Olivia Hammac, who was the last Formula Junior B champion in 2019 before the program came to an end, an accomplishment which made her a finalist for Sports Illustrated's

Sportskid of the Year. Now 15 years old, and having only just received her learner's permit for daily driving, she placed fifth in a Corvette Stingray in the seven-car class.

SUPER STREET

By Heat 3, the East Course's final sweeper ("Return of the Jedi") began to resemble a "slip 'n' slide" for several drivers.

Doug Rouse took the first day lead with a string of 75sec runs,



Rupert Berrington

SUPER STREET-R

1. Ron Bauer	Nwst	#194
Porsche GT4	121.655	
1. Grant Reeve	NEng	#157
Corvette GS	122.728	
3. Matthew Braun	Det	#198
Corvette	123.516	
4. Kit Gauthier	Nwst	#94
Porsche GT4	124.090	
5. Jim Perrin/WNY (#88 Corvette Z06); 6. Mark Canekaratne/WDC (#199 Corvette Z51); 7. Megan DePietro/NwOh (#77 Corvette GS); 8. Stephanie Reeve/NEng (#57 Corvette GS); 9. Craig Ellis/CFla (#98 Corvette); 10. Jesse Coates/Wmch (#20 Corvette); 11. Romesh Canekaratne/GuCo (#99 Corvette Z51); 12. Brian DePietro/NwOh (#177 Corvette GS).		

SUPER STREET-R LADIES

No entries



Rupert Berrington

SSR ▲ #194
Ron Bauer
Porsche GT4

SS ▼ #92

Doug Rowse
Porsche GT3



Rupert Berrington

although he clipped a cone on his second run. Rouse's top time of the day was 75.027sec, but it was not a comfortable margin. He was only 0.183sec over James Yom, with Monty Pack, Steve Lau and Rob Clark also in the 75s – all in GT3 Porsches except for Clark's C8 Corvette.

Rouse developed a strategy that was generated during a hangout with fellow drivers the night before: "Nose [of the car] to the Floor."

Using the technique, he maintained his lead on the West Course. Still, spectators were anticipating the possibility of Yom making one of his notorious "alien driver" moves on a course that Rouse described as being relatively unforgiving regarding finding areas to shave off time without sacrificing grip or positioning.

Rouse's first-run 49.949 was the only one all day below 50sec, ultimately claiming the championship (his sixth) with an overall total of 124.976 and a margin of victory of 0.349sec over Yom. —Maia Kirk

A STREET

A year ago, Charles Krampert, Jacob Glover and Dan Simms stood on the AS podium. Glover had tried mightily to catch Krampert, winning the first-day battle and Rookie of the Year in the effort. This year, he won the war.

A Street began competition Tuesday, Heat 2, on the technical West Course, with all the eventual trophy winners piloting Corvette Z06s. Krampert's 50.8 lap was the only clean time under 51sec to take the early lead. However, he never saw another clean run all day.

Glover entered the top battle with a second-run time of 50.6sec. Drivers struggled to improve during final runs because of high tire temperatures, but Glover was the exception with a flying 50.071sec third run, increasing his lead to almost 0.6sec over Simms.

On the long course, drivers knew the opening run would be critical, with the lengthy East Course putting a high level of load and temperature into the tires. Glover and Krampert took advantage, laying down matching

SUPER STREET

1. Doug Rowse Porsche GT3	Ariz	#92
2. James Yom Porsche GT3	CSCC	#99
3. Steve Lau Porsche GT3	SanF	#97
4. Monty Pack Porsche GT3	SanF	#197
5. Pat Salerno Porsche GT4	NEng	#77
6. Jason Bucki Porsche GT4	Ariz	#187
7. Jay Balducci Porsche GT4	ArzB	#87
8. Rob Clark Corvette C8	Cinc	#95
9. Chris Dressler Porsche GT3	NePa	#192
10. Brian Connors Porsche GT4	Phil	#177

11. Thomas Kenna/CSCC (#69 Porsche GT4); 12. David Hedderick/Hous (#93 Porsche Cayman GTS); 13. Tom Bruck/SnRv (#171 Porsche GT3); 14. Craig Marhefka/WDC (#78 Porsche GT3); 15. Dave Becker/Chi (#115 Corvette); 16. Derek Punch/SanD (#169 Porsche GT4); 17. Joel Zeller/NwOh (#17 Acura NSX); 18. Dean Rindler/NwOh (#117 Acura NSX); 19. Edward Young/Fla (#110 Porsche GT3); 20. Tom Larson/SnRv (#71 Porsche GT3); 21. Dennis Bay/Det (#98 Corvette); 22. Rachel Baker/NEng (#35 Porsche GT4); 23. Kevin Kirchoff/InNw (#62 Porsche GT4); 24. William Becker/Chi (#15 Corvette); 25. Norm Flowers/Susq (#178 Porsche GT3); 26. Joe Wright/CFla (#10 Porsche GT3); 27. William Burk/SwLa (#174 Corvette C8); 28. Jim Johnson/InNw (#11 Corvette);

Philip Royle



SSL ▼ #97

Tara Shapowal-Lau
Porsche GT3



Philip Royle

29. Roger Johnson/Hous (#74 Corvette); 30. Vernon Jolley/Utah (#75 Corvette); 31. Bernie McHugh/RdRv (#7 Corvette ZR1); 32. Stephen Lawrence/Hous (#21 Dodge Viper); 33. Mark Alft/Wich (#85 Corvette Z06); 34. Justin Rogerson/Hous (#121 Dodge Viper); 35. Scott Engler/Nwst (#72 Porsche Boxster GTS); 36. Jay Huebner/Fla (#51 Mercedes-AMG GT).

SUPER STREET LADIES

1. Tara Shapowal-Lau Porsche GT3	SanF	#97
2. Langlee King Corvette	Cinc	#95
3. Crissy Hedderick Porsche Cayman GTS	Tex	#93
4. Kathi Van Der Werf/Phx (#87 Porsche GT4); 5. Olivia Hammac/CFla (#99 Corvette); 6. Jean Alft/Wich (#85 Corvette Z06); 7. Debra Engler/Nwst (#72 Porsche Boxster GTS).		



Rupert Berrington

A STREET			
1.	Jacob Glover Corvette Z06	StCt 125.785	#71
2.	Charles Krampert Corvette Z06	TnnV 126.531	#94
3.	Dan Simms Corvette Z06	Chi 126.605	#70
4.	Dan Bullis Corvette Z06	Ore 127.642	#197
5.	William Damhoff Corvette Z06	Chi 128.771	#90
6.	Zack Barnes Corvette Z06	Hous 128.819	#78
7.	David Green Corvette Z06	Wich 128.968	#84
8.	Kevin Wenzel Corvette Z06	CCar 128.981	#72

AS ▼ #71
Jacob Glover
Corvette Z06



Rupert Berrington

"I was able to take a few deep breaths and just focus on having fun."
JACOB GLOVER

75.7sec initial runs to pace the field. Neither would do better than Glover's 75.714, nor would anyone else. Simms and Dan Bullis, in fourth, both coned their openers and had to fight for better times in later runs.

Glover would claim the 2022 A Street championship with a total time of 125.785sec, this year 0.746sec quicker than Krampert.

"Pulling up to the line I was able to take a few deep breaths and just focus on having fun," Glover said. "This really helped to stay patient and execute my game plan on run one. I was pretty wound-up last year so I tried to focus on enjoying the entire Nationals experience."

A STREET LADIES

Three of the five women in ASL have 10 championships between them, but none would even step up on the podium this year. The ladies were assigned to Heat 5, where the Porsche vs. Corvette battle would continue on slick course conditions in the afternoon sun.

Day one competition on the West Course saw a super tight battle between Gretchen Weidemann's Boxster GTS, Shauna Rios's Cayman S and Kati Bianchi's Z06. Weidemann would stand on her first run of 53.947sec to win the day but Rios and Bianchi were within 0.174sec.

On the East Course, Rios opened at 83.1 while Weidemann found cone trouble on an 81.7sec pass. She

would bounce back and separate herself from the field with a time of 82.1sec. On final runs, as crew members feverishly cooled tires in grid, Bianchi would prove there was still time on the table with an 82.2sec run of her own, but just ahead of her, Weidemann had already closed the door with a run of 81.093sec.

In only her second Nationals, Weidemann won ASL tallying 135.040sec for a 1.284sec margin of victory over Bianchi. —**William Bostic**

B STREET LADIES

In 2012, rookie Mary Lou Holmes won F Stock Ladies, but that was the year a new rule mandated three drivers in class to declare the winner a champion, and FSL only had two. Holmes has been back every year since in six different classes looking for that "real" championship. Suzanne Segal has winning history in kart classes with 10 top trophies. They were joined in the grid by newcomer Kristy Cover in her bright magenta 2021 Toyota Supra.

Thursday, in Heat 2, Holmes was fast out of the East Course gate with an 83 flat, but found a cone on her 82.6sec



Luke Urso

ASL ▼ #51
Gretchen Weidemann
Porsche Boxster GTS



Luke Urso



Rupert Berrington

A STREET LADIES			
1.	Gretchen Weidemann Nwst Porsche Boxster GTS	135.040	#51
2.	Kati Bianchi Corvette Z06	Chi 136.324	#65
3.	Shauna Rios/CSCC (#93 Porsche Cayman S); 4. Sue Eckles/Neb (#87 Corvette Z06); 5. Donna Littlejohn/CCar (#97 Corvette Z06).		



CHECKING IT TWICE

With hundreds of cones marking the courses, they need to be checked that they're in place – and sometimes they need refreshing.

next run. Segal started with an 86.0 and worked her way down to match Holmes's 83.0. Holmes, however, was right behind her with an 82.549.

Day two was virtually the same result, other than being 27sec shorter. Holmes was again fastest on her first run with a 56 flat, then DNF'd her second. Segal matched Holmes's 56.0 on her third run, but just as on the day before, Holmes chased Segal in with a 55.448. She had her jacket at last, 137.997 on the board and 1.127sec quicker.

B STREET

In the next heat, while the midday course walk ensued, B Street formed up in the grid. It was quite the spread of cars: Corvettes and Porches from

the noughties to the latest and greatest from BMW and Toyota.

Brandon Porambo showed that a 16-year-old Porsche still can boogie. He set the class-best run of 77.010 with his opening run in his Cayman S. Matching his set of three 77s was Davis Marcus in his new Toyota Supra, hot on Porambo's tail with a 77.2. Andrew Kessel in his 2019 BMW M2 Competition was 0.6sec back with his own set of three 77s, a full second clear of fourth place.

The Supra and M2 chased the faithful ol' Porsche into day two with a similar scenario. Once again, Porambo's Cayman was strong on its first run with a 51.2. He ran off a string of 51s, ending at 51.177 for a total of 128.187. Marcus was incredibly consistent – three runs

"Most of C Street was slipping and sliding, searching for grip. It was the coldest morning of the week."

at 51.4 – but it was not enough to catch Porambo. He'd finish 0.454sec short. Kessel clawed his way down more than a second to 51.6 to hang onto the podium's third step. —**Peter Bruschi**

C STREET

A stacked deck in C Street! A grid of 32 drivers in ND Miatas as far as the eye could see, with one exception: an NC model piloted by Lee Miller, in his 33rd Solo Nationals appearance, deliberately choosing the number 83 to match his age.



Rupert Berrington

Day two brought the West Course, a more familiar length. Goel was again Mr. Consistency but not top dog this time, starting at 51.6 and finishing at 51.5. Teller, also with a string of 51s, would close at 51.294. Keese, too, would beat Goel with a 51.3 on his first run. But after an agonizing three cones on run two, Keese saw no improvement on run three. Rick Cone also got around Goel with a 51.4.

Goel ended up fourth of six drivers in the 51s, yet as hard as the field charged on day two, Goel would still hold everyone off with a 128.605 final time. His solid performance on both courses would earn him his first Solo National Championship. Keese narrowed the gap to 0.298sec and Teller was another quarter-second back.

C STREET LADIES

C Street Ladies featured the appearance of another octogenarian, Carol Cone, who had competed in the first-ever SCCA Solo Nationals in 1973 driving a 1972 Alfa Spider. Now the field was all ND Miatas.

On day one, Heat 3, the top three drivers struggled to stay off the cones on the long East Course.



Rupert Berrington

Competition began early Thursday morning on the East Course in Heat 2. Most of C Street was slipping and sliding, searching for grip. It was the coldest morning of the week, plus the rubber laid down from the first two days of Nats wasn't doing anyone any favors.

Vivek Goel took command of the field with a 77.088, the third of his three runs in the 77s. He admitted that not even he could find a perfect run on the long course. Goel had his work cut out for him to hold the lead. Bill Keese was only a half-second off and Will Teller just another 0.3sec back after two dirty runs. Teller claimed he left a lot of time on the East Course. With his first two runs coned away, he had to be cautious on his third to get on the board.

Rupert Berrington



BS ▼ #42

Brandon Porambo
Porsche Cayman S

Philip Boyle



BSL ▼ #73

Mary Lou Holmes
Porsche Cayman S

Philip Boyle



B STREET

1. Brandon Porambo	Indy	#42
Porsche Cayman S	128.187	
2. David Marcus	Fla	#84
Toyota Supra	128.641	
3. Andrew Kessel	SanF	#97
BMW M2 Competition	129.286	
4. Christopher Laprus	NNJ	#83
BMW M2C	131.231	
5. Dean Moheet	WDC	#85
BMW M2	131.744	
6. Patrick Gaffney	WDC	#185
BMW M2	132.248	
7. Jason Ruggles/Fla (#193 BMW M2);		
8. Jim Fossum/Atl (#93 BMW M2);		
9. Edward Fisher/TnnV (#199 Corvette);		
10. Steve Nelson/RioG (#73 Porsche Cayman S);		
11. Ryan Tolleson/Ala (#184 Toyota Supra);		
12. Marc Segal/LasV (#66 Toyota Supra);		
13. Ryan St.Louis/WDC (#76 Corvette Z51);		
14. Sean Mchugo/StCt (#91 Toyota Supra);		
15. Jim Garton/RioG (#173 Porsche Cayman S);		
16. James Harrison/Wich (#72 Toyota GR Supra);		
17. Quincy Tambo/LOL (#92 BMW M2);		
18. Thomas Hill/TnnV (#99 Corvette);		
19. Matt Skelly/Susq (#22 Toyota Supra).		

B STREET LADIES

1. Mary Lou Holmes	RioG	#73
Porsche Cayman S	137.997	
2. Suzanne Segal/LasV	#66 Toyota Supra);	
3. Kristy Cover/Susq	#22 Toyota Supra).	



Philip Royle

EYES ON ME

The timing board tells the tale ... was that run faster?

Collectively, they whacked 10 pylons. Only two runs were clean, Layne Lindemann's second shot at 83.8 and Kristen Acharya's final look at 83.467. Quickest raw time was Ashley Weaver's first run, 82.5 but dirty. Weaver never found a clean run on the long and winding road.

On day two, Acharya would stay clean on all of her runs, leading the field by 0.8sec with a 54.346. This helped her grow the lead to 137.813, 1.121sec ahead of Lindemann with Weaver in third. —**Peter Bruschi**

D STREET

Here's a "Back to the Eighties" trivia question: What Nationals Rookie of the Year from that decade is still competing today?

"What Nationals Rookie of the Year from the '80s is still competing today? It's Mark Daddio."

It's Mark Daddio, who won the award in 1988, and who's still tearing up the Nationals record book 34 years later! Check it out: He has now won 13 times (third on the men's list). He has won in eight different classes (tied for second). He spans 30 years from his first championship to the one he won this year (second, men). He has won 30 trophies in 30 events (tied on the men's lists for fourth for most trophies, second for trophy streak, and first on the list of drivers who have always trophied). His 1999 DS championship

is still the sixth-widest victory margin (2.3 sec) in a class of 31-40 cars.

And, although not a Daddio record specifically, he won this year in the largest class of the 2022 Nationals, 60 cars, which is also the sixth largest Street class on record. He has won in Camaro and Mustang, Neon and Corvette, Mazda and Mitsubishi, a Reynard FF, and now a Subaru BRZ in 2022.

Whew!

With the warmth of the day on Tuesday, even in the early second heat, the top D Street drivers were trying to cool their tires between runs on the long East Course. Daddio's first run had the fastest raw time, 78.5sec, except it was dirty. At the end of the day, he still had the top

position with a 78.736. He continued the trend on Wednesday with a 51.546, taking the class with a total time of 130.192 and a margin of 0.495sec.

Mark said it's been a long process getting the BRZ figured out to work the way he wanted and that he got lucky with the course design. Alex Muresan took the second-place trophy in his Civic Type R. Garrett Cogburn, also in a Civic, was third after day one, then he had to rely on the strength of his final run to edge Ken Roller off the last podium step by less than a tenth of a second.

D STREET LADIES

Nineteen Ladies classes stood empty this year. Not a problem in DSL, where 14 competitors made it the largest Ladies class of the 2022 Nationals, and the second-largest Street Ladies ever. It ran in the even warmer fifth heat.

On Tuesday, the top three drivers – Cindy Duncan, Stephanie Reynoso and Laney Blume, all driving Honda Civic Type Rs – went quicker on every run. The latter two, however, had to score their slowest times because of cone problems. Duncan kept her fast time of 80.572 on the East Course and a roughly 2sec margin heading to the corn side.

Day two was still very warm and the ladies' best runs came on either their first or second runs. Reynoso had the fastest time of 53.628, but it wasn't enough to overcome the deficit from the previous day.

In the end, Duncan had the overall fast time of 134.463 and was ahead of Reynoso by a margin of 0.052sec, with Blume hanging on to third.



Rupert Berrington

After winning the class, her fourth championship, Duncan said she couldn't believe it and that the win tops a year of crap, including open heart surgery earlier in the spring and challenges with focus. —Anne Vincent

E STREET LADIES

ESL ran the 55-second West Course in cool and sunny conditions of the first heat on Tuesday. Karen Babb, a 20-time champion who joined the class in 2019, gave her prediction for the winner (not herself!) and was proven correct. Why E Street? She said of her Miata, "I can afford to fix anything that breaks on this car."

Babb's prediction was Casey Coughlin, who became the first-run leader at 54.2 while Babb settled into second place, 3.7sec back. Those two plus rookie Avery Bingham were the only ones with zero cone calls on first runs. After second runs, everyone but Kelly Peterson had a clean run and Theresa Walton now sat second, only 1.2sec off pace. Emily Scoglund slotted into third.

Coughlin dropped major time on her last run, now leading at 54.005.



Philip Royle

CSL ▼ #95
Kristen Acharya
Mazda MX5



Philip Royle



Rupert Berrington

C STREET

1. Vivek Goel Mazda MX5	LnSt 128.605	#98
2. William Keese Mazda MX5	Chi 128.903	#82
3. Will Teller Mazda MX5	BlRg 129.175	#84
4. John Wolf Mazda MX5	ETnn 129.874	#171
5. Rick Cone Mazda MX5	Atl 129.928	#199
6. Christian Kolmers Mazda MX5	Atl 130.537	#99
7. Timothy Maxey Mazda MX5	ETnn 131.175	#71
8. Chris Dvorak Mazda MX5	Chi 131.201	#96
9. Dennis Sparks Mazda MX5	TnnV 131.232	#155

10. Will King/BlRg (#184 Mazda MX5); 11. Scott Lewis/SanD (#95 Mazda MX5); 12. Brandon Griggs/SanF (#21 Mazda MX5); 13. Thomas Frecentese/CSCC (#62 Mazda MX5); 14. Barrett Adair/Chi (#60 Mazda MX5); 15. Spencer Dewey/DMV (#47 Mazda MX5); 16. Mike Cavanaugh/TnnV (#74 Mazda MX5); 17. Mark Wolfe/SanD (#195 Mazda MX5); 18. Jordan Towns/Ala (#55 Mazda MX5); 19. Mason Smith/Wich (#92 Mazda MX5); 20. Kenny Weyrick/StCt (#17 Mazda MX5); 21. Craig Carr/NwOh (#141 Mazda MX5); 22. Dylan Brown/Atl (#24 Mazda MX5); 23. James Lane/ConD (#42 Mazda MX5); 24. John Wiseman/NwOh (#41 Mazda MX5); 25. Joel Higginbotham/NwOh (#73 Mazda MX5 Club); 26. Pat McCelvey/Hous (#79 Mazda MX5); 27. Raymond Schumin/BlRg (#124 Mazda MX5 Club); 28. Douglas Brown/Utah (#123 Mazda MX5); 29. Justin Dowe/Utah (#23 Mazda MX5); 30. Rob Vitale/Colo (#142 Mazda MX5); 31. Co Bappe/Atl (#117 Mazda MX5); 32. Lee Miller/Indy (#83 Mazda MX5).

C STREET LADIES

1. Kristen Acharya Mazda MX5	CSCC 137.813	#95
2. Layne Lindemann Mazda MX5	Atl 138.934	#67
3. Ashley Weaver/Atl (#99 Mazda MX5); 4. Holly Higginbotham/NwOh (#73 Mazda MX5); 5. Carol Cone/Atl (#167 Mazda MX5).		

**NO TIME LEFT**

When the timer passes the mark your competition set, you're outatime.

Walton dropped even more and trailed by less than half a second. Peterson finally ran clean and joined a cluster at 56sec behind Skoglund and Babb.

Coughlin remarked, "I don't think I drove very well today. Where I thought the car would be, it wasn't. The last run I was just cleaning up a big mistake on my second."

The East Course was similarly sunny and mild, with similar results but for one change: Three of the top five coned first runs again, then settled down.

"I was saying to myself, let's see if I can remember the course!" said Coughlin.

Coughlin put 1.4sec on Walton, closing at 82.408 to take her third championship with a 136.413 total. Walton was second fastest

again, ending 1.884sec behind. Peterson made the big jump, drove a solid third fastest for the day and took the final trophy spot.

E STREET

Bartek is back...again.

Somehow, Bartek Borowski takes the same NB Miata half the class is driving and makes it do things no one else can. After winning five straight in ES, he took a three-year sabbatical before returning to win twice more. Then COVID cancelled 2020, when he was saluted as Driver of Eminence. Then the unthinkable... he was second-best in 2021.

Facing a 44-car class in the third heat, Borowski was not unchallenged. On the short course,

he opened at 52.4. He changed to BFG Rival tires for his second run and lost time as Dennis Hubbard's MR2 Spyder took the lead almost 0.2sec quicker. Then Borowski went back to Yokohamas for his third shot and got FTD of 52.024.

"Finally under control," he said with obvious relief.

On the long East Course, Ivan Austin's MR2 Spyder, only slightly behind Hubbard after day one, set the initial pace with the fastest first run. On second runs, Borowski reestablished his dominance with a run good enough to win the championship.

Through the day he made no changes to the car, sticking with the Yokohama tires. He sprayed the shaded tires after each run and



Philip Royle

DS ▼ #27
Mark Daddio
Subaru BRZ

(#138 Toyota GT86; 24. Timothy Thompson/Wich (#63 Ford Focus RS); 25. Peter Bruschi/CCar (#6 Mustang Ecoboost); 26. John Rowe/SanF (#90 Honda Civic Type R); 27. Aditya Madhavan/Atl (#199 Honda Civic Type R); 28. Des Touns/Nwst (#49 Volkswagen Golf R); 29. Stuart King/Det (#102 Toyota GR86); 30. Eric Jones/LnSt (#36 Toyota GR86); 31. David Barkley/Ark (#46 Toyota GR86); 32. Steven Umholtz/Neb (#94 Ford Focus RS); 33. James Sauceman/ConD (#85 Subaru WRX STi); 34. Lawrence Danton/Nwst (#13 Ford Focus RS); 35. Daniel Shea/OhV (#38 Toyota GR86); 36. Bradley Walker/LnSt (#79 Camaro); 37. Arvind Govindaraj/SanF (#118 Subaru BRZ); 38. Chase Gintner/StxB (#69 Ford Focus RS); 39. Paul Dodd/RioG (#92 Toyota GR86); 40. Blake Alvarado/Ark

D STREET			
1.	Mark Daddio	NEng	#27
	Subaru BRZ		
2.	Alex Muresan	SanF	#156
	Honda Civic Type R		
3.	Garrett Cogburn	Ore	#175
	Honda Civic		
4.	Ken Roller	Phil	#91
	Subaru BRZ		
5.	Andrew Ramos	Det	#25
	Honda Civic Type R		
6.	Alex Piehl	StCt	#131
	Honda Civic		
7.	Chase Helm	RdHl	#31
	Honda Civic		
8.	Tom Reynolds	RioG	#192
	Toyota GR86		
9.	Trevor Jones	CFla	#2
	Toyota GR86		
10.	Stephen King	ArzB	#52
	Subaru BRZ		
11.	Noel Leslie	WDC	#16
	Toyota GR86		
12.	Greg Reno	Kan	#39
	Toyota GR86		
13.	Javier Reynoso	LnSt	#95
	Honda Civic Type R		
14.	Alan Eisenreich	StCt	#196
	Honda Civic Type R		
15.	Mike Pride	Milw	#141
	Honda Civic Type R		
16.	David Nolan	Atl	#99
	Honda Civic Type R		
17.	Ross Jacobs/Badl	#11 Ford Focus RS);	
18.	Peter Hsu/LOL	(#98 Honda Civic Type R);	
19.	Joshua Kolbach/Milw	(#41 Honda Civic);	
20.	Brady Loretz/Ark	(#87 Toyota GR86);	
21.	Dave Potocki/WNY	(#197 Honda Civic Type R);	
22.	Randy Pearson/StCt	(#71 Honda Civic Type R);	
23.	Ryan Miles/OhV		

Rupert Berrington



Jon Krolewicz

DSL ▼ #99
Cindy Duncan
Honda Civic Type R

(#187 Toyota GR86); 41. Troy Acosta/LnSt (#165 Subaru BRZ); 42. Donald Gutierrez/Hous (#8 Hyundai Elantra N); 43. Ed Runnion/SanF (#18 Subaru BRZ); 44. Gil Paulo Gabriel/StCt (#86 Subaru BRZ); 45. Michael Potocki/WNY (#97 Honda Civic Type R); 46. Morgan Lee/Phx (#152 Subaru BRZ); 47. Bob Smith/StCt (#96 Honda Civic Type R); 48. Bailey Ipock/Hous (#108 Hyundai Elantra N); 49. Rob Browning/LnSt (#65 Subaru BRZ); 50. Chelsea McConnell/Ore (#75 Honda Civic); 51. Brian Strack/Kan (#66 Volkswagen Golf R); 52. John Souder/NwOh (#35 Subaru BRZ); 53. Mark Valera/Phil (#193 Camaro 1LE); 54. Gus Jacob/KC (#23 Subaru BRZ); 55. Kaustav Acharya/SCSC (#93 Camaro 1LE); 56. Larry Diemer/Det (#77 Camaro 1LE); 57. Michael Martins/Tex (#81 Subaru WRX); 58. Tiberiu Muresan/SanF (#56 Honda Civic Type R); 59. Randy Storbeck/Milw (#88 Honda Civic Type R); 60. John Carriere/Det (#177 Camaro 1LE).



Philip Royle

hung wet towels on the sunny-side tires. He went even faster on his third run, 79.195, totaling 131.219, cementing his 10th title by 0.993sec over Hubbard with Austin third.

"Nothing super technical on this course," he said. "I just stayed focused, trying to stay on-line and not overcook any corners." —**Ed Fisher Jr.**

F STREET LADIES

Shelly Monfort was taking on a new challenge. The 11-time champion has won at the bottom of the base category, H Stock Ladies, and at the top, Super Stock/Street Ladies including the -R class. But she had never tried in the pony cars of F Street. Now she was sitting in Sam Strano's Mach 1 Mustang, and FSL had to



Rupert Berrington

D STREET LADIES			
1.	Cindy Duncan	CKy	#99
	Honda Civic Type R		
2.	Stephanie Reynoso	LnSt	#59
	Honda Civic Type R		
3.	Laney Blume	Kan	#199
	Honda Civic Type R		
4.	Dawn Danton	Nwst	#13
	Ford Focus RS		
5.	Cathy Kenny	SBnd	#54
	Honda Civic Type R		
6.	Emily Whitaker/StCt	(#91 Subaru BRZ);	
7.	Cassie Storbeck/Milw	(#88 Honda Civic Type R);	
8.	Linda Barkley/Ark	(#46 Toyota GR86);	
9.	Sarah Clinger/NwOh	(#31 Toyota GR86);	
10.	Carmen Rowlands/NwOh	(#98 Subaru BRZ);	
11.	Lynn Ketcham/Hous	(#23 Hyundai Elantra N);	
12.	Penelope Strack/Kan	(#96 Volkswagen Golf R);	
13.	Lisa Valera/Phil	(#93 Camaro 1LE);	
14.	Shelby Stoots/NwOh	(#198 Toyota GR86).	

ES ▼ #97

Bartek Borowski
Mazda Miata



Rupert Berrington

E STREET

1. Bartek Borowski	Chi	#97
Mazda Miata		131.219
2. Dennis Hubbard	CSCC	#94
Toyota MR2 Spyder		132.212
3. Ivan Austin	LOL	#191
Toyota MR2		132.571
4. Kerry Coughlin	Delt	#193
Mazda Miata		133.343
5. Joseph Cote	LnSt	#199
Toyota MR2		134.134
6. Nicholas Zelisko	InNw	#133
Mazda Miata		135.128
7. Eric Peterson	NCar	#84
Toyota MR2 Spyder		135.288
8. Gretchen Austin	LOL	#91
Toyota MR2		135.305
9. Mark Groseth	Chi	#88
Mazda Miata		135.334
10. David Graver	Phil	#79
Mazda Miata		135.658
11. Ed Lange	NNJ	#77
Toyota MR2		135.660
12. Pax Rolfe	NeOk	#81
Mazda Miata		135.670

13. Wes Jenrich/Chi (#188 Mazda Miata); 14. Chris Hebert/CLa (#93 Mazda Miata); 15. Jesse Shapiro/Colo (#127 Toyota MR2 Spyder); 16. George Schmitt/SBnd (#95 Mazda Miata); 17. Jason Felty/Susq (#32 Toyota MR2); 18. Ryan Thompson/Milw (#92 Mazda Miata); 19. Rob Springer/Susq (#132 Toyota MR2); 20. Paul Kozlak/NEng (#98 Toyota MR2 Spyder); 21. Daniel Rowland/KC (#174 Toyota MR2 Spyder); 22. Steven Pluta/CPa (#135 Mazda Miata); 23. Scott Bourne/CKy (#173 Mazda Miata); 24. Heidi Ellison/NNJ (#177 Toyota MR2 Spyder); 25. Chris Bolt/NwOh (#83 Toyota MR2);

Luke Urso



ESL ▼ #93

Casey Coughlin
Mazda Miata

Luke Urso



26. Michael Grosenheider/LnSt (#163 Mazda Miata); 27. Mark Krueger/Fing (#90 Mazda Miata); 28. Jeffrey Tattershall/Colo (#27 Toyota MR2 Spyder); 29. Donald Wright/CFla (#85 Toyota MR2 Spyder); 30. Garrett Howell/CCar (#5 Mazda Miata); 31. Brian Kscinski/Milw (#192 Mazda Miata); 32. John Moravec/LOL (#166 Mazda Miata); 33. Ben Weaver/Cinc (#73 Mazda Miata); 34. Kyle Greene/LOL (#66 Mazda Miata); 35. Dave Ruybal/RioG (#69 Toyota MR2); 36. Mike Robinson/TnnV (#53 Mazda Miata); 37. Craig Boyle/SanF (#35 Mazda Miata); 38. Kendall Gordon/LnSt (#99 Toyota MR2); 39. David Robinson/TnnV (#153 Mazda Miata); 40. Mike Monthei/LnSt (#63 Mazda Miata); 41. Neil Rowland/KC (#74 Toyota MR2 Spyder); 42. Jodie Boy/InNw (#33 Mazda Miata); 43. Bill Bauman/KC (#11 Mazda Miata); 44. Ben Gresham/LnSt (#47 Toyota MR2).

E STREET LADIES

1. Casey Coughlin	Delt	#93
Mazda Miata		136.413
2. Theresa Walton	Sal	#99
Mazda Miata		138.297
3. Kelly Peterson	NCar	#84
Toyota MR2 Spyder		141.694
4. Emily Skoglund/StL (#96 Mazda Miata);		
5. Karen Babb/Nwst (#86 Mazda Miata);		
6. Avery Bingham/RioG (#69 Toyota MR2		
Spyder); 7. Janet Bauman/KC (#31 Mazda		
Miata).		

run in Heat 3 before Strano and the FS class would see the courses.

Despite what Monfort described as a "steep learning curve," having only five or six events in the car prior to the Solo Nationals, she applied proven technique to search for gaps in the technical pair of courses, especially on the denser West Course. But first, FSL had to take on the East Course.

Monfort jumped out to a sizable lead on the first run, she coned her second run, then dropped almost a full second on her third run for a class-leading time of 78.987sec. Ivy Chang's Ford Shelby ended Tuesday in second place, but 3.2sec off the pace with Dina O'Donnell's Camaro SS third in the two-trophy class.

On Wednesday, Monfort's first run was dirty, but was the quick time even with the cone. She put clean times on the board on her last two, finishing the day with a run of 53.481sec, 132.468 total, securing her 12th championship by 6.542sec. O'Donnell jumped Chang by almost 2sec to claim the second-place trophy.

F STREET

In a bit of a déjà vu from decade's past, performance-package pony cars were back in FS, and so was past class champion Sam Strano, this time in a Ford Mach 1. Tire availability throughout the 2022 season forced competitors to evaluate alternate setup options, and a lack of Yokohama inventory meant Falken dominated the grid of modern muscle cars, running in the sunbaked Heat 5.

Strano took a sizable lead on first runs, with his 77.6 standing almost



Rupert Berrington

"With his ninth championship in hand, Strano said the win was special, as he had some doubts about the Mach 1."

one full second ahead of Michael Carpenter – a theme throughout FS competition. On the second run, he turned 77.227, holding the same margin over second place now occupied by Mike Leeder. Carpenter coned his run but still held third ahead of Andy Neilson, a full second behind Leeder – three Camaros chasing the Mustang. None of the four improved on final runs, but Brian Meyer slipped his Shelby in a tenth ahead of Carpenter.

On the West Course, Strano dropped a 51.4 on his first run, more than doubling his day one lead, with Leeder remaining in second and Carpenter in third. Leeder and Neilson used second runs to drop into the 51.8s, representing the first real threat to Strano's times. Strano gained only 0.007sec, but it would stand as the class-leading time for the day at 51.449sec.

None of the top five improved on final runs. Strano's 128.676 was 1.355sec ahead of Leeder with Neilson on the third podium step ahead of Carpenter and Meyer.

With his ninth championship in hand, Strano said the win was special, as he had some doubt about the Mach 1 entering the competition.

"It's heavier than the Camaros," he said, adding the Chevys are also faster in second gear – a variable that didn't factor into the 2022 Nationals courses. Strano also said

F STREET			
1. Sam Strano	WDC	#141	
Mustang Mach I	128.676		
2. Mike Leeder	Milw	#53	
Camaro SS 1LE	130.031		
3. Andy Neilson	Hous	#93	
Camaro SS 1LE	131.066		
4. Michael Carpenter	Utah	#98	
Camaro 1LE	131.113		
5. Brian Meyer	KC	#192	
Ford Shelby GT350	131.344		
6. Chris Levitz	Hous	#193	
Camaro	131.966		
7. Michael Snyder	WDC	#41	
Mustang Mach I	132.310		
8. Tim Mason	Tex	#14	
Ford Shelby GT350	132.320		
9. Elliot Speidell	Ariz	#176	
Camaro	132.954		
10. Shane Irving	NCar	#27	
Mustang Mach I	132.963		
11. Karl Riggs	Det	#191	
Camaro SS 1LE	133.381		
12. Mark Cornelius/Utah (#95 Camaro SS 1LE); 13. Clyde Caplan/WDC (#199 Camaro SS 1LE); 14. Jason Daily/Cill (#23 Ford Shelby GT350); 15. Matt Miller/StL (#196 Camaro SS 1LE); 16. François Langelier/NY (#187 Camaro SS 1LE); 17. Christopher Higgins/WDC (#99 Camaro SS 1LE); 18. Nathaniel Fernandez/ODom (#127 Mustang Mach I); 19. John Li/Det (#90 Mustang Mach I); 20. Steven Salisbury/WDC (#32 Camaro SS 1LE); 21. Brett Schultz/Hous (#168 Camaro SS 1LE); 22. Patrick Kirkham/StCt (#46 Camaro SS 1LE); 23. Brandon Hagaman/Det (#190 Mustang Mach I); 24. Kevin Gleaton/Chi (#76 Camaro); 25. Marcus Merideth/Det (#89 Mustang GT350); 26. Colton Hobaugh/StCt (#72			



Rupert Berrington



Rupert Berrington

FS ▼ #141
Sam Strano
Mustang Mach I



Philip Royle

FSL ▼ #41
Shelly Monfort
Mustang



Jon Krolawicz

Mustang Mach I); 27. Kerry Emmert/Ark (#6 Mustang Mach I); 28. Andy Hohl/StL (#96 Camaro SS 1LE); 29. Tracy Pitkin/Utah (#35 Camaro SS 1LE); 30. Jennifer Merideth/Det (#189 Mustang GT350); 31. John LaRondeau/Neb (#92 Ford Shelby GT350); 32. Donald Knop/Neb (#94 Ford Shelby GT); 33. John Robinson II/Hous (#68 Camaro SS 1LE); 34. Brandon Andrews/Cill (#123 Ford Shelby GT350); 35. Michael White/InNw (#74 Mustang Mach I); 36. Andrew Schumacher/Det (#91 Camaro SS 1LE); 37. Randall Keeton/NeOk (#85 BMW M3); 38. Juan Lopez/RioG (#13 Nissan 370Z); 39. Bill Gelinias/Mont (#87 Camaro SS 1LE).

F STREET LADIES

1. Shelly Monfort	SanF	#41
Mustang	132.468	
2. Dina O'Donnell	NwOh	#87
Camaro SS 1LE	139.010	
3. Ivy Chang/Tex (#35 Ford Shelby GT350); 4. Evanthe Salisbury/WDC (#32 Camaro SS 1LE); 5. Kellie Knop/Neb (#94 Ford Shelby GT); 6. Teresa White/InNw (#74 Mustang Mach I).		



Rupert Berrington

G STREET

1. Ron Williams	Kan	#97
Volkswagen Golf GTI	132.097	
2. Michael Yanase	CSCC	#190
Honda Civic Si	132.954	
3. Chris Yoder	StCt	#49
Honda Civic Si	132.975	
4. Tyler Kvetko	Tex	#76
Honda Civic	133.031	
5. John Azevedo	Chi	#74
Honda Civic Si	133.566	
6. Evan Williams	Tenn	#24
Honda Civic Si	133.678	
7. Robin Newborg	LOL	#79
Volkswagen Golf GTI	134.021	
8. Jeremy Anderson	LOL	#42
Honda Civic Si	134.143	
9. Lance Keeley	Milw	#192
Honda Civic Si	134.543	
10. Brian Anthony/Det (#14 Ford Focus ST); 11. Duston Grubbs/WDC (#5 Honda Civic Si); 12. Roy Handoko/Chi (#73 Honda Civic Si); 13. Sam Karp/Milw (#92 Honda Civic Si); 14. Sam Sheehan/Colo (#26 Honda Civic Si); 15. Derek Sivret/NEng (#139 Honda Civic Si); 16. Alan Hamson/Indy (#22 Honda Civic Si); 17. Christopher Heideman/WMch (#111 Honda Civic Si); 18. Phillip Meredith/Kan (#66 Volkswagen GTI); 19. Hans Villanueva/Milw (#173 Honda Civic Si); 20. Russell Burckhard/MoHu (#81 Volkswagen GTI); 21. Marco Cruz/CSCC (#90 Honda Civic Si); 22. Steven Ibañez/NePa (#35 Honda Civic Si); 23. Terry Baker/WDC (#171 Honda Civic Si); 24. Chance Korte/DMV (#98 Ford Focus ST); 25. Ragha Madawela/Hous (#85 Honda Civic); 26. Thomas Simon/Atl (#99 Ford Focus ST); 27. Daniel Sato/Hous (#164 Honda Civic Si); 28. Kevin Chauvin/SanF (#31 Ford Focus ST); 29. Jonathan Dove/Bucc (#61 Volkswagen GTI); 30. Carl Heideman/WMch (#11 Honda Civic Si); 31. Curtis Staples/ODom (#71 Honda Civic Si); 32. Paul Krysiak/NEng (#39 Honda Civic Si); 33. Mark Reed/Tex (#64 Honda Civic Si).		

G STREET LADIES

1. Jessi Williams	Tenn	#17
Honda Civic Si	140.164	
2. Tracey Burckhard	MoHu	#81
Volkswagen GTI	140.695	
3. Melanie Kwong/NEng (#39 Honda Civic Si); 4. Julie Woodbury/Nwst (#19 Volkswagen GTI); 5. Suze Morrison/WNY (#13 Ford Focus ST); 6. Kwok Ling Kam/Det (#73 Honda Civic).		

Luke Urso



GS ▲ #97
Ron Williams
 Volkswagen Golf GTI

the afternoon heat wasn't a problem for him. "I actually don't spray [tires]," he added. —**John Wolf**

G STREET

Ron Williams did something in 2022 he'd never done before: he won a second championship in the same class. His eight prior wins were in eight different classes, including G Street in 2019. He also won in a Volkswagen Golf GTI, a marque he'd never used before after winning in Mini, Audi, and a variety of Hondas.

G Street, the class of sporty family vehicles, has been dominated over the last few years by the 10th-generation Civic Si. 2022 brought a new challenger, the newest iteration of the VW GTI. No surprise to find Williams on the cutting edge – even if he didn't expect it.

"I really didn't think I'd have a shot. I've been getting beat all year long," he said. He thought, maybe, a trophy finish.

The West Course was up first on Thursday, Heat 1, and Williams at 52.7 never looked back. Second run was 51.931. Tyler Kvetko slotted into second with a 52.6 and Evan

"The car felt great, the course was great, it was so much fun! I loved every bit of it."

JESSI WILLIAMS

Williams (no relation) grabbed third with a 52.7, both in Civics.

The East Course, with all its length, presented different challenges. Chris Yoder had the best time of the day with a 79.439 on his first run, but no one had enough to overcome the day one leader. With a day's best of 80.1 and total time of 132.097, Ron Williams claimed his ninth championship with a 0.857sec gap over second-place Michael Yanase. Yoder landed in the final podium position.

With a CRX waiting at home in Topeka, Ron Williams doesn't expect to be back in GS next year.

"I think I've had the CRX sitting around long enough. I might end up in EP next year."

G STREET LADIES

In 2021, GSL had one lone driver, rookie Tracey Burckhard. For 2022, Burckhard returned, along with five others, to make a full class. Only one driver had as much as two prior Nationals experience. And one, Jessi Williams, was a rookie.

Thursday had GSL running on the West Course at the tail end of Heat 4, the last heat of the event. Burckhard had the early lead with a 55.5 after Williams coned a 55.3, but the rookie came back with a 55.064 on her second run to win the day. Burckhard never improved and Melanie Kwong jumped into second, the only other trophy spot, on her final run with a 55.3.

Luke Urso



GSL ▼ #17
Jessi Williams
 Honda Civic Si



Rupert Berrington

Philip Royle



Friday, the East Course created a bit of a shakeup in the results. Williams' final run was 85.100 to win the class with a total time of 140.164. Burckhard's final run was less than a tenth slower, enough to lift her back into the second spot ahead of Kwong, 0.531sec behind Williams.

Immediately after, celebrating with her husband Evan, Williams was ecstatic.

"I feel great! The car felt great, the course was great, it was so much fun. I just loved every bit of it." — **Colton Hobaugh**

H STREET

There appeared to be no perfect setup in H Street as long as the car was a Civic Sport. With one single past championship represented among the 28 drivers, this year's jacket was up for the taking by anyone.

HS started Tuesday on the East Course during Heat 3. The first set of runs would solidify the top three into their spots for the day. Kinch Reindl and Cameron Goode were unable to improve on their first runs of 81.2 and 81.4, respectively. They'd stay in second and third. Matt Morhardt would continue to chip away at his time on each run. Starting with an 81.2, Morhardt would drop about two-tenths each run, setting the HS fastest time of 80.820 on his final tour.

On the second day of competition, Morhardt said, "I actually felt a lot more nervous today, I knew I was under the gun to perform."

He collected a cone on his first run while Reindl and Goode had clean runs. More pressure. Second runs started and Morhardt saw Goode shave nearly



Philip Royle

'80S NOSTALGIA

Whether you're missing '80s movie magic like Ghostbusters or games like Super Mario Brothers, there was a little something for everyone.

HS ▼ #98

Matt Morhardt
Honda Civic



Jon Krolawicz

another half-second off, taking his time down to 53.7. Needing a clean run, Morhardt went out and put in a 53.8 that ultimately became his fastest time.

On final runs, neither Morhardt nor Goode could find more time. Reindl was the final driver, fully capable to take the top spot. His run was the fastest on the West Course run at 53.566, but fell 0.201sec short of Morhardt's final total of 134.649. — **Chris Yoder**



Rupert Eberington

H STREET

1. Matt Morhardt	LnSt	#98
Honda Civic	134.649	
2. Kinch Reindl	Colo	#196
Honda Civic Sport	134.850	
3. Cameron Goode	Tex	#85
Honda Civic	135.157	
4. Brian Tefft Jr.	Kan	#191
Honda Civic Sport	136.940	
5. Brandon Davis	Utah	#76
Honda Civic	137.171	
6. Mark Ponusky	NEng	#89
Honda Civic Sport	137.229	
7. Russell Blume	Kan	#97
Honda Civic S	137.291	
8. Van Townsend	Colo	#96
Honda Civic Sport	137.445	
9. Rob Krider/SanF (#38 Honda Civic Sport); 10. Peter Ling/NePa (#188 Honda Accord); 11. Aytine Akad/Chi (#73 Ford Fiesta ST); 12. Josh Brockman/NEng (#189 Honda Civic Sport); 13. Claude Lawrence/OhV (#129 Honda Civic); 14. Jeff Bartz/KC (#28 Hyundai Elantra Sport); 15. Jason Proksch/StL (#99 BMW i3); 16. David Patrick/CKy (#46 Honda Civic Sport); 17. Bryan Sayamonty/RioG (#25 Ford Fiesta ST); 18. Richard Verret/OhV (#29 Honda Civic Sport); 19. Eric Fredricks/GtRv (#182 Fiat 500 Abarth); 20. Brian Tefft Sr./Kan (#91 Honda Civic Sport); 21. Brett Webb/RioG (#125 Ford Fiesta ST); 22. Chang Ho Kim/NEng (#152 Honda Civic); 23. Nealand Rattanasamay/KC (#128 Hyundai Elantra Sport); 24. Kimsoo Gopnik/NEng (#52 Honda Civic); 25. Rob Pingarelli/NePa (#88 Honda Accord); 26. Travys Armitage/Colo (#27 Ford Fiesta ST); 27. Garrett Taylor/LOL (#82 Fiat 500 Abarth); 28. Clark Benton/Ark (#40 Toyota Matrix).		

H STREET LADIES

No entries



STREET TOURING CLASSES

SUPER STREET TOURING

The brand-new Super Street Touring class sported six drivers with the first four within a second of each other on both courses, and ultimately in their overall scores. Running in the final (fourth) heat Thursday on the West Course, the Z06 Corvettes of Chris Wanner and Andrew Francis were within 0.028sec of each other, Wanner at 51.240sec. Ziyi Wang and K.J. Christopher were about a half-second back. Christopher coned away his final run that would have put him in the lead.

On the long East Course, Wanner and Francis both posted a string of 78s. Wanner's 78.0 would better Francis's 78.4 for a winning time of 129.323.

From out of nowhere comes Wang, after catching cones on his first two runs, with a 77.805 to move up into second place. Wang, in a BMW M2 Coupe, is a 21-year-old Chinese exchange student at the University of Michigan, a surprise talent who said he had never driven a car in China, but since he was coming to the USA for college his parents bought him the BMW. After taking a driver's school in Ann Arbor, he honed his driving skills on a simulator.

His friend and mentor, Abdul Huuda, introduced him to SCCA and autocross and said that "right away" Wang was beating everybody. He only missed catching Wanner by 0.184sec. —**Buck Entriken**

GET PHYSICAL

Even in competition, some competitors couldn't help get in the spirit of the theme as STS hit the courses.

STREET TOURING ULTRA LADIES

The Street Touring Ultra Ladies class was quite diverse, four drivers in four different makes of car on four different tire brands.

Ultimately it was Melissa Fehr in a Porsche Boxster on Yokohamas that was the winning combination for the class that ran Tuesday in the second heat on the West Course. Fehr found a leading pace early, with a 55.293 on her first run. Cones spoiled two quicker runs, so she would have to settle for a 0.162sec lead over Chelsea Tattershall's Mazdaspeed Miata. All four women had 55s. Thenmozhi Elayaperumal would have had the lead at 55.0 in her BMW 328xi but for that danged cone.



Philip Royle

"From out of nowhere comes Wang, after catching cones on his first two runs, with a 77.805."

Day two brought the long East Course, where a great deal of time could be made up or lost. Tattershall, unfortunately, could not lay down a clean run on her first two tries and spun on her third. Elayaperumal could not improve her first-run 83.2. All that left the door open for Kelly Ann Gladu in a Nissan 350Z to move up to second place.

Fehr again set fast time, 82.310sec. Her combined time of 137.603sec gave her a margin of victory of

0.668sec. Fehr said 2021 was the first year with the Boxster in STU trim but they had been fighting various mechanical issues. This year the Porsche became a reliable weapon.

STREET TOURING ULTRA

At the end of the fifth-heat Tuesday runs in Street Touring Ultra, Jeff Stuart led on the West Course with a 50.128 in his Cayman S. However, the top six drivers were all within half a second going into day two on the longer East Course. Brent Schneekloth's Evo was just a tenth behind and William Koscielny's "Fiata" roadster – the Mazda-based Fiat 124 – was another tenth back.

Day two shaped up as a fight right to the end among that trio on the long East Course, but a surprise awaited. Stuart held a narrow lead over Schneekloth all day...until Koscielny jumped ahead of them on his final run. But that was not the shocker.

The brothers Tsang, sharing a Subaru STi, were not even among that top six on Tuesday, nor much of Wednesday as the leaders worked down to the 76s. Then on his final run, Justin Tsang knocked down a 75.9, good enough to propel him from seventh place on day one to the top of the class. That was only good until Mack Tsang, who began the day in eighth, took the car out for his final run. He laid down an absolute hammer, a 75.459sec run, to take the overall lead at 126.138 sec, with Justin second, 0.317sec behind. Of the first-day leaders, only Koscielny survived to the podium. Stuart slipped to fourth.

The Tsangs said they did not execute well on the West Course.



Rupert Barrington



Luke Uso

SST ▲ #25
Christopher Wanner
Corvette Z06

SUPER STREET TOURING

- | | | |
|---|---------|-----|
| 1. Christopher Wanner | Phil | #25 |
| Corvette Z06 | 129.323 | |
| 2. Ziyi Wang | Det | #17 |
| BMW M2 Coupe | 129.507 | |
| 3. Andrew Francis/Chi (#72 Corvette Z06); | | |
| 4. K.J. Christopher/Tex (#11 Corvette Z06); | | |
| 5. Matthew Meyer/Phil (#125 Corvette Z06); | | |
| 6. Tony Votaw/Kan (#29 Corvette Z06). | | |

SUPER STREET TOURING LADIES

No Entries

Their game plan for the East Course on Wednesday was to just drive. They caught cones on their first runs but saw 76s on their second and then, they said, they just kept pushing. —**Chad Englert**

STREET TOURING ROADSTER

Billy Davis, he of six championships and four Kiesel Guitars (Top PAX award), took a commanding lead in STR Tuesday on the West Course with his first run, which he later improved upon. The class was all Miata NDs except for a BRZ and a GR86 at the bottom of the stack. This was a good start for the defending champion, with his final run of 49.553sec. In the Heat 2 contest, Davis ran 49s all day.

STU ▼ #188**Mack Tsang**

Subaru STi



Rupert Berrington

Only Josh Luster at 49.7, and Marcus Pyne at 49.9, could even break a clean 50-second run once. Daniel McCelvey was right behind Pyne at 50.0. Actually, McCelvey showed blistering pace all day, but picked up cone penalties on his pair of quicker 49s.

On the significantly longer East Course, the top six spots were separated by just over a half-second. The win was still anyone's guess.

McCelvey still showed fire, the only driver in the 74s, and he put down three of them. But the first had a cone and the second was still not enough as Davis laid down a solid first run of 75.0, then coned away a high 74.

McCelvey was a man on a mission. He said he was feeling pretty defeated after day one, but knew he had to remain focused on day two. He ran a 74.450 on his final run. It was just a tenth quicker, but it was enough. He won the class by only 0.094sec for his fourth championship with a combined time of 124.494sec.

STREET TOURING ROADSTER LADIES

STRL, consisting of four Miata drivers competing Tuesday and Wednesday in the fifth heat, was the Annie Gill autocross clinic. Driving a car borrowed from West Course designer John Hunter, Gill took him on for fast time of 50.852sec on her first run for a 1.7sec lead over Laurie McCelvey going into day two.

On Wednesday, Gill said she was having to battle with the heat and had been driving better on day one. On the longer East Course, she said the car's tires seemed to fall off halfway into the run. Managing the tires, Gill still ran away with the win, her 10th, setting fast time on her second run with a 77.745 and bringing her combined time to 128.597sec. McCelvey held on to the second spot and final trophy, 5.132sec behind. — **Chad Englert**

STREET TOURING XTREME LADIES

STXL featured three good friends, all National Champions, who only get to see each other as a group at Nationals.

STREET TOURING ULTRA

1. Mack Tsang	SanF	#188
Subaru STi	126.183	
2. Justin Tsang	SanF	#88
Subaru STi	126.500	
3. William Koscielny	NEng	#114
Fiat 124	126.529	
4. Jeff Stuart	CACC	#194
Porsche Cayman S	126.624	
5. Brent Schneekloth	Neb	#99
Mitsubishi Evo IX RS	126.728	
6. Mark Hill	Kan	#45
Mitsubishi Evo IX	126.773	
7. Christopher Vreeland	Utah	#87
Fiat 124	127.493	
8. Matt Ales	CSCC	#97
BMW M3	127.789	
9. John Feustel	ConD	#37
Mitsubishi Evo IX	127.829	
10. Jacob Ronald	NEng	#14
Fiat 124	128.041	
11. Donour Sizemore	RioG	#96
Lotus Evora	128.113	
12. Brandon Dan/Tex (#21 Honda Civic Type R); 13. Brian Killourhy/Colo (#91 Porsche Cayman S); 14. A.J. Whitaker/StCt (#43 Honda Civic Type R); 15. Brian Kelly/Colo (#52 Mazdaspeed Miata); 16. Myke Dziengel/Cinc (#6 Subaru STi); 17. Dennis Barrett/NwOh (#83 BMW M3); 18. Steve McLaughlin/Reno (#95 Nissan 350Z); 19. Nick Dunlap/CFla (#54 Corvette); 20. Jonathan Kuo/Colo (#80 BMW M3); 21. Jose Arroyo/NY (#57 Subaru WRX STi); 22. Dan Podhola/Nwst (#142 Subaru Impreza WRX); 23. Caitlin Dunlap/CFla (#154 Corvette); 24. Steven Clark/Colo (#152 Mazdaspeed Miata); 25. Stephen Fehr/ODom (#61 Porsche Boxster S); 26. Yon Visell/CSCC (#94 Porsche Cayman S); 27. Brent Vitollins/Nwst (#42 Subaru Impreza WRX); 28. Michael		

Luke Urso

**STUL ▼ #91****Melissa Fehr**

Porsche Boxster S

Luke Urso



Feeney/WTex (#76 Subaru WRX STi); 29. Paul Kolatorowicz/Chi (#81 Ford Focus); 30. Matthew Villescas/Colo (#107 Nissan 350Z); 31. Abdul Huuda/Det (#11 BMW 328i xDrive); 32. Jeffrey West/Colo (#27 Subaru WRX STi); 33. Paul Tibbals/SanF (#3 Subaru STi); 34. Andrew Advani/Iowa (#66 Subaru WRX STi); 35. Omar Elgazzar/Fing (#92 BMW 335i); 36. Fabian Castanon/Colo (#7 Nissan 350Z); 37. Eric Hunter/NeOk (#77 Audi S3); 38. Dave Melton/Ky (#46 Nissan 370Z Nismo); 39. Denny Kort/CFla (#6 BMW M235i); 40. Skyler Lamb/Iowa (#29 BMW M3).

STREET TOURING ULTRA LADIES

1. Melissa Fehr	ODom	#91
Porsche Boxster S	137.603	
2. Kelly Ann Gladu	Colo	#35
Nissan 350Z	138.271	
3. Thenmozhi Elayaperumal/Det (#11 BMW 328xi); 4. Chelsea Tattershall/Colo (#52 Mazdaspeed Miata).		



Rupert Berrington

"McCelvey was a man on a mission. He said he was feeling pretty defeated on day one."

The sportsmanship and enthusiasm exhibited by them was infectious and on display the whole event.

Day one, first heat on the West Course saw last year's champion Kelsey Karanges push her Scion to fastest time on her last run. Her 51.416 gave her a lead of 0.279sec over Jessica Yeung and Catherine Tran, who were sharing a Subaru BRZ.

Day two's East Course saw each of the three holding the lead at one point. Tran was on top after second runs due to dirty runs by Yeung, and Karanges had an 80-flat to lead before Yeung's final run. Not playing it safe, Yeung uncorked both the fast run of the day and the champagne with a 79.071 for a winning 130.766 and her second title by 0.692sec.

STREET TOURING XTREME

In an STX class of 48 drivers, primarily featuring BRZs or FR-Ss, the top 10 cars were separated by a little more than a second. Running the West Course Tuesday in Heat 4, Neal Tovson and Kevin Brewer, both in Scions, were less than a tenth apart. Tovson's first-run 50.813 edged out Brewer's third-run 50.9.

Day two saw things tighten up as four other drivers managed to beat Tovson's East Course time. Quickest was Peter Luu's Scion at 77.206, lifting him from ninth to fourth in the final standings. Brewer at 77.6 tumbled to fifth.

Manfred Reysser and Jason Frank both ran 77.3s to take the two bottom podium steps but, at the end of the day, Tovson's 77.4 was enough to edge Reysser by 0.103sec to capture his second title in one of the most competitive classes at Nationals.

How competitive? Consider Kate Fisher, who flew in from London, England, to place 16th, the first time she failed to score a class trophy in six Nationals. But she still carried hardware back to Blighty, winning the Rothney-Kozlak Award as the female placing closest in time to an open-class winner. She was only 2.098sec out of first place. —Chris Kunkel

STREET TOURING SPORT

Between chilly Thursday morning temperatures and a strong wind greeting Heat 1 on the East Course, many of the 37 STS drivers were working to keep tires warm before and between runs. Eric Stolz in his NA Miata took an early lead with a fast time of 76.713, almost half a second ahead of the class by the end of the day. Adam Barber's Honda CRX was quickest of seven drivers in the 77s.



Rupert Eberington



Rupert Eberington



Luke Urso

STR ▲ #99
Daniel McCelvey
Mazda MX5

STRL ▼ #96
Annie Gill
Mazda MX5



Luke Urso

STREET TOURING ROADSTER

1. Daniel McCelvey	Hous	#99
Mazda MX5	124.494	
2. Billy Davis	NEng	#198
Mazda MX5	124.588	
3. Josh Luster	WDC	#186
Mazda MX5	125.078	
4. John Hunter	Neb	#196
Mazda MX5	125.537	
5. Corey Phillips	Hous	#174
Mazda MX5	125.832	
6. Marcus Pyne	WDC	#192
Mazda MX5	126.300	
7. Matt Jones	CSCC	#182
Mazda MX5	126.375	
8. Tim Aro	WDC	#39
Mazda MX5	126.641	
9. Scott Mullens/CSCC (#50 Mazda MX5); 10. Christopher Dunn/Hous (#74 Mazda MX5); 11. Matt McCabe/Neb (#96 Mazda MX5); 12. Bob Davis/NEng (#98 Mazda MX5); 13. Mark Labbanicz/NNJ (#86 Mazda MX5); 14. Jeremy Wilson/LOL (#56 Mazda MX5); 15. Trevor Blackwell/WDC (#197 Mazda MX5); 16. Jake Namer/NY (#194 Mazda MX5); 17. Alan Claffie/WDC (#97 Mazda MX5); 18. Eric Simmons/Phil (#171 Subaru BRZ); 19. Alex Kang/SanF (#94 Mazda MX5); 20. Greg Pollack/Phil (#71 Subaru BRZ); 21. Dan Cochran/CCar (#89 Toyota GR86); 22. Andrew Aul/CCar (#189 Toyota GR86); 23. Jen Fox/Phil (#175 Mazda MX5); 24. Gregory Jenkins/Phil (#75 Mazda MX5); 25. Sara Odioso/CSCC (#82 Mazda MX5); 26. Steve Mitchell/WDC (#92 Mazda MX5); 27. Galen Wilson/LOL (#156 Mazda MX5); 28. Buck Enriken/Tex (#117 Mazda Miata); 29. Rocky Enriken/Sal (#17 Mazda Miata).		

STREET TOURING ROADSTER LADIES

1. Annie Gill	Nwst	#96
Mazda MX5	128.597	
2. Laurie McCelvey	Hous	#99
Mazda MX5	133.729	
3. Ali Wilson/Neb (#56 Mazda MX5); 4. Kate Claffie/WDC (#97 Mazda MX5).		



NOW HEAR THIS
SCCA staffer Scott Dobler, showing his best '80s style, speaks to the crowd outside the Tire Rack Events Center.



Philip Royle

On Friday, the wind picked up, and the Whiteners were changing their entire set of tires between David's and Kim's runs. Stolz maintained his lead through day two, but not without a fight. Riley Heaton closed the gap to Stolz on his first run and improved it to 50.216 on his second, eventually claiming the third podium step. Barber, who coned his first run, cleaned up a 50.3 to hold off Heaton by 0.015sec.

Stolz kept the lead throughout the two days with a combined time of 127.123, a margin of 0.445sec. He said he "owes so much of his success to [2021 champion] David Whitener" and the encouragement of his competitors, highlighting that the constant change of positions throughout the event is why the STS competitors come back year after year.

"The constant change of positions throughout the event is why the STS competitors come back."

STREET TOURING SPORT LADIES

"Yet here's a cone. Away damned cone! Away, I say!" If Shakespeare had written about autocross, he'd have been covering STSL and Lady Macbeth would have led the first day.

The class had three drivers. On the first set of runs on Thursday on the East Course, all three hit cones. On second runs, two collected cones, and one came in with a DNF. On the last run of the day, Melissa Ann Stewart and Teresa Gualtieri-Clark finally got clean runs but Jill Thompson had



Rupert Berrington

WALK THIS WAY

With tricky courses, especially the long East course, walks were necessary as always to get the lay of the land.

STX ▼ #92

Neal Tovsen

Scion FR-S

STREET TOURING XTREME			
1. Neal Tovsen	Milw	#92	
Scion FR-S	128.275		
2. Manfred Reysser	ArzB	#186	
Scion FR-S	128.378		
3. Jason Frank	Milw	#97	
Scion FR-S	128.479		
4. Peter Luu	Fing	#181	
Scion FR-S	128.480		
5. Kevin Brewer	Hous	#198	
Scion FR-S	128.529		
6. Oscar Jackson	CSCC	#94	
Subaru BRZ	128.861		
7. Brian Maskrey	Hous	#98	
Scion FR-S	129.100		
8. Glen Hernandez	Nwst	#87	
Subaru BRZ	129.104		
9. Jon Caserta	Phil	#74	
Scion FR-S	129.130		
10. Bruce Lukens	Colo	#36	
Subaru BRZ	129.390		
11. Randy Devito	NY	#81	
Scion FR-S	129.690		
12. Bernie Kaferlein	LOL	#192	
Scion FR-S	129.721		
13. Ido Waksman	NwOh	#84	
BMW 128i	129.809		
14. Jonathan Mudge/SwMt	(#193		
Scion FR-S); 15. Brandon Slater/Tex	(#95 Scion FR-S); 16. Kate Fisher/ArzB		
(#86 Scion FR-S); 17. Alex Paraskevas/Ore	(#160 Subaru BRZ); 18. Stephen Rife/ETnn		
(#89 Scion FR-S); 19. Marko Gidej/Phil	(#99 Scion FR-S); 20. Eri Brown/Ky		
(#85 Subaru BRZ); 21. Silvio Zucchet/Tex	(#195 Scion FR-S); 22. David Fauth/Colo		
(#96 Scion FR-S); 23. Scott Dixon/Nwst	(#187 Subaru BRZ); 24. Justin Wrighton/Det		
(#27 Scion FR-S); 25. John Custer/Cinc	(#77 Scion FR-S); 26. Paul		

the day's best time, 88.264, and it included a cone! Stewart was still 0.152sec behind and Gualtieri-Clark's best still included a pylon.

Friday on the West Course, Thompson's pylon troubles continued, penalties on every run, yet she maintained her early lead. Gualtieri-Clark managed to clean up her runs but could never catch up. Stewart, however, ran three clean runs and posted the day's best of 55.708.

In contrast to the Open STS class, the ladies faced much hotter temperatures, causing them to heavily water down tires between runs and fight against sliding through the challenging sweepers on the much tighter course.

Stewart's clean runs gave her a



Rupert Berrington



Luke Urso

STXL ▼ #194

Jessica Yeung

Subaru BRZ



Luke Urso

Hamilton/SnRv (#76 Subaru BRZ); 27. Alex Meramo/Phil (#174 Scion FR-S); 28. Jessica Lewis/Ala (#199 Scion FR-S); 29. Barry Ott/ConD (#196 Scion FR-S); 30. Jake Smilie/CCar (#93 Scion FR-S); 31. David Powers/Tex (#91 Scion FR-S); 32. Ian Bahnsen/Cinc (#177 Scion FR-S); 33. Jeffrey Hugo/Colo (#2 Mazda RX8); 34. Christian Davenport/Neb (#78 Mazda RX8); 35. Geran Rose/Tex (#24 Scion FR-S); 36. Tasha Mikko/Nwst (#60 Subaru BRZ); 37. Miles Furlong/Tex (#17 Lexus IS300); 38. Kevin Berba/Colm (#4 Toyota GR86); 39. Jason Wright/Iowa (#61 Subaru BRZ); 40. Brian Stanaway/SanF (#105 Scion FR-S); 41. Chase Sullivan/SnRv (#176 Subaru BRZ); 42. David Wells/Fla (#63 Subaru BRZ); 43. Trevor Brown/Iowa (#66 Honda Civic Si); 44. Zachary Uthoff/Iowa (#166 Honda Civic Si); 45. William Stanaway/SanF (#5 Scion FR-S); 46. Everett Buck/Fing (#102 Mazda RX8); 47. Charlie Davis/SanF (#13 BMW 330Ci); 48. Kyle Vega/Atl (#19 Scion FR-S).



Rupert Berrington

STREET TOURING XTREME LADIES

- Jessica Yeung CSCC #194
Subaru BRZ 130.766
- Kelsey Karanges/Tex (#95 Scion FR-S);
- Catherine Tran/CSCC (#94 Subaru BRZ).



Rupert Berrington

STREET TOURING SPORT

1. Eric Stoltz	SnRv	#144
Mazda Miata	127.123	
2. Adam Barber	Milw	#195
Honda CRX	127.568	
3. Riley Heaton	Neb	#187
Mazda Miata	127.583	
4. Andrew Salazar	Cill	#94
Mazda Miata	128.590	
5. David Whitener	Tex	#199
Mazda Miata	128.597	
6. Mark McKnight	Milw	#88
Honda CRX	128.834	
7. Rich DiMarco	Phil	#146
Mazda Miata	128.928	
8. Brandon Dryer	NEng	#97
Mazda Miata	129.181	
9. Nathan Witt	Badl	#87
Mazda Miata	129.441	
10. Emanuel Martin	Cill	#196
Mazda Miata	129.630	

11. Sean Forthun/Badl (#90 Mazda Miata); 12. Jackson Lee/Badl (#137 Mazda Miata); 13. Mike Herrick/Neb (#188 Honda Civic Si); 14. Kim Whitener/Tex (#99 Mazda Miata); 15. Chris Bartley/SnRv (#44 Mazda Miata); 16. Thomas Waylett/Badl (#150 Mazda Miata); 17. Will Hornseth/Milw (#95 Honda CRX Si); 18. Andrew Clark/Neb (#184 Honda CRX Si); 19. Mike Kobialka/NNJ (#46 Mazda Miata); 20. Matt Huchro/MoHu (#40 Mazda Miata); 21. Jacob Witt/LOL (#183 Mazda Miata); 22. Heyward Wagner/Atl (#84 Honda Civic Si); 23. Jason Lee/Badl (#37 Mazda Miata); 24. John Hatakeyama/Fing (#168 Mazda Miata); 25. Aaron Sieczkarek/Fing (#68 Mazda Miata); 26. Stevenray Beall/Badl (#118 Mazda Miata); 27. Austin Hampton/Cinc (#98 Mazda Miata); 28. Xufeng Tang/Chi (#96 Mazda Miata); 29. Dawson Moreau/Ariz (#50 Mazda Miata); 30. Luke Thompson/LOL (#66 Mazda Miata); 31. Andrew Edgecomb/Fing (#156 Mazda Miata); 32. Brady Kruize/NCar (#83 Mazda Miata); 33. Cameron Asbury/StCt (#56 Mazda Miata); 34. Ralph Elder/SanF (#12 Honda Civic); 35. Samuel Kreis/Neb (#33 Mazda Miata); 36. Jordan Bontrager/Badl (#18 Mazda Miata); 37. Joseph Austin/RdHl (#9 Mini Cooper).

STREET TOURING SPORT LADIES

1. Melissa Ann Stewart	Badl	#318
Mazda Miata	144.124	
2. Jill Thompson/Neb	(#66 Mazda Miata);	
3. Teresa Gualtieri-Clark/Neb	(#84 Honda CRX Si).	

Philip Royle



STS ▲ #144
Eric Stoltz
Mazda Miata

STSL ▼ #318
Melissa Ann Stewart
Mazda Miata



Philip Royle



Rupert Berrington

winning total of 144.214. Thompson's Shakespearean plight: A pylon penalty is 2sec. She lost by 1.911sec.

Stewart, at her first Nationals, said she hadn't even signed up for the event until the week before. Ultimately, the last-minute decision landed her a National Championship jacket. —Lisa Berry

STREET TOURING HATCH

Driving the West Course on Thursday morning, Heat 2, Devin Taylor's third run, a 50.330 was the only one in that bracket. Aaron Buckley, Jason Tipple and Michael Waich were all between 51.6 and 51.9. Carter Heaton would have been in that mix if any of his runs had been clean.

STH also produced some of the greatest automotive variety – Taylor and Tipple shared a Honda Civic Si, Buckley was in an Audi TT, Waich wheeled a Volkswagen Golf R, Heaton drove a Subaru WRX. There was also a Ford Fiesta and the only Saab in the entire event.

Buckley struck first on the East Course with the only clean 78 on first runs. Taylor's first run scratch of 77.2 did not go unnoticed. His

76.710 second run once again put him in a territory that no one could touch. His total of 127.040 gave him a margin of 2.357 over Buckley, also second fastest on day two at 77.7. Waich, Kyle Hemp and Tipple rounded out the trophies.

It is Taylor's second championship, which he said could not have been more diverse from his first, won in 2018 with an ESP Camaro.

STREET TOURING HATCH LADIES

Gwen Habenicht actively recruited competitors this year after winning STHL last year over only one other competitor, which meant a trophy but no jacket. Her recruiting effort included a call to Anne LaRondeau with an offer to co-drive her Audi TT. LaRondeau, who has competed in an Audi before, accepted to ensure the winner would officially be a National Champion.

We may be sure LaRondeau is aware of the adage that "If you want to keep the ride, don't beat the car owner!" That didn't stop her from laying down a 57.408 final run on the East Course that would lead Habenicht by 0.8sec when Habenicht's final run came in dirty.

Habenicht only needed one clean run each day to take the STHL win and actually get the jacket this time. Her 144.730 two-day total managed to catch and pass LaRondeau by 0.154. This is Gwen's fourth National Championship (not counting the "2021 National event win."). It's also the second time (previously, 2014 in DSL) Habenicht and LaRondeau placed one-two in class driving Audis. —Charlie Davis



Rupert Barrington

"I DNF'd, then I spun, and then I stalled the car. I don't know what'll happen."
MEREDITH BROWN

SOLO SPEC COUPE LADIES

Before turning their first lap in Thursday's first heat on the East Course, everyone in SSCL had already won one distinction: At 16 drivers, it was the largest Ladies class at this year's Solo Nationals, only adding to the challenge of competing in the spec class of early FR-S/BRZ cars.

Defending champ Jennifer Bedell picked up where she left off last year, impressing with a large lead at 81.3sec after first runs. Despite a cone on an 80.5 run, her lead held up through second runs.

Third runs delivered a shock, as Meredith Brown – sitting on a DNF and a dirty run – put together the lap she wanted. Dramatically rising from 11th to first, she set top time for the day at 80.455. "I DNF'd, then I spun, and then I stalled the car," said Brown of her first time out. "I don't know what'll happen tomorrow."

Bedell responded with an 80.7. "The car wasn't doing what I wanted it to do on run one at all," she said. Having worked the various adjustments to get the car back to her liking, she admitted her third run was still conservative and was hoping to be more aggressive on day two. "Go out, hammer it, and hope."

Friday, Bedell was again fiercely impressive with a 52.4sec first run on the West Course, taking a one-second lead over Brown.

Brown responded on her second lap, unable to match Bedell's pace but her 53.0 was enough to regain the lead by less than a tenth.

"I was trying to pick up a little more time on my third run," Brown said, knowing the gap wasn't safe. But she spun, leaving the door open for Bedell.

Bedell improved on that last run. Was it enough? The timing computer spit out the result: Brown had won her eighth championship. Bedell's time of 52.795 was the fastest of the day, but short by 0.027sec to Brown's aggregate of 133.544.

It was the closest margin of victory in a Ladies class this year, second-closest of the entire event, and tied the record for eighth-closest Ladies class ever.

"I had full faith and confidence in Jennifer that she would pull it off, so I was very surprised to pull it off," said a jubilant Brown.

SOLO SPEC COUPE

After first runs on the East Course Thursday afternoon, the depth of the challenge in the only (intentionally) spec class was evident. Easily a dozen of the 46 drivers looked like they could threaten for the top spot.

Rising above them all, Mike Ferchak snagged the day one lead by 0.2sec. His second run of 78.504 moved him from sixth to first ahead of Austin Minnick. Another 0.2 back was Jimmy Vajdak. Then came the meat grinder; from third to the final trophy spot in 13th, just a half second in total. Sixteen drivers had times in the 79-second bracket.

"Third run was just go for broke. It didn't pan out," said Ferchak, still



Luke Urso

STH ▲ #74
Devin Taylor
Honda Civic Si

STREET TOURING HATCH

1. Devin Taylor	NwOh	#74
Honda Civic Si	127.040	
2. Aaron Buckley	NCar	#187
Audi TT	129.397	
3. Michael Waich	Milw	#175
Volkswagen GTR	130.248	
4. Kyle Hemp	Milw	#72
Subaru WRX	130.660	
5. Jason Tipple	OhV	#174
Honda Civic Si	131.107	
6. Thomas Kring/CFla (#67 Audi TT); 7. Julie Heaton/Neb (#89 Subaru WRX); 8. Tim Heaton/Neb (#189 Subaru WRX); 9. Carter Heaton/Neb (#91 Subaru WRX); 10. Josh Flure/RioG (#48 Subaru Legacy Outback); 11. Steve Garnjobst/Milw (#75 Volkswagen GTI); 12. Niles Davis/KC (#170 Volkswagen Golf R); 13. Karl Shultz/CCar (#87 Audi TT); 14. Nate Chester/Cinc (#94 Saab 9-2X Aero); 15. Josh Huff/KC (#70 Volkswagen Golf R); 16. Greg Sheehan/Colo (#29 Ford Fiesta ST).		

STREET TOURING HATCH LADIES

1. Gwen Habenicht	NCar	#187
Audi TT	144.730	
2. Ann LaRondeau/Neb (#87 Audi TT); 3. Danielle Sheehan/Colo (#29 Ford Fiesta ST).		

STHL ▼ #187
Gwen Habenicht
Audi TT



Luke Urso



Rupert Barrington

SSC ▼ #11

Mike Ferchak

Scion FR-S



Rupert Berrington

"There's six to ten people in contention. You have to drive perfectly, or they'll beat you."

MIKE FERCHAK

pleased to have the lead. "There's six to ten people in contention. You have to drive perfectly, or they'll beat you."

Friday's first runs would see a big jumbling of the order as drivers confronted the different philosophy of the West Course. Ferchak's second run of 52.2 would vault him back to the lead by just 0.064sec. Minnick improved to 52.1 to reclaim second place. Among the earliest cars to leave the grid, neither improved on third runs, forcing them to sit and watch as nearly the entire class behind them took their shots. Vajdak, also an early runner, had gone quicker on his last pass, but was still in third place.

In the scrum behind them, Reed Gibson was among the second drivers. He set the fastest time on the West Course at 51.605, vaulting from sixth place past Vajdak into the final podium spot.

Ferchak's final time of 130.779 would secure his first National Championship, along with a celebratory shower from a water sprayer. One second covered the top 10 drivers.

"I can't believe it. I feel like I got pretty lucky today," was the breathless feedback from Ferchak. "Honestly, I didn't feel like I deserved it today. A lot of these guys were doing really well, much better than I was." Nonetheless, Ferchak is wearing the champion's jacket. —Manfred Reysser

28. Aldo Flores/Chi (#95 Scion FR-S);
29. Anthony Oliveri/LnSt (#68 Scion FR-S);
30. Brandon Hirby/Ark (#88 Subaru BRZ);
31. Tyler Burke/CSCC (#34 Scion FR-S);
32. Justin Harbour/CKy (#168 Scion FR-S);
33. James Green/Neb (#94 Subaru BRZ);
34. Peter Loney/CSCC (#77 Scion FR-S);
35. Stephen Costello/Neb (#51 Scion FR-S);
36. Conner Herrick/Neb (#86 Scion FR-S);
37. James Wanamaker/Delt (#189 Scion FR-S);
38. Chris Jenkins/Colo (#197 Scion FR-S);
39. Dhiraj Jadhav/SanF (#138 Scion FR-S);
40. Jimmy Chen/Tex (#3 Scion FR-S);
41. Paul Lutze/Colo (#72 Scion FR-S);
42. Brian Wells/NCar (#172 Scion FR-S);
43. Daniel Boatman/Haii (#134 Scion FR-S);
44. Austin Kirk/CSCC (#38 Scion FR-S);
45. Jeff Smith/Ore (#66 Scion FR-S);
46. Rob Zuendel/Colo (#97 Scion FR-S).

SOLO SPEC COUPE

1. Mike Ferchak	StCt	#11
Scion FR-S	130.779	
2. Austin Minnick	SwMt	#41
Scion FR-S	130.843	
3. Reed Gibson	CSCC	#177
Scion FR-S	131.007	
4. Jimmy Vajdak	Det	#23
Scion FR-S	131.061	
5. Mason Herrick	Neb	#186
Scion FR-S	131.111	
6. Tony Savini	Phil	#132
Subaru BRZ	131.336	
7. Mike Lawson	CFla	#78
Scion FR-S	131.351	
8. William Bostic	CCar	#171
Scion FR-S	131.606	
9. Rusty English	WDC	#71
Scion FR-S	131.676	
10. Chad Englert	StCt	#25
Subaru BRZ	131.679	
11. D.J. Alessandrini	NeOh	#192
Scion FR-S	132.119	
12. Kevin Dietz	Nwst	#69
Scion FR-S	132.142	
13. P. Purushotharman	Chi	#93
Scion FR-S	132.208	
14. Andrew Canak/Milw (#195 Scion FR-S);		
15. Daniel Berge/WDC (#137 Scion FR-S);		
16. Taylour Wargo/Nwst (#196 Scion FR-S);		
17. Eric Davis/Ark (#99 Scion FR-S);		
18. Paul Brown/RioG (#98 Scion FR-S);		
19. Dan Costello/ Neb (#151 Scion FR-S);		
20. Jeff Jacobs/Phil (#32 Subaru BRZ);		
21. Kyle Tanglao/CLa (#89 Scion FR-S);		
22. Peter Schnore/StCt (#92 Scion FR-S);		
23. Layton Cater/Ark (#199 Scion FR-S);		
24. Chip Manuel/NeOh (#18 Scion FR-S);		
25. David Spratte/NCar (#84 Scion FR-S);		
26. Jonathan Warlof/CFla (#37 Scion FR-S);		
27. Theron Langel/Nwst (#96 Scion FR-S);		

Philip Royle



SSCL ▼ #98

Meredith Brown
Scion FR-S

Philip Royle

SOLO SPEC COUPE LADIES

1. Meredith Brown	RioG	#98
Scion FR-S	133.544	
2. Jennifer Bedell	NCar	#184
Scion FR-S	133.571	
3. Stephanie Humphries	NCar	#72
Scion FR-S	134.381	
4. Chris Peterson	NCar	#84
Scion FR-S	134.424	
5. Dee Dietz	Nwst	#69
Scion FR-S	135.564	
6. Kendra Mabie/CSCC (#77 Scion FR-S);		
7. Carla Flores/Chi (#95 Scion FR-S);		
8. Maegan Contreras/Colo (#172 Scion FR-S);		
9. Tonda Lawson/CFla (#82 Scion FR-S);		
10. Brittany Edwards/NCar (#71 Scion FR-S);		
11. Samantha Vajdak/Det (#23 Scion FR-S);		
12. Emily Brown/Colo (#81 Scion FR-S);		
13. Marcia Haynes/Neb (#99 Subaru BRZ);		
14. Lauren Keach/CKy (#38 Scion FR-S);		
15. Maia Kirk/CSCC (#138 Scion FR-S);		
16. Jody Bedell/Milw (#92 Scion FR-S);		



Rupert Berrington

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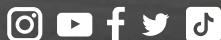


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Philip Royle

STREET PREPARED CLASSES

KEEP IT CLEAN

When every thousandth counts, even pickup on tires can make a difference.

SUPER STREET PREPARED LADIES

Super Street Prepared and SSP Ladies belonged to the Wongs this year. It was good to see a solid SSPL class with five veteran drivers after it had zero entries the past five years. But it was 10-time champion Nicole Wong, the first car on the grid, who took control from the get-go on the West Course in Wednesday's first heat.

When the dust settled, Wong's 49.787sec first run was just under one second ahead of Sami Kravetz's Porsche GT3, the only non-Corvette on the grid. Teenager Geraghty Ann Ellis was another 0.2 back.

On Friday, Wong added another full second to her cushion with a final-run 75.511 to win her 11th consecutive championship with a

time of 125.298. The two youngest drivers duelled for the other trophy, swapping places on Friday as Ellis joined Wong on the podium, 2.224sec behind. Kravetz said her Yokes were heating up and sliding somewhat at the end of the long East Course.

Wong's win streak among women is now tied for the second longest, matching runs by Charlotte King (1988) and Shawn Kiesel (2021), and behind only Karen Babb's 13 (2005). She also won her 13th trophy in 13 tries, breaking a tie with King for female drivers who never failed to trophy and behind only the 15 of Lisa Krueger-Burgess.

SUPER STREET PREPARED

Spoiler alert: On the other side of the SSP heats Jeff Wong won, but the

path to his seventh championship was not quite like his wife's

The class ran in Heat 4, the final heat of the 2022 Nationals. Mike Kuhn, sharing the lone Porsche Sami Kravetz had driven in the morning, posted the only 47-second run on the West Course, 47.894 on his third run. Four drivers ran in the 48s, Cody Hunt, driving a borrowed car from Bryan Carbon, was at 48.1 with Wong chasing at 48.3.

Just as with the women, with number 46 on his doors Wong was the first car on course. Friday, he dived into Pac-Man's Slalom as if ghosts were on his tail and returned a Jedi master at 72.640. No one else could touch the time all day.

Kuhn would have, posting a 72.3 that would have won except for a

SSP ▼ #46
Jeff Wong
Corvette

"We spent a whole year just slowly dialing in the car for ASP."
JONATHAN LUGOD

lone cone. Rear tires overheating late in the run kept him from matching his first-run time. His second run was 73.1 and he placed runner-up to Wong by 0.017sec, the closest margin of victory at this Nationals. Wong's winning time was 120.995. Hunt ended up third with Carbon taking the final trophy.

Wong said he and his wife work closely to improve the handling of their 2019 'Vette. With 18 Nationals victories, they joined a tie for ninth place in total family championships. —**Buck Entriiken**

A STREET PREPARED

Jonathan Lugod added his fifth SCCA National Championship when he became the 2022 A Street Prepared titlist. Lugod, who won BSP last year, drove the Mazda RX-7 used by last year's ASP champion Adrian Cardenas. A year ago, Cardenas didn't have a co-driver.

Nine drivers began their quest on the West Course in Thursday's third heat under breezy, sunny conditions. Cones were abundant in the opening runs as five drivers were dirty on their first efforts. Leading early was Ryan Pemberton, his Mitsubishi Evo the only car in the 48sec neighborhood. On second runs, Cardenas got close, 48.9, as Pemberton coned away his effort. Lugod joined the 48s on his third run with a 48.288 to jump

to the lead as neither challenger improved. Pemberton slowed down, and Cardenas coned away a 48.6.

Lugod went to Friday's East Course with a half-second lead. His opening 74.1 was eclipsed by Cardenas' 73.9, which elevated him to second place. Second runs were tales of what could have been. Lugod's 72.8 had a cone, Cardenas slowed down and Pemberton also coned away an improved time.

Lugod, the fourth car out for final runs, improved on his lead with a clean 72.881. His time now totaled 121.169sec with his closest challengers yet to run.

On Aaron Miller's final run, his Evo broke on course and rolled to a stop by the next-to-last corner station. Deemed to be parked in a safe place, the next cars through – Cardenas and Pemberton – were not red-flagged. Cardenas clocked 73.6 to briefly take second place, Pemberton followed at 73.4 to reclaim the spot, 1.106 behind Lugod. Cardenas argued that Miller's car was a visual distraction, and was allowed a provisional rerun, but a 73.7 was not enough to improve his position.

"In the ProSolo, I ran STX, so I had very limited time in the ASP car," Lugod said. "I ran a couple test-and-tunes, and that's about it

"The car was very pushy yesterday," he continued. "I was under the car every run on the West Course, and I was able to cobble something together for the last run that gave me a good margin. Today, I just made minor adjustments, but otherwise the car was pretty good. Adrian trusted me to build the suspension for his car, so we spent a whole year



Rupert Berrington



Luke Urso

SSPL ▼ #46
Nicole Wong
Corvette



Luke Urso

SUPER STREET PREPARED

1. Jeff Wong	Ariz	#46
Corvette	120.995	
2. Mike Kuhn	CCar	#96
Porsche GT3	121.012	
3. Cody Hunt	WDC	#97
Corvette Z06	121.375	
4. Bryan Carbon	Atl	#197
Corvette Z06	122.062	
5. Yury Kholondyrev/NNJ (#59 Lotus Elise); 6. Ryan Johnson/Utah (#159 Lotus Elise); 7. Steve Waters/Atl (#199 Corvette GS); 8. John Fink/CCar (#99 Corvette GS); 9. Brad Larson/Phx (#98 Corvette); 10. Eric Hyman/LnSt (#91 Lamborghini Huracan); 11. Eric Stemler/GuCo (#93 Lamborghini Gallardo); 12. Keath Marx/Tex (#188 Corvette Z06); 13. Martin Montagno/StL (#88 Corvette Z06),		

SUPER STREET PREPARED LADIES

1. Nicole Wong	Ariz	#46
Corvette	125.298	
2. Geraghty Anne Ellis	CFla	#98
Corvette	127.522	
3. Sami Kravetz/CCar (#96 Porsche GT3); 4. Donna Marx/Tex (#188 Corvette Z06); 5. Carla Russo/StL (#88 Corvette Z06).		



Rupert Berrington



RAGING BULLS

The Super Street Prepared class attracts everything from Lotus to Lamborghinis.

just slowly dialing in the car for ASP. The car just works phenomenally. It's great." —Alan Claffie

B STREET PREPARED

With STR becoming dominated by the ND Miata, BSP has become home to the closest Miata vs. S2000 competition (with a Fiat tossed in). After finishing second in 2021, ND1 driver Austin Clark was the highest finisher returning to the class; but he would have to contend with a handful of interlopers, including one with a substantial résumé: Erik Strelnieks driving an S2000.

BSP took on the West Course for Heat 4 Thursday. With a couple of quick drivers in the single/first driver role, the lead would jump around

early. Clark led Strelnieks after first runs, while Raymond Dsouza's Miata and Brad Fiore's Fiat 124 were threatening but dirty. Almost half the drivers set their best times on second runs. As a single driver, Dsouza stayed off the cones and took the lead by a thin margin. When second drivers took their turn, Clark regained the lead by a scant 0.051 with eventual FTD of 48.035. Strelnieks, the only contender to improve on final runs, claimed third ahead of Fiore. Only 0.8sec separated the five trophy positions.

To start day two, Clark's dirty first run would leave Dsouza with the early lead. After second runs, Clark had cleaned up and dropped time to regain the lead with

"Danny Kao and Mike Kline built the car...all the tweaks that were possible."

IAN BAKER

Strelnieks settled in close behind. Dsouza's third run yielded a slight improvement, but not enough to get in with the leaders. Consecutive car numbers and the narrow margins meant neither Clark nor Strelnieks would know how they did as they crossed the finish line.

Strelnieks' final run would be FTD of 72.726. Clark, a tenth slower, was yet a tenth quicker on total time. The excitement of Strelnieks' supporters was short lived as Clark was next to finish with just enough to secure his



Philip Royle

ASP ▼ #70
Jonathan Lugod
Mazda RX-7

alerted everyone early that he was a contender with three low 74sec runs. The first one had a cone. The second was clean, a shade quicker at 74.304. The third, 0.2 quicker but coned again. Only Nationals rookie Zach Williams was in the same zone at 74.6 on his final run.

Day two sent the CSP drivers to the West Course on Wednesday with rookie Williams, co-driving with last year's champ Jeff Schmidt, climbing to the top after first runs. Baker made a massive jump on his second run, again the day's FTD at 48.403sec, to step back above Williams by 0.911sec. The winning time was 122.707sec.

"We basically got into a really good car," Baker said of his first win, matched by his wife later in the day. "Danny Kao and Mike Kline built the car...all the tweaks that were possible at the time." It became Kline's car, Baker explained, and after he passed away "it went out to the Midwest and then came back to the DC Region." Eventually, Baker's co-driver, Kevin Henry bought it. Henry ended up fourth behind Bob Bundy.

Winning the National Championship in CSP was special

first championship by 0.106seconds (120.864 combined time).

The 57-year-old, eight-time National Champion, Strelnieks playfully claimed the one-tenth deficit was due to age before learning Clark was a fellow quinquagenarian at age 55. In just his fourth Solo Nationals, Clark's reaction was "I can hardly believe it," and said he planned to return to BSP next year. —**Thomas Thompson**

C STREET PREPARED

A solitary Scion interrupted the parade of NA and NB "Miatae" to the East Course Tuesday for its midday third heat. It would end up square in the middle of the standings, 10th of 19 cars.

In the 1999 NB Miata known as "Oscar the Trash," Ian Baker



Rupert Berrington



Luke Urso

BSP ▼ #187
Austin Clark
Mazda MX5



Luke Urso



Rupert Berrington

A STREET PREPARED

1. Jonathan Lugod	CSCC	#70
Mazda RX7	121.169	
2. Ryan Pemberton	Neb	#194
Mitsubishi Evo IX	122.275	
3. Adrian Cardenas	CSCC	#170
Mazda RX7	122.565	
4. Aaron S. Miller/Det	(#146 Mitsubishi Evo VIII RS); 5. Cory Hockenbury/NePa	(#103 BMW 1M); 6. Bill Pemberton/Neb
(#94 Mitsubishi Evo IX); 7. Ryan Hockenbury/NePa	(#3 BMW 1M); 8. Francis Miller/Det	(#46 Mitsubishi Evo VIII RS); 9. David Johnson/LOL
(#35 Ford Focus RS).		

A STREET PREPARED LADIES

No entries

B STREET PREPARED

1. Austin Clark	SnRv	#187
Mazda MX5	120.864	
2. Erik Strelnieks	LnSt	#186
Honda S2000	122.970	
3. Raymond Dsouza	Ky	#82
Mazda MX5	121.429	
4. G. Warren Hahn	CFla	#185
Mazda MX5	122.450	
5. Brad Fiore	NEng	#184
Fiat 124	122.925	
6. Michael Willman/LnSt	(#177 Honda S2000 CR); 7. Justin Chen/NEng	(#84 Fiat 124 Spider); 8. Devin McCuen/Indy
(#196 Mazda MX5); 9. Sacha Tauber/LnSt	(#86 Honda S2000); 10. John Hale/LnSt	(#77 Honda S2000); 11. Steven Matchett/StCt
(#96 Mazda MX5); 12. Rad Delgado/CFla	(#85 Mazda MX5); 13. Cynthia Clark/SnRv	(#87 Mazda MX5); 14. Jason Marshall/LnSt
(#78 Mazda MX5).		

B STREET PREPARED LADIES

No entries



TIME TO RELAX

With the competition done, the drivers can let the stress of fighting for every thousandth drift away in impound.

for Baker, recently returned after a break from National autocross. Even better was winning it aboard Oscar. The car suffered a broken differential on Sunday during the ProSolo Finale, forcing Baker and Henry to run a less desirable final drive during Solo Nationals.

C STREET PREPARED LADIES

CSPL took to the East Course during fifth heat on Tuesday. Mindi Cross piloted the lone Scion FR-S to an early lead at 81.5sec after Carrie Baker, now piloting Oscar the Trash, double-coned an 80.3. She cleaned up her second run to be the first in the 79s. When Cross ran a 79.5 on her third run, Baker, answered immediately with a 77.649 time. The two were in adjacent grid

slots, Cross just ahead of Baker, who had returned to Nationals for the first time since 2009.

Wednesday brought CSPL to the shorter West Course. Cross opened with an unbeatable – for the day – run of 51.588sec. Baker chased her through the lights at 51.8sec, ensuring the margin remained well over one second. Neither improved on later runs, leaving Baker atop the heap at 129.461sec with Cross 1.646sec behind. —**John Wolf**

D STREET PREPARED

Two multi-champions looking to extend their legends rolled to the East Course grid for the fourth heat Tuesday, and their duel was legendary. The 10-car D Street Prepared class was

“I also get to see what Tamra did for her final run and I now have a target to shoot for.”

STEVE O'BLNES

100 percent Mazda RX-8s.

There was Steve O'Blenes, with six champion's jackets and an unsorted car that only began to respond on the test course. Three grid slots down, last car out, there was Tamra Krystinik, a three-time winner, the first two in Ladies classes before moving into Open and only once finishing as low as third.

First runs proved nothing. O'Blenes spun through the lights for a DNF. Krystinik smacked two cones. Second runs both turned mid-73s, Krystinik a tenth quicker. Third run,



Philip Royle

CSP ▼ #87
Ian Baker
Mazda Miata

first run as aggressive, Krystinik said hers was conservative but, for both, that first look would end up their best. O'Blenes at 48.325 was 0.2sec quicker, just enough to pull out a 0.089sec win.

"Despite heavy spraying, the tires were getting greasy for second drivers due to a shorter split time," Krystinik said. "I feel good about my driving, the setup of the car, and I am proud of the results we had! Although it stings a bit to be able to pull off 10th overall on Index out of 1,100 drivers, and not win a championship."

O'Blenes, sitting on a total time of 121.868, said his winning run "felt sloppy and a bit late everywhere but that would end up being the feel of the course the whole day as it was extremely technical with little reward if you did get it right." —**Rocky Entri**

O'Blenes threw out the anchor for a downed cone. He would get a rerun.

"I had just done a shock adjustment for this run so this could be a huge break as I got to see how the car responded to the change," O'Blenes said. "I also get to see what Tamra did for her final run and I now have a target to shoot for."

What Tamra did was 73.383, shaving another 0.3sec off her time. On the rerun, O'Blenes said, "Working my way through the final turn, the back of the car steps out and I have to make an aggressive move to keep the car stable and through the lights. It was a good run but would be 0.16sec shy of the lead."

The West Course would give him less than 50sec to gain that time back. O'Blenes described his



Rupert Berrington



Jon Krolewicz

CSP ▼ #87
Carrie Baker
Mazda Miata



Philip Royle

E STREET PREPARED

The ESP class had to wait all day for its Heat 5 competition, but after only four drivers came to play last year, the 2022 attendance increased by 150 percent. Starting on the West Course Tuesday, Ben Edmiston, Robert



Rupert Berrington

C STREET PREPARED

1. Ian Baker	WDC	#87
Mazda Miata	122.707	
2. Zach Williams	NCar	#68
Mazda Miata	123.618	
3. Bob Bundy	Nwst	#199
Mazda Miata	124.083	
4. Kevin Henry	WDC	#187
Mazda Miata	124.329	
5. Andy Groce	CCar	#57
Mazda Miata	124.573	
6. Matt Zyskowski	Nwst	#99
Mazda Miata	124.743	
7. Jacques Bene/NCar (#157 Mazda Miata); 8. Jeff Schmidt/ODom (#168 Mazda Miata); 9. Cody Gromel/NePa (#131 Mazda Miata); 10. David Webb/ArzB (#43 Scion FR-S); 11. Chris Haydu/NePa (#31 Mazda Miata); 12. Steve Eberlein/Tex (#191 Mazda Miata); 13. Robert Kliffel/Det (#164 Mazda Miata); 14. Mike Snyder/WDC (#27 Mazda Miata); 15. Sean Dudgeon/Okla (#91 Mazda Miata); 16. Trent Furr/LSup (#63 Mazda Miata); 17. Nick Nardin/LSup (#163 Mazda Miata); 18. Jason Burd/Det (#64 Mazda Miata); 19. Aaron Dewey/Neb (#127 Mazda Miata).		

C STREET PREPARED LADIES

1. Carrie Baker	WDC	#87
Mazda Miata	129.461	
2. Mindi Cross	ArzB	#43
Scion FR-S	131.107	
3. Hailey Schmidt	ODom	#95
Mazda Miata	132.923	
4. Sharon Eberlein/Tex (#191 Mazda Miata); 5. Reagan Thomas/CCar (#127 Mazda Miata); 6. Barbara Bielucki/ConD (#91 Mazda Miata); 7. Jessica Powers/LOL (#27 Mazda Miata).		

DSP ▼ #194
Steve O'Blenes
 Mazda RX8



Rupert Berrington

Tunnell and Thomas Thompson jockeyed for position through the first two runs. By the time hoods went up for impound, Edmiston led with the ESP FTD of 50.987 from his second run. Tunnell was a tenth behind from his third run and James Darden got his only clean run to jump from mid-pack to third with 51.3.

It was clear, the only thing hotter than the times were the tires. Between runs, teams did everything possible to keep the rubber on the big, heavy cars in race condition. Tunnell and co-driver Eric Prill discussed using a more heat-resistant tire for the sweeper-intensive East Course, which had become notorious for overheating tires.

Come Wednesday, the ESP competition truly escalated. With each run, each podium driver got faster. Tunnell coned the quickest scratch first-run time, providing Darden an opening to snatch the top spot with a 77.4. Edmiston all but matched it to take the day two lead, only for Darden to take it right back on his third run and getting the ESP FTD for the East Course with 76.432.

With FTD on the two courses

going to different drivers, the championship came down to combined times. Edmiston's consistency on both days earned him the win: combined time of 127.563, leading Darden by 0.183, and Tunnell coming in another 0.4sec later.

Tunnell was thrilled with his podium finish on the 30th anniversary of his first National win. As for Darden, while pleased, he couldn't suppress a "Dang it." Some mistakes haunted him in what was such a close competition on day two. All the same, he's looking forward to gaining more experience with the car and tires to come back for another go.

Edmiston was all smiles. He came in with some tweaks to the car between courses and a game plan of focusing on key cones to help keep his eyes up. —**Jodie Boy**

F STREET PREPARED LADIES

Five women, champions all, gathered early Thursday morning to contest FSPL on the West Course. Between them they counted 37 championships, including the very first Ladies champion in 1973. There was only the one Ladies class then.

Three cars. Ginette Jordan was once again driving Geoff Zimmer's "Lamborbunni" Volkswagen Rabbit, sharing with Kathy Barnes. Dee Schweikle, the '73 champion, and Susan Anderson – both of them 100-percenters in their 49th Nationals – were co-driving the Schweikle Alfa Romeo Spider.

But it was Laura Harbour in her Toyota Celica holding a half-a-tenth lead after first runs. Jordan's back-to-back DNFs on her remaining

D STREET PREPARED

1. Steve O'Blenes Mazda RX8	CSCC 121.868	#194
2. Tamra Krystinik Mazda RX8	NEng 121.957	#199
3. David Colletti Mazda RX8	NwOh 122.488	#98
4. Joe Goeke Mazda RX8	Nwst 123.139	#94
6. Andrew Krystinik/NEng (#99 Mazda RX8); 7. Taylor Colletti/NwOh (#198 Mazda RX8); 8. Jonathan Griffith/KC (#184 Mazda RX8); 9. Aaron Breitbach/Iowa (#195 Mazda RX8); 10. April Turner/KC (#84 Mazda RX8); 11. Kanie Breitbach/Iowa (#95 Mazda RX8).		

D STREET PREPARED LADIES

No entries

E STREET PREPARED

1. Ben Edmiston BMW M2	StCt 127.563	#168
2. James Darden Camaro	Colo 127.746	#50
3. Robert Tunnell BMW M3	Colo 128.156	#198
4. Dan Sabol BMW M2	StCt 130.511	#68
5. Thomas Thompson/Hous (#113 Cadillac ATS-V); 6. Eric Prill/Kan (#98 BMW M3); 7. Brian Harmer/Kan (#150 Camaro); 8. Elliot Loo/Haii (#13 Cadillac ATS-V); 9. Ted Lewis/Ariz (#73 Mustang Mach I); 10. Dan Hawryliw/Phx (#173 Mustang Mach I).		

E STREET PREPARED LADIES

No entries



Jon Krolewicz

ESP ▼ #168
Ben Edmiston
 BMW M2



Luke Urso



Rupert Berrington

"The 'Lamborbunni' has had a few wins at the Solo Nationals, just none of them with Zimmer's name on it."

runs combined with Harbour's third-run time of 53.379, kept her 1.0sec in the lead going into day two.

Friday's longer East Course again separated Jordan and Harbour from the rest of the class. Jordan recaptured the lead after first runs and maintained it until Harbour's third-run 80.5. However, Jordan was the last driver of the class, and she likes knowing how far she is ahead or behind.

"If I know she's ahead that just means I have to try harder." And try harder she did. Knowing she was down more than half a second, Jordan dropped the class's fastest time, 78.794, to clear Harbour by 0.728 overall (133.195 combined time) and take home her 15th championship.

"This one was a real good one, she said." It now ties her for second on the women's most-championships list, makes her second longest between her first and last wins at 37 years (Anderson is number one at 39 years) and, with husband Jinx, they're tied at fifth for most family championships with 19.

F STREET PREPARED

Geoff Zimmer's golden Rabbit, the famed "Lamborbunni," has had a few wins at the Solo Nationals. Just none of them with Zimmer's name on it. Maybe this year?

F Street Prepared drew the

warmest heat, Heat 4, Thursday on the West Course and Zimmer had the hot hand in the first runs, leading with a 50.1. He was tailed closely by Danny Gross. Thirty-one years separate Zimmer's '77 VW and Gross's 2008 Mazda 3. Over the next two runs, it became apparent the two were on the limit, a tantalizing 49sec run just out of reach. Zimmer never improved, while Gross was able to shave a little to nip down to 50.075sec. But it wasn't just a two-horse race. Five drivers remained within 0.4sec of the lead and 11 were within a second.

The larger East Course loomed for day two. During the first and second runs, both Zimmer and Steve Mieritz, third place from Thursday, hit cones on competitive runs. So, Gross' early 76.8, then 76.7, extended his margin. He held a nice cushion on the timesheets going into third runs, but with his two closest competitors from day one only needing clean runs to vault back into contention, he was hoping to improve on his time. Alas, he'd be 0.2sec slower.

Mieritz was able to stay off the cones, but wasn't able to replicate his raw time from run one, ultimately slotting into third place. Zimmer, leaving the line 20-some seconds behind Gross, was thinking, "I don't work well under pressure. This sucks." Not knowing Gross's time, Zimmer crossed the line with FTD of 76.419. It was enough to win by 0.253sec (126.583 combined time) and claim the top spot.

"I'm an overnight success after 24 years," Zimmer said.

—Thomas Thompson

Rupert Berrington



Luke Urso

FSP ▲ #177
Geoffrey Zimmer
Volkswagen Rabbit

F SPL ▼ #177
Ginette Jordan
Volkswagen Rabbit



Luke Urso

F STREET PREPARED

1. Geoffrey Zimmer	Ccar	#177
Volkswagen Rabbit	126.583	
2. Danny Gross	CSCC	#172
Mazda 3	126.836	
3. Steve Mieritz	FtWn	#137
Honda CRX	127.429	
4. Gregory Anthony	Det	#7
Dodge Neon ACR	127.680	
5. Justin Barbry	NCar	#82
Ford Escort ZX2	127.870	
6. Matt Wolfe	Det	#72
Mazda 3	128.135	
7. Andrew Blasiman/NwOh	(#127 Volkswagen Rabbit GTI);	
8. Christian Patrick/CKy	(#16 Mazda Protege);	
9. Kevin Gu/Det	(#27 Volkswagen Rabbit GTI);	
10. Tim Oyer/Cill	(#182 Ford Escort ZX2);	
11. Jerry Sturgill/CCar	(#77 Volkswagen Rabbit);	
12. Justin Tilus/LOL	(#94 Honda Civic Si);	
13. Andrew Buck/CKy	(#113 Nissan 200SX);	
14. Jinx Jordan/NEng	(#191 Honda CRX);	
15. Matt Moore/CKy	(#116 Mazda Protege);	
16. Stacey DeSpelder/FtWn	(#37 Honda CRX);	
17. Zach Dailey/CKy	(#13 Nissan 200SX);	
18. George Schweikle/CKy	(#61 Alfa Romeo Spider);	
19. Fred White/NEng	(#91 Honda CRX).	

F STREET PREPARED LADIES

1. Ginette Jordan	NEng	#177
Volkswagen Rabbit	133.195	
2. Laura Harbour	CKy	#82
Toyota Celica	133.923	
3. Kathy Barnes/NEng	(#77 Volkswagen Rabbit);	
4. Dee Schweikle/CKy	(#161 Alfa Romeo Spider);	
5. Susan Anderson/Sill	(#61 Alfa Romeo Spider).	

Rupert Berrington





Philip Royle



Rupert Berrington

STREET MODIFIED CLASSES

SUPER STREET MODIFIED

Three-time past champion Randall Wilcox owned SSM this year, but not without a spot of drama. Both days he put down a first-run time that dominated the scoreboard in the Eric Anderson Miata.

The nine-driver class ran Tuesday-Wednesday in Heat 4. The West Course saw Wilcox lay down an opening 47.840 to lead the class by a little more than 0.7sec, but also finishing with the idler pulley seizing and leaving a trail of smoke on the course.

The entry list originally showed Anderson in SSM while Wilcox was to run the last two days in X Prepared. A decision was made to swap the order, returning Wilcox to the class he had run in 2017 for his first championship.

Anderson and Wilcox were able to fix the car quickly and were ready for the long and twisty East Course. Once again Wilcox's first run was his fastest with a 72.066 which led to a combined time of 119.906 for a 2.184-second margin of victory. —Chris Kunkel

STREET MODIFIED

Street Mod kicked off Tuesday's high noon runs in the midday Heat 3. Tim White and Dallas Cutler set the first-run benchmark on the West Course, both posting sub-49sec runs. But by the end of the heat, it was White's co-driver Mike Casino atop the 17-car class, his 48.411 on his second run holding a 0.228-second margin over Cutler with White in third. The East Course, 25 seconds longer, was yet to come.

Some of the Street Mod cars ended up running in multiple classes during the 2022 Nationals, such as White's Impreza also going in SSM and SML. Additional runs on these high-horsepower cars leads to additional strain, and it became especially apparent to Jay Bullington. His Audi S4 ran in an earlier heat Tuesday morning as a backup car for an XA competitor. Bullington's right rear axle snapped on his first run Tuesday, leading to a heroic in-grid replacement. It cost him a

SUPER STREET MODIFIED

1. Randall Wilcox	SCar	#196
Mazda Miata	119.906	
2. Todd Kean	NEng	#165
Subaru Impreza 2.5 RS	122.090	
3. Bill Rogerson	NwOh	#56
Subaru Impreza	122.765	
4. Andrew McGibbon/RioG (#96 Mazda Miata); 5. Alek Tziortzis/Chi (#91 Corvette Z06); 6. Charles Mathews/Chi (#45 Corvette); 7. Ben Bulthuis/Bucc (#65 Subaru Impreza 2.5 RS); 8. James Lockard/Neb (#94 Mazda RX7); 9. Justin Peachey/Susq (#145 Corvette).		

SUPER STREET MODIFIED LADIES

No entries



Luke Urso

SSM ▲ #196
Randall Wilcox
Mazda Miata

GENERATIONS

The cars at the Solo Nationals –competition and otherwise – celebrate the more modern machinery, as well as their ancestors.

"The Audi ended up being driven in anger by eight different drivers throughout the event."

run, but Bullington and some helpers managed to complete the swap in less than 15 minutes, in time to take his third run. The Audi ended up being driven in anger by eight different drivers throughout the event, several who'd never set foot in the car before. Unfortunately, all that led to a Wednesday DNS for the owner.

Continuing the battle for the championship on Wednesday, White again took the early lead with a 73.6, but Cutler's final-run 72.255 blistered the East Course. He ended up at 120.894 for his second championship. Casino, White and Tom Berry all posted 73s to take the next four places.

Battling mechanical issues with his Mazda RX-8 all-season, John Vitamvas' woes continued at Nationals. Seeing this, and having already completed his runs, Cutler offered his Mitsubishi Evo to Vitamvas for his final run. The result was a blazing 72.6, second-fastest raw time. Even with a late cone, it was good for the final trophy spot with a crowd of spectators applauding the result and perseverance.

STREET MODIFIED LADIES

Street Modified Ladies saw a fun family battle between Lisa Berry and daughter Christine Grice co-driving the Berry Family Mitsubishi Evo. The Berry family owns 19 championships, but Lisa has only one of those (Christine has seven). The sun was

dropping in the west as the fifth heat began on the West Course.

This year would be mama's turn. As things shook out Tuesday, it was Lisa starting off with 50.514, leading by 0.3sec over Christine. Wednesday on the much longer East Course, Lisa posted 75.992 and increased her winning margin to 1.392sec, sealing her second championship at 126.506sec. — **Kelsey Karanges**

STREET MODIFIED FWD

Craig Wilcox won his eighth championship, third straight in Street Modified FWD, and his third straight running one-two with co-driver, Joe Silva in their Honda Civic. While that might sound business-as-usual, Wilcox's 2022 title came at the end of a long month leading up to Nationals. "At the MiDiv (Championship Series Event) here at the end of July, the motor blew," he said. "We got it all back together the Monday before the ProSolo Finale. Then in the Finale, the transmission popped out of second on its own and went to first, and then it broke." While Silva's SMF Mini Cooper was on hand as a back-up plan, Wilcox



Rupert Berrington

Rupert Berrington



Luke Urso

SML ▼ #72

Lisa Berry
Mitsubishi Evo IX RS



Luke Urso

SM ▼ #52
Dallas Cutler
Mitsubishi Evo IX

STREET MODIFIED

1. Dallas Cutler	Ore	#52
Mitsubishi Evo IX	120.894	
2. Mike Casino	CCar	#65
Subaru Impreza	121.649	
3. Tim White	CCar	#165
Subaru Impreza	122.387	
4. Tom Berry	CSCC	#172
Mitsubishi Evo IX RS	122.547	
5. John Vitamvas	WDC	#152
Mazda RX8	124.021	
6. Simon Gagnon/NY (#31 Subaru STi);		
7. Mike Aversa/WNY (#1 Subaru Impreza		
2.5 RS); 8. Tyler Faucett/Colo (#194 BMW		
328i); 9. Marshall Grice/CSCC (#72		
Mitsubishi Evo IX RS); 10. Kyle Gottschalk/		
CKy (#197 Mitsubishi Eclipse); 11. Drew		
Hackett/Iowa (#93 Subaru Impreza WRX		
STi); 12. Jade Wiegel/Iowa (#193 Subaru		
Impreza WRX STi); 13. Mike Faucett/Colo		
(#94 BMW 328i); 14. Brad Jensen/Colo		
(#89 BMW 325Ci); 15. Dawson Adams/		
CKy (#97 Eagle Talon); 16. Peter Florance/		
ODom (#59 Mazda RX8); 17. Jay		
Bullington/Milw (#96 Audi S4).		

STREET MODIFIED LADIES

1. Lisa Berry	CSCC	#72
Mitsubishi Evo IX RS	126.506	
2. Christine Grice	CSCC	#172
Mitsubishi Evo IX RS	127.898	
3. Jojo Corrales-Kean/NEng (#65 Subaru		
Impreza); 4. Laura Johnson/Bucc (#77		
Volkswagen Rabbit).		

**MEMORIES**

The stickers on this well-used helmet tell some stories, as do the tires it's sitting on.



Rupert Berrington

was not ready to give up on his Honda. He drove back to Kansas City to retrieve his spare transmission. It was put in the car, but the problems weren't over. He couldn't find the linkage for the shift cables, so he zip-tied the car into second gear, and it didn't have neutral. But it was running and driving. "We figured if we got one run out of it, all the effort was worth it," he said, offering thanks to Dan Costello and Brian Meyer for their help. Even with these difficulties, Wilcox and Silva were dominant in the nine-car SMF field. They were the only drivers to start with 49-second runs to open Thursday's third heat on the West Course, though Silva's was dirty. Silva posted two more 49s, both clean, while Wilcox improved to a 48.628. Nobody else broke 50. Nick Bradenbaugh was 1.4sec behind Silva in third. On the East course for Friday, both opened with 75s, Wilcox low and

"We figured if we got one run out of it, all the effort was worth it."

CRAIG WILCOX

Silva high. Both Wilcox and Silva were dirty on second runs. On his final pass Wilcox finished at 74.826 while Silva completed his string of 75s. Only Bradenbaugh was able to even make a clean 76. Wilcox's 123.454 was 1.370sec ahead of Silva with Bradenbaugh another 2.4sec back.

"Joe and I walked the courses and put a plan in place, and it just worked out," Wilcox said. "We drove the lines we thought were good, and after each run we made little adjustments based on what the car was doing on course. "Joe and I have gone first and second for the third year in a row," he continued. "That's our goal. We don't really care who wins, as long as we go one-two again." —Alan Claffie

STREET MODIFIED FWD

1. Craig Wilcox	KC	#98
Honda Civic	123.454	
2. Joe Silva	Sal	#198
Honda Civic	124.824	
3. Nick Bradenbaugh	Susq	#156
Honda CRX	127.306	
4. Joel Hall/Tex (#43 Honda CRX); 5. Jesse Stahlman/Susq (#56 Honda CRX); 6. Ryan Unks/LnSt (#101 Honda Civic Type R); 7. Andrew Hille/NwOh (#113 Honda CRZ); 8. Adeeb Rabie/Hous (#1 Honda Civic Type R); 9. Rob Wilson/NwOh (#13 Honda CRZ).		



Luke Urso

SMF ▲ #98
Craig Wilcox
Honda Civic

STREET MODIFIED FWD LADIES

No Entries

FROM DAY ONE TO TEAM CHAMPIONSHIP IN 950 DAYS

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AWARD WINNING

2022 Team of the Year

1st Pole Position Sweep

1st Back to Back Winner Sweep at Road America

1st Season with Two 1 & 2 Finishes

2021 Selin Rollan Overall 3rd Place

2021 Overall 2nd Team Entry

2020 VP Fuels Clean Image Award

ANDREW CARBONELL

World class driver coach, Andrew Carbonell, is a bilingual (English and Spanish) Mazda Shootout Judge and is one of only two Flis Performance Test Drivers. Carbonell is a major factor for Hixon Motor Sports' success and race car setup as he coaches the team's roster before and during the Idemitsu Mazda MX-5 Cup presented by BFGoodrich events.



TEAM

We are family! We are Fun! We welcome everyone!

Carpe Somnium (Seize the Dream)

Our motto:

"We don't rest when tired; we rest when done!"

Hixon Motor Sports 2022 Banquet Stage Sweep:

- 1) Rookie of the Year (Connor Zilisch) \$80,000 Mazda Scholarship
- 2) Mechanic of the Year (Jack Schumacher on Selin's car)
- 3) Move of the Year (Selin Rollan)
- 4) Team of the Year
- 5) Spirit of Mazda Award (Bryan Hixon and mom, Karen Hixon)
- 6) Overall 2nd Place (Connor Zilisch) \$85,000 cash
- 7) Overall 4th Place (Selin Rollan) \$20,000 cash



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PREPARED CLASSES

1280 SECS OR SO

The sea of cones looks a little less intimidating all stacked up.

X PREPARED

XP started on the corn side Thursday in Heat 2. By the time the chalk dust had settled, Dave Montgomery and Andy McKee had separated themselves from the rest of the field.

Montgomery's 1972 Porsche 914 was the oldest car in the class, but also quickest on the shorter course with a time of 46.875 on his second run. McKee's 1993 Mazda RX-7, less than a tenth behind, was the newest XP weapon, not counting Jere Haigh's 2015 Ultima GTR. The British supercar was deemed not to be a production vehicle, not listed among approved kit cars for XP, but it was allowed to run for comparison. Haigh's co-driver, Geoffrey Wolpert, ran podium-level times.

**"Look what I am driving!
Of course I am having
a good time!"**

DEANA KELLEY

Montgomery said Thursday "was a good first day for us and the car felt good! Struggled with the right [turn] at the start. There were not a lot of places to attack the course. It is really a patience course." McKee had made some changes after running the practice course that he had to undo once on the west side layout.

The much longer plane side course gave McKee a tough time on his first run when he picked up three cones. Montgomery found his footing early, putting in two times

within a tenth of each other on runs one and two. McKee followed on his second run to join Montgomery in the 71sec bracket. Ken Houseal, three seconds behind from the first day, joined the bracket slotting in between the two leaders.

Montgomery, who had no co-driver, set the fastest XP time yet at 70.9 on his final run. McKee was a second driver with opportunity to respond. He did so by dropping 1.2sec to 69.924 and a combined time of 116.895. He won his 11th championship by 0.903sec.

McKee acknowledged the pressure from Montgomery, saying, "It was kind of gravy dropping that much time!" Montgomery is already looking to the next step with the



Philip Royle

said Kelley, buzzing with energy after her third run. Friday was more of the same as she toured the long layout on three clean laps, finishing at 75.818 for a final time of 127.440 and her second jacket.

"It feels great to get a championship in this car," she said. "I just want to thank Eric Anderson for all of the work that gets put in for it to pay off."

Friday was also more of the not-so-good same for Lewis and Dorsey. Lewis coned her best two runs, leaving her 4.908sec behind. Dorsey also poked a pylon on her quickest pass. —Chris Dunn

C PREPARED

Competitors call it "The Heavy Metal Class," its emblem a T-Rex with V8 power and fat tires for back legs. But on Wednesday morning the C Prepared podium saw the tube-frame, turbo-4 1982 Mustang named "Outlaw," out of the Mod Squad Garage, atop the podium a second straight year for Robert Lewis and Tommy Pulliam, with Mike Maier's 1965 Shelby GT350 in third.



Rupert Berrington

Porsche, saying there is more to gain with chassis tuning and he is excited to get a sequential gearbox for it.

X PREPARED LADIES

Two NB Miatas and an even older Fox body Mustang comprised XPL in Heat 3. Deana Kelley in her supercharged 1996 Miata tried to get a little too much out of it, leading off Thursday with two DNFs before two reruns settled her down to get a day's best time of 51.622. Tracy Lewis in the Mustang was quicker at 51.2 but with a cone. Three cones on her next shot and a DNF to finish left her 1.6sec behind. Likewise, Melanie Dorsey had to accept a 53.9 after a four-cone final run.

"Look what I am driving! Of course I am having a good time!"

Rupert Berrington



XP ▼ #141
Andy McKee
Mazda RX7



Luke Urso

XPL ▼ #96
Deana Kelley
Mazda Miata



Luke Urso

X PREPARED

1. Andy McKee	SanF	#141
Mazda RX7	116.895	
2. Dave Montgomery	Cinc	#94
Porsche 914/6	117.798	
3. Ken Houseal	Phil	#196
Mazda Miata	121.237	
4. Teresa Neidel-McKee	SanF	#41
Mazda RX7	121.689	
5. Christopher Dorsey	Colo	#76
Mazda Miata	122.283	
6. Eric Anderson/ETnn (#96 Mazda Miata); 7. Michael Hoyt/Neb (#128 Mazda Miata); 8. Jake Obniski/SanF (#25 Mazda RX8); 9. Tom Holt/LnSt (#199 Datsun 280Z); 10. Tom Exley/SanF (#125 Mazda RX8); 11. Nick Gruendler/LnSt (#184 Mazda Miata); 12. Jeff Minor/Hous (#99 Datsun 280Z); 13. Kent Hoyt/Neb (#28 Mazda Miata); 14. George Hammond/LnSt (#84 Mazda Miata); 15. Chuck Tate/SagV (#18 Mustang); 16. Jere Haigh/Susq (#42 Ultima GTR); 17. Geoffrey Wolpert/Susq (#142 Ultima GTR).		

X PREPARED LADIES

1. Deana Kelley	ArzB	#96
Mazda Miata	127.440	
2. Tracy Lewis/RdHl (#65 Mustang); 3. Melanie Dorsey/Colo (#76 Mazda Miata).		

KEEPING WATCH

Competitors and supporters keep an eye on the competition from grid.



Rupert Berrington

C PREPARED

1. Robert Lewis Mustang	RdHl	#165
2. Tommy Pulliam Mustang	Atl	#65
3. Michael Maier Shelby GT350	SanF	#136
4. Todd Farris Ford Thunderbird	Hous	#23
5. Ethan Bradbury Ford Thunderbird	NwOh	#123
6. Darrel Padberg Mustang	RdHl	#79
7. Derek Latshaw Mustang GT	Susq	#184
8. Kyle Chipps Mustang	SagV	#18

9. Chris Miller/DMV (#43 Mustang); 10. Dennis Latshaw/Susq (#84 Mustang GT); 11. Johnathon Stewart/SanF (#36 Shelby GT350); 12. Michael Moran/Phil (#81 Camaro); 13. John Bradbury/NwOh (#124 Mustang); 14. Paul Przyborski/WDC (#181 Camaro); 15. Donna Bartling/Hous (#90 Mustang GT); 16. Anthony Espinosa/Hous (#190 Mustang GT); 17. Sam Vassallo/WDC (#47 Mustang GT); 18. Travis Durant/Neb (#29 Camaro); 19. Bob Ely/ConD (#27 Mustang); 20. Albert Hermans/KC (#134 Pontiac Trans-Am MSE); 21. Elizabeth Whitworth/Neb (#39 Mustang); 22. Art Martinez/Wich (#34 Pontiac Trans-Am MSE); 23. Rick Ruth/Chi (#179 Mustang); 24. Dave Zitzlsperger/Neb (#129 Camaro); 25. Bill Rankin/NwOh (#24 Mustang); 26. Sean Tate/SagV (#118 Mustang); 27. Charlie Clark/KC (#6 Corvair); 28. Dick Berger/KC (#99 Corvair); 29. Charles Berger/KC (#16 Corvair).

C PREPARED LADIES

No Entries



Jon Krolewicz

CP ▲ #165
Robert Lewis
Mustang

CP was in a group that got to kick off the 49th Nationals, Heat 1 on the East Course. Maier and his GT350, which has been appearing since 1979 under numerous championship-winning drivers, came out swinging as the only car in the 72s after first runs. Maier could only marginally improve it on his final run after both Outlaw drivers topped it on their second runs – Pulliam slipping in a quicker 72.5, then Lewis dropping a flyer with a 71.732.

Despite the time he'd put down, Lewis described feeling somewhat "tentative" before his second run, referring to an ABS module that was giving Pulliam trouble during his lap. A quick repair was successful and the ABS gave no more trouble during the week.

The trend continued on the West Course. Maier's opening run ended up his fastest with a 47.9. Pulliam was able to drop significant time on each tour, with his final run a quicker 47.9. But then, again, it was Lewis setting the fastest time with a final run of 47.592, solidifying his National Championship with a combined time of 119.324, a 1.160-second margin of victory over co-driver Pulliam.

It's Lewis' first, at last, reversing the 2021 finish. "After 16 years of trying, it feels amazing. Just absolutely amazing," he said. As for the future of "Outlaw," Lewis mentioned the car might ditch its current powerplant for something more CP-conventional – a ground-pounding V8. Only time will tell if "Outlaw 2.0" can continue the duo's streak of one-two finishes. — Chip Manuel

D PREPARED LADIES

The Toyota Starlet is a rare little car. Although the popular "microcar" model was made for a quarter-century in Japan it was only imported to the U.S. for four years, 1981-'84. Only one copy has ever shown up at Nationals, first appearing in 2013, a 1982 model out of Dwayne Komush's shop in northern California with various drivers taking its wheel.

This year it put two competitors on the top step of the podium.

In D Prepared Ladies, running Heat 1, it was Komush's daughter, Deanne Caraballo, who won the two-car class over Becky Rash's Miata. Caraballo is no stranger to the car, having scored five of her now-six wins in it. Tuesday, she ran 75.736 on the East Course. Wednesday it was 49.230 on the West, total time of 124.966 for a 15.955-second non-championship win.

D PREPARED

The new shoe in the Starlet a year ago was John Thomas, who since his 17th championship in 2010 has only returned three times, placing second each time.

D Prepared was a tale of two car-driver pairings familiar to the class, the same one-two from last year: two-time champ Todd Roberts in Steve Hudson's Miata, and Thomas sharing the Starlet with Howard Wolf.

Tuesday, Heat 4, East Course, first runs, Thomas set the pace with a 72.0 first run. Roberts coned a 72.2. Never mind. Wouldn't matter. On his second run he popped a 71.867. Thomas coned a 71.7. It did matter. Roberts had a lead of 0.191 as DP moved west.



Philip Royle

"I would put this in the the top three championships of my career."

JOHN THOMAS

The West Course layout on Wednesday seemed to favor the Starlet over the Miata, with Thomas running 47s all three runs while Roberts' line was a trio of mid-48s. Thomas' second run was his quickest, 47.028. He coned his third. Didn't matter. It was slower anyway.

Thomas might have been fueled by missing the championship in 2021 by a mere 0.010sec. Or perhaps it was the 4 a.m. wake-up call on Thursday to address battery issues in the Starlet. Either way, Thomas had a two-day time of 119.086, and his 18th National Championship (first in DP) by 1.110sec.

"This one is special, really special. I would put this in the top three championships of my career," said Thomas. "I just stuck to my game plan and focused on minimizing mistakes," he added, quick to praise the Komush Starlet as an "amazing" car. —**Chip Manuel**

E PREPARED

E Prepared, while including a lengthy list of car options in the Solo Rules, has been routinely dominated

over the years by Honda products. This year was no exception, every driver was in a Civic. Four cars, seven drivers. Last car out would be 2019-'21 champion Patrick Washburn, looking for three in a row.

EP started on the West Course during Heat 4 on Thursday, the final heat of the day. After first runs, Washburn found himself in a familiar spot: first in class at 47.9. Chris Raglin was close at 48.2 but would never do better. Washburn would find additional time on run two, ending the day with a 47.638. His co-driver, Chris DeLay, would be third-quick at 48.7

Next day on the East course, Washburn couldn't be stopped. His second run was a scorching 71.986. DeLay's 73.8 was good for the second spot, 3.050sec back, while Raglin rounded out the podium. With the dominating performance over both days, Washburn claimed not only an EP threepeat, but took home top overall index for the entire event.

"We just built the car a couple years ago, so I'm just feeling more at home now and I'm just in love with it," Washburn said. "Coming in, I'm like, 'Okay, you know like, we have a chance.'" If everything goes to plan, he will return in 2023 in the same car for EP, with a chance. —**Colton Hobaugh**

F PREPARED

Alex Thomas Jones designed this East Course. His F Prepared class would be among the first to challenge it Tuesday morning. So what does he do first run? Hits a pylon.

On cold slicks in the morning,



Rupert Barrington



Jon Krolewicz

DP ▲ #152
John Thomas
Toyota Starlet

D PREPARED

1. John Thomas	Miss	#152
Toyota Starlet	119.086	
2. Todd Roberts	LnSt	#182
Mazda Miata	120.196	
3. Oliver Licul	CFla	#195
Mazda MX5	123.316	
4. Dan Pedroza	LnSt	#94
Mazda MX5	123.773	
5. Jeff Warden	LnSt	#199
Mazda Miata	124.367	
6. Andy Pfothenhauer/NwOh (#108 Mazda Miata); 7. Martin Henry/NeOk (#39 Mazda Miata); 8. Max Nucci/CFla (#95 Mazda MX5); 9. Paul Ryan/LnSt (#99 Mazda Miata); 10. Jeff Vineyard/LnSt (#196 Mazda Miata); 11. Ward Marshall/LnSt (#198 Mazda Miata); 12. Howard Wolf/SanF (#52 Toyota Starlet); 13. Richard Windberg/LnSt (#98 Mazda Miata); 14. Nicholas Deneault/NwOh (#8 Mazda Miata); 15. Ron Baker/Reno (#93 Mazda Miata); 16. Terrence Ussery/LnSt (#96 Mazda Miata); 17. Steve Hudson/LnSt (#82 Mazda Miata).		

D PREPARED LADIES

1. Deanne Caraballo	SanF	#52
Toyota Starlet	124.966	
6. Becky Rash/CFla (#95 Mazda MX5).		

DPL ▼ #52
Deanne Caraballo
Toyota Starlet



Jon Krolewicz



Rupert Barrington

EP ▼ #198

Patrick Washburn
Honda Civic



Rupert Berrington



Philip Royle

E PREPARED

1. Patrick Washburn	Milw	#198
Honda Civic	119.624	
2. Chris DeLay	KC	#98
Honda Civic	122.674	
3. Chris Raglin	Atl	#191
Honda Civic	122.895	
4. Ben Raglin/Atl (#91 Honda Civic); 5. Robert Christmas/NwOh (#39 Honda Civic Si); 6. Blake McIntyre/KC (#139 Honda Civic Si); 7. Jacob Orlowski/KC (#122 Honda Civic).		

E PREPARED LADIES

No entries

F PREPARED

1. Alex Jones	NwOh	#192
Pontiac Solstice GXP	118.064	
2. Wes Hughson	RdHl	#67
Honda S2000	118.348	
3. Jesse Waymire	Wire	#167
Honda S2000	119.607	
4. Caius Boboescu	SagV	#119
BMW Z3	120.335	
5. Sam Henry	OzMt	#137
Mazdaspeed Miata	122.202	
6. Adam Norton/Ky (#94 Mazdaspeed Miata); 7. Michael Tews/Milw (#47 Datsun 240Z); 8. Matt Butz/NwOh (#32 Nissan 370Z Nismo); 9. Matt Longpine/OzMt (#37 Mazdaspeed Miata); 10. Charina Jones/NwOh (#92 Pontiac Solstice GXP); 11. Jackie Boboescu/SagV (#19 BMW Z3); 12. Lee Piccione/WDC (#81 BMW M3); 13. Larry Kurtz/NwOh (#132 Nissan 370Z Nismo); 14. Tony Giordano/KC (#60 Datsun Z).		

F PREPARED LADIES

No entries



Lise Uiso

FP ▼ #192

Alex Jones
Pontiac Solstice GXP



Jon Krolewicz

cleaning up a new course presents some traction challenges for drivers in a Prepared class, at least for the first run. The defending champ and sole National Championship jacket owner in the class, Wes Hughson, led the way with a clean 74.1, but fully half the 14-car class collected cones or DNF'd on their first time through the east/west swings.

Hughson's co-driver Jesse Waymire, going out with second drivers, used his warmer tires to show that it was going to take something faster than a 74 to win the class, crossing in the team S2000 with a pylon-marred 72.2. Jones's dirty run was also a 72.



Rupert Berrington

"Gone are the stock turbos. A switch to E85 and the addition of a wing were nice performance upgrades."

Second tries saw Hughson with a nice 71.8 and Waymire turned another at 72.2, this time clean. Then Jones, last car on the FP grid, swept in with a 71.1. The standings for the top of the class would not change again.

Third runs had every single driver in the class posting their best run of the day. Jones finished with a 70.839, Hughson dopped to a 71.4 and Waymire posted his third 72.2.

On the shorter West Course, Jones could not improve his first-run 47.2, but it would hold up for the win at 118.064sec. Hughson had FTD at 46.877 on his final run, but it was 0.284sec too slow to catch Jones. This was a year of major changes on the Jones Solstice. Gone are the stock turbos that were good for an event or two. A switch to E85 and the addition of a wing were nice performance upgrades. —Paul Brown

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MODIFIED CLASSES

A MODIFIED

Fifteen A Mods! Wow! Last time we saw a double-digit entry in this (usually) top class was 2011 when 13 showed up. It's the biggest A Mod field since 2002, the last year Formula SAE was part of the class.

A Modified typically brings some of the fastest Solo cars in North America, including both heavily tweaked formula cars from established constructors and built-from-scratch creations from imaginative shade-tree engineers, many festooned with massive aero. But this year the field was swelled by some surprising machines. A pink MGB. An electric Formula Mazda. A Doof Wagon "F-in-AM" wheeled by its two-time FML champ. A creation out of the University of Texas-Arlington's FSAE shop.

They would open the Thursday/

Friday competition, Heat 1, on the East Course. As might be expected, day one on the long course brought a few mechanical issues as these modified cars bounced their way through the giant sweepers.

The UTA team, long a dominant factor in the FSAE class, decided to try their hand last year at building something for the top class, prosaically designated a "2021 UTA A-Mod." Then they brought in their four-time FSAE winner Erick Kohler to drive it. He did not disappoint. Nor did his co-driver, Philip Pickard.

Pickard's 68.8 opening run was the only sub-70 of the first round, but in the second runs the rest of the top five, who would end up owning all the trophies, joined him. Kohler set FTD at 64.960 while Pickard hammered

ELECTRIFIED A MOD



Philip Royle

While electric cars at the Solo Nationals are nothing new, an electrified A Modified car is. Dave and Broch Evans, father and son, came up with the idea, and put a Leaf motor into a Star Formula Mazda chassis, using every bit of available space for batteries, motor and controllers.

Broch and Jon Krolewicz drove the car, reportedly good for 100mph without shifting. While they were a long way from the trophies – no surprise going up against the purpose-built, giant-winged specials that populate the A Mod class – the car acquitted itself well and completed its runs



Philip Royle

THIS WAY

Signs directing competitors to their first steps of the week signal that it's time to get the Tire Rack Solo National Championships started!

The top three standings never changed. Kohler set fast time on run one at 42.853. Pickard's final-run 43.5 was second-quick and Quinonez held third at 44.7. Blando outran her teammate on the day with a 44.3 finish, enough to slip past Clements for fourth place.

The collegiate creation went one-two. Kohler won the class with a combined time of 107.813, which was 1.7sec ahead of Pickard. After his first-run flyer, Kohler said, the wind picked up causing him to lose grip against the large wing on the car for the last two runs when he got a DNF and a plus-one. Despite never driving UTA's A-Mod before he credited the win to how comfortable and easy it was to drive. —Lisa Berry

B MODIFIED LADIES

Rookie Melissa Ghadially was the sole entrant in BML, sharing the Phantom F5 her Canadian neighbors Alex and Dave Crowder would drive in AM later in the week.

"Oh God, what am I doing?" she queried. "I just started. I don't know much about anything, but this is a huge event, so fun, everybody has been so nice. It feels like a pilgrimage to autocross Mecca."

She just began competing in Solo earlier in the year and found herself running an extremely fast car at the biggest Solo competition in the world. During her first runs on the East Course the large rear tires of the Phantom sucked up a couple of cones but she got a clean 82.435 on her final run. Wednesday began with two DNFs, so she rolled things back a bit for a final 55.931, total 138.366, for the win.

three cones. Jonathan Clements got his CRC A-21A Arista through in 67.8. Ricardo Quinonez and Eileen Blando, sharing a Shark Stealth, bracketed Pickard with a 68.1 and a 69.2.

Friday's competition brought another day of breakages with Clements' massive wing falling off the car only 100 feet from the West Course finish. His family brought out their C Mod Van Diemen so he could finish his second and third runs. It would be enough to hang onto fifth place.

Andrea Wolfe, the past FML champion, watched the entire front tire and wheel of the Doof Wagon bounce away on the far sweeper after the hub completely shattered. The Doof Wagon crew had it quickly repaired. Wolfe and co-driver Kristina Clark never missed a run.

B MODIFIED

If outrunning just two drivers to win another championship was in any way a disappointing challenge, don't tell Matt Ellam. He outran 1,100 drivers!

What the rest of the Solo world didn't know about Ellam's 2022 Nationals was that the engine in the Omnifab Cheetah had let go right

Rupert Berrington



A MODIFIED			
1. Erick Kohler	Tex	#121	
UTA A-Mod	107.813		
2. Philip Pickard	LnSt	#21	
UTA A-Mod	109.573		
3. Ricardo Quinonez	SanF	#81	
Shark Stealth	111.807		
4. Eileen Blando	SanF	#181	
Shark Stealth	113.611		
5. Jonathan Clements	SWVa	#19	
CRC A-21A Arista	114.405		
6. D. Alex Crowder/Phx (#147 Phantom F5);			
7. Andrea Wolfe/Sill (#188 DoofWagon			
F-in-AM); 8. Timothy Brueske/Neb (#53			
Suzuki Buster); 9. Mark Sawatsky/Neb (#99			
MBB); 10. K. Dave Crowder/Phx (#47 Phantom			
F5); 11. Jon Krolewicz/SCar (#123 Star Formula			
Mazda); 12. Broch Evans/LnSt (#23 Star			
Formula Mazda); 13. Daniel Cummings/Cill			
(#36 Subaru LMP360); 14. Kristina Clark/Colo			
(#88 DoofWagon F-in-AM); 15. William			
Goodale/NEng (#38 Dragon F1).			
A MODIFIED LADIES			
No entries			

Philip Royle



AM ▲ #121
Erick Kohler
UTA A-Mod

BM ▼ #38

Matthew Ellam
Omnifab Cheetah



Rupert Berrington

before he was about to tow out from Minden, Nev, to Lincoln, Neb.

"I lost a cylinder a week ago," he said. He found an eBay motor which claimed to have only 2,000 miles on it and, of course, "runs great!" When the Suzuki GXSR 1,000 engine arrived, he realized it smoked, leaked and had a bad clutch. He paid twice the amount for shipping to get a new clutch overnighted to the event.

By Tuesday's fifth heat he had everything together and went out to run the fastest times of the event – 64.733 on the East Course and 41.995 on the West, total 106.728. It was his fifth championship, his fourth in a row; his third Small Fortune Racing FTD award and second in a row. Jason Swindle was 2.651sec behind, still faster than everyone but Ellam and the A Mod winner.

"When I was a kid, my dad used to travel all around with my kart in the back of a Suburban taking me to races," Ellam said. "I would ride in the seat of the kart in the back of the Suburban!" —**Rob Krider**

C MODIFIED

Ben Martinez found himself a victim of maddening consistency.

"I know, right? That's very strange to me, you go up and do a perfect time on your first run. Usually you'll make a mistake and you'll improve six or seven tenths."

On paper it would appear Martinez had an easy Nationals en route to his fourth championship. FTD both days. Tuesday on the plane side he posted three runs separated by 0.205sec, second run the quickest at 69.921. Wednesday alongside the corn his

spread was 0.318sec, finishing at 46.159. He'd end up at 116.080sec, 2.211sec clear of Eric Clements in second. From Clements, past Reid Shanabrook and Chris Pruett to Martinez's co-driver Jaime Mendoza – first out of the trophies – it was only another 1.4sec.

"Even though I had a lead of 1.4sec (on the first day), you never know. All you gotta do is hit a cone. So I was worried right up to my last run. You hit a cone, it's over."

But the courses, especially the long one on the east side, were right to Martinez's liking. He sees them all the time at San Francisco Region events.

"I like those kinds of courses. We have those long sweeping turns at Crows Landing here locally. We usually have 69- to 85-second courses."

In a class of 10 drivers in Formula F cars and two in Solo Vees, Martinez and Mendoza were wheeling the oldest example on the grid, a 1984 Van Diemen.

"I've had the car eight years. I love that car," Martinez said. "I can't get over how easy it is to work on. Me and that car become one." —**Rocky Entriiken**

D MODIFIED

Reigning DM National Champion Jeremy Ellerby simply disappeared from the rest of the class.

Day one, East Course, Heat 3, he pounded out three 69sec runs, working down to 69.213. Nobody else beat 71. Day two, West Course, he coned two runs that would still have been winners, but posted a clean 46.575. The next two guys had high 47s. Ellerby's final time was 115.788.

Bryan Packingham was

B MODIFIED

1. Matthew Ellam SanF #38
Omnifab Cheetah 106.728
2. Jason Swindle/CSCC (#95 Unbalanced Lynx); 3. Tom Ellam/SanF (#138 Omnifab Cheetah).

B MODIFIED LADIES

1. Melissa Ghadially Phx #47
KBS Mk. VII 138.366

Philip Reyle

**BML ▼ #47**

Melissa Ghadially
KBS Mk. VII

Jon Kotlewicz



Rupert Berrington

Philip Royle



PIT VEHICLES

Golf carts not only provide a handy way to get around Lincoln Airpark, but a little shade while watching as well.

3.584sec behind, but still a tenth ahead of Ellerby's father Jeff, who completed the podium.

D MODIFIED LADIES

Carrie Goetz was originally slated to drive a Lotus Elan, but it broke before she ever got her hands on it, so she ended up sharing the Jeep Chris Kunkel brought for himself and Briget Sawatsky. Kunkel, who missed a trophy by one place in the morning competition, declared the car to be a 1949 Willys-Overland CJ3, but on the DML list it was just called a 1956 Jeep Race Car.

Hey, the only thing "Jeep" about this car is its WWII-style grille on a Lotus-clone chassis. They can call it whatever they want; thank you Uncle Kunkel for the ride.

The East Course in Heat 3 was not kind to the ladies in the Jeep. All three runs dirty with one DNF each for both of them. Meanwhile Leah Julich calmly navigated the long layout to a best of 74.547. Sawatsky's best was actually a half-sec quicker, but that pylon!

Sawatsky briefly captured the lead after first runs on the West Course, where she ran fast time of 48.585. But

her second run was plus-two and her third another DNF. That allowed Julich to reclaim her lead with a 49.4sec run, good for a combined 124.042sec and a second straight DML championship by 0.600sec. —Maia Kirk

E MODIFIED LADIES

With Thursday morning's temperatures on the East Course in the mid 70s, the Kiesel family made the call for the high heat compound Goodyears. To win this year, 12-time EML champ Shawn would have to do it the hard way, giving daughter Kaila a slight advantage as the second driver and also opting for a car setup to Kaila's liking:

"I like to drive it how my dad likes it, we're both smooth and we both like the Goodyears," she said. Despite her youth, she spoke with the knowledge and confidence of a seasoned racer.

The difference was unexpectedly stark, with Shawn looking tentative contrasting with Kaila's smooth, decisive inputs. Kaila's second run of 71.125 would win the day, leaving Shawn 1.3sec behind.

"This is ... new," remarked Kaila. "I haven't really had this much of a lead day one, so I hope day two is this good."

Rupert Berrington



C MODIFIED

1. Ben Martinez Van Diemen RF84	SanF 116.080	#160
2. Eric Clements Van Diemen RF94	SWVa 118.291	#194
3. Reid Shanabrook Van Diemen RF98	NEng 119.044	#115
4. Chris Pruett Swift DB1	SagV 119.358	#150
5. Jaime Mendoza/SanF (#60 Van Diemen RF84); 6. Mick Maier/SanF (#90 Van Diemen RF86); 7. Chuck Pyanowski/SCar (#190 Van Diemen RF86); 8. Kyle Roberts/SagV (#50 Swift DB1); 9. Robert Qualkinbush/KC (#21 Adams Aero); 10. James Boller/Ariz (#15 Van Diemen RF98); 11. Mari Clements/SWVa (#94 Van Diemen RF94); 12. Vernon Maxey/KC (#4 Lynx B).		

C MODIFIED LADIES

No entries



Jon Krolewicz

CM ▲ #160
Ben Martinez
Van Diemen RF84

DM ▼ #175

Jeremy Ellerby
Sprinto RC 1.4T



Rupert Berrington

"It is new," agreed Shawn. "A little bit of mixed emotions. I didn't drive my best today, but I'm pretty excited about Kaila, she drove awesome today."

With Friday morning down to the mid 60s, the Kiesel's opted to stick with the Goodyears, amplifying the challenge. Shawn looked to be back in championship form, setting formidable times; meanwhile, a dramatic spin and cones in the finish during Kaila's first run, followed by a critical mistake on the second run, meant Kaila's lead had dwindled to a decidedly unsafe 0.4sec margin.

But Shawn failed to improve on her third pass. The torch was passed. Kaila had won her first championship. Her last run was a victory lap.

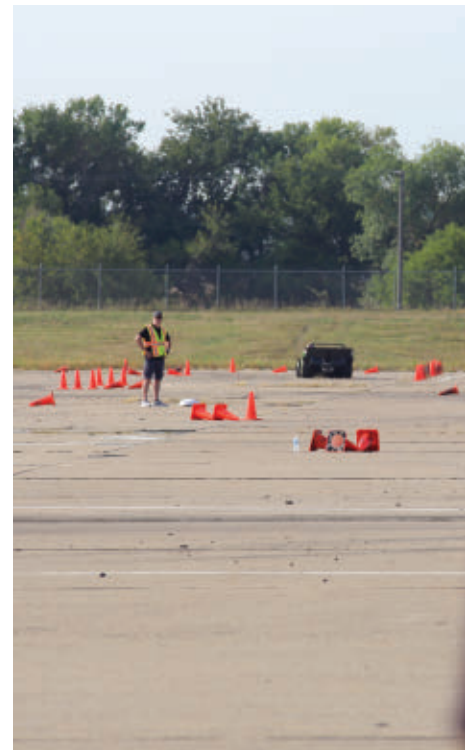
"I was relieved, honestly," laughed Kaila, who cruised to a 48.402, giving her a two-day time of 119.527, 1.472sec ahead of her proud mother, whose 11-in-a-row win streak ended one short of the women's record.

E MODIFIED

The fourth heat Thursday brought clear skies and a thermometer at 92 degrees, favorable to Jeff Kiesel and his Goodyears, but the talk of the grid was the new aero changes in this year's rules. Kiesel had opted not to take advantage of the new allowance, while principal rival Jason Minehart had improved his Stalker to the new spec.

One might think Kiesel would be vulnerable, but he dispatched that notion with haste, leading after first runs even with a cone. Kiesel would stand on his second run of 67.340, taking a 2.1-second lead to the West Course.

"I started with a safety run, but



I coned it," admitted Kiesel. "I'm very happy with a 67sec run," he said, musing about time lost by a mistake entering the final slalom.

Friday weather was essentially the same. Despite Kiesel's thesis of how the West Course would work even better for his shorter wheelbase Sprite, Minehart's Friday times were significantly closer.

"After my daughter won her championship today, I was ready to pack up and go home," he said. "I'm flat out tired! We've been out here for two weeks. I didn't drive my best."

Yet Kiesel would increase his lead to 2.891sec through three steady runs. His final lap of 45.370 gave him a two-day total of 112.710, his 15th win (14 in E-Mod), still ranked second of all-time champions. —**Manfred Reysser**

F MODIFIED

The distinctive sounds of F Mods fired up as they proceeded in a parade to the West Course grid for Tuesday's first heat. Something uniquely F Mod is the balance of camaraderie and competitiveness, as preparations and discussions were interrupted

D MODIFIED

1. Jeremy Ellerby Sprinto RC 1.4T	Iowa 115.788	#175
2. Bryan Packingham Sprinto YC3	Iowa 119.372	#10
3. Jeff Ellerby Sprinto RC 1.4T	Iowa 119.500	#75
4. Chris Kunkel/WNY (#156 Willys-Overland CJ3); 5. Joseph Johnson/Iowa (#109 DL RC 0.5); 6. Nick Pasternack/Fing (#56 Willys-Overland CJ3); 7. Stephen Brinkerhoff/Indy (#77 Ultralite XR7); 8. Zeb Stanbrough/Iowa (#9 DL RC 0.5).		

Philip Royle



DML ▼ #10
Leah Julich
Sprinto YC3

Philip Royle

**D MODIFIED LADIES**

1. Leah Julich Sprinto YC3	Iowa 113.785	#10
2. Briget Sawatsky Willys-Overland CJ3	Neb 124.642	#156
3. Carrie Goetz/WNY (#56 Willys-Overland CJ3); 4. Wanda Brinkerhoff/Indy (#77 Ultralite XR7).		



Rupert Berrington



Philip Royle

IS IT MOTHER OR DAUGHTER?

Jeff Kiesel watches his famed Sprite make its way through the course. This year it was daughter Kaila's turn to claim the E Mod Ladies title.

by the "For the Glory" call, always eliciting a return chorus. As Matt Murphy would later aver, F Mod is not just a class; it is a lifestyle.

The talent is deep with two-time winner Zak Kiesel, who has never failed to earn a trophy in 11 appearances; three-time winner Jason Hobbs, fresh off Tire Rack SCCA ProSolo Finale and Super Challenge triumphs; his Novakar J9 co-driver Matt Murphy, last year's runner-up; and Will Lahee, the reigning F Mod Champion. Don't overlook Brad Smith and Dan Wheeler in their new 2022 Doof Wagon, seven-time FML champ Michelle Quinn, plus Clint and Johanna Griest in another Novakar J9.

The West Course was described as a punishing ice rink in the cool of Tuesday morning during first runs, but Kiesel came in with a scorching 46.4 only to be topped two cars later by Jason Hobbs' 46.3. In between runs, the tire covers and wrenches came out. Quinn had to miss her first run as she and Chris Thomas rushed to dislodge a stuck jet from their carburetor. Once running, she eventually scored a trophy finish.

Kiesel took two cones on his

second run and DNF'd his third, leaving Hobbs the opportunity to widen the gap with his 45.073, fastest in F Mod. Murphy, at 45.1, and Wheeler at 46.1, also seized the opening.

On the East Course, the group had the support of an inflatable "For the Glory" tube man. Murphy and Wheeler would jostle between second and third again, with Murphy; 68.8 good for second overall, and Wheeler's 69.2 locking down third place ahead of Kiesel, who'd run 69.1.

Hobbs, the last car out, kept with his strategy of taking the slower, more stable line to put down a dominating 68.3 first run. His third-run 67.735 solidified FTD and a fourth championship at 112.808, gapping his co-driver by 1.226sec.

Both Murphy and Wheeler gave props to Hobbs' F Mod setup. Wheeler said the Novakar was in another dimension, and Murphy echoed the statement, saying, "Jason did some pretty magical things with the setup."

Hobbs, joking, said this was the time to retire because he cannot beat his performances this year. "Most dominant win to date," he said, adding to the glory of F Mod. —Jodie Boy

KART MODIFIED

Running fourth heat on the East course on Tuesday, the story of Kart Modified turned out to be reruns.

Early runner Ryan Lower was the first sub-70-second run with a 69.7. Right behind him, Larry "Lefty" MacLeod got his first rerun of the week. Yes, it wasn't his only one. In the writing business, that's called "foreshadowing."

Tom Harrington showed some speed with a coned 68.8. Tires that

EM ▼ #143

Jeff Kiesel

KFR Turbo Sprite



Rupert Berrington



Philip Royle

EML ▼ #143

Kaila Kiesel
KFR Turbo Sprite



Philip Royle

E MODIFIED			
1. Jeff Kiesel	CSCC	#143	
KFR Turbo Sprite	112.710		
2. Jason Minehart	LnSt	#178	
Stalker M-Spec AXR	115.601		
3. Jeff Cashmore	Milw	#99	
MGB	118.503		
4. Nathan Gordon	Wire	#138	
Stalker M-Spec AXR	119.430		
5. Jason Kupka/LnSt (#78 Stalker M-Spec AXR); 6. Gregory Vincent/StCt (#127 Stalker AXR); 7. Ricky Crow/LnSt (#38 Stalker M-Spec AXR); 8. Brian Robards/Ore (#43 KFR Turbo Sprite); 9. Anne Vincent/StCt (#27 Stalker AXR); 10. Jeremy Porter/CKy (#59 Zoomboni); 11. Alan Lani/Ky (#159 Zoomboni).			

E MODIFIED LADIES			
1. Kaila Kiesel	CSCC	#143	
KFR Turbo Sprite	119.527		
2. Shawn Kiesel/CSCC (#43 KFR Turbo Sprite); 3. Teresa Ellerby/Iowa (#75 Sprinto RC 1.4T).			



Rupert Berrington

FM ▼ #199**Jason Hobbs**

Novakar J9



Rupert Berrington

F MODIFIED

1. Jason Hobbs Novakar J9	LOL	#199 112.808
2. Matt Murphy Novakar J9	LOL	#99 114.034
3. Dan Wheeler DoofWagon	KC	#88 115.324
4. Zak Kiesel KFR Ebon Hawk	CSCC	#194 115.560
5. Clint Griest Novakar J9	Det	#191 116.539
6. Brad Smith DoofWagon	KC	#188 116.567
7. Michelle Quinn KBS Mk. VII	CFla	#196 116.628

8. Will Lahee/Indy (#29 McLouden Red Devil); 9. Keith Roberts/Det (#179 Invader); 10. Greg Zimmer/OhV (#79 Invader); 11. Johanna Griest/Det (#94 Novakar J9); 12. Matt Feeney/BLRg (#192 Novakar); 13. Phillip Penner/Tex (#35 Zink); 14. Joshua Pertzsch/Milw (#128 Red Devil); 15. Douglas Harvey/SagV (#174 Red Devil Phaneuf); 16. Chris Thomas/Wich (#129 Red Devil); 17. Jeff Blumenthal/NeOh (#96 KBS Mk. VII); 18. Gary Kramar/Tex (#135 Zink); 19. Jonathan Fudge/Sand (#94 KFR Ebon Hawk); 20. Brandon Thomas/Wich (#28 Red Devil); 21. Tom Buckman/SagV (#74 Red Devil Phaneuf); 22. Steve Pertzsch/Milw (#98 KBS); 23. Susan Grunenwald/BLRg (#92 Novakar); 24. Boris Vujasinovic/Reno (#67 Red Devil).

F MODIFIED LADIES

No entries

Luke Urso

**KM ▼ #33****Larry MacLeod**

Tony Kart

Jon Kolwicz

**KART MODIFIED**

1. Larry MacLeod Tony Kart	SagV	#33 110.362
2. Jackson MacLeod Tony Kart	SagV	#133 110.706
3. Paul Wright BirelART	CFla	#166 112.531
4. Tom Harrington Tony Kart	LnSt	#94 113.095
5. Daniel Wendel unknown	BLRg	#67 114.140
6. Ryan Lower BirelART CRY30 Flexyboi	CPa	#31 114.681
7. Tim Sholar/Det (#26 Tony Kart); 8. Chuck Lutz/CFla (#66 BirelART); 9. Joseph Paulick/Neb (#137 Intrepid Silverstone); 10. Sam Dougherty/NCar (#167 unknown); 11. Eric Less/Iowa (#40 PCR Red Rocket); 12. Jake Sippl (#135 CompKart Covert 3.0); 13. Paul Durr/LasV (#56 CRG Road Rebel); 14. Ronnie Maunz/Phil (#2 Tony Kart M-4); 15. Daniel Bulgarelli/Iowa (#55 CRG CR125); 16. Tony Mitera/Neb (#37 Intrepid Silverstone); 17. Nicholas Fiorani/Phil (#32 Swiss-Hutless Toxic); 18. Sean Mahan/Det (#35 CompKart Covert 3.0); 19. James Stowers/NeOk (#131 Biesse Shark).		

KART MODIFIED LADIES

No entries

were warm but not too warm made a huge difference on the rerun, and MacLeod's 66.207 was a time that that nobody, including Lefty himself, could match. His son and co-driver Jackson MacLeod finished the day second with a 66.4, followed by Harrington at 67.8. Everyone else was in the 68s or higher.

With well over a one-second lead on the rest of the class, it was clear this would be a race between the MacLeods, and their finishing positions may very well have been decided by that first-run rerun.

Day two, and Lefty gets a rerun on his first run. Again. The rerun was a 44.7. Jackson was just a few ticks behind at 44.8, while Paul Wright got everyone's attention with a 44.6 that moved him into third place. Second runs, Lefty got another rerun. Daniel Wendel, Harrington (dirty), and Lower all posted 44s, but it was still the MacLeods' show as Lefty's 44.3 on the rerun set the standard, while Jackson was again hundredths behind him.

Lefty getting a rerun on his third run seemed all but inevitable. He made good use of it, finishing with a 44.155, again best in class, now just over a tenth clear of Jackson for the day. A final 110.362, with 0.344sec between father and son, extended his Kart Mod championship streak to four in a row.

The team had gone one-three a year ago, this time shooting for a one-two finish, and got it. This win was the culmination of a lot of hard work and testing for the year. After many years with the Honda engine, they switched to the ROK spec motor, which Lefty calls "the easy button." It's sealed, so the only prep involved is tuning the jetting. **-Paul Brown**



Rupert Berrington

SOLO AWARDS

Wednesday evening's dinner under the Tire Rack Events Center tents was the occasion for introducing the recipients of the most prestigious of SCCA's Solo awards, as well as some of the less prestigious. A few awards, which could not be determined until Friday competition was competed, were handed out at the awards podium amidst a stiff wind, which blew in just as the '22 Solo Nationals was wrapping up.



THE SOLO CUP: Tracy & Robert Lewis (ABOVE), Red Hills Region, have been involved with the sport for a quarter-century. This is the oldest and most important of SCCA's Solo program recognitions. Tracy has worked with the SCCA National staff for many years to put the Solo Nationals and Solo National Tour events together. The Nationals chiefs list names her in three positions: Chief of Workers, Run/Work Order, and Chief of Check-In. Tracy also has six CPL championships and Robert won CP this year.



DRIVER OF EMINENCE: Larry "Lefty" MacLeod (ABOVE), Saginaw Valley Region, is a three-time National Champion in the Kart Modified class, despite being told once, "You can't drive a kart left-handed." Hence the nickname. He also won the Small Fortune Racing FTD award with his first win in 2018, the same year he won a Triad award.



JOHNSON SPIRIT OF THE SPORT AWARD: Patrick Washburn (ABOVE, left), Milwaukee Region, and Chris Delay (ABOVE, right), Kansas City Region, collectively signed in as Lucky Lugnut Racing, cited as enablers of fun, creators of baseball caps with aero wings, and purveyors of 10mm sockets. The pair also finished 1-2 in E Prepared this year.



DICK BERGER PERSEVERANCE AWARD: Frank Miller (ABOVE), Detroit Region, competed in his 31st Solo Nationals, matching award namesake Berger's record of never having achieved a trophy finish. After several years in Stock and Street Mod classes with Chrysler products, he has run a Street Prepared Mitsubishi Evo since 2006.

ROTHNEY-KOZLAK CUP: Kate Fisher, Arizona Border Region, was the Open class female driver who finished closest in time to the class winner. Fisher journeyed from London, England, this year to finish 16th in STX, a 48-car class so tight at the top she was only 2.098 sec behind the winner.

MASTERS INDEX: Tommy Pulliam, Atlanta Region, second in C Prepared, had the top Index at 102.893 of 135 designated Masters drivers.

WOMEN ON TRACK LADIES CLASS INDEX: Annie Gill (BELOW), Northwest Region, and Nicole Wong, Cal Club Region. Gill set the Tuesday-Wednesday Index of 106.478 with an STRL win, Wong posting a Thursday-Friday PAX of 106.879 with her SSPL triumph.



SMALL FORTUNE RACING FTD AWARD: Matthew Ellam, San Francisco Region, won the award for a third time, his second in a row, with his fifth victory in B Modified. He toured the two courses in a combined time of 106.728sec. He won his class by 2.6sec and 1.1sec better than the next-quickest driver, the A Mod winner.



BOB WOODS AWARD:

Kencey Christopher, Texas Region, became the first female winner of Formula SAE and of the Woods award as the top college student driver in the class.

CHAIRMAN'S AWARD:

Jim McNeil, president of the local Rebels Car Club, for its several years' assistance preparing the Lincoln Airpark site for the Solo Nationals.

KIESEL GUITARS TOP PAX

AWARD: Robert Lewis (BELOW, left), and Pat Washburn (BELOW, right), both taking their second awards of the event. Lewis won CP in the Tuesday-Wednesday group with an index of 101.903. Washburn claimed Thursday-Friday honors with an EP victory and an index of 101.680.

SILVER CIRCLE: Thirteen drivers comprised the largest group added to the roster of those competing in their 25th Solo Nationals: Jeff Cashmore, Milwaukee Region, in EM; Stacey DeSpelder, Fort Wayne Region, FSP; Kevin Dietz, Northwest Region, SSC; Robert Ely, Continental Divide Region, CP; Gregory Warren Hahn, Central Florida Region, BSP; Roger H. Johnson, Houston Region, SS; Chang Ho Kim, New England Region, HS; Andrew McKee, San Francisco Region, XP; Tommy Pulliam, Atlanta Region, CP; Ron Ver Mulm, Des Moines Valley Region, CAMC; Patrick Washburn, Milwaukee Region, EP; Steve Waters, Atlanta Region, SSP, and Kent Weaver, Cincinnati Region, AS. —Rocky Entriiken

Philip Royle Images



SUPPLEMENTAL CLASSES

DOUBLE CHECK

A Kansas University FSAE member checks the wing on the team's car.

CLASSIC AMERICAN MUSCLE-SPORT

The CAM-S grid this year saw two dozen drivers attack the Nationals courses with ground pounding Vipers, Corvettes and Cobras. Action started Thursday on the corn side of the lot. It proved to be a challenge for drivers trying to get power down in what many called a speed maintenance course, but two drivers were able to pull away from the field after day one.

Jeremy Foley and Eric Peachey both put down 49sec runs while nobody else was even able to find a 50. Foley ran 49.487 in a Corvette on his second run, and a slightly slower 49 on his third, which is when Peachey followed up a pair of 50s in a Viper with his own 49.9.

"I felt I drove well," said Peachey, adding that he was "in it to win it tomorrow!"

Foley was excited just to be in

the trophies let alone leading the pack after a season of issues up to and through the week of Nationals. From chassis tuning matters this past year to a valve train failure at the Tire Rack ProSolo Finale, it has been a hectic 12 months.

Nevertheless, he summed up the mood of the week: "No better place to be having fun with cool people and cars!"

Day two took competitors to the marathon plane side course to determine the champion. Foley, like so many, found cones on his first run before laying down a 74.454 on run two that not even he could match on his last try. Peachey was only able to find a 75.6, still enough to hold on to second place by more than 3sec. Foley could barely contain his excitement over a combined time of 123.941 and a margin of victory of 1.686sec.

"It all came together these past two days," he said. He thought he heard a cone strike on his Friday FTD run but he kept driving through it. It's his second win, first in CAM, and he said the key was "having the wife to help with food, good luck, and tire spraying!" —Chris Dunn

CLASSIC AMERICAN MUSCLE-CONTEMPORARY

Jacob Crow needed all six runs to stage a come-from-behind effort to win the 33-car CAM-C class. After the first day he languished in sixth place and was still a half-second behind entering final runs on Friday.

Thursday belonged to Matt Lucas' Mustang, three runs within 0.05sec, each incrementally quicker, finishing with a 51.305. Dave Schotz rose to second in a Camaro after second runs, shaking off a first-run cone, to



Rupert Berrington

"No better place to be having fun with cool people and cars."
JEREMY FOLEY

sit just a tenth and change behind Lucas. Dave Whitworth's Mustang was third another tenth-and-change back. Crow, half-a-second out of the lead, had coned away a final run that would have had his Mustang in third.

On Friday's longer East Course, Schotz was the story for most of the heat. His opening 78.0 launched him into the lead past Lucas. Crow was not going to be left out of the conversation, opening with a 78.2 to go to third for the day. Schotz found a half a second on his next run, while Crow moved to second on a 77.6. On final runs, Crow was first of the trio to take to the course. He posted a 76.464 – the only run below 77

CAM SPORT			
1. Jeremy Foley	Tex	#13	
Corvette Z06		123.941	
2. Eric Peachey	Susq	#93	
Dodge Viper		125.627	
3. David Rock	ArzB	#199	
Corvette		129.032	
4. Richard King	LnSt	#14	
Corvette		129.565	
5. Andre Illick	Hous	#58	
Dodge Viper GTS		130.949	
6. Brandon Nelson	ConD	#90	
Factory Five Cobra		130.951	
7. Robert Armstrong	Cinc	#171	
Corvette C6Z		130.975	
8. Zachary Moore/Milw (#133 Corvette); 9. Jeremy Scotton/KC (#83 Corvette); 10. Jeremie Costlow/AlHi (#52 Dodge Viper GTS); 11. Kerry Gonzales/ArzB (#99 Corvette); 12. Michael DiGiorgio/Cinc (#71 Corvette); 13. Marshall Moore/Milw (#33 Corvette); 14. Chase Cook/Kan (#3 Corvette Z06); 15. Christopher Dirkschneider/Neb (#98 Corvette Z06); 16. Chris Clark/Elda (#148 Corvette); 17. Clay Turner/ConD (#190 Factory Five Cobra); 18. Tom Warson/Hous (#70 Corvette C7 GS); 19. Jim French/Wich (#7 Corvette); 20. Cal Craner/Elda (#48 Corvette); 21. James Woodward/KC (#24 Pontiac Solstice GXP); 22. Gabe Korte/DMV (#74 Corvette); 23. Mike Manikas/MidS (#31 Corvette); 24. Kent Radford/Neb (#68 Camaro).			



Rupert Berrington



Luke Urso

CAMC ▼ #40
Jacob Crow
Mustang GT



Luke Urso



Rupert Berrington

CAM CONTEMPORARY			
1. Jacob Crow	LnSt	#40	
Mustang GT		128.289	
2. Dave Schotz	Ariz	#75	
Camaro ZL1		128.720	
3. Matt Lucas	Tex	#96	
Mustang GT		128.758	
4. Scott Steider	Tex	#196	
Mustang GT		129.822	
5. Matthew Ramirez	CSCC	#150	
Mustang GT500		129.879	
6. Dave Whitworth	Neb	#39	
Mustang		130.214	
7. Chris Fletcher	Hous	#41	
Mustang		130.331	
8. Christopher Brown	Susq	#63	
Mustang GT		130.830	
9. Jeff Woodbury	Nwst	#19	
Camaro		131.275	
10. Jonathan Blevins/Okla (#50 Mustang GT500); 11. Keith Lamming/KC (#23 Camaro); 12. Robert Gosda/Chi (#95 Mustang); 13. Krzysztof Zielinski/Cinc (#27 Mustang); 14. W.B. Sephus/Okla (#73 Mustang); 15. David Feighner/SagV (#28 Mustang); 16. Jeff Cox/E1nn (#99 Ford Shelby); 17. Ron VerMum/DMV (#38 Camaro ZL1 LE); 18. Daniel Martin/KC (#118 Mustang GT); 19. Todd Morris/KC (#18 Mustang GT); 20. Robert Stanley/Colo (#170 Ford Shelby GT350); 21. Lorian Feighner/SagV (#128 Mustang); 22. Mikey Albacete/NNJ (#11 Mustang GT); 23. Taylor Julich/Iowa (#179 Mustang GT); 24. Shawn Murphy/LnSt (#46 Mustang GT); 25. Hal Dorton/SanF (#74 Mustang GT); 26. Kevin Youngers/Colo (#58 Camaro); 27. Robert Chehardy/Delt (#4 Mustang GT); 28. David Sodawasser/Iowa (#79 Mustang GT); 29. Joel Gonzales/Colo (#68 Camaro ZL1); 30. Ken Stowers/NeOk (#8 Mustang); 31. Jeannette Wicks/Colo (#70 Ford Shelby GT350); 32. Scott Peterson/KC (#17 Mustang GT); 33. Jason Austgen/Neb (#34 Mustang GT).			



Rupert Berrington

CAM TRADITIONAL

1. Emery Seaton Mustang	Iowa	#192
2. Chris Cargill Camaro	Hous	#95
3. Mark Madarash Pontiac Trans-Am	Tex	#1
4. J.J. Mallrich Camaro Z28	StL	#82
5. Jon Nwanagu Camaro	CCar	#88
6. Frederick Pascual Mustang	Nwst	#69
7. Wayne Atkins Camaro	Tex	#195
8. Brent Seaton/Iowa (#92 Mustang); 9. Alan Schoonmaker/CCar (#21 Camaro); 10. Justin Nall/Milw (#196 Chevrolet Chevelle); 11. Chris Price/Neb (#79 Mustang); 12. Brian Harvey/Det (#93 Camaro SS); 13. Terry Brown/Colo (#91 Mustang GT); 14. Patrick Darling/KC (#72 Camaro); 15. Derek Kiefer/LOL (#96 Chevrolet Chevelle); 16. Bill Niesz/Neb (#9 Pontiac Firebird); 17. John Williams/Neb (#89 Mustang); 18. Raleigh Boreen/Indy (#87 Camaro Z28); 19. Russell Wood/Ky (#142 Mustang); 20. Velma Boreen/Indy (#187 Camaro Z28); 21. Rick Myers/Det (#42 Mustang); 22. Joe Craley/NwOh (#52 Mustang); 23. James Luebbe/Neb (#16 Camaro Z28); 24. Thomas Kamman/SanD (#47 Pontiac Trans-Am).		

Luke Urso


CAMT ▲ #192
Emery Seaton
Mustang

seconds – to take the lead. Schotz was the next contender to run, and while he improved by another quarter-second, it wasn't enough to knock Crow off the top. Lucas found a full second off his previous best run, but that 77.4 was only good enough for third.

Crow's first Nationals win came with a total time of 128.289sec, with a winning margin of 0.431sec over Schotz. Lucas was another 0.4 back.

"This feels great, man. It's awesome," Crow said. "I was a cone away from being really close on the first day, so I started today four tenths behind, and I managed to make it up."

Crow's winning strategy included watching East course videos from a completely different car.

"I watched a bunch of D Prepared Miata videos, because that's comparable to a CAM car," he said sarcastically. "That car was faster, so I figured if I could get used to that tempo, maybe I can do it. I walked the course way more times than I wanted to, and I tried to learn from the other guys in our club who drove it earlier.

"Racing with Schotz is always great; he's such a great guy," Crow added. "I love chasing him." —**Alan Claffie**

CLASSIC AMERICAN
MUSCLE-TRADITIONAL

CAM-T was another signal to the old folks that the youngsters are here to displace us. In a 24-car field full of "turn of the century" pony cars, Emery Seaton, 17, drove his dad's '88 Mustang like he stole it and battled back and forth with his mentor and nemesis Chris Cargill in an '85 Camaro.

Eight-time ESP champion Mark

Madarash in his '88 Trans-Am was expected to be a prime contender, but at the completion of Thursday's runs, he was a startling fourth, a full second behind Seaton and Cargill, who were separated by a mere 0.018sec. J.J. Mallrich's '99 Camaro was also ahead by 0.034sec.

Seaton's second-run cone on a 77.0 run through Friday's East Course opened the door for Cargill, now a half-second ahead in overall time. On third runs, all four combatants broke their best times, but Madarash and Mallrich were stuck in the 78s. Madarash finds another half-second to claim podium.

Friday third runs, Cargill goes out near the end of first drivers, throws down a 77.6, adding a little more to the mountain Seaton must climb. Then he must wait though the full grid as the youngster has a late number among the second drivers.

Finally, the Mustang was sent down the long opening slalom, past turns named for Star Wars, Ghostbusters and Goonies films. The Jedi padawan returns... in 77.108 sec. Vader is vanquished, 0.607 behind Seaton's 127.710.

Seaton's grandpa Albert built this car 20 years ago to go racing. Dear ol' dad, Brent, then raced it for a couple of years waiting for Emery to come of age, going out this year as his son's tire warmer. Emery also gives credit to Brian Goodner, the race engineer and suspension guru who made the car competitive. —**Buck Entriiken**

XTREME STREET A

This year, the Solo Events Board decided to add the new Xtreme

"Racing with Schotz is always great; he's such a great guy. I love chasing him."
JACOB CROW

Street classes, dubbed "CAM for imports," to the panoply of categories at the Solo Nationals. Running as supplemental classes, being monitored for interest, somehow the "S" has been universally dropped from door-side lettering as the cars all went out labeled simply "XA."

With a class of 24 cars, XA was the notable success with a veritable smorgasbord of past and present ranging from Samuel Krauss's 1995 Eagle Talon to the Mark Allen/Carter Thompson 2017 Acura NSX.

The battle lines were drawn early in Heat 1 as the 2011 Lotus Evora shared by Christopher Mayfield and Chris Kirkland, a brand-new build, locked horns with the 2005 Subaru WRX of Chris Gladu/Ryan Neff on day one's West Course. Krauss and Thompson were also in the mix.

A number of 51-second runs were on the board after two runs. Mayfield had the only 50. Gladu captured one on his final pass, but a half-second slower, and then Mayfield improved his with a 50.052.

Day two saw Kirkland lay down the fastest time with a 74.699 on his second lap to make the Evora one-two on the leaderboard. Gladu, unable to narrow the gap at all, fell to third with Thompson, Krauss and Neff taking the final trophies. Mayfield's 125.157 time was enough to win the class and his fifth Nationals title by 0.561sec.

XTREME STREET A LADIES

XAL, in Heat 4, was composed of three amazing young ladies, including the late Wendi Allen's daughters, Cassidy and Caitlyn. Originally Hannah Wentworth was the lone entry until Erik Strelnieks offered up his 2017 NSX much to the delight of the 16-year-old twins, who switched over from SSCL.

Tuesday's West Course saw Caitlyn, the older sister (by 30 seconds), lay down the faster time of 57.3 on her last run, but it ended up with a cone call that left Cassidy with a clean 57.666 as the day one leader.

On the long and winding East Course, Cassidy wasted no time posting an 85.590 on her first run which neither Caitlyn nor Hannah were able to match. Cassidy's two-day total of 143.256 held a 2.499sec margin over her twin.

Supplemental class winners are not technically National Champions, and thus are not awarded the champion's jacket. But in tribute to their eight-time champion mother, and a total surprise to the girls, their father Mark Allen had duplicate jackets made for them as they have been sharing their mother's jacket for years, alternating who gets to wear it. —Chris Kunkel

XTREME STREET B

The lighter of the two Xtreme Street classes, XB did not bring a plethora of cars to the Nationals, but the enthusiasm among competitors was high. As expected with the low minimum weight, 2150lbs. for rear-wheel-drive cars, several Lotus models and Mazda Miatas were well represented.

The first of the four XB cars out on



XA ▲ #99
Christopher Mayfield
Lotus Evora S

XAL ▼ #197
Cassidy Allen
Acura NSX



XTREME STREET A

1. Christopher Mayfield	Colo	#99
Lotus Evora S	125.157	
2. Chris Kirkland	Ariz	#199
Lotus Evora S	125.718	
3. Chris Gladu	Colo	#40
Subaru Impreza WRX	126.906	
4. Carter Thompson	Tenn	#97
Acura NSX	127.692	
5. Samuel Krauss	CKy	#93
Eagle Talon TSi	127.835	
6. Ryan Neff	Colo	#140
Subaru Impreza WRX	128.848	
7. J.G. Pasterjak	CFla	#45
Corvette	129.637	
8. Hilary Anderson Frank/Milw (#145 Corvette); 9. Cassidy Coughlin/Colo (#35 Nissan 350Z); 10. Hsun Chen/Colo (#54 BMW M3); 11. Chris Weiske/Iowa (#143 Subaru WRX STi); 12. Mat Beck/LnSt (#167 Nissan 240 LSX); 13. Andriy Sytyashenko/StL (#66 Audi S4); 14. Daniel Moore/Tex (#67 Nissan 240 LSX); 15. Mark Allen/Atl (#197 Acura NSX); 16. Luke Williamson/Tex (#43 Subaru WRX STi); 17. Mason McGavock/OzMt (#166 Audi S4); 18. Kent Edmondson/KC (#189 BMW 325is); 19. Stephen Fudge/KC (#89 BMW 325is); 20. Austin Wentworth/Hous (#77 BMW 335i); 21. Harold Kachemyer/Milw (#194 Porsche 944); 22. Shane Donahue/CSCC (#94 Porsche 944); 23. Bryan Hayes/CCar (#88 Honda S2000); 24. Mike Forsythe/Colo (#7 BMW M3); 25. Monique Forsythe/Colo (#107 BMW M3).		

XTREME STREET A LADIES

1. Cassidy Allen	Atl	#197
Acura NSX	143.256	
2. Caitlyn Allen/Atl (#9 Acura NSX); 3. Hannah Wentworth/Hous (#77 BMW 335i).		



Rupert Berrington

the West Course in Thursday's second heat was Iain Mannix' Lotus Elise, and no one could touch his 51.981, including Mannix on successive runs. Closest was Chris Robbins in his Miata at 52.2 on his second run.

Mannix stretched his lead on the longer East Course. With a more traditional "fastest on your third run" strategy, he came in at 78.756. Mannix totaled 130.737, winning over Robbins by 2.82sec. Mannix was enthusiastic about XB, a class with a lot of freedom in preparation levels that also allows the car to remain a blast to drive on the street. This was Mannix's first Nationals win. —**Charlie Davis**

ELECTRIC VEHICLE EXPERIMENTAL EVX, a supplemental class, was new to Solo Nationals this year. EVX is essentially a Street Touring ruleset geared toward electric vehicles. The

class has been almost exclusively populated by Tesla, but other notables listed for the class include Porsche Taycan, Ford Mustang Mach-E, BMW i3 and Mini SE Hardtop, among various other EVs.

Lincoln saw two competitors in the EVX debut: Matthew Grainger, a Silver Circle veteran, and Andrew Dostal in just his second Nationals. Both were campaigning 2018 Tesla Model 3s. Thursday had EVX on the West Course during Heat 1 when Grainger took the early lead and never flinched. He dropped a few tenths on the final run, 52.105, finishing a hair over 2sec ahead of Dostal. Friday on the East Course saw much of the same. Grainger ran a 78.594, totaling 130.699, claiming the victory by 5.822sec.

"Really no expectations," Grainger said of the EVX introduction. "I was hoping we'd have three competitors.

XTREME STREET B

1. Iain Mannix Lotus Elise	Colo	#11 130.737
2. Chris Robbins Mazda MX5	Colo	#198 133.557
3. David Gladu/Colo (#36 Lotus Exige S220); 4. Abby Scher/NCar (#98 Mazda MX5).		

XTREME STREET B LADIES

No entries

Luke Unso



XB ▲ #11
Iain Mannix
Lotus Elise



Rupert Berrington

PICK 'EM UP, PUT 'EM BACK

It's not glamorous work, but shagging cones is essential to keeping autocross events running smoothly.

"I'm very happy for Chance to be able to push me, which pushes me to be better."

KENCEY CHRISTOPHER

One didn't show up. It's like, wanting more competitors to get more challenged, to get pushed."

He plans to return next year in his EVX Tesla, anticipating growth. —**Colton Hobaugh**

FORMULA SAE

Seven drivers, four cars, three colleges. The University of Texas at Arlington and the University of Kansas have long battled in this arena. New, and very welcome, was the first-time entry from the local school, the University of Nebraska.

All four cars were conceived, designed, and built by the student

teams to vie with colleges from all over the world in a competition of engineering, business, and racing. They formed on the West Course grid for Tuesday's third heat.

Day one saw some struggles for the Cornhusker and Jayhawk teams with technical aspects of their vehicles, although all drivers were able to get times on the board. Meanwhile, UTA took a commanding lead, separating themselves from the rest of the pack by 2.8sec. Lead driver was Kencey Christopher, a four-time champion in the KML, AML and FML classes. She set top with a 46.269sec run, 2.5 seconds ahead of co-driver Chance Huddleston.

"There is a lot of time that is put into the car in development of both the vehicle and drivers to get them ready, not only for SCCA competition, but also FSAE competition," Christopher said.

Day two saw a similar story with the Mavericks' car creating an even larger gap to the Jayhawks and Huskers. This day however was Huddleston's as he finished with a final-run 69.844, outrunning Christopher by 1.7sec, but it was not enough to overcome the deficit from day one.

Christopher won the class with a combined time of 117.834 and a margin of victory of 0.790sec, becoming the seventh woman to shatter the "Glass Pylon," winning an Open class.

"I am very happy for Chance to be able to push me in the car which is what pushes me to be even better," she said. "We made some recent upgrades to the car that I was not 100-percent comfortable with yet so that, along with a great drive by Chance, closed up the gap." —**Chris Dunn**



Rupert Berrington



Luke Uso

FSAE ▼ #22

Kencey Christopher
UTA F22



Luke Uso



Rupert Berrington

EV ▼ #23
Matthew Grainger
Tesla Model 3

ELECTRIC VEHICLE

- | | | |
|--|----------------|-----|
| 1. Matthew Grainger
Tesla Model 3 | StL
130.699 | #23 |
| 2. Andrew Dostal/Iowa (#41 Tesla Model 3). | | |

ELECTRIC VEHICLE LADIES

No entries

FORMULA SAE

- | | | |
|---|----------------|------|
| 1. Kencey Christopher
UTA F22 | Tex
117.834 | #22 |
| 2. Chance Huddleston
UTA F22 | Tex
118.624 | #122 |
| 3. Ryan Hafenstine
Jayhawk JMS21C | Kan
127.070 | #63 |
| 4. Nick Angell/KC (#96 Jayhawk JMS17C);
5. Gabriel Roche/Sal (#163 Jayhawk JMS21C);
6. Ziad Nass/Neb (#97 Husker HMS22);
7. Madison Hirsch/KC (#196 Jayhawk JMS17C). | | |

FORMULA SAE LADIES

No entries



ROCK YOU LIKE A HURRICANE

Weather is often a big part of the story at the SCCA National Championship Runoffs. But in 2022 at VIRginia International Raceway, the weather was THE story.

IMAGE Jay Bonvouloir

The 59th running of the SCCA National Championship Runoffs had an unexpected entrant who affected every one of the 26 race groups. That was Hurricane Ian, which hit Florida during qualifying and moved up the eastern seaboard to VIRginia International Raceway just in time for the weekend's Hagerty Race Days.

The storm dumped massive rain and wind on the track on Friday, the first of the three race days. Coupled with a comprehensive oil spill late in the day that caused a long delay, the event stewards took the rare step of moving the final Friday race to Saturday morning. Had the race gone ahead as scheduled, the FX drivers would have been racing in darkness.



Rupert Barrington

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GT3	Sun.	2 p.m.	142
FE2	Sun.	3 p.m.	144
P2	Sun.	4 p.m.	146



Jeff Loewe

MIXING IT UP

Challenging conditions produced some unlikely winners in classes like GT-1 (TOP). Awnings went from providing shade for working on cars to shielding competitors from the rain.

The schedule change meant that Saturday's races were limited to 35 minutes instead of the usual 40. With damp track conditions off and on all day, several races on Saturday did not complete the expected 15 laps of VIR's 3.27-mile, 18-turn circuit, but were checkered on the time limit.

Sunday's racing got back to a normal schedule, but the rain came again and offered its challenges to every driver.

By this time, an off-course excursion meant slogging through softened ground and hopefully getting back on track before losing a lap or more waiting for extraction. The track in these conditions was likely as unforgiving as any Runoffs course in the history of the event.

Still, by the end of the weekend, 26 Runoffs champions were crowned and the racing action was none the less exciting. Each of the new champions exhibited masterful car control, patience, and smart racing to bring home their gold medals. Behind them, in usual Runoffs fashion, drivers raced hard for every position with many delivering personal best performances.

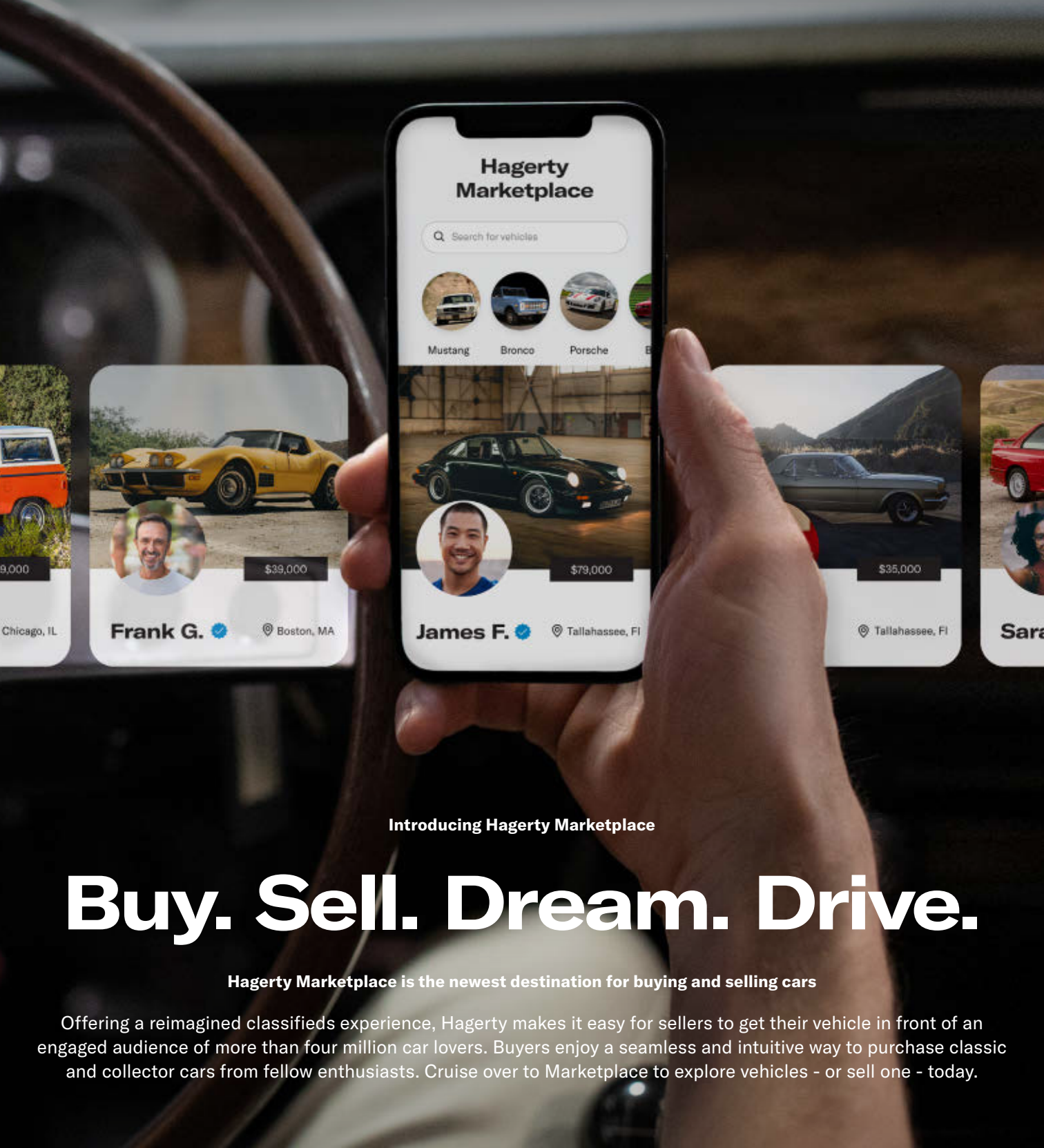
Through it all, the SCCA workers and staff stayed on course, often drenched to the bone in chilly water, and together everyone on site made this 59th championship event the pride of our Club.

—Jeff Zurschmeide

THANKS, AiM SPORTS!

For years, AiM Sports has aided *SportsCar's* editors in bringing some of the best coverage and technical analysis to the SCCA membership and, for 2022, AiM is helping us present more than 50 pages of Runoffs coverage in this issue. For its ease of use, size, and power, the AiM Solo 2 is one of our go-to data systems – it's even the data box used by SCCA's Club Racing Board. Beyond that, AiM's powerful budget oriented MXM display has been *SportsCar's* dash logger of choice for numerous magazine performance tests requiring the use of external sensors. AiM offers everything from full-color dash loggers to sensors to integrated steering wheel data systems. For more information, head to aimsports.com.





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RACE 1 | FRIDAY | SEPT. 30, 2022 | 8:15 A.M.

F500

Sven de Vries now has bookends for his trophy shelf, and they couldn't have come in more opposite situations.

The 2021 National Champion in Formula 500 at Indianapolis, de Vries took that title in the dry. At VIR, he backed it up in the biggest way possible, taking the win on rain tires.

The Holt, Mich., resident declared before the race that

he had plans to be aggressive. That proved to be the right move, as he jumped his Green Hawk Computers/Linn Racing Novakar J9 Suzuki from third to the lead around Tire Rack Pole Award winner James Weida at the green flag.

By the time the field got to the Oak Tree turn on the opening lap, de Vries was already bounding away. By lap three, his lead was nearly 10sec;

by lap five he was 21sec in front of Weida's Formula X-1/ Weida Apartments Scorpion S1 Rotax; and on lap 10 of 14 he had grown his lead to 43.1sec.

So dominant was the run that, at the checkered flag, de Vries had lapped everyone through fourth place, with only the podium finishers – Weida, and Eric McRee (Burrell/Vodka/McReeLaw/Hoosier/M3Msp NovaRace Blade

"I wouldn't say it was easy, but the car was very stable, very good to drive and handle."

SVEN DE VRIES

Suzuki) – on the lead lap.

"It was very tough," de Vries said. "It was very different in the rain. I haven't raced in the rain in about seven years, and I've never raced this car in the rain. Randy

Rupert Barrington

AGGRESSIVE

Sven de Vries had a plan for the F500 National Championship Race, and that was to be aggressive. Before reaching Turn 1, he had seized a lead he would never relinquish.

did an amazing job setting this car up in the dry last year, and did it again in the rain. I wouldn't say it was easy, but the car was very stable, very good to drive and handle. It was absolutely a blast."

The conditions caught out even the best of drivers. Weida, one of the most experienced drivers in the class, ran off track on lap 10 and spun three times in total, though still grabbing the silver medal. McRee admitted

his dislike of racing in the rain, going so far as to state that if it were a regular season race, he would have sat it out.

"I was hoping for a dry race, but it is what it is," Weida said. "We made the call to run full wets, which was the right choice. But we missed setup a little bit, and the car was a little loose."

Among the speculation was the tire choice on the grid. Though all were on rain tires,

some had cut additional grooves. The champion, however, had mounted his Hoosier rain tires in reverse direction. Hoosier's engineers on site said the tire should perform in that direction, so that must have been a secret strategy tip?

"No, we've never ran the car in the rain," de Vries said. "It was a total accident, but it seemed to work."

—Reece White



Rick Corwine

F500 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. James Weida/IND (Scorpion S1 Rotax) 1.57.689; 2. Calvin Stewart/DET (Novakar J10 Suzuki) 1.57.815; 3. Sven de Vries/SVR (Novakar J9 Suzuki) 1.58.135; 4. Eric McRee/DET (NovaRace Blade Suzuki) 1.59.305; 5. Keith Joslyn/WNY (Scorpion Rotax) 2.01.586; 6. Jason Martin/CHI (Novakar J9 Suzuki) 2.02.374; 7. George Bugg/TVR (Novakar J10 Suzuki) 2.05.837; 8. Steven Jondal/LOL (Red Devil JS14 Rotax) 2.05.849; 9. Jack Walbran/STL (Scorpion S1 Suzuki) 2.08.923; 10. F Russell Strate Jr/WNY (Red Devil Suzuki) 2.09.308; 11. Timothy Friest/KCR (KBS Mk VII Rotax) 2.13.463;

Walbran - Loss of qualifying 2 times per Race Director - GCR 9.3.25 / Supp. 8.11,16

Bugg - Loss of qualifying 2 times per Race Director - GCR 9.3.25 / Supp. 8.11,16

F500 RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Sven de Vries (15); 2. James Weida (15); 3. Eric McRee (15); 4. Calvin Stewart (14); 5. Keith Joslyn (14); 6. F Russell Strate Jr (13); 7. Jack Walbran (13); 8. George Bugg (13); 9. Steven Jondal (11); DNF. Timothy Friest (2); DNF. Jason Martin (0); **Overall Time of Race:** 35:59.541; **Average Race Speed:** 81.767mph; **Margin of Victory:** 85.832sec; **Fastest Race Lap:** de Vries, 2:21.862 (82.982mph); **Lap Leader:** de Vries, laps 1-15; **Sunoco Hard Charger:** Strate Jr.

F500 CHAMPION

SVEN DE VRIES

Saginaw Valley Region
Green Hawk Computers/Linn Racing
Novakar J9 Suzuki



Rick Corwine

PODIUM FINISHERS

Eric McRee (ABOVE) picked up a position in the race to make it onto the podium, the last car on the lead lap. James Weida (BELOW) grabbed the Tire Rack Pole, but couldn't keep it up front in the very different conditions of race day; he noted that they missed the setup, and the car was a little bit loose.



John W. Wilmoth

RACE 2 | FRIDAY | SEPT. 30, 2022 | 9:15 A.M.

TOURING 1

Eight hopeful drivers showed up to race for the soaking wet Touring 1 championship this year. Friday morning saw steady rain and gusting winds as the outer edges of Hurricane Ian moved into the area. Andrew Aquilante brought his Phoenix Performance/Hoosier/Hawk/Mobil Ford Mustang to seek his 12th SCCA National Championship, and he claimed the Tire Rack Pole Award.

Mark Boden qualified second in his Fall-Line Motorsports BMW M3, placing himself outside on the front row. The second row included Tim Myers in a Dodge Viper and local talent Joseph Gaudette in a Chevrolet Corvette.

At the green flag, Aquilante grabbed the initiative and held his position, while sixth-place qualifier S. Sandy Satullo III charged forward in his Crowned Eagle Racing BMW M3 to take over second place.

"We got off to a good start and I had some traction when we got to the green," Satullo said. "I was able to get around Mark [Boden] before Turn 1. My goal was to hang on as long as I could, and that was about half a lap!"

Boden had a slower start due to the water collecting on the track surface. "Sandy had a great start," he said. "The outside of the track had a little more puddle on it, so Sandy got by me. Then

"Conditions were changing, it would lighten up and then we'd have to back off again."

ANDREW AQUILANTE

I looked in my mirror and saw a Corvette sideways in the middle of the track. I figured that would hold everyone else up, so I just went eyes-forward and looked for grip."

The spinning Corvette belonged to fourth-place qualifier Gaudette, who dropped to the back of the field before rejoining the race. Meanwhile Boden found his way back around Satullo on the front straight and set his sights on Aquilante's spray plume.

"I saw Mark and Andrew take off, and I thought I should just drive clean and finish

the race," Satullo said.

For the first half of the race, the battle to watch was between Gaudette, who worked his way back through the field, and Robert Korzen. Under a continuous shower of spray from Korzen, Gaudette took several laps to find a way around. Gaudette would make up time in the corners, only to fall back on the straights. He got around Korzen in the eighth lap, and took up fourth position.

Meanwhile, Aquilante simply checked out and drove away, keeping his Mustang on the edge of what limited traction was available. However, the race pace through the heavy water was up to 20 seconds slower per lap than in qualifying.

"I saw the green and put my foot down real gentle," Aquilante said. "Mark [Boden]

ANOTHER CHAMPIONSHIP

Andrew Aquilante (OPPOSITE) claimed another title, running away to a nearly two-minute T1 victory in his Mustang. As S. Sandy Satullo (BELOW) watched first and second-place finishers Aquilante and Boden take off, he thought he should just take it easy and finish. He got the bronze medal and the Sunoco Hard Charger award.



Rick Corwine

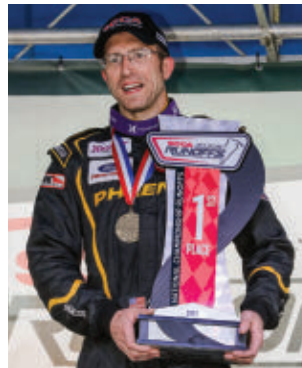
Rupert Barrington



T1 CHAMPION

ANDREW AQUILANTE

Philadelphia Region
Phoenix Perf/Hoosier/Hawk/Mobil
2014 Ford Mustang



Rick Corwine





SILVER MEDAL

Fomer T1 champ Mark Boden held station in second, losing the position to Satullo only briefly, but didn't have anything for Aquilante in the tough conditions.



John W. Wilmoth

was falling back and I thought, I'm not even all the way in it! It took until about halfway through the race before the tires came in. And conditions were changing, it would lighten up and then we'd have to back off again."

Aquilante kept up his pace, gaining distance every lap. At the checkered flag, he earned his 12th SCCA National Championship with a margin of victory of 1m53.637sec over Boden. Satullo finished third, also earning the Sunoco Hard Charger award by gaining three positions during the race.

—Jeff Zurschmeide

T1 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Andrew Aquilante/PHL (2014 Ford Mustang) 1.54.890; 2. Mark Boden/CHI (2009 BMW E46 M3) 1.55.374; 3. Tim Myers/Atl (2010 Dodge Viper ACR-X) 1.56.831; 4. Joseph Gaudette/WDC (2002 Chevrolet Corvette) 1.57.339; 5. Hugh Stewart/NER (2003 BMW E46 M3) 1.58.106; 6. S Sandy Satullo III/NEO (2009 BMW E92 M3) 1.58.210; 7. Robert Korzen/WDC (2013 Ford Mustang) 1.59.427; 8. Timothy Rubright/WDC (2012 Ford Mustang) 1.59.835; 9. Paolo Salvatore/Hous (2017 Ford Mustang FP350S) 2.02.268; 10. Joe Aquilante/PHL (2002 Chevrolet Corvette) 2.29.757;

Salvatore - Loss of qualifying 3 times per Race Director - GCR 9.3.50

Stewart - Loss of qualifying 2 times per Race Director - GCR 6.11.1.A,B,C

T1 RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Andrew Aquilante (15); 2. Mark Boden (15); 3. S Sandy Satullo III (14); 4. Joseph Gaudette (14); 5. Robert Korzen (14); 6. Tim Myers (13); 7. Timothy Rubright (12); 8. Paolo Salvatore (12); DNS. Hugh Stewart; DNS. Joe Aquilante;

Overall Time of Race: 35:17.785;
Average Race Speed: 83.380 mph;
Margin of Victory: 113.637sec;
Fastest Race Lap: Aquilante, 2:16.067 (86.516mph); **Lap Leader:** Aquilante, laps 1-15; **Sunoco Hard Charger:** Satullo III



RACE 3 | FRIDAY | SEPT. 30, 2022 | 10:15 A.M.

FORMULA F

Jonathan Kotyk went wire to wire in the rain for his fourth SCCA Runoffs title in Formula F in six tries, bouncing away from the field and leaving no doubt about who the class of the field was at VIR.

Kotyk got a challenge from third-starting Theodore Burns at the green flag, and the two ran side by side through the "left hook" of Turn 4 and back through the double righthanders

of Turns 5 and 5A. Kotyk had his Honda-powered Mygale SJ14 in front through the "Snake," however, and from there all anyone could do was watch.

"It was clockwork, and the [car] prep was great," Kotyk said. "I did my studying back in 2019 when we ran in the wet, so I had at least a little practice from that event."

The veteran stretched his lead to more than 30 seconds on the track before a late full-course

caution effectively bunched the field to cross the finish line. Then Kotyk took a victory lap and grabbed his gold medal.

It was a clean sweep on the week for Kotyk, who was the quickest in every qualifying session to capture the Tire Rack Pole Award, turned the fastest lap of the race, and led every lap – including the all-important checkered flag lap.

So dominant was Kotyk that

"I did my studying back in 2019 when we ran in the wet, so I at least had a little practice."

JONATHAN KOTYK

his best lap was seven-tenths quicker than Nolan Allaer, who finished third in his Martini/Chandon/Evan Williams Van Diemen RF00 Ford after a tight battle with Sunoco



Rick Corwine

MIST IN THE AIR

Theodore Burns (81) got the jump at the start of the Formula F race and briefly held the lead over Jonathan Kotyk.

Hard Charger Trevor Russell (RiceRace/Hoosier/Primus/Red Arrow Mygale SJ14 Honda). Russell took home his second silver medal of the weekend.

"We had a great start," said Allaer. "I made a quick, early decision that cost me and made me go off in Hog Pen. I don't remember what [position]

I dropped down to, but it made for a very eventful race battling with Porter Aiken and trying to get Trevor Russell right at the end."

Kotyk is now four-for-six at the Runoffs. And while most racers, ready or not, will hem and haw at the margins, that's not Kotyk's style. He had big goals for the race.

"It was easy," Kotyk admitted. "My goal was to pull a gap of 30 seconds, last year I pulled 20; Sonoma when I won I pulled 10. I thought, let's make something achievable and challenge myself out there. We got to 30 before the safety car."

Dominating, indeed.

—Reece White



Jay Benoubir

FF QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Jonathan Kotyk/Bucc (Mygale SJ14 Honda) 1.59.215; 2. Tim Kautz/CHI (Piper DF3D Honda) 1.59.905; 3. Theodore Burns/Milw (Piper DF05 Honda) 2.00.158; 4. Nolan Allaer/DET (Van Diemen RF00 Ford) 2.00.320; 5. Porter Aiken/Atl (Piper DF05 Honda) 2.00.401; 6. Trevor Russell/AZ (Mygale SJ14 Honda) 2.01.010; 7. Robert Perona/IND (Piper DF3D Honda) 2.01.389; 8. Joe Colasacco/NNJ (Van Diemen RF00 Honda) 2.01.797; 9. Steven Grafton/CSCC (Swift DB1 Ford) 2.03.013; 10. David Adorno/NYR (Mygale FJ15 Honda) 2.03.584; 11. Jay Messenger/WTex (Van Diemen RF00 Honda) 2.03.916; 12. Matt Boian/SwLa (Piper DF2C Honda) 2.04.240; 13. Camryn Reed/CnLa (Piper DL7 Honda) 2.05.142;

FF RACE

14 laps, 46 Miles: Pos. Driver (Laps); 1. Jonathan Kotyk (14); 2. Trevor Russell (14); 3. Nolan Allaer (14); 4. Porter Aiken (14); 5. Theodore Burns (14); 6. Joe Colasacco (14); 7. Robert Perona (14); 8. David Adorno (14); 9. Matt Boian (14); 10. Camryn Reed (14); 11. Tim Kautz (13); 12. Steven Grafton (11); DNF. Jay Messenger (0); **Overall Time of Race:** 35:27.430; **Average Race Speed:** 77.468mph; **Margin of Victory:** 0.863sec; **Fastest Race Lap:** Kotyk, 2:18.358 (85.084mph); **Lap Leader:** Kotyk, laps 1-14; **Sunoco Hard Charger:** Russell

FF CHAMPION

JONATHAN KOTYK

Buccaneer Region
Mygale SJ14 Honda



Rick Corwine

FOUR-TIME CHAMP

Polesitter Jonathan Kotyk (ABOVE) was quickly back out front in his Mygale on his way to a 30-second lead before a full-course caution, and claimed his fourth title in six attempts. (BELOW) Trevor Russell (32) chases down Burns on his way to a second-place finish and the Sunoco Hard Charger.



Jeff Lowe



RACE 4 | FRIDAY | SEPT. 30, 2022 | 11:15 A.M.

GT-1

Ian Fleming wrote that, "Once is happenstance. Twice is coincidence. Three times is enemy action." After two wins, Thomas Herb may not be James Bond, but to many in the GT-1 field, he's starting to feel like a supervillain.

A season ago at Indianapolis, Herb drove an underpowered (relative to a traditional GT-1 car, at least) Porsche 911 to a surprise win in the rain for his first title. In

2022 in the remnants of Hurricane Ian, Herb – this time in the No. 16 Fall-Line Motorsports Mercedes-AMG GT3 – flawlessly repeated the process, earning back-to-back gold medals in what was anything but a coincidence.

"I must have a voodoo doll somewhere," Herb said. "It's the first time I've been in this car in the rain, so it was a little stressful, but the car was really good. The guys really set it up great, and

with the Yokohama race tires, they just stuck like glue. I just needed to wait my chance and grab a smooth race and hope we could get through the first couple of turns and then game on."

He got through the first couple of turns, and then some. Tire Rack Pole Award winner David Pintaric took his Kryderacing/AveMotorsports/Goodyear Ford Mustang off track in the treacherous conditions at the

start, and Herb flew from fifth to third going into Turn 4 on the opening lap. He was in second by lap two, chasing leader and 10-time National Champion Michael Lewis.

Without the benefit of windshield wipers, traction control or a defroster, however, the traditional ground-pounding GT-1 cars were at a significant disadvantage to Herb's global-spec GT3 machine. By lap four,

Rupert Berrington

RIGHT TOOL FOR THE JOB

On most any other day, Thomas Herb would have been at a severe disadvantage in his Mercedes-AMG GT3 machine against the traditional GT-1 groundpounders. Hurricane Ian made sure it wasn't any other day, though.

the visibility had deteriorated even more for Lewis out front.

Herb shot past coming out of VIR's Oak Tree turn, and Lewis soon pulled into pit lane. That left Herb with a near-perfect performance and a second National Championship in as many years. Ryan McManus (The McManus Agency Chevrolet Corvette) and Jeff Hinkle (trgdatacenters.com/Netdepot.

com Dodge Challenger SRT) followed in second and third, each earning their first Runoffs podium.

Both McManus and Hinkle minimized their mistakes, which was the key to the race in those conditions. McManus and his team had 15 hours of repairs to various parts on his Chevrolet Corvette early in the week, and Hinkle slid off track early in the race, like so many of

his competitors. But the fix for McManus held up, and Hinkle told himself that he wasn't going to be the only one in the grass under the circumstances.

But Herb was, once again, the story. With the Runoffs heading back to VIR next October, however, watch out for anyone else packing a car with windshield wipers, just in case.

Reece White



Jeff Leowee

GT-1 CHAMPION

THOMAS HERB

Chicago Region
 Fall-Line Motorsports Mercedes-AMG GT3

BEST OF THE REST

Ryan McManus (ABOVE) moved up as many places as Herb did to finish second in his traditional GT-1 Corvette, although he had a big deficit to Herb at the end. Jeff Hinkle (BELOW) qualified and finished third in his Dodge Challenger, though the cars ahead of him and behind him changed radically.



Rick Corwine



Jay Bonvuloir

GT-1 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. David Pintaric/MVR (Ford Mustang) 1.46.808; 2. Michael Lewis/CSCC (Jaguar XKR) 1.47.046; 3. Jeff Hinkle/Atl (Dodge Challenger SRT) 1.48.850; 4. Adam Romito/Wire (Dodge Challenger SRT) 1.49.668; 5. Thomas Herb/CHI (Mercedes Benz AMG GT3) 1.50.539; 6. Ryan McManus/NEO (Chevrolet Corvette) 1.51.211; 7. Richard Grant/Atl (Chevrolet Corvette) 1.53.982; 8. Stephen Wiles/KCR (Cadillac CTS-V) 1.54.751;

Romito - Loss of qualifying 3 times per Race Director - GCR 5.73; Supp. 5.9

GT-1 RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Thomas Herb (15); 2. Ryan McManus (15); 3. Jeff Hinkle (14); 4. Stephen Wiles (14); 5. David Pintaric (13); DNF. Michael Lewis (4); DNF. Adam Romito (1); DNS. Richard Grant; **Overall Time of Race:** 36:37.273; **Average Race Speed:** 80.363mph; **Margin of Victory:** 107.031sec; **Fastest Race Lap:** Pintaric, 2:18.094 (85.246mph); **Lap Leaders:** Lewis, laps 1-3; Herb, laps 4-15; **Sunoco Hard Charger:** Herb



RACE 5 | FRIDAY | SEPT. 30, 2022 | 1 P.M.

EPRODUCTION

On the first lap of the E Production race, the commentators were talking about the several cars that had already broken away from the main pack, including John Hainsworth in second and Joe Carr, who had streaked from eighth on the grid to third. About Jesse Prather, who had already left everyone else behind, the commentator said, "Jesse is doing what he does." Prather did "what he does" for the entire 15 laps, starting on the Tire Rack Pole and finishing more than 15 seconds ahead of the field in his JPM/Sunoco/Carbotech/Hoosier/

Amsoil BMW Z3 2.5L for his third consecutive EP championship.

After the race, Prather commented with a smile, "It's never boring when you're out in front in the rain, because the only person who can screw it up is you." And he didn't screw it up; he drove carefully and consistently fast, setting the fastest lap of the race by over a second. Prather, who has experience in driving in the rain, added, "I've got a good setup on the car in the rain, and the car worked well. I know you need to be smooth, and I know you need to look for grip, and I did that right away."

Throughout the race, Prather's wife was telling him the interval to the cars behind. When the interval got to 22sec, he said, "I played more conservative."

While Prather drove the second half of the race conservatively, there was little, if any, conservative driving going on behind him. A number of fast drivers were having trouble, most notably Jon Brakke, who had qualified third but quickly fell back into the pack, eventually finishing sixth. While working the fifth lap, Carr, who had been passed by Peter Norton, spun but maintained fourth place just

ahead of Tim Schreyer, who was racing a BMW 325 that had once been his daily driver. Those two would ultimately put on one of the best races of the day battling for fourth, often racing side-by-side. Each of them would have issues with the wet track, with Carr and Schreyer swapping positions. As the laps wound down, it looked as though Carr might take fourth, but Schreyer caught him in the Roller Coaster and was right behind as they came out of Hog Pen. That set up a drag race to the line, with Schreyer taking the position as they took the checker with a gap of only 0.376sec.



Rupert Barrington

SWEEP

Jesse Prather had a bit of redemption from the last time the Runoffs was at VIR, this time taking pole, getting the fast lap and leading start to finish.

"I know you need to be smooth, and I know you need to look for grip, and I did that right away."

JESSE PRATHER

While Prather's lead was never really challenged, a race for the silver medal developed behind him. Norton was driving for the first time on rain tires, and, after a few cautious laps in the Omer Norton/Wilson Motor Co Lotus Caterham 7 America, appeared to have the tires figured out. He caught and passed Schreyer then Carr. He was noticeably faster than Hainsworth, and began closing that gap as well. By the end of the eighth lap, Norton was right behind Hainsworth through the Roller Coaster section in pouring rain. They were

side-by-side through the twisty section of Turns 3 and 4, then Norton was past into second and pulling away. Norton eventually finished some 15 seconds behind Prather and 10 seconds ahead of Hainsworth's Turf Trade/Hoosier/Carbotech/ Mazda RX-7.

The remains of Hurricane Ian made the racing at VIR a challenge for many of SCCA's best amateur drivers. Prather was certainly one of the few who mastered the conditions. And if it wasn't complete mastery, it was certainly close.

—J. Michael Hemsley



Jay Bonveulor

EP CHAMPION

JESSE PRATHER

Kansas Region
JPM/Sunoco/Carbotech/Hoosier/Amsoil
1999 BMW Z3 2.5L



Rick Corwine

LEARNING AS YOU GO

Peter Norton (BELOW) had never driven his Caterham on rain tires. He figured it out pretty quickly, though, moving from fifth on the grid to the silver medal in E Production. John Hainsworth (ABOVE) had a solid run in his RX-7, dropping only a single position to Norton to finish third.



Jay Bonveulor

EP QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Jesse Prather/KAN (1999 BMW Z3 2.5L) 2.02.326; 2. John Hainsworth/SJR (1990 Mazda RX-7) 2.03.342; 3. Jon Brakke/LOL (1999 BMW Z3 2.5L) 2.04.784; 4. Tim Schreyer/GtRv (1987 BMW 325i/is (E30)) 2.05.089; 5. Peter Norton/NCR (2000 Lotus Caterham 7 America) 2.05.502; 6. Doug Piner/NCR (1999 BMW Z3 2.5L) 2.07.695; 7. Steve Rose/CCR (1987 Mazda RX-7) 2.09.170; 8. Joe Carr/SFR (1999 Mazda Miata) 2.09.813; 9. Jeff Young/NCR (1980 Triumph TR8) 2.10.213; 10. Don Tucker/MIDS (1995 Mazda Miata) 2.10.492; 11. James Lindenthal/NOV (1990 Mazda RX-7) 2.11.091; 12. Steve Shelton Jr/CFR (2009 Mazda MX-5) 2.12.769; 13. Michael Cooke/NCR (1988 Mazda RX-7) 2.14.067; 14. Mark Weber/STL (1993 Mazda Miata) 2.15.094; 15. Sam Halkias/OVR (1975 Triumph TR6) 2.15.654; 16. Donald Walsh/SUS (1988 Mazda RX-7) 2.19.660; 17. Yuri Collazos/FLA (1984 Mazda RX-7) No time;

Young - Loss of qualifying 3 times per Race Director - GCR 9.3.25 / Supp. 8.11,16

Norton - Loss of qualifying 1 times per Race Director - GCR 9.3.25 / Supp. 8.11,16

EP RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Jesse Prather (15); 2. Peter Norton (15); 3. John Hainsworth (15); 4. Tim Schreyer (15); 5. Joe Carr (15); 6. Jon Brakke (15); 7. James Lindenthal (15); 8. Steve Shelton Jr (15); 9. Michael Cooke (15); 10. Steve Rose (14); 11. Doug Piner (14); 12. Sam Halkias (14); 13. Mark Weber (14); 14. Donald Walsh (13); 15. Yuri Collazos (13); DNS. Jeff Young; DNS. Don Tucker;

Overall Time of Race: 38:24.097; **Average Race Speed:** 76.637mph; **Margin of Victory:** 15.183sec; **Fastest Race Lap:** Prather, 2:30.855 (78.035mph); **Lap Leader:** Prather, laps 1-15; **Sunoco Hard Charger:** Lindenthal.



RACE 6 | FRIDAY | SEPT. 30, 2022 | 2 P.M.

SPEC RACER FORD 3

Franklin Futrelle led every qualifying session to capture the Tire Rack Pole Award in SRF3. He set the fastest lap in the race. He led every lap in his Comprent Motorsports/Meco Inc SCCA Spec Racer Ford Gen 3 on his way to his second National Championship. It was his first in a Gen 3 Spec Racer, after a few years of trying and getting at least a taste of the lead in the two years prior. In a way, even the weather

cooperated for the Georgia racer who came from a dirt track background and had a fair amount of experience racing in the rain.

"We've had a Spec Racer Ford in my family since I was about 10 years old, so everybody out here means so much to me," declared Futrelle after the victory. "I've won some big races in my life, but this is definitely the biggest and definitely means the most."

Like most of the races at

the 2022 SCCA National Championship Runoffs, rain was a major factor for the competitors, and in the case of SRF3, it picked up about halfway through the 15 laps. Futrelle had to defend from second qualifier Charles Russell Turner at the start and after a brief full-course caution, but eventually created a little bit of a gap that he was able to maintain for most of the race on his way to a five-second victory.

"Franklin just got away from me. I made a minor mistake and just caught the lapped traffic wrong."
CHARLES RUSSELL TURNER

Behind him, though, Turner fell back into the clutches of third-place qualifier and four-time National Champion John Black. Black had David Ogburn on his tail, up from seventh with



Rick Corwine

THREE-WAY BATTLE

Franklin Futrelle (97) was pursued hard by Charles Russell Turner (23) and John Black (17), but neither could mount a serious challenge.

some help from Denny Stripling and S. Sandy Satullo III both having off-track excursions.

"Franklin just got away from me," explained Turner. "I made a little minor mistakes and just caught the lapped traffic wrong.

"Then John went off at Oak Tree and I couldn't see him anymore. I was just rocking along and then I caught a lapped car on the back straightaway and got a little draft. And next thing I know, a good, safe braking zone became not a safe braking zone. I was able to get the car whoa'd up, I barely went off the track, came back on right in front of John and Dave. And all of a sudden it became a race."

When Turner was held up by a lapper exiting Hog Pen onto the front straight to start the penultimate lap, Black was balked as well. Ogburn got a run, stayed outside into Turn 1, and held onto it to take over third place. It wouldn't last long, however, as the trio came up to another lapped car in the Climbing Esses. Turner caught it at the perfect spot, but Ogburn, perhaps surprised a bit and blinded by spray, tried to go around the outside of the car in Turn 9 and went off driver's left, his race over.

"He just seemed to have the line kind of figured out," said Black of Ogburn. "I think he was behind us kind of figuring out where to be on the track. I was more concentrated on just trying to catch Russ or stay with them. And he really had a better line at the end there. I just couldn't hold him

SRF3 QUALIFYING

Pos. Driver/Region (Car) Best Time:

1. Franklin Futrelle/Atl (SCCA Spec Racer Ford Gen 3) 2.03.716; 2. Charles Russell Turner/WDC (SCCA Spec Racer Ford Gen 3) 2.03.872; 3. John Black/SFR (SCCA Spec Racer Ford Gen 3) 2.03.924; 4. Denny Stripling/Tex (SCCA Spec Racer Ford Gen 3) 2.04.264; 5. S. Sandy Satullo III/NEO (SCCA Spec Racer Ford Gen 3) 2.04.283; 6. Bobby Sak/DET (SCCA Spec Racer Ford Gen 3) 2.04.309; 7. David Ogburn/WTex (SCCA Spec Racer Ford Gen 3) 2.04.389; 8. Richard Baldwin/Delt (SCCA Spec Racer Ford Gen 3) 2.04.390; 9. Caleb Shrader/Ore (SCCA Spec Racer Ford Gen 3) 2.04.493; 10. Brian Schofield/CFR (SCCA Spec Racer Ford Gen 3) 2.04.578; 11. James Goughary/FLA (SCCA Spec Racer Ford Gen 3) 2.04.649; 12. TJ Acker/CSCC (SCCA Spec Racer Ford Gen 3) 2.04.685; 13. Todd Vanacore/CFR (SCCA Spec Racer Ford Gen 3) 2.05.356; 14. Justin Claucherty/DET (SCCA Spec Racer Ford Gen 3) 2.05.513; 15. Mike Miserendino/CSCC (SCCA Spec Racer Ford Gen 3) 2.05.543; 16. John Greene/Atl (SCCA Spec Racer Ford Gen 3) 2.05.741; 17. Calvin Kautz/CHI (SCCA Spec Racer Ford Gen 3) 2.05.837; 18. Joe Colasacco/NNJ (SCCA Spec Racer Ford Gen 3) 2.05.934; 19. Matthew Horst/Atl (SCCA Spec Racer Ford Gen 3) 2.05.988; 20. Andrew Charbonneau/CFR (SCCA Spec Racer Ford Gen 3) 2.06.036; 21. Mark Eaton/CFR (SCCA Spec Racer Ford Gen 3) 2.06.106; 22. Wade White/TVR (SCCA Spec Racer Ford Gen 3) 2.06.124; 23. Lincoln Young/NER (SCCA Spec Racer Ford Gen 3) 2.06.391; 24. Chris Jennerjahn/IND (SCCA Spec Racer Ford Gen 3) 2.06.424; 25. Scott Monroe/Hous (SCCA Spec Racer Ford Gen 3) 2.06.491; 26. Whitney Strickland/Hous (SCCA Spec Racer Ford Gen 3) 2.06.551; 27. Tom Burt/Nwst (SCCA Spec Racer Ford Gen 3) 2.06.700; 28. David Anzalone/NYR (SCCA Spec Racer Ford Gen 3) 2.06.871; 29. Sam Schechter/WDC (SCCA Spec Racer Ford Gen 3) 2.07.116; 30. Mark Ballengee/CSCC (SCCA Spec Racer Ford Gen 3) 2.07.123; 31. Sal Webber/LnSt (SCCA Spec Racer Ford Gen 3) 2.07.167; 32. Andre Perra/Ore (SCCA Spec Racer Ford Gen 3) 2.07.215; 33. Chuck Newman/Atl (SCCA Spec

Racer Ford Gen 3) 2.07.403; 34. Jean-Luc Liverato/Atl (SCCA Spec Racer Ford Gen 3) 2.07.430; 35. Matt Gray/LOL (SCCA Spec Racer Ford Gen 3) 2.07.529; 36. Greg Miller/OVR (SCCA Spec Racer Ford Gen 3) 2.07.636; 37. Charlie Rogers/CCR (SCCA Spec Racer Ford Gen 3) 2.07.690; 38. Robert Sachs/SFR (SCCA Spec Racer Ford Gen 3) 2.07.760; 39. Russell King/LOL (SCCA Spec Racer Ford Gen 3) 2.07.777; 40. Dwight Rider/Colo (SCCA Spec Racer Ford Gen 3) 2.08.798; 41. John Dole/NYR (SCCA Spec Racer Ford Gen 3) 2.08.999; 42. Ken Reilly/NER (SCCA Spec Racer Ford Gen 3) 2.09.661; 43. Thomas Kirchman/NER (SCCA Spec Racer Ford Gen 3) 2.10.267; 44. Andrea King/LOL (SCCA Spec Racer Ford Gen 3) 2.11.834;

SRF3 RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Franklin Futrelle (15); 2. Charles Russell Turner (15); 3. John Black (15); 4. Brian Schofield (15); 5. Caleb Shrader (15); 6. Bobby Sak (15); 7. Mark Eaton (15); 8. James Goughary (15); 9. Whitney Strickland (15); 10. Andrew Charbonneau (15); 11. Joe Colasacco (15); 12. Mike Miserendino (15); 13. David Anzalone (15); 14. Scott Monroe (15); 15. Justin Claucherty (15); 16. Richard Baldwin (15); 17. Sam Schechter (15); 18. TJ Acker (15); 19. Denny Stripling (15); 20. Chris Jennerjahn (15); 21. Matthew Horst (15); 22. John Greene (15); 23. Charlie Rogers (15); 24. Sal Webber (15); 25. David Ogburn (14); 26. Tom Burt (14); 27. Russell King (14); 28. Matt Gray (14); 29. Greg Miller (14); 30. Andre Perra (14); 31. Chuck Newman (14); 32. Wade White (14); 33. Robert Sachs (14); 34. Thomas Kirchman (14); 35. Andrea King (14); 36. Ken Reilly (13); 37. S. Sandy Satullo III (9); 38. John Dole (9); 39. Dwight Rider (9); DNF. Todd Vanacore (6); DNF. Calvin Kautz (0); DNF. Lincoln Young (0); DNS. Mark Ballengee; DNS. Jean-Luc Liverato; Newman - Loss of 3 positions per Race Director - GCR 6.1.1.B

Overall Time of Race: 38:57.050;
Average Race Speed: 75.557 mph;
Margin of Victory: 5.021 sec;
Fastest Race Lap: Futrelle, 2:22.066 (82.863 mph); **Lap Leader:** Futrelle, laps 1-15; **Sunoco Hard Charger:** Whitney Strickland.

SRF3 CHAMPION

FRANKLIN FUTRELLE

Atlanta Region
 Compren Motorsports/Meco Inc



Rick Corwine

SCCA RECOGNIZES ITS STELLAR VOLUNTEERS

The nationwide Summit Racing Equipment SCCA Road Racing program wouldn't be possible without the hard work of volunteers that handle everything from event operations through technical inspection. Each year, a select few of these volunteers are honored at the SCCA National Championship Runoffs as an SCCA Worker of the Year presented by Mazda. SCCA members submitted Worker of the Year nominations, and winners were selected by the SCCA National staff with input from Division leadership.

FLAGGING & COMMUNICATIONS:

Ben Tyler, Cincinnati and North Carolina Regions. Tyler has worked tirelessly to keep corners staffed, attending events like Track Night in America Driven by Tire Rack, Cars and Coffee, and other auto enthusiast events for the sole purpose of recruiting workers.

PIT & GRID

Vanessa and Valerie Farret, Washington DC Region. After volunteering to work grid, Valerie and Vanessa took on learning the role of Pit Lane Chief. Essentially, Vanessa and Valerie, fondly referred to as "the twins," do whatever it takes to keep the show moving.

RACE ADMINISTRATION

Sam Fouse, North Carolina Region. Fouse works as Race Chair, parking extraordinaire, lunch delivery wagon, and Region Treasurer. He's also a social coordinator, coach, racer, and overall leader. Fouse spends countless hours planning, organizing, and building capable teams that ensure all of the pieces are there to deliver the best possible event experience.

RACE DATA TECHNICIAN

Paul Morrison, Mahoning Valley Region. In 2021, Morrison stepped up in a big way to serve as Data Acquisition Chief at the SCCA Runoffs, and hosted nearly a dozen local students who joined the data team for that event. Since then, Morrison has actively reached out to area schools and invited their technical and engineering students to assist with data acquisition, introducing more than 50 young adults to the SCCA



Jeff Loeve



Rupert Berrington



Rupert Berrington

LIFEBLOOD

Volunteers make SCCA racing happen, and each year the best are honored.

GCR Committee. As Midwest Division Executive Steward, he has provided valuable leadership and worked to develop specialty workers in the Division.

TIMING & SCORING

Wanda Helser, Blackhawk Valley Region. In 2022, the Central Division asked Helser to manage all the various tasks required to make timing work, and she excelled across the board. She never shied away from learning the technical side of Timing and Scoring, and she embodies the very essence of being a team player.

SCRUTINEER

Gary D'Abate, Atlanta Region. D'Abate has been the Chief of Tech for his Region for more than 20 years. His knowledge, professionalism, and level-headedness took him to the top of a list of candidates for Runoffs Chief Scrutineer during the second year of the pandemic and he accepted the role and executed with excellence.

START

Steve Mortimer, Steel Cities Region. Mortimer has served as Assistant Chief of Start for the Runoffs, and co-Chief for the last two years. He supports Northeast Division events all year long, and is also his Region's Chief Starter.

STEWARD

Michael West, Mid-South Region. West is a utility player who has done nearly everything the SCCA offers. Driver, coach, registrar, Time Trials event lead, safety steward, tech inspector, Chief Steward, Hoosier Super Tour Race Director, and even served on the Court of Appeals and the



Jay Bonvillian

WET AND WILD

Brian Schofield (61) finished fourth in the 42-car field. (BELOW) John Black chases Charles Russell Turner for second.



Jeff Loeve

off. And then we were catching lapped traffic and unfortunately for him, he got pushed off the track by lapped traffic."

So in the end, the top three qualifiers finished in the order they started, with Brian Schofield and Caleb Schrader rounding out the top five.

Many of the drivers were caught out by a new rain tire they hadn't raced before, and for many it was the first time in the rain with the SADEV sequential gearbox. Futrelle, though, speculated that perhaps since he hadn't had too much time in the Gen 3 car with the H-pattern, he never got so used to it, so the sequential caused him no frustration as the conditions changed.

"The first half of the race was fairly consistent, and then it started raining again. So you know, as the leader, you're kind of the first guy coming up on the new rain situation. I just established new braking zones for each corner, and then the rain started pouring and you've got to start rethinking everything.

"As the leader, you're kind of the first guy coming up on the new rain situation."

FRANKLIN FUTRELLE

Two-thirds of the way we caught lapped traffic. All of them did a great job of being cognizant of us being there, but it still throws a monkey wrench in things," said Futrelle, who was racing a car that Compren usually rents out.

Turner was fairly happy with his second-place finish: "It actually turned out better than I thought. I don't have a lot of rain experience, so even though this is my home track, I don't have a lot of laps here in the rain. I got lucky to be able to stick with Franklin for a few laps so he could show me around and then I just repeated what he did," said Turner.

"I think I got a little lucky and was able to pick one of those cars entering the Esses and that separated us, which allowed me to come around relatively easily."

—Richard S. James



Nicholas Lish



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RACE 7 | FRIDAY | SEPT. 30, 2022 | 3 P.M.

STREET TOURING UNDER

There's few classes with the variety of machinery that STU possesses. Front-wheel drive, rear-wheel drive, all-wheel drive; front-engine and mid-engine; forced induction and normally aspirated.... Given the conditions on Friday afternoon at VIRginia International Raceway, that variety was certainly going to come into play as the various layouts had the opportunity to demonstrate their effectiveness, or lack thereof, in tough conditions.

Unfortunately, we didn't get to see that play out to its likely conclusion. A full-course caution after two-and-a-half laps for oil on the track turned into a black flag that turned into an early checker as the oil, acting like a quickly spreading slick on the ocean, was going to take too long to effectively clean up.

So instead it turned into a game of IF... IF Chip Herr hadn't had a transmission issue with his Carbotech/Hoosier/MCS/Warwick Automotive Audi A4 and hadn't had to switch to Anthony Piselli's backup Subaru WRX, and start at the back instead of seventh, how quickly would he have made it to the front? IF it had been dry, would Johan Schwartz have dominated in Kip van Steenburg's VanSteenburg Performance Porsche 944 that he put on the Tire Rack Pole? Or would none of that have mattered and Joe Moser would still have claimed his fourth National Championship?

Schwartz showed the power of the Porsche as he got a good start and rocketed ahead of Moser at the green. But his time at the front was short lived, as he slid off of Turn 4. Even a pro racing

champion and record holder for the world's longest drift couldn't cope with the conditions on old rain tires and no ABS.

"Johan in that Porsche is an unbelievable driver, pro guy, but he had a bear of a car and he went straight off, so I had a little bit of an open track," explained Moser. "I don't love this car in the wet, but I made some changes and got it hooked up... slightly."

Moser was now in the lead in his King Motorsports/Hoosier/Carbotech Honda CRX Si. But Mark Liller was coming in his Dodge Neon SRT-4, showing its turbo power. The car especially looked calm under braking, something Moser didn't feel he had with the short-wheelbase CRX. As the second lap began, Liller passed Moser going into Turn 1.

Behind them, Darin Treacle

BRIEF BATTLE

The STU race was short, but it featured some hard racing between eventual winner Joe Moser (36), now a three-time STU champ, and Mark Liller. Liller would take the lead for a bit in his Dodge Neon SRT-4, but couldn't hold it until the end of the race after three laps.



Rupert Barrington

STU CHAMPION

JOE MOSER
Detroit Region
King Motorsports/Hoosier/Carbotech
Honda CRX Si



Rick Gowire

STU QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Johan Schwartz/NCR (Porsche 944) 2.00.615; 2. Joe Moser/DET (Honda CRX Si) 2.01.260; 3. Jorge Ortiz/GPR (Honda Civic) 2.02.250; 4. Darin Treacle/WDC (BMW 325i) 2.03.214; 5. Jose Osiris Pena/GPR (Toyota GT86) 2.03.249; 6. Mark Liller/WDC (Dodge Neon SRT-4) 2.03.417; 7. Chip Herr/SUS (Audi A4) 2.03.668; 8. Jayson Nazario/GPR (Honda Civic) 2.03.975; 9. Paul Azan/FLA (BMW 330ci) 2.04.204; 10. Anthony Geraci/NYR (Lotus Exige) 2.04.993; 11. David Brand/NYR (Lotus Exige) 2.05.502; 12. John Schmitt/OVR (Honda Accord) 2.05.725; 13. David Fiorelli/Tex (Ford Mustang) 2.06.059; 14. Anthony Piselli/WDC (Subaru Impreza L) 2.08.429; 15. Mark A Johnston/WDC (Nissan 240SX) 2.09.678; 16. Edwin Soto-Q/GPR (Porsche Boxster S) 2.10.570; 17. Whitfield Gregg/NYR (Mazda Miata) 2.11.292; 18. James Slechta/Colo (Nissan 300ZX) 2.11.667; 19. Michael Reece/NYR (Honda S2000)

Rupert Barrington



BACK-TO-BACK CHAMP

Joe Moser was lucky with the timing of the race stoppage, as Chip Herr was charging hard in Anthony Piselli's Subaru. Anthony Geraci was third in his Lotus.



2.16.035; 20. Thomas Wiegner/CHI (Subaru WRX STI) 2.19.748; 21. John Weisberg/FLR (BMW 300ci) No time;

STU RACE

3 laps, 10 Miles: Pos. Driver (Laps); 1. Joe Moser (3); 2. Chip Herr (3); 3. Anthony Geraci (3); 4. Jayson Nazario (3); 5. Mark Liller (3); 6. Darin Treakle (3); 7. Jorge Ortiz (3); 8. David Fiorelli (3); 9. John Schmitt (3); 10. Anthony Piselli (3); 11. Edwin Soto-Q (3); 12. Johan Schwartz (3); 13. Mark A Johnston (3); 14. Jose Osiris Pena (3); 15. John Weisberg (3); 16. Thomas Wiegner (3); 17. Whitfield Gregg (2); 18. Michael Reece (2); 19. Paul Azan (1); DNS. David Brand; DNS. James Slechta;

Overall Time of Race: 9:02.126; **Average Race Speed:** 65.144mph; **Margin of Victory:** 1.433sec; **Fastest Race Lap:** Liller, 2:32.357 (77.266mph); **Lap Leaders:** Moser, laps 1, 3; Liller, lap 2; **Sunoco Hard Charger:** Herr.

(BMW 325), Jayson Nazario (Honda Civic) and Anthony Geraci were battling for the final podium position. Nazario, in his bid for third, slid off track in Turn 3, and Geraci had the spot in his Krugspeed/Geraci Stone Gallery Lotus Exige, looking rather good. Meanwhile Herr had made it to ninth in the 19-car field at the end of the first lap, seventh by end of lap two, and was charging hard when everything went south.

When the caution came out halfway through the third lap, Liller was in fifth, having had an issue somewhere, leaving Moser back out front. With Liller's problem,

Nazario going off and a couple of passes, Herr was up to second, having made it by 17 cars. Do we need to tell you who the Sunoco Hard Charger of the race was?

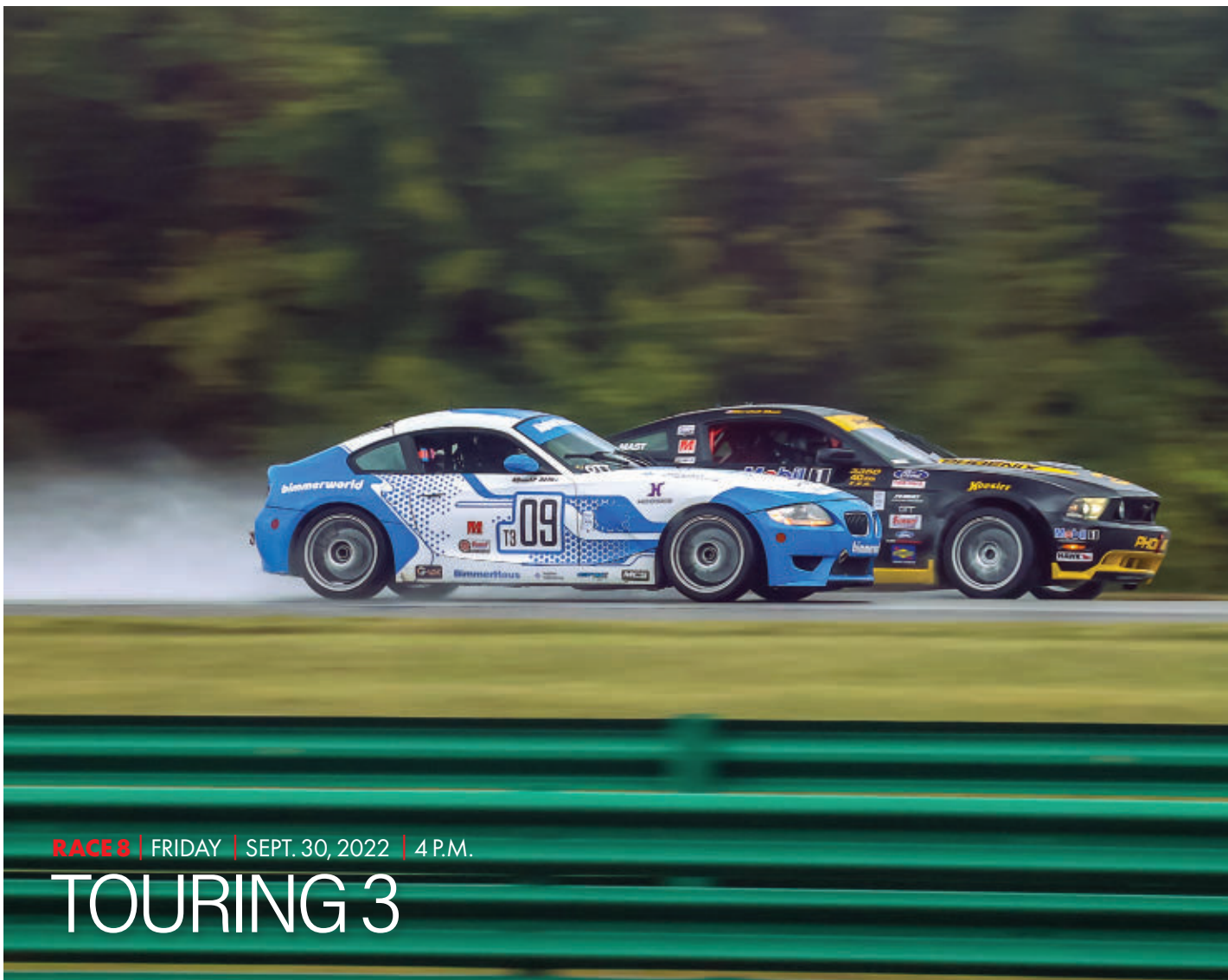
"It was like Mario Kart out there," said Herr. "It was like little orange peels and guys were spinning out. I gotta thank the Piselli family. My car wouldn't go in gear this morning. It's been a really tough year, but I can't thank them enough. Carbotech and Hoosier – we still have the same equipment on the [Subaru]. It's been a backup car to help me qualify after my crash at Pitt Race. And again, it's kind of a

Cinderella story. I needed three more turns to get Moser, but what a great guy and great drive. I just needed a couple more turns, but I wanted a couple more laps too."

Moser was celebrating another National Championship, his second-consecutive STU title in this CRX, earned in the most unlikely of circumstances.

"This is this is an unexpected one in a hurricane, or the remnants of one," Moser declared. "Three laps of racing ... probably wouldn't have held on to this one if it was green from start to finish, but I'm really happy with it."

—Richard S. James



RACE 8 | FRIDAY | SEPT. 30, 2022 | 4 P.M.

TOURING 3

Touring 3 wasn't supposed to be the last race of the day on Friday, but that's the way it worked out. A major oil spill in the previous race coupled with torrential rains from Hurricane Ian forced a one-hour delay that pushed T3 towards darkness and shuffled the Formula X race to the next morning. As the T3 field headed out to race in the fading light of the late afternoon, the track surface was a maze of standing and flowing water, blown by strong winds from the south.

Jason Ott had claimed the Tire Rack Pole Award in his Alpine/Hoosier/BimmerWorld/

BimmerHaus BMW Z4M, and he was joined on the front row by defending T3 champion Marshall Mast in his Phoenix Performance/Hawk/Mobil 1 Ford Mustang. Gridded just behind Jason Ott was his brother Steve Ott in the Hoosier BMW Z4M, alongside past SCCA champion Rob Hines in a Nissan 370Z.

With the rain pounding and spreading the oil on track, the field came to the green flag cautiously, and the leaders slipped into single file in their qualifying order. Mast followed Jason Ott closely, looking for an opportunity to pass that simply did not come. Hines and

Steve Ott began racing for third position, and Hines appeared to solidify that spot when Ott went off course briefly and fell back.

"The first six laps were OK," Mast said. "I was right on Jason's bumper, just trying to find something, someplace, where I could make something happen. Conditions kept getting worse and worse, and I felt like I had to push a little harder to make something happen."

The something that happened was that Mast slid off track as the leaders turned onto the front straight at the end of lap eight. Mast went wide and managed to get back on track, but now he was behind

Hines, who took over second place, albeit with a substantial gap to the leader, Jason Ott.

In the second half of the race, weather conditions continued to deteriorate and it was obvious that Mast's Mustang was a handful in the deep water. That put Steve Ott back in the game, looking for a way around Mast and into third place. Steve Ott found that way on the downhill back straight in the tenth lap, and then went looking for Hines. Steve Ott's BMW had a distinct handling advantage over both Hines' Nissan and Mast's Ford.

Steve Ott passed Hines to take over second place at Turn 1 on lap 11,

Jeff Loewie

FIGHT FOR THE LEAD

Jason Ott (09) and Marshall Mast fight for the Touring 3 lead. An off-track excursion for Mast meant that he would do no better than third, and Jason Ott would take his first Runoffs victory.

putting the two brothers in the lead. Hines was having his own handling challenges, and an off-and-on excursion into the soupy grass allowed Mast to get by and take over third position. By this time, lap traffic was posing an entirely new challenge to the leaders.

"I'm sure they didn't know we were coming," Steve Ott said. "You can't see anything behind you when it's like that. The last three laps were just crazy, there was so much water coming across the track. The car would step out sideways on you in a straight line, so it was just about maintaining at that point and

"The last three laps were just crazy, there was so much water coming across the track."

STEVE OTT

BROTHERS ON THE PODIUM

Steve Ott joined Jason on the podium with a second-place finish after a battle with Rob Hines.

not chucking it off the track."

The final laps of the race were much slower than the early laps as every driver struggled to maintain control. Both Steve Ott and Mast controlled major bobbles on the final lap, but held on to make the checker and the podium. Jason Ott claimed his first championship after 20 Runoffs starts and several prior podium finishes. Steve Ott finished second, the first time since the 1980s that a pair of brothers took the top two positions in a Runoffs race.

"It was busy," Jason Ott said. "The rain and the wind kept changing, so I was really trying to be smooth on all my inputs. Marshall [Mast] was super fast through the lower Esses. He actually had a big run on me going into Turn 1, but he pushed wide. He's a very clean racer, and always races me fair, and we didn't touch. It was just about minimizing my mistakes."

Hines survived to finish fourth, and Chris Hart finished fifth in his BMW.

—Jeff Zurschmeide

T3 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Jason Ott/Colo (BMW Z4 M) 2.04.223; 2. Marshall Mast/PHL (2010 Ford Mustang GT) 2.04.481; 3. Steve Ott/Hous (2006 BMW Z4 M) 2.05.386; 4. Rob Hines/WDC (2013 Nissan 370Z Nismo) 2.05.944; 5. Breton Williams/GtRv (2011 Nissan 370Z Nismo) 2.06.324; 6. Chris Hart/Nwst (2004 BMW SpecE46) 2.06.373; 7. Derek Kulach/Colo (2007 Nissan 350Z Nismo) 2.07.126; 8. James Leithauser/Colo (2007 BMW Z4 M) 2.07.338; 9. Ross Murray/CSCC (2010 Ford Mustang GT) 2.07.728; 10. Shaoyi Che/SUS (2022 Toyota 86) 2.07.762; 11. Simon Asselin/Nwst (2001 BMW SpecE46) 2.07.847; 12. Gamaliel Aguilar-Gamez/Nwst (2001 BMW SpecE46) 2.08.081; 13. Jared Lendrum/MHR (2005 Subaru WRX STI) 2.09.047; 14. Richard Kulach/TEN (2009 Nissan 350Z Nismo) 2.09.980; 15. Ben Slechta/WDC (2007 Nissan 350Z Nismo) 2.10.415; 16. Frank Garcia/CFR (1999 Porsche Spec Boxter) 2.13.785; 17. Darryl Pritchett/CFR (2012 Ford Mustang V6) 2.14.623; 18. Nicole Jacques/SFR (2019 Ford Mustang EcoBoost) 2.15.097; 19. Dinah Weisberg/FLR (2003 BMW SpecE46) 2.15.557; 20. Edward Karabec/NER (2004 BMW SpecE46) 2.15.708;

T3 RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Jason Ott (15); 2. Steve Ott (15); 3. Marshall Mast (15); 4. Rob Hines (15); 5. Chris Hart (15); 6. Derek Kulach (15); 7. Jared Lendrum (15); 8. Shaoyi Che (15); 9. Simon Asselin (15); 10. Ross Murray (15); 11. Gamaliel Aguilar-Gamez (14); 12. Darryl Pritchett (14); 13. Richard Kulach (14); 14. Dinah Weisberg (14); 15. Nicole Jacques (13); 16. Edward Karabec (13); 17. Frank Garcia (9); DNF. James Leithauser (1); DNS. Ben Slechta; DQ. Breton Williams (15);
Williams - Disqualified per Race Director - GCR 5.9.3.A.2, 5.9.3c / Supp. 9.7.2

Overall Time of Race: 39:53.236;
Average Race Speed: 73.783mph;
Margin of Victory: 2.236 seconds;
Fastest Race Lap: Mast, 2:27.626 (79.742mph); **Lap Leaders:** Mast, lap 1; Jason Ott, laps 2-15; **Sunoco Hard Charger:** Lendrum

T3 CHAMPION

JASON OTT

Colorado Region
 Alpine/Hoosier/BimmerWorld/BimmerHaus
 BMW Z4 M



Rick Corwin



Jay Benvenuti



RACE 9 | SATURDAY | OCT. 1, 2022 | 8 A.M.

FORMULA X

DELAYED VICTORY
Trevor Russell took a dominant win in FX, which was postponed from its original Friday afternoon time slot to Saturday morning.

TREVOR A RUSSELL
Arizona Region
Red Arrow Racing/Inde Motorsports
Van Diemen RF Ford

FX CHAMPION

Jay Bonvillian

Completing its third season, the Formula X class has room for growth. This year, there was only one Star Mazda, which was a DNS, leaving just four cars to contest the race. Three were Formula Continental variants, while one was a USF2000 Elan DP-08.

The race itself was postponed from Friday caused by an extended race delay in another class, with FX leading off Saturday at the eye-rubbing start time of 8:00 a.m. The track was wet and slick, with heavy mist coming down. Trevor Russell, in a Red Arrow/Inde Motorsports FC Van Diemen RF, took the lead at the green and proceeded to disappear into the distance. Fifteen-year-old Austin Hill ran second in an Elan DP08 Mazda, but by the fifth lap was already 21 seconds behind Russell. Kevin Fandozzi, driving the Insight Driven/LTD Motorsports Mygale FC Zetec Power, was closely following Hill and looking for a way past. The fourth car in the race, the Van Diemen RF Mazda of Dimitrios Tsismetzis, made a long pit stop and was out of the running.

The cars tip-toed around the slick track, but Russell steadily increased his lead. The gap was so large that when Russell went off track on lap nine he was able to slither through the grass and get back on course ahead of Hill, still holding on to a healthy lead. The race played out with no position changes and Russell coming home a comfortable winner. Hill took second place 36.6 seconds behind Russell, with Fandozzi third and Tsismetzis three laps back in fourth.

SLICK

Second-place finisher Austin Hill, here followed by third finisher Kevin Fandozzi, said he couldn't put power down unless the car was absolutely straight.



Rick Corwine

Despite the miserable weather conditions, Russell found plenty of pleasure in the race. Naturally, the win made it seem as if the sun was shining and the birds were singing, but he had fun beyond that. "It was a great race, super fun, and I could not ask for anything more," he gushed in victory circle. He stated that his spin was caused by a front brake bias catching him out.

Hill, though, admitted to a fraught outing. "I couldn't get the rears to stick to the ground...the car wanted to spin everywhere. I learned that you can't get the power down unless the car is completely straight."

Tom Schultz



Rick Corwine

FX QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Trevor A Russell/AZ (Van Diemen RF Ford) 1.51.480; 2. Austin Hill/OVR (Elan DP08 Mazda) 1.53.807; 3. Kevin Fandozzi/DET (Mygale FC Ford Zetec Power) 1.57.496; 4. Robert Noell/NCR (Star Formula Mazda Mazda) 1.58.477; 5. Dimitrios Tsismetzis/NYR (Van Diemen RF Mazda) 2.06.117;

Tsismetzis - Loss of qualifying 2 times per SOM - GCR 2.1.4, 6.11.1 A,B,C

Tsismetzis - Loss of qualifying 1 times per Race Director - GCR 6.11.B

FX RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Trevor A Russell (15); 2. Austin Hill (15); 3. Kevin Fandozzi (15); 4. Dimitrios Tsismetzis (12); DNS. Robert Noell;

Overall Time of Race: 33:27.690;
Average Race Speed: 87.952mph;
Margin of Victory: 36.645sec;
Fastest Race Lap: Russell, 2:12.471 (88.865 mph); **Lap Leader:** Russell, laps 1-15; No Sunoco Hard Charger.

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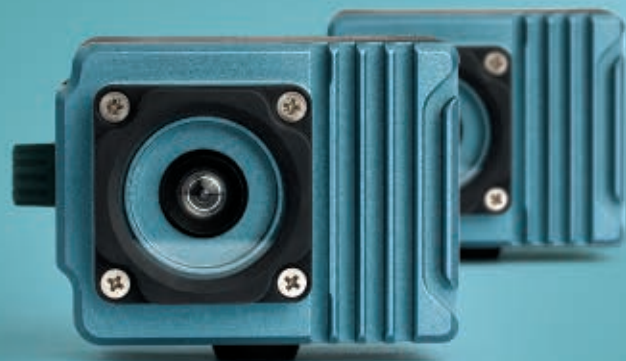
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RACE 10 | SATURDAY | OCT. 1, 2022 | 8:50 A.M.

TOURING 4

Marshall Mast had his work cut out for him after qualifying third for the Touring 4 National Championship race behind Tire Rack Polesitter, legend and Phoenix Racing teammate John Heinrich, as well as behind Devin Anderson, whose father Kevin's TechSport Racing shop is located at VIR and who has a lot of local knowledge. Then Mast decided to make his task even more difficult.

"I'm not used to driving this car that often, and second gear, I just forgot how quick it'll rev up and I banged the rev limiter real hard," Mast explained of him dropping back through the field at the start.

Armed with the knowledge the prior day's Touring 3 race had given him about where to find grip on a wet VIRginia International Raceway, Mast proceeded to march back toward the front in

his Phoenix Performance/Hawk/Mobil 1 Scion FR-S. He was back to third before the end of the first lap. He passed Anderson's TechSport/Red Line Oil/K1 Subaru BRZ on lap four, and that's where things got difficult.

Heinrich started reeling off fast laps as conditions improved, resetting the fast lap of the race a couple of times. But Mast still managed to close on him, as they created a gap between

them and Anderson. Anderson had a decent margin behind him as well, as Marc Cefalo (Mazda MX-5) and 2019 T4 champ at VIR Nick Leverone (BRZ) battled behind him for fourth, which Leverone would eventually claim.

Mast made his first attempt at the beginning of the seventh lap, ducking to Heinrich's right under braking for the right-hander. But Heinrich was finding plenty of grip on the outside, and by the

Jay Bonvillian

YOUTH VS. EXPERIENCE

John Heinricy may have the experience and more titles, but Marshall Mast (31) was the master this time as Heinricy couldn't hold off his teammate, charging forward after a bad start.

time they had reached Turn 3, had Mast behind his Hoosier/Hawk/Mobil 1 Toyota 86 again. It was another lap before Mast would make another attempt, this time at the end of the back straight. This one stuck, and Mast was in the lead and putting just enough of a gap between himself and Heinricy to ward off any counterattack.

"The race was pretty good," said Heinricy, still looking for his 17th National Championship. "Just about the only thing was the tires were starting to kind of go as it was drying up, but

"I had the hope that I had some track knowledge from yesterday on everyone."
MARSHALL MAST

the car worked great. I made a couple of mistakes and obviously Marshall was right on top of all those. He did an awesome job, awesome job. I was watching him in front of me saying, 'C'mon make a mistake, make a mistake,' and he didn't."

After having to settle for third in the T3 race on Friday,

Mast had claimed his fourth Runoffs victory, his first in Touring 4, with Heinricy and Anderson joining him on the podium in second and third.

"I had the hope that I had some track knowledge from yesterday on everyone," said Mast. "Being a lot less wet than yesterday, I thought I could take a couple more chances. But when I was back in third, it was looking a little iffy there for a little bit. But obviously, in the wet, everyone makes mistakes, so I was able to capitalize on those."

—Richard S. James



Jeff Leewe

T4 CHAMPION

MARSHALL MAST
 Philadelphia Region
 Phoenix Performance/Hawk/Mobil 1
 2013 Scion FR-S

NOT THIS TIME

Heinricy (ABOVE) will have to wait to add to his championship tally, finishing second in T4. Devin Anderson (BELOW) made a fine showing in his first Runoffs with a third.



Rick Corwine



Rick Corwine

T4 QUALIFYING

Pos. Driver/Region (Car) Best Time: 1. John Heinricy/DET (2018 Scion FR-S) 2.09.577; 2. Devin Anderson/NCR (2019 Subaru BRZ) 2.09.979; 3. Marshall Mast/PHL (2013 Scion FR-S) 2.10.015; 4. Sergio Zlobin/Hous (2004 Mazda RX-8) 2.10.232; 5. Angelica Sprehe/Tex (2020 Subaru BRZ) 2.10.241; 6. Marc Cefalo/NEP (2009 Mazda MX-5) 2.10.252; 7. Nick Leverone/NER (2013 Subaru BRZ) 2.10.926; 8. Christopher Windsor/WDC (2006 Mazda MX-5) 2.10.992; 9. Jeremy Butz/WDC (2012 Mazda MX-5) 2.11.796; 10. Rick Delamare/Ore (2013 Scion FR-S) 2.12.369; 11. Kevin

Fryer/WDC (2006 Mazda MX-5) 2.12.761; 12. Josh Kaidanow/NYR (2013 Subaru BRZ) 2.13.392; 13. Michael LaMaina/SJR (2006 Mazda MX-5) 2.15.148; 14. Morgan Mehler/NCR (2006 Mazda MX-5) 2.15.412; 15. Paolo Salvatore/Hous (2010 Ford Mustang V6) 2.15.817; 16. Richard Grunenwald/OVR (2006 Ford Mustang V6) 2.16.059; 17. Ken Lendrum/MHR (2013 Subaru BRZ) 2.16.269; 18. Leann Falk/Tex (2004 Mazda 3 S) 2.19.028;

T4 RACE

15 laps, 49 Miles: Pos. Driver (Laps): 1. Marshall Mast (15); 2. John Heinricy (15); 3. Devin Anderson (15); 4. Nick Leverone (15); 5. Marc Cefalo (15); 6. Kevin Fryer (15); 7. Sergio Zlobin (15); 8. Josh Kaidanow (15); 9. Christopher Windsor (15); 10. Angelica Sprehe (15); 11. Rick Delamare (15); 12. Jeremy Butz (15); 13. Paolo Salvatore (15); 14. Michael LaMaina (15); 15. Richard Grunenwald (15); 16. Morgan Mehler (14); 17. Ken Lendrum (14); 18. Leann Falk (14);

Overall Time of Race: 37:00.085;
Average Race Speed: 79.537mph;
Margin of Victory: 1.244sec;
Fastest Race Lap: Heinricy, 2:25.443 (80.939mph); **Lap Leaders:** Heinricy, laps 1-7; Mast, laps 8-15; **Sunoco Hard Charger:** Fryer.



RACE 11 | SATURDAY | OCT. 1, 2022 | 9:40 A.M.

GT-LITE

Peter Shadowen did it all: qualified his Honda CRX on the Tire Rack Pole, led every lap, and won his fifth Runoffs championship. Like most of the GTL competitors, Shadowen anticipated rain for their Saturday race. He had rain tires on the Honda when he put it away on Friday night. But a restless night caused him to make a decision that gave him an advantage. At 3:00 a.m., they were checking the

"We didn't see anything coming, so we got up at 6 and hand-grooved a set of slicks."

PETER SHADOWEN

weather report and the radar.

"We didn't see anything coming, so we got up at 6 and hand-grooved a set of slicks to make intermediate tires," he explained. The track was wet

but drying when the green flag was thrown, and Shadowen may have been the only starter not on full wet tires. Into Turn 1, Shadowen and Brian Linn were side-by-side, with Shadowen quickly back in front. Behind them were Jonathan Goodale and Michael Lewis. Shadowen took advantage of his tires and began gapping Linn.

"As much as I like a good wheel-to-wheel battle with

FILLING OUT THE PODIUM

Brian Linn (OPPOSITE) is still looking for that GTL championship, coming in second to Shadowen at VIR after a great battle with Jonathan Goodale (BELOW).



Rupert Berrington

Jay Bonvillian

SMART CHOICES

Getting up early to hand-groove some slicks to make intermediate tires paid off for Peter Shadowen, as he parlayed his GTL pole position into a dominant victory.

somebody, it was a relief to be able to pull out a little bit after the first couple laps and not have to contend with that in the wet," said Shadowen.

Behind the leaders, Lewis was on the move in his Mazda RX-7. He passed Goodale's Mazda/Hoosier/Summit/Hawk/Penske Mazda MX-5 on lap four and got ahead of Linn two laps later.

For a while, it looked as though it would be a battle between two competitors racing in multiple classes – Shadowen also in P1 and Lewis also in GT-1 and GT-3. Lewis slowly closed the gap to Shadowen, even turning the fastest lap of the race, until the last lap when he suddenly slowed in the uphill Esses and pulled off the track, sidelined by a broken throttle cable.

The battle for the remaining podium steps was a great one. Often very close together, Linn (Goodyear/Carbotech/Race for RP Nissan 200SX SE-R) held the advantage until a slip in Hog Pen allowed Goodale by. At Oak Tree, though, Linn used some excellent race craft to set up Goodale and slip under him and lead down the back straight and take the silver medal. Both Linn and Goodale were struggling on tires that wore out as the track dried, and they put on quite a show of driving excellence in cars that were nearly out of control in every corner.

"Dry pavement and rain tires!" exclaimed Goodale. "I was being really cautious because I didn't want to burn the tires off. So, I'm running fourth, and I look at who's ahead of me, and there's like 15 National Championships among them. Then I saw Lewis get by Linn, and I thought maybe there's a chance."

Linn found similar motivation when he realized that Goodale was struggling as much as he was. At the checker, the gap was under 0.3sec.

In fifth and sixth were James Gregorius and Graham Fuller. The next best race behind the one for second was for sixth through eighth. Covered by less than a second were Luis Rivera, Chris Kopley, and Paul Mevoli.

Sometimes, losing a little sleep can produce consequential outcomes.

—J. Michael Hemsley



Jeff Leewe

GTL CHAMPION

PETER SHADOWEN

Florida Region
Honda CRX



Rick Corwine

GTL QUALIFYING

Pos. Driver/Region (Car) Best

Time: 1. Peter Shadowen/FLA (Honda CRX) 2.07.789; 2. Brian Linn/CSCC (Nissan 200SX SE-R) 2.08.489; 3. Jonathan Goodale/Colo (Mazda MX-5) 2.08.627; 4. Michael Lewis/CSCC (Mazda RX-7) 2.09.577; 5. James Gregorius/FLR (Mazda RX-7) 2.10.020; 6. Peter Zekert/STL (Nissan 200SX SE-R) 2.11.239; 7. Graham Fuller/WDC (Honda CRX) 2.11.612; 8. Charles Leonard/CFR (Nissan 200SX) 2.12.686; 9. Paul Mevoli/CFR (Nissan Sentra) 2.12.937; 10. Luis Rivera/Hous (Mazda Miata) 2.13.157; 11. Roy Lopshire/KCR (Toyota Tercel) 2.15.502; 12. Chris Kopley/NER (Mini Cooper) 2.15.598; 13. David Blain/NCR (Mazda Miata) 2.23.149; 14. Noel Hayward/SFR (MG Midget) 2.24.393;

Rivera - Loss of qualifying 2 times per Race Director - GCR 9.1.2 GTL spec line

GTL RACE

15 laps, 49 Miles: Pos. Driver

(Laps): 1. Peter Shadowen (15); 2. Brian Linn (15); 3. Jonathan Goodale (15); 4. James Gregorius (15); 5. Graham Fuller (15); 6. Luis Rivera (15); 7. Chris Kopley (15); 8. Paul Mevoli (15); 9. Roy Lopshire (15); 10. Michael Lewis (14); 11. Noel Hayward (14); 12. David Blain (14); 13. Charles Leonard (14); DNS. Peter Zekert;

Overall Time of Race: 35:46.415;
Average Race Speed: 82.267mph;
Margin of Victory: 37.835sec;
Fastest Race Lap: Lewis, 2:21.180 (83.383mph); **Lap Leader:** Shadowen, laps 1-15; **Sunoco Hard Charger:** Kopley

CONGRATULATIONS TO OUR 2022 NATIONAL CHAMPIONS!

Thank you to our drivers, volunteers, members, and partners
for a terrific season. We'll see you in 2023!



Prototype 1 | Chip Romer

American Sedan | Gregory Eaton
B-Spec | Steve Introne
E Production | Jesse Prather
F Production | Eric Prill
H Production | Chris Schaafsma
Formula 500 | Sven de Vries
Formula Atlantic | Alex Mayer
Formula Continental | Nolan Allaer
Formula Enterprises 2 | Bailey Monette
Formula F | Jonathan Kotyk

GT-2 | Andrew Aquilante

Formula Vee | Brian Farnham
Formula X | Trevor Russell
GT-1 | Thomas Herb
GT-3 | Tony Ave
GT-Lite | Peter Shadowen
Prototype 2 | Greg Gyann
Spec Miata | Nicholas Bruni
Spec Racer Ford Gen3 | Franklin Frutrelle
Super Touring Light | Greg Maloy
Super Touring Under | Joe Moser
Touring 1 | Andrew Aquilante
Touring 2 | Kurt Rezzetano
Touring 3 | Jason Ott
Touring 4 | Marshall Mast



Modified Rear Wheel Drive | Leon Drake

Stock Front Wheel Drive | Dwight Wood
Stock Rear Wheel Drive | James Green
Stock All Wheel Drive | Timothy Thompson
Prepared Front Wheel Drive | Jim Rowland

Prepared Rear Wheel Drive | Lothrop Withington IV
Prepared All Wheel Drive | Warren Elliott
Modified Front Wheel Drive | Andy Thomas
Modified All Wheel Drive | Austin Dowda



F Street | Sam Strano



E Modified | Jeff Kiesel



Street Touring Roadster | Daniel McCelvey



Super Street Prepared | Jeff Wong



C Prepared | Robert Lewis

A Street | Jacob Glover
 A Street Ladies | Gretchen Weidemann
 B Street | Brandon Porambo
 B Street Ladies | Mary Lou Holmes
 C Street | Vivek Goel
 C Street Ladies | Kristen Acharya
 D Street | Mark Daddio
 D Street Ladies | Cindy Duncan
 E Street | Bartek Borowski
 E Street Ladies | Casey Coughlin
 F Street Ladies | Shelly Monfort
 G Street | Ron Williams
 G Street Ladies | Jessi Williams
 H Street | Matt Morhardt
 Super Street | Doug Rowse
 Super Street Ladies | Tara Shapowal-Lau
 Super Street R | Ron Bauer
 Solo Spec Coupe | Mike Ferchak
 Solo Spec Coupe Ladies | Meredith Brown
 Street Touring Sport | Eric Stoltz
 Street Touring Sport Ladies | Melissa Ann Stewart
 Street Touring Hatch | Devin Taylor
 Street Touring Hatch Ladies | Gwen Habenicht
 Street Touring Roadster Ladies | Annie Gill
 Street Touring Ultra | Mack Tsang
 Street Touring Ultra Ladies | Melissa Fehr
 Street Touring Xtreme | Neal Tovsen
 Street Touring Xtreme Ladies | Jessica Yeung
 Super Street Touring | Christopher Wanner
 A Street Prepared | Jonathan Lugod
 B Street Prepared | Austin Clark
 C Street Prepared | Ian Baker
 C Street Prepared Ladies | Carrie Baker

D Street Prepared | Steve O'Blenes
 E Street Prepared | Ben Edmiston
 F Street Prepared | Geoffrey Zimmer
 F Street Prepared Ladies | Ginette Jordan
 Super Street Prepared Ladies | Nicole Wong
 Street Modified | Dallas Cutler
 Street Modified Ladies | Lisa Berry
 Street Modified FWD | Craig Wilcox
 Super Street Modified | Randall Wilcox
 X Prepared | Andy McKee
 X Prepared Ladies | Deana Kelley
 D Prepared | John Thomas
 D Prepared Ladies | Deanne Caraballo
 E Prepared | Patrick Washburn
 F Prepared | Alex Jones
 A Modified | Erick Kohler
 B Modified | Matthew Ellam
 B Modified Ladies | Melissa Ghadially
 C Modified | Ben Martinez
 D Modified | Jeremy Ellerby
 D Modified Ladies | Leah Julich
 E Modified Ladies | Kaila Kiesel
 F Modified | Jason Hobbs
 Kart Modified | Larry MacLeod
Supplemental Class Winners:
 Formula SAE | Kencey Christopher
 CAM – Contemporary | Jacob Crow
 CAM – Sport | Jeremy Foley
 CAM – Traditional | Emery Seaton
 Electric Vehicle Experimental | Matthew Grainger
 Xtreme Street A | Christopher Mayfield
 Xtreme Street A Ladies | Cassidy Allen
 Xtreme Street B | Iain Mannix



RACE 12 | SATURDAY | OCT. 1, 2022 | 10:30 A.M.

FORMULA VEE

On a Runoffs weekend where most races were run on rain tires, Saturday's mid-morning Formula Vee race was still on a damp track, but the front-running field rolled out on slicks.

That was the right combination for first-time Runoffs winner Brian Farnham, who had a Runoffs week for the ages on his way to his first National Championship title. Starting on

the Tire Rack Pole, Farnham got free at the start – but then was swallowed up in the draft down the long back straight by Andrew Whitston and Alex Scaler, with Thomas Abbott and Zachary Whitston close behind.

Things flipped almost immediately, however, as Andrew Whitston slid off the still-very-slippery course in Hog Pen coming onto the front straight to complete lap two.

By lap five, Farnham was sneaking away from the field by himself in his Quixote Racing/Kearney DD/Autowerks Silver Bullet FR-S, with Abbott, Zach Whitston and Mitchell Ferguson working together to try to close that gap. But at the halfway point of the 14-lap race, Farnham had a 3.6-second lead and looked to be in control.

As Farnham ticked off perfect laps on his own, the chase

STILL WAITING

Some thought it was Zach Whitston's (BELOW) turn to add to the family championship total, but he couldn't get to Farnham. He did prevail in a thrilling battle for second with Andrew Abbott (OPPOSITE), though.





Rupert Barrington

FIRST-TIME CHAMP

After a couple of podium finishes in recent years, Brian Farnham took his first Formula Vee National Championship – despite a broken shock.

pack continued to make small mistakes that slowed the group's progress and kept them out of contention. By lap 12, Zachary Whitston and Abbott had cleared Ferguson, and Zachary Whitston held off Abbott for the silver medal in his Whitmoore and Assoc/LOA Roofing Protoform P2 while Farnham danced ahead to a 2.462-second win.

Farnham's picture-perfect run didn't come easily. A broken right-front shock likely kept the margin even closer than it would have been.

"The shock broke about

halfway through the race," Farnham said. "It was dragging on the ground and I was getting a lot of wheel hop. I was trying to manage the car and manage the gap."

The win was the first for Farnham, who finished second in 2021 at Indianapolis and third in 2017, also at the Speedway.

"It's great," the first-time champ said after the race. "We've been close a few times here, it's just great to get that off our shoulders and come through. It was a tough race. It started raining right at the end, too, so it was slick. But today was my day, which is great. I'm really excited."

The other podium finishers, both of who know how difficult the Runoffs in this class is, were satisfied with their medals. That includes the runner-up, Zach Whitston, who had

finished on the podium in third place at VIR in 2019.

"Me and Andrew were working well together," Whitston said. "I thought we were making up time, but it started raining again and I had a couple of slip ups. I felt like we were chopping down to Brian, we just ran out of laps."

With a third-place finish in his L.D.E Equipment/Hoosier/Vector AM-1, Abbott now holds three consecutive bronze medals in Formula Vee.

"As tough as this field is, as tough as Brian is, these guys put in the effort and someone has to bring up the end of the podium," Abbott said. "I'm happy to be here. There's nothing better than being on the podium at the Runoffs. It's the best week of the year. The weather sucked, but it's still the best week of the year."

—Reece White



Jay Benvenuto

FV CHAMPION

BRIAN FARNHAM

NeOhio Region
 Quixote Racing/Kearney Driver Development/
 Autowerks Silver Bullet FR-S



Rick Corwine

FV QUALIFYING

Pos. Driver/Region (Car) Best

Time: 1. Brian Farnham/NEO (Silver Bullet FR-S) 2:15.116; 2. Andrew Whitston/Milw (Protoform P2) 2:15.619; 3. Zachary Whitston/Milw (Protoform P2) 2:16.042; 4. Alex Scaler/SJR (Scaler Mk1) 2:16.120; 5. Andrew Thomas Abbott/DET (Vector AM-1) 2:16.227; 6. Laurin Brallier/NCR (Caracal D) 2:16.901; 7. Trevor Carmody/GLN (Protoform) 2:17.010; 8. Brandon Abbott/DET (Vector AM-1) 2:17.875; 9. Mitchell Ferguson/Atl (Vorscha GB-4) 2:17.970; 10. Jonathan Weisheit/WDC (JK Technologies XP-1) 2:17.985; 11. Stevan Davis/Atl (Vortech) 2:18.019; 12. Chris Jennerjahn/IND (Vortech) 2:18.066; 13. Rick Shields/STC (VDF) 2:18.356; 14. Jeff Filipkowski/NCR (Vorscha GB-4) 2:18.594; 15. Roger Siebenaler/NNJ (Mysterian M3) 2:18.651; 16. Donnie Isley/CCR (Agitator 16) 2:18.902; 17. Steve

Whitston/Milw (Protoform P2) 2:18.978; 18. Derrick Moennick/Nwst (Mysterian M3) 2:20.020; 19. Jeffrey Valeo/NYR (Mysterian CM2) 2:20.098; 20. Gerard Owen Callaghan/NER (Citation XTC-41) 2:20.285; 21. Anthony Henderson/CHA (Vortech) 2:20.398; 22. Ray Qualls/WDC (Protoform P3) 2:20.815; 23. Stuart Delaney/DET (Caracal C) 2:20.859; 24. Ryan Donaghy/PHL (DRT 001) 2:20.955; 25. Ron Whitston/Milw (Protoform P3) 2:21.180; 26. Dermot Ennis/SUS (Protoform P2) 2:21.549; 27. Russell Fredericks/FLA (Caracal D) 2:21.657; 28. James Brookshire/CCR (Agitator 15) 2:21.709; 29. Iqbal Bashir/NYR (Caracal C) 2:24.301;

FV RACE

15 laps, 49 Miles: Pos. Driver (Laps);

1. Brian Farnham (15); 2. Zachary Whitston (15); 3. Andrew Thomas Abbott (15); 4. Mitchell Ferguson (15); 5. Andrew Whitston (15); 6. Trevor

Carmody (15); 7. Donnie Isley (15); 8. Alex Scaler (15); 9. Russell Fredericks (15); 10. Steve Whitston (15); 11. Jeffrey Valeo (15); 12. Roger Siebenaler (15); 13. Ray Qualls (15); 14. Dermot Ennis (15); 15. Brandon Abbott (15); 16. Ron Whitston (15); 17. Ryan Donaghy (15); 18. Stuart Delaney (15); 19. Chris Jennerjahn (15); 20. Jeff Filipkowski (15); 21. Iqbal Bashir (14); 22. James Brookshire (14); 23. Derrick Moennick (14); 24. Gerard Owen Callaghan (14); DNF. Laurin Brallier (3); DNF. Stevan Davis (2); DNF. Anthony Henderson (2); DNF. Jonathan Weisheit (1); DNS. Rick Shields;

Overall Time of Race: 35:13.643;
Average Race Speed: 83.543mph;
Margin of Victory: 2.462sec;
Fastest Race Lap: Andrew Whitston, 2:18.093 (85.247mph); **Lap Leaders:** Andrew Whitston, lap 1; Brian Farnham, laps 2-15; **Sunoco Hard Charger:** Fredericks.



RACE 13 | SATURDAY | OCT. 1, 2022 | 11:20 A.M.

SPEC MIATA

They say that those who don't study history are doomed to repeat it.

Well, a host of notable Spec Miata drivers seemed to forget history within a lap of it happening, finding themselves mimicking the mistakes others had made only a couple of minutes before. In the course of a few green-flag laps, several contenders for the SM National Championship left the track in

the same spot, throwing away hopes for a Runoffs victory.

With a mostly dry track and the field on dry Hoosiers, 59 Spec Miatas were led to the green by Tire Rack Pole Award winner Danny Steyn and three-time champion Preston Pardus on the outside. They'd received a hint on the pace lap of the surprise waiting for them when they came back to complete the first lap, that the rain that started on the

back straight and dampened the track all the way through Rollercoaster and Hog Pen, was picking up. It was a harbinger for things to come, as the drivers would have to manage a partially dry, partially damp track for the duration of the race.

The field managed to get through the first few turns cleanly before an eight-Miata train separated itself from the pack, with Steyn, Charles Mactutus,

Pardus, Elivan Goulart, Raiden Nicol, Grayson Farischon, Connor Zilisch and Nick Bruni making up the group battling at the front. They raced cleanly for several laps, Steyn leading for a couple before ceding to Mactutus. Then Farischon took his turn for a bit before he disappeared from the front and then spun at Oak Tree. That was the first indication that things were about to get worse for several of the contenders.



Rupert Barrington

KEEPING IT TOGETHER

When all around him were sliding off track, Nicholas Bruni used his knowledge of VIR in the rain to keep his tires on the pavement and come home with the Spec Miata National Championship.

Now the rain was falling harder, and on more of the track. On lap nine, Steyn and Bruni, at the back of the seven-car train, had contact in the braking zone for Turn 14. Steyn, while trying to gather it up, hit Pardus, spinning him. Steyn would later park the car with damage.

Leader Goulart and challenger Mactutus, braking as late as possible for a now-much-slicker Turn 1, both left the course, handing the lead to Connor Zilisch.

"Going into 1, it started raining," explained Mactutus. "I saw Elivan locked up in front of me, so I braked a little earlier. I got tapped from behind a little bit, and then that made me lock up. I almost hit the wall."

Zilisch only had opportunity to qualify on Tuesday, setting a time good for 10th before

heading to Road Atlanta for the Idemitsu Mazda MX-5 Cup finale where he was battling for the championship. Now he found himself in the Spec Miata lead at the Runoffs.

The front of the field was now unusually spread out for a Spec Miata National Championship race. Zilisch had more than 2.5sec over Bruni, with Raiden Nicol in third, another couple seconds back, and Pardus back up to fourth. The big battle on track was for fifth, Todd Buras, Axel Cabrera, Goulart and Mactutus involved in that battle with several others.

However, the gaps would be erased with the only caution of the contest, leading to a green-white-checker finish. Zilisch led the field to the restart with the gift of a lapped car between he and Bruni that would allow Zilisch the smallest of gaps by the time he got to Turn 1. But Turn 1 was still slick, and Nicol, Pardus and Goulart all had issues. That promoted Buras to third.

Bruni was doing his best to close the gap that Zilisch had opened on the restart, but it looked unlikely. Then, Zilisch, who had run cleanly the whole race, seemed to have forgotten about slick Turn 1 after he started the final lap. Zilisch ended up off track, as did Buras. It was now Bruni up front in the NickBruniRacing/East Street Racing machine, with Mactutus on his tail.

For the first half of the final lap, Mactutus was pushing Bruni, bump drafting through the Esses. He ducked outside heading into Oak Tree as Bruni defended, but exiting Turn 11, he went a bit wide onto the outside curbing, got a bit loose, and lost his run down the long back straight.

That was all Bruni needed to improve on his second-place finish in the 2021 Runoffs, taking the Spec Miata National Championship in his fourth attempt. While Bruni said he was never really sure he had it until halfway down the front straight on the final lap, there was also never a point in the race that he didn't think he stood a chance.

"This is my home track," he declared. "I know what rain races are like here, and mixed conditions are like here. I know that Turn 1 can get extremely slippery down there, especially on the braking line; you've got to stay off that line. So that definitely helped me a lot. Respect what this track can be when it's wet. And I never felt like I was out

SM CHAMPION

NICHOLAS BRUNI

Washington D.C. Region
 NickBruniRacing/East Street Racing

EARLY BATTLE

Charles Mactutus was showing strength early, here passing polesitter Danny Steyn. But getting tapped off course meant he had to fight his way back to the silver medal.



Rick Corwine



Jay Bonveoui



Rick Cowine



Jeff Loeve

IT'S A TIE!

Axel Cabrera (86, LEFT) ran steady to keep near the front. Peter Ensor (ABOVE), though, nearly took third away as the two came across the line in a photo finish.

(2001 Mazda Miata) 2.24.851; 60. Dan Harding/NEO (1999 Mazda Miata) 2.25.474;

Sorg - Loss of qualifying 3 times per Race Director - GCR 2.1.4, 6.11.1 A,B,C

SM RACE

15 laps, 49 Miles: Pos. Driver

(Laps); 1. Nicholas Bruni (15); 2. Charles Mactutus (15); 3. Axel Cabrera (15); 3. Peter Ensor (15); 5. Jonathan Davis (15); 6. Rob Hines (15); 7. Travis Wiley (15); 8. Preston Pardus (15); 9. Antonio Abrom (15); 10. Grayson Farischon (15); 11. Daniel Conway (15); 12. Rowan Gill (15); 13. Cam Ebben (15); 14. Theodore Cahall (15); 15. Amy Mills (15); 16. Michael LaMaina (15); 17. Jordan Rick Segrini (15); 18. Skyler Cottrell (15); 19. Steven Clemons Jr (15); 20. Anthony Geraci (15); 21. Logan Cozzie (15); 22. John Jenkins (15); 23. Marcos Vento (15); 24. Julian Dacosta (15); 25. Russell King (15); 26. Alan Cross (15); 27. Mathias Ramirez (15); 28. Elivan Goulart (15); 29. Raiden Nicol (15); 30. Patrick McGovern (15); 31. Charlie Campbell (15); 32. Domenico Leuci (15); 33. William Keeling (15); 34. Jeremy Butz (15); 35. Marshall Stocker (15); 36. Whitfield Gregg (15); 37. Nick Leverone (15); 38. Connor Zilisch (15); 39. Grant MacDonald (15); 40. Todd Buras (15); 41. Brad Williams (15); 42. Sam Craven (15); 43. David Nagler (15); 44. Jonathan Neudorf (15); 45. Greg Sorg (15); 46. Zack Barfield (14); 47. Joseph Tobin (14); 48. Matthew Davis (14); 49. Dan Harding (14); 50. Brett Kowalski (13); 51. John Valenta (13); 52. Andrea King (12); 53. Jim Drago (11); 54. Boris Said Jr (10); 55. Danny Steyn (8); 56. Eric Gerchak (8); DNF. Chris Ciuffo (6); DNF. Frankie Barroso (5); DNF. Sean Varwig (0); DNS. Andrew Charbonneau;

Neudorf - Loss of 2 positions per Race Director - GCR 6.11.1.A,B,C,D

Ensor - Moved to tie in 3rd position per SOM - GCR 5.10.1

Overall Time of Race: 39:36.332;
Average Race Speed: 74.308mph;
Margin of Victory: 0.311sec;
Fastest Race Lap: Wiley, 2:19.107 (84.626mph); **Lap Leaders:** Steyn, laps 1-2; Mactutus, laps 3-5; Farischon, laps 6-7; Goulart, laps 8-9; Zilisch, laps 10-14; Bruni, lap 15; **Sunoco Hard Charger:** Cahall.

of contention. My plan was sit back, relax.... It's a long race, let's turn some laps and see what happens. And sure enough, the attrition started to occur."

Mactutus was second in his OPM Autosports/G-Loc/Hoosier Miata.

"It was a battle from the very beginning," Mactutus said. "I was defending from lap two or three and went off there in [Turn] 1. I got hit from behind a little bit, got knocked off and then the yellow came out and that really saved the race. And then I went from ninth to second in two laps. That was awesome. I was shouting in the car."

Befitting this race as a whole, things got a little bit weird in the battle for third. Cabrera looked set to claim the bronze medal, but Peter Ensor was charging hard, and they were side-by-side at the stripe. The timing loop showed 0.009sec advantage for Cabrera; but it was a photo finish ... a tie. Cabrera in his Eight-Six Race Engineering Miata and Ensor i were both awarded third place.—**Richard S. James**

SM QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Danny Steyn/FLA (2002 Mazda Miata) 2.14.664; 2. Preston Pardus/CFR (2003 Mazda Miata) 2.14.689; 3. Charles Mactutus/SCR (2002 Mazda Miata) 2.14.780; 4. Travis Wiley/LnSt (2001 Mazda Miata) 2.14.823; 5. Grayson Farischon/OKLA (2001 Mazda Miata) 2.14.868; 6. Elivan Goulart/NER (2000 Mazda Miata) 2.14.914; 7. Raiden Nicol/Atl (2003 Mazda Miata) 2.14.966; 8. Nicholas Bruni/WDC (2002 Mazda Miata) 2.15.001; 9. Axel Cabrera/CFR (2001 Mazda Miata) 2.15.141; 10. Connor Zilisch/CCR (2001 Mazda Miata) 2.15.158; 11. Daniel Conway/WDC (1999 Mazda Miata) 2.15.417; 12. Rob Hines/WDC (2001 Mazda Miata) 2.15.487; 13. Anthony Geraci/NYR (1999 Mazda Miata) 2.15.856; 14. Sam Craven/Hous (2001 Mazda Miata) 2.15.924; 15. Nick Leverone/NER (2001 Mazda Miata) 2.15.973; 16. Peter Ensor/WDC (1999 Mazda Miata) 2.16.072; 17. Boris Said Jr/SanD (2002 Mazda Miata) 2.16.191; 18. Jonathan Davis/NEO (2000 Mazda Miata) 2.16.199; 19. Chris Ciuffo/FLR (1999 Mazda Miata) 2.16.202; 20. Jonathan Neudorf/PAZS (1999 Mazda Miata) 2.16.220; 21. Rowan Gill/NER (1999 Mazda Miata) 2.16.233; 22. Todd Buras/CFR (1997 Mazda Miata) 2.16.265; 23. Brett Kowalski/PnAm (1999 Mazda Miata) 2.16.464; 24. Jim Drago/MIDS (2005 Mazda Miata) 2.16.475; 25. Sean Varwig/CHI (1999 Mazda Miata) 2.16.541; 26. Eric Gerchak/CCR (2003 Mazda Miata) 2.16.577; 27. Frankie Barroso/FLA (2004 Mazda Miata) 2.16.712; 28. Marcos Vento/GPR (1999 Mazda Miata) 2.16.751; 29. Mathias Ramirez/

CFR (2004 Mazda Miata) 2.16.754; 30. Antonio Abrom/Atl (2001 Mazda Miata) 2.16.917; 31. Cam Ebben/Milw (1999 Mazda Miata) 2.17.130; 32. Zack Barfield/Bucc (2003 Mazda Miata) 2.17.241; 33. Greg Sorg/CHI (1999 Mazda Miata) 2.17.352; 34. Joseph Tobin/Bucc (2002 Mazda Miata) 2.17.567; 35. Alan Cross/Atl (2003 Mazda Miata) 2.17.592; 36. Skyler Cottrell/Atl (2003 Mazda Miata) 2.17.595; 37. Jeremy Butz/WDC (2005 Mazda Miata) 2.17.758; 38. Domenico Leuci/GLN (2004 Mazda Miata) 2.17.797; 39. John Jenkins/NYR (1999 Mazda Miata) 2.17.855; 40. Charlie Campbell/MHR (2002 Mazda Miata) 2.17.858; 41. Jordan Rick Segrini/FLA (1999 Mazda Miata) 2.17.912; 42. Steven Clemons Jr/CCR (1999 Mazda Miata) 2.18.073; 43. Matthew Davis/Tex (2001 Mazda Miata) 2.18.168; 44. Julian Dacosta/CFR (1999 Mazda Miata) 2.18.212; 45. Amy Mills/Nwst (2002 Mazda Miata) 2.18.457; 46. David Nagler/NYR (2002 Mazda Miata) 2.18.474; 47. Michael LaMaina/SJR (2005 Mazda Miata) 2.18.585; 48. Theodore Cahall/WDC (2003 Mazda Miata) 2.18.655; 49. Marshall Stocker/NER (1999 Mazda Miata) 2.18.799; 50. Andrew Charbonneau/CFR (1999 Mazda Miata) 2.18.976; 51. Patrick McGovern/NCR (2003 Mazda Miata) 2.19.044; 52. Logan Cozzie/CCR (1999 Mazda Miata) 2.19.143; 53. Russell King/LOL (1990 Mazda Miata) 2.19.641; 54. Whitfield Gregg/NYR (1999 Mazda Miata) 2.19.889; 55. William Keeling/Hous (1999 Mazda Miata) 2.20.298; 56. Andrea King/LOL (2003 Mazda Miata) 2.21.976; 57. John Valenta/STL (2002 Mazda Miata) 2.23.441; 58. Brad Williams/WDC (1992 Mazda Miata) 2.23.507; 59. Grant MacDonald/NCR



TAKE YOUR VICTORY LAP

This year, **371 people** volunteered time and expertise to pull off the ultimate event in amateur motorsports, working unconditionally in the harshest elements from the wee hours of the morning to all hours of the night... then doing it all over again the next day. On behalf of the drivers, members and staff, **THANK YOU.**

Travis Abbott
Bob Albert
Richard Alexander
Andrew Almquist
Blondie Anderson
Bob Antoine
David Arken
David Badger
Jennifer Badger
Judith Badger
Edward Bailey
Salvatore Baisley
Sam Barber
Raymond Barker
Cathy Barnard
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Daniel Briggs
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Chris Current
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Dennis Dean
Carol Deborde
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Ericka Deffenbaugh
Tricia Deffenbaugh
Harrison DeWeese
Dian Dingle
Chuck Dobbs
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Bruce Dover
Don Drennon
Hayley Drennon
Costa Dunias
Wilma Dunias
Drew Eary
Reena Eary

Brian Eldredge
William Etherington
Nancy Eubel
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Nick Fairfield
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Rachel Forman
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Samuel Fouse
Dayle Frame
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Lorrie Gaunt-Wandell
Paul Gauzens
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Paula Hawthorne
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Stephanie Helberg
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Joseph Hines
Paul Hoecke
Dave Hottle
David Hsu
Earl Hurlbut
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Lauren Lewis
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John Lindquist
Barbara Lissow
Brandon Little
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David Locke
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Robert Newnum
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Tracy O'Connor
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David Onyschuk
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Kenneth Paton
Ken Patterson
Kevin Patterson
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Ty Pittman
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Chris Prevenas
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John Purdy
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Shayna Ricker
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Dave Rodman
Jim Rogaski
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Ben Tyler
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Diego Vasquez
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RACE 14 | SATURDAY | OCT. 1, 2022 | 12:55 P.M.

B-SPEC

Steve Introne had a plan to win the B-Spec National Championship race. He planned the race, and then raced the plan in his VeloceEng/Black Hog Beer/BosMblTire MINI Cooper.

Introne developed a strategy to partner up with eventual second-place finisher Richard Hromin. Hromin's RP Performance/Performance Autowork MINI Cooper was well-matched to Introne's. Working together, Introne claimed the Tire Rack Pole Award, while Hromin qualified in second place.

"I'm a Spec Racer guy," Introne said after the race. "We're used to running close, having partners. So on the test days we went to see whether we were faster with Rich [Hromin] in front or me in front. We were both faster with me in front. That's what we wanted to do, and it worked out."

Behind the two MINIs on the grid sat 10-time Runoffs winner and B-Spec defending champion David Daughtery in the Bill Black Racing Chevrolet Sonic. Outside in fourth position was the Mazda2 of Matt Wolfe.

As the 30 B-Spec competitors took the green flag, Daughtery ran for the outside to pass the MINIs, but couldn't get it done as Introne and Hromin began executing their plan. The two drivers stuck together and used the increased speed and double-length of their cars to make

passing difficult on VIR's long straights and technical turns.

"That was the plan," Hromin said. "I raced Spec Miata for a long time. The way I always look at it is that I'm going to push whoever's in front of me until we have a nice gap, then I'm going to race for the win."

Daughtery came out of

"We were both faster with me in front. That's what we wanted to do, and it worked out."

STEVE INTRONE



Jay Benavidez

CHALLENGER

David Daughtery (ABOVE) had a great start (BELOW) but couldn't find a way around the leading Minis. His best hope was for the race to go green for the duration with the hope that he would be stronger at the end, but an early race caution period gave Introne and Hromin a chance to cool and regroup.



Jeff Leewe

the opening lap in fourth place, behind Riley Salyer in a Mazda2. Salyer had charged up from eighth place at the start. Daughtery found his way around the Mazda on the second lap, and began dogging Hromin, looking for an opening.

"Until the race went yellow, I had a fighting chance," Daughtery said. "Once it went yellow, they started breathing again, and they settled down and started driving. They were hooked up!"

The yellow flag Daughtery mentions happened on the fourth lap, when Matt Giuffre got sideways in his Ford Fiesta and rolled the car onto its roof. Giuffre got himself out of the car and was not injured in the incident, but the cleanup brought out a full course caution and a safety car for several laps.



B-SPEC CHAMPION

STEVE INTRONE

New England Region
VeloceEng/Black Hog Beer/BosMblTire
2010 Mini Cooper



Rick Corwin



John W. Wilmeth

PODIUM TO WINNER

Steve Introne ran a solid race in the 2021 Runoffs B-Spec contest, but he improved on it this year, teaming up with fellow Mini driver Richard Hromin to execute a championship-winning plan.

At the restart, Hromin and Introne simply renewed their cooperation and made an impenetrable wall for Daughtery and Salyer. With drivers of this caliber, any mistake would result in a change of position, but the mistakes never came. Because of the time lost to the yellow flag, the race went to its 35-minute time limit, completing 12 of the intended 15 laps.

As the leaders approached the checkered flag, Hromin made a final charge to draft around Introne, and if the front straight were just a hundred yards longer, he might have made it. As it was, Introne claimed the victory with a margin of just 0.078sec, barely a bumper's worth of distance. Daughtery finished third and Salyer took fourth place. Fifth place went to Dan Sheehy in a MINI Cooper. The Sunoco Hard Charger award went to Blair Deffenbaugh who gained seven positions during the race.

Introne was emotional on the podium, as his family was there celebrating the legacy of his late father, Robert Introne, who was a past Chairman of the Board of SCCA.

"I think I cried the whole last lap after the checker," Introne said. "My father passed away last year, and my father did everything in SCCA. He was so proud last year when I got third at the Runoffs at Indy. I know upstairs he's saying we did it even better this time."

—Jeff Zurschmeide

B-SPEC QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Steve Introne/NER (2010 Mini Cooper) 2.22.945; 2. Richard Hromin/WDC (2009 Mini Cooper) 2.23.249; 3. David Daughtery/IND (Chevrolet Sonic) 2.23.925; 4. Matt Wolfe/SILR (2012 Mazda 2) 2.24.242; 5. Rob Piekarczyk/NEO (2011 Honda Fit) 2.24.275; 6. Ian Schoen/LnSt (2011 Mazda 2) 2.24.324; 7. Alex Ratcliffe/WDC (2007 Mini Cooper) 2.24.468; 8. Riley Salyer/Hous (2013 Mazda 2) 2.24.491; 9. Conner Kelleher/Hous (2012 Mini Cooper) 2.24.514; 10. Matt Giuffre/DET (2011 Ford Fiesta) 2.24.522; 11. Dan Sheehy/Ala (2009 Mini Cooper) 2.24.527; 12. Ryan Moran/WDC (2012 Mini Coupe) 2.24.578; 13. Corey Rueth/LnSt (2013 Mini Cooper) 2.25.287; 14. John Phillips/Hous (2008 Toyota Yaris) 2.25.734; 15. Matt Downing/OVR (2015 Honda Fit) 2.25.736; 16. Stewart Black/NCR (2013 Chevrolet Sonic) 2.25.915; 17. Daniel Dennehy/STC (2012 Honda Fit) 2.26.070; 18. David Rosenblum/SJR (2012 Ford Fiesta) 2.27.118; 19. Anthony Ruddy/NER (2012 Chevrolet Sonic) 2.27.258; 20. Matthew Fess/Colo (2010 Mini Cooper) 2.27.665; 21. Blair Deffenbaugh/NCR (2010 Honda Fit) 2.27.775; 22. Thomas Tremper/GLN (2011 Mini Cooper) 2.27.918; 23. J B Swan/NER (2012 Chevrolet Sonic) 2.27.935; 24. Dan Hardison/OVR (2010 Honda Fit) 2.28.056; 25. George Badger/IND (2015 Honda Fit) 2.28.177; 26. Tom Hopson/OVR (2009 Honda Fit) 2.28.345; 27. Stephanie Andersen/Milw (2013 Mazda 2) 2.28.498; 28. Cherie Storms/Nwst (2011 Mazda 2) 2.28.588; 29. Ryan Claucherty/NCR (2008 Mini Cooper) 2.30.914; 30. Karah Behrend/AZ (2010 Honda Fit) 2.41.739;

Salyer (12); 5. Dan Sheehy (12); 6. Alex Ratcliffe (12); 7. Ian Schoen (12); 8. John Phillips (12); 9. Corey Rueth (12); 10. Conner Kelleher (12); 11. Stewart Black (12); 12. Matt Wolfe (12); 13. Matt Downing (12); 14. Blair Deffenbaugh (12); 15. Daniel Dennehy (12); 16. David Rosenblum (12); 17. J B Swan (12); 18. Matthew Fess (12); 19. Dan Hardison (12); 20. Ryan Moran (12); 21. Tom Hopson (12); 22. Anthony Ruddy (12); 23. Cherie Storms (12); 24. Thomas Tremper (12); 25. George Badger (12); 26. Stephanie Andersen (12); 27. Rob Piekarczyk (12); 28. Ryan Claucherty (12); 29. Karah Behrend (12); DNF. Matt Giuffre (3);

Overall Time of Race: 35:57.981;
Average Race Speed: 65.461mph;
Margin of Victory: 0.078sec; **Fastest Race Lap:** Salyer, 2:23.819 (81.853mph);
Lap Leader: Introne, laps 1-12; **Sunoco Hard Charger:** Deffenbaugh

B-SPEC RACE

12 laps, 39 Miles: Pos. Driver (Laps);

1. Steve Introne (12); 2. Richard Hromin (12); 3. David Daughtery (12); 4. Riley



Rupert Berrington



Rick Corvine

FA CHAMPION

ALEX MAYER

Philadelphia Region
JDR Ford

RACE 15 | SATURDAY | OCT. 1, 2022 | 1:45 P.M.

FORMULA ATLANTIC

The Formula Atlantic class, which for many years has been a centerpiece of the Runoffs both for speed and for entry, has had more downs than ups recently. This year was a graphic example. The entry comprised just eight cars, and that was reduced by one at the start of the week when defending champion James French withdrew his entry due to shop troubles back home. Of the seven remaining cars, only three were the traditional Atlantic cars, three were F1000 cars converted to Atlantic spec, and one was a Formula Regional America Ligier. That was reduced by one more, when Theodoros Zorbas failed to take the start.

That left six cars to take the green, which was in damp and overcast conditions. The Tire Rack Polesitter, Chip Romer in his Michelob Ultra Swift 016a Mazda, was a touch slow getting off the line, which allowed Alex Mayer, in a JDR powered by a Ford engine, to get the jump into Turn 1. The damp track came into play as Romer promptly spun and was collected by Anthony Seaber in a Stohr

F1000. Seaber was out on the spot while Romer limped back to the pits to retire. Just like that, the race was down to four cars.

At the end of the first lap Mayer had a six second lead, but that was wiped out by the full course yellow to retrieve Seaber's stricken car. The order behind the safety car was Mayer, Austin Hill in the Ligier JS F3, Rod Rice in a Honda powered Stohr F1000 car, and J.R. Smart in the only remaining traditional Atlantic, a Swift 014a Mazda.

The restart came on lap four, and Mayer immediately sprinted out to a comfortable lead. Rice passed Hill to take the second spot, but Hill repassed him on the long straight coming out of Oak Tree. Mayer settled in with a pace which added a second a lap to his lead. He later said that he just "kept my cool, ran consistent lap times as much as I could, and made it to the checker."

The contrast between Mayer and Hill was marked. Mayer was appreciably faster in the twisty parts of the circuit, while Hill's turbocharged Honda power ruled



Rupert Berrington

on the straights. However, overall Mayer was quicker. This pattern continued for a number of laps until Hill looped it in Hog Pen. The time he lost sliding around on the wet grass allowed Rice to scoot past into second. "There was water on the track in Hog Pen, I hit it, and went off," Hill explained.

The 15 laps ran out with Mayer taking a comfortable win with a margin of 35 seconds over Rice. Hill trailed in third for his second podium finish of the day. Smart brought up the rear in the only true Atlantic car running at the finish.

So ended a very strange Formula Atlantic race. A race wherein only six cars started and four finished. Only one traditional Atlantic went the distance and converted F1000 cars and a Formula Regional car swept the podium.

—Tom Schultz

UNTRADITIONAL

Alex Mayer (MAIN) took the FAAtlantic victory in a former F1000 car, followed by Rod Rice (BELOW LEFT) and Austin Hill (BELOW).



Jay Borvoulair

FA QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Chip Romer/SFR (Swift 016a Mazda) 1.44.703; 2. Alex Mayer/PHL (JDR Ford) 1.45.504; 3. Anthony Seaber/NCR (Stohr F1000 VW) 1.47.274; 4. Austin Hill/OVR (Ligier Crawford JS F3 Honda) 1.48.444; 5. J R Smart/Milw (Swift 014a Mazda) 1.48.740; 6. Rod Rice/SFR (Stohr F1000 Honda) 1.49.456; 7. Theodoros Zorbas/Bucc (Swift 016a Mazda) 1.53.886;

Smart - Loss of qualifying 3 times per Race Director - GCR 6.1.1.B

Seaber - Loss of qualifying 2 times per Race Director - GCR 9.3.25 / Supp. 8.11.16

FA RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Alex Mayer (15); 2. Rod Rice (15); 3. Austin Hill (15); 4. J R Smart (15); DNF, Chip Romer (0); DNF, Anthony Seaber (0); DNS, Theodoros Zorbas;

Overall Time of Race: 30:12.050; **Average Race Speed:** 97.448mph; **Margin of Victory:** 35.024sec; **Fastest Race Lap:** Mayer, 1:48.507 (108.491mph); **Lap Leader:** Mayer, laps 1-15; **Sunoco Hard Charger:** Rice



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RACE 16 | SATURDAY | OCT. 1, 2022 | 2:35 P.M.

H PRODUCTION

During the interviews after the H Production race, Chris Schaafsma was asked what it felt like to win his first SCCA National Championship title. His first word was "relief." He explained that he races his HoosierTireMidwest/NGP Racing/G-LOC Volkswagen Golf in CENDiv, where there are some very strong, fast HP competitors, including Steve Sargis, Greg Gauper, and Eric Vickerman, so it was also very satisfying to win at the Runoffs against such a strong field of contenders.

It turned out that some very

strong contenders also came from outside Central Division.

Schaafsma also commented that the weather tried "to give us a little bit of heartburn." It was more than a little bit for many of the fast guys. Even Schaafsma felt a bit of that heartburn, but it was Will Perry who felt the burn first. Perry, who was *SportsCar's* pick to win and qualified third, had his episode in Hog Pen: "Chris Schaafsma hit a wet spot where water was weeping up through the track in Hog Pen and got loose. I let off when I saw him get loose and got loose myself. I missed

the setup and was way too loose to be able to go fast on the slick and changing track."

That dropped Perry back several places, and he spent the rest of the laps racing his Honda CRX Si back to fourth. On the second lap it was Sargis, the race's Tire Rack Polesitter, in front with Schaafsma, Enrik Benazic and Vesa Silegren chasing. Benazic's heartburn came while working the fifth lap when he went off in the NASCAR Bend and into the tire wall. He was able to continue, but the damage caused him to finish last of the runners.

SOLID RUN TO SILVER

Vesa Silegren (BELOW) kept it cool and steady to bring his CRX home to a second-place finish in the H Production contest. Although he was passed by Sargis in the latter stages, he got back by.



Jay Bonvillian

KNOCK-DOWN, DRAG-OUT

Chris Schaafsma (20) and Steve Sargis had an epic battle for the H Production title, which Schaafsma eventually claimed for good when Sargis had a bad encounter with lapped traffic that took him off track (BELOW). Sargis recovered to finish third.

The next few laps were a knock-down, drag-out battle between Sargis (Hoosier/Carbotech Triumph Spitfire) and Schaafsma. Schaafsma was into the lead in Turn 1, Sargis caught him in Oak Tree and passed for the lead going into the Roller Coaster. A couple laps later, Schaafsma had a great run

"I was worried about taking us both out. I thought I had thrown the race away."

CHRIS SCHAAFSMA



Jeff Leewe

out of Turn 4 and was beside Sargis going into the Esses.

"As we went into the second right-hand one, I thought I saw him in my mirror next to me. I was worried about taking us both out of the race," he said, so he straightened his wheel and went off into the grass. "I thought I had thrown the race away." But he re-entered the track still in the lead.

Sargis was back in the lead two laps later thanks to a well-planned dive into Turn 1. On lap 10, going into Hog Pen, Sargis had his own serious bout with heartburn. He caught traffic in one of the worst places and was waved by on the outside, but the Spitfire was going too fast at that downhill part of the course, and Sargis had to brake in order not to avoid contact. It put Sargis off the track to the right where he clipped the dirt, spun off course, and

struggled to get back on the track: "The grass is a lot more slippery than I thought," Sargis recalled.

As they crossed the line to complete lap 10, Schaafsma had a several second lead over Silegren's Comp Trak/Hoosier/Carbotech/Gatecrst Honda CRX, with Perry well back and being chased by Sargis. Eventually, Sargis was able to catch Perry for third and even briefly passed Silegren, when the Honda driver went wide at Oak Tree. Silegren, however, got back past Sargis when the Triumph's engine seemed to go off song.

During the last couple laps, it appeared that there might be some changes among the cars from fourth through sixth, since they were closing up, but Perry kept fourth followed by Chris Albin and Vickerman.

—J. Michael Hemsley

HP CHAMPION

CHRIS SCHAAFSMA

Chicago Region
 HoosierTireMidwest/NGP Racing/G-Loc
 1986 Volkswagen Golf



Rick Corwine

HP QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Steve Sargis/BVR (1975 Triumph Spitfire) 2:13.952; 2. Chris Schaafsma/CHI (1986 Volkswagen Golf) 2:15.220; 3. Will Perry/CHA (1987 Honda CRX Si) 2:15.908; 4. Vesa Silegren/CHA (1987 Honda CRX) 2:16.742; 5. Enrik Benazic/NYR (1986 Honda Civic Si) 2:17.854; 6. Chris W Albin/SILR (1985 Volkswagen Golf) 2:18.079; 7. Eric Vickerman/DET (1962 Austin-Healey Sprite) 2:18.786; 8. Greg Gauper/Milw (1984 Honda Civic Si) 2:19.616; 9. William Trainer/CHI (1987 Volkswagen Scirocco) 2:20.401; 10. Andrew Wright/TEN (1962 Triumph Spitfire) 2:21.034; 11. Charles Guest/NCR (1957 Austin-Healey Sprite) 2:22.164; 12. Leanna Wright/TEN (2004 Mini Cooper) 2:22.644; 13. Greg Amy/NER (1985 Toyota MR-2) 2:22.799; 14. Brian Downey/WDC (1972

Nissan PL510) 2:22.835; 15. David Boles/CFR (1997 Volkswagen Golf) 2:22.937; 16. Matthew Benazic/NYR (1986 Honda Civic Si) 2:23.412; 17. Edward Werry/SJR (2010 Honda Fit) 2:23.955; 18. Tom Broring/WDC (1977 Triumph Spitfire) 2:24.259; 19. Ryan McBain/WDC (1987 Honda CRX) 2:24.494; 20. Jack Schulz/OZMT (1970 MG Midget) 2:24.893; 21. Angus Crome/SILR (1985 Volkswagen Golf) 2:26.673; 22. John Fine/Atl (1984 Honda Civic Si) 2:27.410; 23. Kendall Jones/DET (1976 MG Midget) 2:29.441;

Amy - Loss of qualifying 1 times per Race Director - GCR 9.1.5.9.a

Perry - Loss of qualifying 1 times per Race Director - GCR 9.3.25 / Supp. 8.11.16

Benazic - Loss of qualifying 1 times per Race Director - GCR 9.3.50

HP RACE

15 laps, 49 Miles: Pos. Driver (Laps);

1. Chris Schaafsma (15); 2. Vesa Silegren (15); 3. Steve Sargis (15); 4. Will Perry (15); 5. Chris W Albin (15); 6. Eric Vickerman (15); 7. William Trainer (15); 8. Greg Amy (15); 9. Brian Downey (15); 10. David Boles (15); 11. Jack Schulz (15); 12. Matthew Benazic (15); 13. Edward Werry (15); 14. Leanna Wright (14); 15. Angus Crome (14); 16. Kendall Jones (14); 17. Greg Gauper (11); 18. John Fine (7); 19. Andrew Wright (7); 20. Enrik Benazic (7); DNF. Ryan McBain (2); DNS. Charles Guest; DNS. Tom Broring;

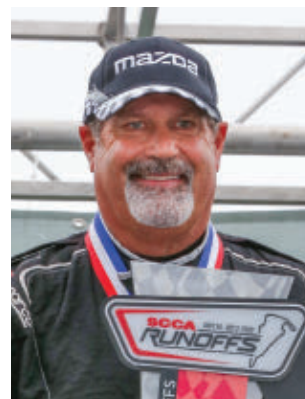
Overall Time of Race: 34:53.664;
Average Race Speed: 84.340mph;
Margin of Victory: 24.291sec;
Fastest Race Lap: Schaafsma, 2:15.677 (86.765mph); **Lap Leaders:** Sargis, laps 1-5; 7, Schaafsma, laps 6, 8-15; **Sunoco Hard Charger:** Schulz.



Rupert Barrington

WINNING GAMBLE

Chip Romer ducked into the pits during a full-course caution for wet tires. It was the correct decision.



Rick Corvine

P1 CHAMPION

CHIP ROMER

San Francisco Region
Stella Artois Elan DP02 Mazda

BEST RESULT

Jason Miller tied his best Runoffs finish with a silver medal, a nice result after a seventh-place start in the WynnFurst Kohler machine. Todd Vanacore ended up third.

RACE 17 | SATURDAY | OCT. 1, 2022 | 3:25 P.M.

PROTOTYPE 1

The Prototype 1 race turned markedly on a gutsy strategic decision. The race began in the dry with all cars on slicks. However, as soon as the race started a sudden squall blew through, drenching the southern end of the long course. This caught everyone out and it was the reaction to this half dry, half wet situation that turned the championship.

A second pace lap was taken in order to let the field see what the conditions were; however, when the green waved, the intensity of the rain increased. Todd Slusher, the Tire Rack Pole Award winner in his Cabo Wabo Elan DP02 Mazda, led the field into the downpour and went straight on at Turn 1 and into the tire barrier. Two-time class champion Jim Devenport was running in second in his Elan DP02 and followed Slusher off track. The rest of the field slipped and slid every which way, desperately trying to stay on course.

Sixth-place starter John McAleer not only found himself in the lead in his Elan DP02, but

with a 6.4-second lead over Chip Romer's Stella Artois Elan DP02. Todd Vanacore's Stor-it Storage/Halifax Plantation Elan DP-02 was third, followed by Jason Miller's Kohler/Millennium/Hoosier WynnFurst-Kohler. A full-course yellow was called to extract Slusher's car and this is where Romer made the move of the race.

Romer and Devenport came into the pits and changed from slicks to rain tires. Romer exited the pits still on the same lap as the pack, but Devenport had lost a lap before getting back on course.

When the race went green on the sixth lap, Devenport quickly showed that the grooved rubber was the right choice as he unlapped himself and pulled away. He was on the same lap now but three miles behind. Romer was at the end of the line, but markedly faster. It took him only one lap to slice through most of the field and emerge in second behind McAleer. Vanacore, Miller, and Lee Alexander followed.

The race pattern was quickly determined. Romer was much

faster on the wet track, but on the dry portions McAleer had the edge. However, the net difference was slightly in Romer's favor and he caught and passed McAleer for the lead in the Oak Tree on lap 11. McAleer repassed down the straight, but Romer again took the lead on the next lap. This time he was able to keep it and claimed the crown with McAleer just behind, while Miller made a late pass of Vanacore for third.

McAleer, however, failed the stall test and was moved to the last of the runners. Hence Jason Miller tied his best-ever Runoffs result with a second place and Todd Vanacore came in third.

So a crazy race ended with a result that turned on a masterful strategic decision. Chip Romer and his crew gambled that a switch to rain tires would pay off, and it did. With his Runoffs title, Chip Romer also won the Super Sweep award for winning the Hoosier Racing Tire SCCA Super Tour Nationwide point championship, a U.S. Majors Tour Conference, and the Runoffs..

Tom Schultz



Jay Bonvulture

P1 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Todd Slusher/LV (Elan DP02 Mazda) 1:41.601; 2. Jim Devenport/SFR (Elan DP02 Mazda) 1:42.577; 3. Chip Romer/SFR (Elan DP02 Mazda) 1:42.582; 4. Todd Vanacore/CFR (Elan DP02 Mazda) 1:43.660; 5. Lee Alexander/TEN (Stohr WF1 Kawasaki) 1:43.895; 6. John McAleer/Atl (Elan DP02 Mazda) 1:44.375; 7. Jason Miller/Milw (WynnFurst Kohler) 1:44.624; 8. Greg Case/CILL (Stohr WF1 Suzuki) 1:46.763; 9. Jon Douchis/FLA (Elan DP02 Mazda) 1:55.417;

Miller - Loss of qualifying 3 times per Race Director - GCR 6.1.1.F

P1 RACE

13 laps, 43 Miles: Pos. Driver (Laps); 1. Chip Romer (13); 2. Jason Miller (13); 3. Todd Vanacore (13); 4. Jim Devenport (13); 5. Greg Case (12); 6. Jon Douchis (12); 7. Lee Alexander (9); 8. John McAleer (13); DNF. Todd Slusher (1);

McAleer - Moved to last position per Race Director - GCR App. F Stall Test

Overall Time of Race: 35:13.474;
Average Race Speed: 72.410mph;
Margin of Victory: 18.637sec;
Fastest Race Lap: McAleer, 1:54.095 (103.177mph); **Lap Leaders:** Slusher, lap 1; McAleer, laps 2-11; Romer, laps 12-13; **Sunoco Hard Charger:** Greg Case.

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RACE 18 | SATURDAY | OCT. 1, 2022 | 4:15 P.M.

TOURING 2

Defending Touring 2 champion Kurt Rezzetano won a second-consecutive T2 championship from the pole position. Saturday races were held under better conditions than the Friday or Sunday races, but rain was still passing through. When the T2 cars went out to race, most of the track was dry, except for a critical portion at the south end of the course, including Turns 11-12, the

challenging and critical Oak Tree, where enough rain was falling to make the track thoroughly wet.

However, the rest of the track was dry enough that Tire Rack Pole Award winner Rezzetano took his Phoenix Performance/Hoosier/Hawk Ford Mustang GT out on dry tires. Starting next to him was Charlie Peter, in the Phenix Label/Hoosier/Red Line Oil BMW M2CS Cup car. Peter had also selected dries.

At the start, Rezzetano drove into the lead before Turn 1. Peter settled into second, and the Porsche Carrera S driven by Mark Boden took up third. Fighting for fourth and fifth were Tim Kezman in the Fall-Line Motorsports/Lemons of Love Porsche 996, and David Sanders in a Corvette. Alan Kossof, driving also in a Porsche 996, sat sixth in the mix.

Boden got by Peter to take over second place on the

fourth lap. As with many races, the pass was made on the spacious 4,000-foot downhill backstretch. The two drivers traded the podium positions back and forth in a fierce race while Rezzetano used their battle to open up a five-second lead.

On lap 11, Peter was able to get by Boden again in the first turn. Then, going through the Climbing Esses, Boden's car spun wildly into the grass,

Jay Benvelour

DID IT AGAIN

Kurt Rezzetano (37) qualified on pole and led every lap on his way to the Touring 2 National Championship, his fourth in the class.

taking him out of contention for a podium finish. That was only the beginning of the chaos, as oil on the track at Oak Tree sent several cars into the tire wall and brought out a full-course caution. That looked like bad news for Rezzetano, who had built up an 11-second lead that would vanish behind a safety car.

However, there wasn't sufficient time to clean up the cars and the oil in order to go green again, so the T2 race was checkered after 12 laps. The early end meant Rezzetano successfully

defended his T2 National Championship while earning a fourth career Runoffs victory.

"This feels really good,"

Rezzetano said. "Those track conditions were unbelievable. I was sliding out of Oak Tree every lap, big-time sideways. I was really just sideways every lap."

Peter landed the silver medal to mark his third Runoffs podium, and noted: "Mark [Boden] and I were fighting so hard, and clean. In order to run up front, I had to really hustle my car. I would've probably preferred

if all the rain wasn't down at that portion of the track, but it's fun because it's terrifying."

When Boden left the track, Kezman moved up to third and claimed the bronze medal. The effort earned Kezman his third appearance on a Runoffs podium.

"I wish it would've gone back green for a couple laps because that might have been interesting," Kezman said after the race. "But this event is the pinnacle. So when you can get on the podium, that's good."

—Jeff Zurschmeide



Jay Benvelour

T2 CHAMPION

KURT REZZETANO

Philadelphia Region
 Phoenix Performance/Hoosier/
 Hawk 2013 Ford Mustang GT

PODIUM PLACERS

Tim Kezman (ABOVE) was third in a Porsche. Charlie Peter (66, BELOW) and Mark Boden (46) had a fierce fight for second until Boden spun.

T2 QUALIFYING

Pos. Driver/Region (Car) Best Time:

1. Kurt Rezzetano/PHL (2013 Ford Mustang GT) 2.00.276; 2. Charlie Peter/KCR (2020 BMW M2CS Cup) 2.00.360; 3. Tim Kezman/Milw (2002 Porsche 996) 2.00.530; 4. Mark Boden/CHI (2004 Porsche Carrera S) 2.01.735; 5. Alan Kossof/CHI (2003 Porsche 996) 2.01.970; 6. David Sanders/PHL (2003 Chevrolet Corvette C5 Z06) 2.02.201; 7. Scotty B White/Nwst (2005 Dodge Viper SRT-10) 2.03.092; 8. Marty Grand/WDC (2018 Honda Civic Type-R) 2.03.225; 9. Charlie Abell/WDC (2002 Chevrolet

Corvette C5 Z06) 2.03.381; 10. Aaron Kaplan/CHI (2013 BMW E92 M3) 2.04.207; 11. Nathan Martin/Colo (2020 BMW M2CS Cup) 2.04.277; 12. Gamaliel Aguilar-Gamez/Nwst (2015 BMW M235iR) 2.04.509; 13. Gregory Schermer/GtRv (2011 Porsche 997) 2.04.561; 14. Mikhail Butenko/SFR (2007 Ford Spec Mustang) 2.08.256;

Aguilar-Gamez - Loss of qualifying 3 times per Race Director - GCR 9.1.9.2.8.A.2.B

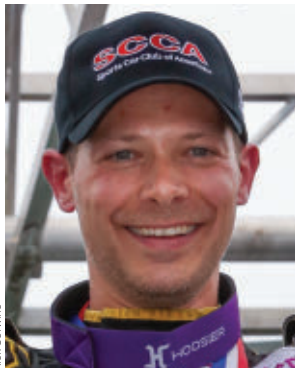
Grand - Loss of qualifying 2 times per Race Director - GCR 9.3.25 / Supp. 8.11.16

T2 RACE

12 laps, 39 Miles: Pos. Driver (Laps):

1. Kurt Rezzetano (12); 2. Charlie Peter (12); 3. Tim Kezman (12); 4. David Sanders (12); 5. Alan Kossof (12); 6. Mark Boden (12); 7. Charlie Abell (12); 8. Aaron Kaplan (12); 9. Marty Grand (12); 10. Gregory Schermer (12); 11. Mikhail Butenko (12); 12. Gamaliel Aguilar-Gamez (10); 13. Nathan Martin (9); DNF. Scotty B White (1);

Overall Time of Race: 26:53.512;
Average Race Speed: 87.551mph;
Margin of Victory: 0.84sec;
Fastest Race Lap: Rezzetano, 2:04.756 (94.360 mph); **Lap Leader:** Rezzetano, laps 12; **Sunoco Hard Charger:** Schermer.



Rick Corwine



Rupert Berrington

RACE 19 | SUNDAY | OCT. 2, 2022 | 8:15 A.M.

SUPER TOURING LITE

“Racing is an incredibly heartless and cruel mistress,” declared Danny Steyn to pit reporter Heyward Wagner after the STL National Championship race. The Tire Rack Pole Award winner in STL (and Spec Miata) had just experienced that firsthand. “I have no idea why I keep coming back. It just beats us into a pulp. But despite that, there’s joy in it.”

Steyn was smiling as he said it, but the true joy was Greg Maloy’s, who had just won his first National Championship, and Trevor Degioanni’s, who had made the podium in his first Runoffs appearance.

Running first on Sunday, the Super Touring Lite competitors had a luxury few did during the weekend: the gift of a dry race. So instead of talking about who had the best rain setup, tire choice was likely to play a part. Steyn had soft Hoosier A compound tires on his Ocean Machinery/Nelson/OPM/G-Loc Mazda MX-5, as did Joe Moser on his CRX that would be starting on outside of the front row. Maloy, on the other hand, chose the harder R Hoosiers for his Function and Form/Carbotech Honda CRX with which he had qualified in third.

Steyn held the lead through Turn 1 at the start, but Moser moved to the front in Turn 2. It was short-lived; Steyn held throttle into South Bend and retook the lead. If this was how the race was going to go, fans were in for a treat. Unfortunately,

we were deprived of a Steyn-Moser back-and-forth battle.

Moser dropped off Steyn’s bumper, falling back toward Degioanni, who had taken third at the start, and Maloy. The first real sign of trouble for Moser came at the beginning of the second lap as Degioanni and Maloy were right on his tail, and as they exited Turn 5,

“You either perform, or you don’t. It’s a true test and that’s what I really like about it.”

GREG MALOY



Jay Benavidez

KEEPING IT CLOSE

Maloy first had to clear Trevor Degioanni (ABOVE), who finished third in his first Runoffs. Maloy then passed polesitter Danny Steyn two-and-a-half laps from the end of the race exiting Oak Tree (BELOW) after Steyn had transmission trouble. Steyn would come back at Maloy on the final lap, unsuccessfully.



Rupert Berrington

Moser didn’t accelerate quite as expected. Degioanni went left, Maloy went right, and when it shook out, Maloy had second with Degioanni in third. Moser would pull into the pits at the end of the lap, done for the day.

Steyn then proceeded to walk away from Maloy, looking to repeat his 2019 STL title at VIR. But Maloy wasn’t done and started setting some fast laps to keep Steyn from getting a gap. It didn’t work, but he did put a bit of space between himself and Degioanni. Now it was a waiting game to see if Steyn’s softer tires would hold out or not.

In the end, tire choice didn’t matter. On lap 12, all of a sudden Maloy had erased the 8sec gap Steyn had built. Had Steyn made a mistake and gone off somewhere? No, the problem quickly became clear.



STL CHAMPION

GREG MALOY

Detroit Region
Function and Form/Carbotech Honda CRX



Rick Corwine



Rupert Barrington

FINALLY A CHAMP

After three years of top-five finishes in STL, Greg Maloy finally came out on top for his first National Championship.

STL QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Danny Steyn/FLA (Mazda MX-5) 2.05.474; 2. Joe Moser/DET (Honda CRX Si) 2.06.287; 3. Greg Maloy/DET (Honda CRX) 2.06.800; 4. Trever Degioanni/Atl (Acura Integra GSR) 2.07.749; 5. Max Gee/NEO (Honda Prelude) 2.07.753; 6. Olivier Jean Francois/GPR (Toyota 86) 2.07.902; 7. Alan Cross/Atl (Mazda Miata) 2.08.094; 8. Derek Ketchie/CCR (Honda Si) 2.08.803; 9. Amy Mills/Nwst (Mazda Miata) 2.08.807; 10. Gonzalo Aponete/GPR (Honda Civic) 2.08.968; 11. Mike Taylor/Atl (Acura Integra) 2.09.177; 12. David Palfenier/CHI (Mazda RF) 2.09.402; 13. Chuck Hines/NCR (Mazda MX-5) 2.09.431; 14. Jose Osiris Pena/GPR (Honda CRX) 2.09.925; 15. Jon Sewell/FLA (Acura Integra Type R) 2.11.373; 16. Todd Buras/CFR (Mazda Miata) 2.11.619; 17. Michael Sperber/NCR (Ford Focus zx3) 2.13.593; 18. Hugh McHaffie/NER (Mazda MX-5) 2.15.024; 19. Brian Hooper/NCR (Acura Integra) 2.16.766; 20. Theodore Cahall/WDC (Mazda Miata) 2.17.757; 21. Peter Davis/Tex (Acura Integra) 2.17.936; 22. Marshall Stocker/NER (Mazda Miata) 2.18.321; 23. Steve Wickersham/WDC (Mazda Miata) 2.18.377; 24. Dan Harding/NEO (Mazda Miata) 2.20.548;

Jean Francois - Loss of qualifying 2 times per Race Director - GCR 9.1.4.2.E1

STL RACE

15 Laps, 49 Miles: Pos. Driver (Laps);

1. Greg Maloy (15); 2. Danny Steyn (15); 3. Trever Degioanni (15); 4. Max Gee (15); 5. Alan Cross (15); 6. Olivier Jean Francois (15); 7. Chuck Hines (15); 8. Gonzalo Aponete (15); 9. Jon Sewell (15); 10. David Palfenier (15); 11. Brian Hooper (14); 12. Steve Wickersham (14); 13. Theodore Cahall (14); 14. Marshall Stocker (14); 15. Dan Harding (14); 16. Amy Mills (12); 17. Mike Taylor (10); 18. Peter Davis (8); DNF. Michael Sperber (6); DNF. Hugh McHaffie (5); DNF. Jose Osiris Pena (2); DNF. Joe Moser (1); DNS. Derek Ketchie; DNS. Todd Buras; Sperber - Loss of 3 positions per Race Director - GCR 6.11.1.A,B,C

Overall Time of Race: 32:26.325;
Average Race Speed: 90.725mph;
Margin of Victory: 0.190sec; **Fastest Race Lap:** Steyn, 2:07.832 (92.090mph); **Lap Leaders:** Steyn, laps 1-12; Maloy, laps 13-15; **Sunoco Hard Charger:** Wickersham.

"I lost the gearbox," Steyn explained. "I couldn't shift it to third. And so rather than take a chance and destroy it and lose all the gears, I kept it in fourth, and I drove the entire track for three laps in fourth gear on the rev limiter."

With the car stuck in fourth, Steyn had no acceleration out of Oak Tree, and Maloy had him down the back straight. Steyn then decided to risk the gearbox, and closed down on Maloy on the final lap, but it was too late, especially as Maloy caught a lapper at the right spot going into Oak Tree and Steyn had to pause behind the lapped car.

Steyn's fourth STL championship would have to wait, this one was Maloy's. Degioanni came home third in his Motion Control Suspension Acura Integra GSR, with Max Gee and Alan Cross completing the top five.

"The struggle is real, no question," said Maloy, who had top-five finishes in his three previous Runoffs. "But when you come out on top... racing has no partiality, right? You either perform or you don't. It's a true test and that's what I really like about it. To come out on top is an incredible feeling." Maloy hadn't finished out of the top five at

the Runoffs in his previous four attempts, and now had his first National Championship, a nice reward after working in Detroit separated from his family, where he's been working on his CRX in a rented garage with a leaky roof.

For Degioanni, he was just excited to finish, let alone get onto the podium: "We were excited just to turn a lap in the race. We've worked really hard just to get here. We just wanted to make all the laps. We knew we had a fast car and if we made all the laps we would be in good shape."

—Richard S. James



RACE 20 | SUNDAY | OCT. 2, 2022 | 9:15 A.M.

AMERICAN SEDAN

Heavy rains and heavy cars don't really go together very well, but that was the situation presented to American Sedan drivers on Sunday of the Runoffs. After Friday's hurricane-induced downpour and a reasonably dry Saturday, Sunday morning started with a consistent light rain. In the heavyweight and powerful American Sedan cars, that meant a double handful of evil handling, poor visibility, and unpredictable traction.

"It was like driving on ice, basically," said Tire Rack Pole Award winner Kurt Rezzetano.

Rezzetano, a four-time Runoffs champion in T2, earned the pole position driving his Phoenix Performance/Hoosier/Hawk Ford Mustang GT. Sitting outside on the front row was two-time champion Greg Eaton in the Eaton Racing and Development Ford Mustang.

From the green flag, it was apparent that the track was no one's friend. Rezzetano jumped out to an early lead with Eaton following closely into Turn 1. The field tiptoed cleanly through the first corners, but American Sedan rewards bold driving and Eaton passed

Rezzetano on VIR's long back straight to take over the lead.

"I knew Greg was going to be coming no matter what," Rezzetano said. "Having the pole was great, but he has straight line speed on me so I had to be free of him by the time I got to the back straight, and I wasn't. So I knew I was giving up the lead no matter what."

In the third lap, Rezzetano attempted to retake the lead at Turns 11 and 12, VIR's Oak Tree corner, where the track turns around at the top of the hill. Rezzetano went to the inside and the two made what appeared to

be minor contact, but the result caused both cars to go off on opposite sides of the track.

"It was unfortunate that we caught wheels on each other and it bounced me off into the grass," Rezzetano said.

With the leaders off track, third-place Daniel Richardson took over the lead in his Chevrolet Camaro for the next few laps. However, his car had a mechanical failure in the first corners of the fifth lap, and he coasted to a halt trackside. The lead passed to Clark Cambern in the Bilstein/Dodge/Wesley Motorsports



Rupert Barrington

VIR REPEAT

Gregory Eaton won his first American Sedan National Championship at VIR in 2019; he took his third this year, although it wasn't easy.

Dodge Challenger, who had a 1.558-second gap over Eaton at the start of the sixth lap.

But then Cambern spun off in Turn 1, putting Eaton back into first. Eight-time Runoffs champion and 2015 SCCA Super Sweep winner Andy McDermid came up to take up second place in his Mustang.

"I lost the race in Turn 1," Cambern said. "Our car takes a long time to fire up the tires. Initially my plan was just to hang out, stay with these guys, and not let them get away. The car had just started to wake up and



Jay Benavoli

AS QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Kurt Rezzetano/PHL (Ford Mustang GT) 2.02.162; 2. Gregory Eaton/WDC (Ford Mustang) 2.02.313; 3. Daniel Richardson/WDC (Chevrolet Camaro) 2.02.663; 4. Clark Cambern/WMR (Dodge Challenger) 2.02.861; 5. James Jost/PHL (Ford Mustang GT) 2.04.512; 6. Thomas West/NER (Cadillac CTS-V) 2.05.247; 7. Andrew McDermid/DET (Ford Mustang) 2.06.149; 8. John Heinrich/DET (Pontiac Firebird) 2.08.081; 9. Mikhail Butenko/SFR (Ford Mustang) 2.08.341; 10. Phillip Waters/Tex (Chevrolet Camaro) 2.12.735; 11. Kyle Gilbert/BVR (Chevrolet Camaro) 2.13.047; 12. Kelly Lubash/NER (Chevrolet Camaro) 2.13.766; 13. Andy Schniedermeyer/STL (Chevrolet Camaro) 2.15.903;

AS RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Gregory Eaton (15); 2. Clark Cambern (15); 3. Kurt Rezzetano (15); 4. Thomas West (15); 5. Andrew McDermid (15); 6. Mikhail Butenko (15); 7. Kyle Gilbert (15); 8. Kelly Lubash (14); 9. Phillip Waters (14); 10. Andy Schniedermeyer (13); DNF. Daniel Richardson (4); DNS. James Jost; DNS. John Heinrich;

Overall Time of Race: 33:38.149; **Average Race Speed:** 87.496mph; **Margin of Victory:** 0.704sec; **Fastest Race Lap:** Eaton, 2:04.578 (94.495mph); **Lap Leaders:** Eaton, laps 1-2, 6-15; Richardson, laps 3-4; Cambern, lap 5; **Sunoco Hard Charger:** Gilbert.

really work, and when I went into Turn 1, I touched the black sealer on the pavement and the rear tires just locked. We lost all our tire temp. It was bad."

Eaton had the measure of the course at that point, and opened a lead on the field. Cambern recovered enough to retake second place, pushing McDermid back to third.

McDermid had his own moment in the 10th lap, going off at Turn 17, the right-hander leading onto the front straight. That long journey across the grass put him out of podium contention as Thomas West took up third place in his Cadillac CTS-V.

At this point, Eaton had a lead of 9sec, but Cambern and a resurgent Rezzetano, now past West, began whittling that lead down in the final laps. By the 13th lap Eaton's gap was down to 7.894sec, then 4.9sec in the 14th. As the white flag flew, Eaton led by a slim 2.6sec.

When the drivers crossed the line, Eaton's margin of victory was just 0.704sec over the hard-charging Cambern, with Rezzetano finishing third 3.5sec later. West survived to finish fourth, and McDermid rounded out the top five.

"It was just a fight," Eaton said. "It's pretty much a relief now. I think I aged about five years in the last month. It's ultra-special for a guy like me to race against guys like these."

—Jeff Zurschmeide

AS CHAMPION

GREGORY EATON

Washington D.C. Region
Eaton Racing and Development Ford Mustang



Rick Convine

FIGHTERS

Kurt Rezzetano (ABOVE) challenged Eaton at the start, but couldn't hold it and finished third. Clark Cambern drove the lone Challenger in the field to second.



Jay Benavoli

RACE 21 | SUNDAY | OCT. 2, 2022 | 10:15 A.M.

F PRODUCTION

After announcing the grid, Greg Creamer commented on the strength of the FP field, and suggested that anyone in the top 10 on the grid could win. All had qualified within two seconds of Eric Prill's Tire Rack Pole time in his Maxton'sFight/JPM/Hoosier/Carbotech Mazda Miata, but it was misting, and the track was wet. Front-wheel drive could be an advantage in conditions like the remnants of Hurricane Ian had inflicted on VIR, plus, Cliff Ira (Honda Civic Del Sol Si VTEC) won the gold at Indy in the rain in 2021. Someone might have placed a bet on one of the Acura Integra drivers, like Kevin Ruck, or on Ira's Del Sol, both past National Champions, and either of whom would have been an excellent bet.

A slippery track, though, can make strange things happen, and there were plenty of strange things on the very first lap. Ken Kannard (Acura Integra) got turned around in the first turn then was off and into the tire wall in Turn 3. Ruck's Hoosier/MCS Suspension/AEM Electronics Acura Integra also got hit: "Going into Turn 1 on the first lap, I had a hard hit, and I don't know if that whacked something out of alignment, but from that first lap on, I was getting smoked in a straight line."

Kannard was no longer a challenger for the lead, although he would finish fourth, and

Ira was having problems that dropped him to last place after three laps, so the lead group was Prill, Charlie Campbell, and Ruck on that first lap going up the hill toward Oak Tree. On the next lap, Prill had an excursion through the grass at Turn 4 and dropped to fourth behind Bill Hingston's Miata, while Ruck found a way

"It seemed like if I could get to Kevin's draft on the last lap I might have a shot."

ERIC PRILL



Jeff Leewe

EARLY LEADERS

Both Charlie Campbell (89, ABOVE) and Kevin Ruck (BELOW) took their turns at the front, leading 13 laps between them. On a drying track, and both experiencing different problems, Prill was able to get them both and lead the final lap while Ruck finished second and Campbell third.



Rupert Berrington

around Campbell's JPM/Barrington/Hoosier/Penske Mazda Miata and took the lead.

Prill was using a set of hand-grooved slicks that he used in two qualifying sessions and was concerned that they were the wrong choice for the conditions: "It was like driving on ice," he declared. Prill had learned a lesson in 2021 about covering his bets with tire choices during the race, so he had both wet tires and slicks waiting in the pits. On the pace lap, he radioed Jesse Prather, who was acting as his crew chief, that the conditions were so bad that he would pit for wets if there was an early yellow. For a while, it really did look as though many had made poor choices on their tires, there were that many spins.

Ruck and Campbell



FP CHAMPION

ERIC PRILL

Kansas Region
Maxton'sFight/JPM/Hoosier/Carbotech
1990 Mazda Miata



Rick Corwine



Jay Bonvillian

THREE AND DONE

Eric Prill had to battle Charlie Campbell and Kevin Ruck for the F Production championship, and the three finished within a second of each other, Prill the victor. After the victory lap, he announced that he was taking a break from racing for a while.

FP QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Eric Prill/KAN (1990 Mazda Miata) 2.06.217; 2. Ken Kannard/Atl (1995 Acura Integra LS) 2.06.898; 3. Cliff Ira/KCR (1996 Honda Civic Del Sol Si VTEC) 2.07.167; 4. Charlie Campbell/MHR (1993 Mazda Miata) 2.07.731; 5. David Bednarz/DET (1993 Mazda Miata) 2.07.752; 6. Bill Hingston/Colo (1991 Mazda Miata) 2.07.980; 7. Kevin Ruck/OVR (1990 Acura Integra) 2.08.089; 8. Mason Workman/OVR (1992 Mazda Miata) 2.08.369; 9. Craig Chima/MVR (1962 Lotus Super Seven) 2.08.391; 10. Michael Kamalian/Atl (1997 Mazda Miata) 2.08.576; 11. Perry Simonds/Tex (1992 Mazda Miata) 2.09.499; 12. David Strittmatter/NEO (1991 Acura Integra) 2.09.804; 13. Paul Mevoli/CFR (1998 Mazda Miata) 2.12.547; 14. Steffen Clark/BRR (1990 Mazda Miata) 2.14.384; 15. Les Chaney/CCR (1997 Acura Integra LS) 2.15.111; 16. Mark Weber/STL (1993 Mazda Miata) 2.15.162; 17. David Colbey/GLN (1999 Acura Integra LS) 2.18.483; 18. Gary Johnson/ETR (1996 BMW Z3) 2.23.210;

Weber - Loss of qualifying 3 times per Race Director - GCR 6.1.1.H

FP RACE

15 laps, 49 Miles: Pos. Driver (Laps); 1. Eric Prill (15); 2. Kevin Ruck (15); 3. Charlie Campbell (15); 4. Ken Kannard (15); 5. Mason Workman (15); 6. David Strittmatter (15); 7. Steffen Clark (15); 8. David Colbey (14); 9. Cliff Ira (14); 10. Paul Mevoli (14); 11. Mark Weber (14); 12. Michael Kamalian (13); 13. Gary Johnson (12); 14. Bill Hingston (10); 15. Perry Simonds (7); DNF. David Bednarz (0); DNS. Craig Chima; DNS. Les Chaney;

Overall Time of Race: 37:43.286; **Average Race Speed:** 78.019mph; **Margin of Victory:** 0.268sec; **Fastest Race Lap:** Workman, 2:17.641 (85.527mph); **Lap Leaders:** Prill, laps 1, 15; Campbell, laps 2-6; Ruck, laps 7-14; **Sunoco Hard Charger:** Colbey.

continued to battle while Prill settled into chasing Hingston for third. Prill tells that part of the story best: "After Hingston spun off in front of me [on lap four], I fell back one to two seconds per lap to Kevin and Charlie, but knew I had 10-plus seconds over fourth. So I just rode for a while and tried to keep it on track. The track started drying; Charlie spun a couple times. With a handful of laps to go, Charlie and I were on the same pace and catching Kevin. Charlie was more aggressive, and would slide or get a tank slapper going, which allowed

me to get away [from Campbell] with a couple to go. It seemed like if I could get to Kevin's draft on the last lap I might have a shot up the back straight, and that's what happened."

But there was a lot of racing going on between Ruck and Campbell before Prill would be close to either of them. According to the official lap chart, Ruck only passed Campbell once, but there were many other changes of position between them and then among the three of them.

On the last lap, Prill led though Hog Pen but expected Ruck to power past him on the front

straight and take the win. Ruck, though, was having a power issue caused by a loose bracket that holds the coils on the spark plugs in place, so the three passed under the checker flag within one second of each other.

After the race, Prill announced that he was retiring from racing for a while. He and his Miata had contested 100 races, with an impressive 20 Runoffs under his belt, 12 in the Mazda and eight in a Lotus before that. With this year's win, he now has three Runoffs championship titles. A very good run.

—J. Michael Hemsley



RACE 22 | SUNDAY | OCT. 2, 2022 | 11:15 A.M.

GT-2

By the end of the Runoffs weekend, GT-2 was the race with the buzz. Whether that was for the right or the wrong reasons depends on your perspective.

At the end of the day, Andrew Aquilante earned his 13th National Championship, leaving him just three behind John Heinricy for second all-time. But it took much longer than 15 laps to get to that point.

Two things were clear – despite the misty, damp conditions, slick tires were the right call for those talented enough to keep their cars on

the track. Secondly, Aquilante, in the Phoenix Perf/Hoosier/Hawk/Mobil Chevrolet Corvette, and Daniel Bender, in the Bravo Trailers TA2-spec Chevrolet Camaro, had the skills to get well in front of the field.

Aquilante controlled the race from the front, getting deeper on the brakes at the end of the long back stretch to keep the Camaro behind him. Bender popped out to make a pass on multiple occasions, even getting a nose in front once, but Aquilante again slammed the door.

With two to go, traffic played a role and tightened up the lead

battle. That opened the door to a move that would be debated on social media, but not by those ultimately making the decision.

Coming out of Oak Tree and up the back straight, Bender had one last opportunity for his first National Championship. He braked later than ever, but made contact with the right rear quarter panel of Aquilante's Corvette. That spun Aquilante, who crossed the finish line second, behind Bender.

Though Bender got the victory lap, Aquilante ultimately earned the gold medal following the

stewarding process. Bender was penalized two positions, placing him in third, one spot behind Mark Boden's Wagner Custom Porsche 991.2 GT3 Cup, which crossed the line in third before Boden was then promoted to second.

The win not only gave Aquilante his 13th gold medal, but the Super Sweep award for winning the Hoosier Racing Tire SCCA Super Tour Nationwide point championship, a U.S. Majors Tour Conference, and the Runoffs in the same class.

"We worked very hard in that race," Aquilante said.



Rupert Berrington

FIERCE BATTLE

It was Andrew Aquilante's production-based Corvette vs. Danny Bender's TA2 Camaro for the GT2 victory, and although it appeared Bender took the win, Aquilante now has his 13th title.

"We were scrambling to make changes to the car just before the race. But we made a little too many adjustments to balance the car for the rain."

In all, it was a difficult set of circumstances. The leaders had additional contact early in the race, but Aquilante thought he had enough of a gap to eliminate any more until two laps to go.

"Traffic played its part, and that's a function of VIR and a function of how goofy conditions were leading up to the race," Aquilante said. "You had guys picking rain tires, and having

to change to dries on the first lap to come back through the field and all that sort of stuff. It was quite a messy race in that regard from multiple aspects."

But that last run told the story. Bender had one last opportunity, it just wasn't big enough.

"I at least thought I could get next to him and we'd go side by side," Bender said after the race. "He turned in a little sharper than I maybe thought he was going to, which led to a little bit more contact, but the door was open."

Boden earned his 19th career podium finish, which became an unexpected second place after the penalty.

"It was a fun race to go out there and drive through the field," Boden said. "The Runoffs are always great, and we love being here at VIR."

The Runoffs returns to VIR next year, and Aquilante will be there. If a motivated Bender returns, look for an outstanding rematch.

—Reece White



Jeff Leewee

APPARENT WINNER

Contact between Bender (ABOVE) and Aquilante resulted in Bender being moved back two positions by the Stewards, giving Mark Boden (BELOW) second place.



Jay Benvenuti

GT-2 QUALIFYING

Pos. Driver/Region (Car) Best Time;

1. Andrew Aquilante/PHL (Chevrolet Corvette) 1:51.086; 2. Daniel Bender/CHI (Chevrolet Camaro) 1:51.278; 3. Tony Ave/CCR (Nissan 350Z) 1:51.886; 4. Mark Boden/CHI (Porsche 991.2 GT3 Cup) 1:52.158; 5. Tim Kezman/Milw (Porsche 991.2 GT3 Cup) 1:52.214; 6. Hans Peter/KCR (Porsche 991.2 GT3 Cup) 1:52.471; 7. Kevin Allen/Bucc (Nissan 300ZX Z32) 1:52.565; 8. Scotty B White/Nwst (Dodge Viper Comp Coupe) 1:53.482; 9. Tom Patton/CIN (Sunbeam Tiger) 1:53.626; 10. Thomas Herb/CHI (Porsche 991.2 GT3 Cup) 1:54.309; 11. Jorge Nazario/GPR (Chevrolet Corvette) 1:54.889; 12. Jason Fiorito/Nwst (Chevrolet Camaro) 1:55.352; 13. Jared Odrick/SUS (Porsche 991.2 GT3 Cup) 1:55.787; 14. Matt Gray/LOL (Ford Mustang) 1:56.679; 15. Javier Vento/GPR (Porsche 991.1 GT3 Cup) 1:56.852; 16. Al Rowland/NCR (Chevrolet Camaro) 1:58.071; 17. A Sterling Cole/NER (Mazda RX-7) 1:58.316; 18. William Moore/NEO (Chevrolet Camaro) 1:58.673; 19. Ann Doherty/Nwst (Porsche Cayman GT4 Clubsport) 2:00.250; 20. Michael Smellie/CFR (Mazda RX-7) 2:01.001; 21. Pete Peterson/CCR (Toyota Celica) 2:01.977; 22. Andrew Wright/TEN (Sunbeam Tiger) 2:03.508; 23. Robert Kelley/CSCC (Chevrolet Camaro) 2:14.226;

Fiorito - Loss of qualifying 3 times per Race Director - GCR 9.3.25 / Supp. 8.11,16

GT-2 RACE

15 laps, 49 Miles: Pos. Driver (Laps);

1. Andrew Aquilante (15); 2. Mark Boden (15); 3. Daniel Bender (15); 4. Tony Ave (14); 5. Tim Kezman (14); 6. Kevin Allen (14); 7. Javier Vento (14); 8. Thomas Herb (14); 9. Hans Peter (14); 10. Jorge Nazario (14); 11. Jason Fiorito (14); 12. Matt Gray (14); 13. William Moore (13); 14. Ann Doherty (13); 15. A Sterling Cole (9); 16. Jared Odrick (9); DNF: Scotty B White (4); DNS: Tom Patton; DNS: Al Rowland; DNS: Michael Smellie; DNS: Pete Peterson; DNS: Andrew Wright; DNS: Robert Kelley;

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

Overall Time of Race: 28:41.906;
Average Race Speed: 102.549mph;
Margin of Victory: 107.997 seconds;
Fastest Race Lap: Bender; 1:53.048 (104.133mph); **Lap Leaders:** Aquilante, laps 1-14; Bender, lap 15; **Sunoco Hard Charger:** Vento.

GT-2 CHAMPION

ANDREW AQUILANTE

Philadelphia Region
 Phoenix Perf/Hoosier/Hawk/Mobil
 Chevrolet Corvette



Rick Corwine



RACE 23 | SUNDAY | OCT. 2, 2022 | 1 P.M.

FORMULA CONTINENTAL

Rob Allaer has two Runoffs wins in FC and is always a threat to win any race that he enters. In the last couple of years, his son Nolan has followed in his footsteps and has also become a force, not only in FC but also in FF. Indeed, on Friday, Nolan had finished third in the FF race. For the FC race, Nolan qualified his Martini/Chandon/LTD Van Diemen RF02 first to take the Tire Rack Pole Award,

three-tenths of a second faster than defending champion Simon Sikes, who was in the RiceRace/Hoosier/Quicksilver/Primus Citation US2000. Father Rob was sixth fastest, also in a Van Diemen RF02.

The start could hardly have been worse for Nolan. At the very first turn he went off course, falling way back in the field of 13 cars. Sikes took over first, followed by new FX champion Trevor Russell

in his Red Arrow/Inde Motorsports Van Diemen RF99, and Rick Payne (Van Diemen RF99). Nolan Allaer recovered quickly from his off and was knifing his way back through the pack. Indeed, by the third lap he was up to fourth, having just passed Michael Varacins' Van Diemen and Tim Minor's Citation.

On lap four, young Allaer moved into third and was closing on second-place Russell. Sikes had a one-second lead over

"I thought I was done, but I could see the leaders in the distance, and I knew that I had a chance"

NOLAN ALLAER

Russell, with another 3.8 seconds back to Nolan Allaer. By the ninth go-around, the top three had compressed into a tight group. Sikes still led, but Russell was on his tail with Nolan Allaer an



Jay Benvaloir

LIKE FATHER, LIKE SON

(LEFT) Nolan Allaer, like his father, is now a Formula Continental National Champion, having fought back from a first-turn disaster to take the lead from Trevor Russel on the final lap. (BELOW) After Nolan Allaer spun off, Simon Sikes took over the lead of the race, but he would have to settle for third at the end.

additional second in arrears. Russell closed up on Sikes and then, on lap 11, passed him on the long straight to take over the lead. Sikes compounded his misery by going off course in Turn 1 of the next lap, dropping to third.

Russell was now in the lead, but Nolan Allaer was in close

pursuit. Going into Turn 1 on the penultimate lap, Allaer made a move, but Russell withstood the attack and held onto first. As they started the last lap, it was now or never. Nolan Allaer again made his move in the first turn and this time it worked. He took over the lead, completing a

charge through the whole field after his first-lap off. Nolan Allaer won by 0.72sec over Russell.. while Sikes, Varacins, and Rob Allaer filled out the top five.

An emotional scene followed as Nolan Allaer sprang from his car in the pit lane and sprinted over to his father, who had stopped his car adjacent to Nolan's. Father and son embraced warmly, and one can only assume that tears were shed inside both helmets.

"I thought that I was done [after the off at the start], but I could see the leaders in the distance, and I knew that I had a chance. I knew that if I listened to my team I would be able to come back," Nolan Allaer said

Russell had a good run to second from fifth on the grid, the first-turn scramble playing into his hands. He had hoped to pick up one or two positions at the start but, "I got a few more than that, which I will take!"

Third-place Sikes rued the heavier rain that arrived during the race. "It started well, and we were running comfortably. But halfway through the race it really started raining and Trevor got around me".

But for Nolan Allaer it certainly was a dream race. "It is incredible to follow in my dad's footsteps!" He gestured toward his winning Van Diemen, declaring "That car is the car that I used to clean as a child when I was coming to the track with my dad!"

Perhaps it is now Rob Allaer's turn to clean Nolan's car!

—Tom Schultz



Jay Benvaloir

FC CHAMPION

NOLAN ALLAER

Detroit Region

Martini/Chandon/LTD Motorsports Van Diemen RF02



Rick Corwine

FC QUALIFYING

Pos. Driver/Region (Car) Best

Time; 1. Nolan Allaer/DET (Van Diemen RF02) 1.49.895; 2. Simon Sikes/Atl (Citation US2000) 1.50.211; 3. Tim Minor/BRR (Citation US2000) 1.51.016; 4. Michael Varacins/CHI (Van Diemen F2000) 1.51.114; 5. Trevor Russell/AZ (Van Diemen RF99) 1.51.362; 6. Robert Allaer/CFR (Van Diemen RF02) 1.52.202; 7. Rick Payne/Nwst (Van Diemen RF99) 1.53.499; 8. Rick Silver/WDC (Van Diemen RF98) 1.54.030; 9. Glenn Cordova/NYR (Van Diemen RF99) 1.54.103; 10. Hunter Tatman/Colo (Van Diemen RF06) 1.55.163; 11. Hartley MacDonald/FLA (Van Diemen RF06) 1.55.810; 12. Mike Pepitone/WDC (Van Diemen RF00) 2.05.937;

Payne – Loss of qualifying 3 times per Race Director – GCR 6.1.1.B

FC RACE

15 laps, 49 Miles: Pos. Driver

(Laps); 1. Nolan Allaer (15); 2. Trevor Russell (15); 3. Simon Sikes (15); 4. Michael Varacins (15); 5. Robert Allaer (15); 6. Rick Payne (15); 7. Glenn Cordova (15); 8. Tim Minor (15); 9. Hunter Tatman (14); 10. Rick Silver (14); 11. Hartley MacDonald (14); 12. Mike Pepitone (13); 13. Gabriele Jasper (12);

Overall Time of Race: 32:24.209; **Average Race Speed:** 90.824mph; **Margin of Victory:** 0.720sec; **Fastest Race Lap:** Nolan Allaer, 2:07.859 (92.070mph); **Lap leaders:** Sikes, laps 1-10; Russell, laps 11-14; Nolan Allaer, lap 15; **Sunoco Hard Charger:** Russell.



RACE 24 | SUNDAY | OCT. 2, 2022 | 2 P.M.

GT-3

A red flag possibly saved the day for Tony Ave, who earned his third SCCA National Championship and first in the GT-3 class at VIRginia International Raceway during Sunday's races.

After slowing considerably for a while on Sunday, the rain from Hurricane Ian had picked up for the start of the GT-3 race. That put everyone on rain tires and had the field giving the side-eye to Alex Mayer. Why Mayer?

Despite qualifying ninth on the 13-car grid, Mayer was driving a front-wheel-drive Audi RS3 LMS designed for the TCR class of professional racing, rather than the traditionally high-strung tube-frame SCCA GT-3 cars that the rest of the field sat in.

Mayer took advantage of the situation, marching to the lead and then growing it by lap four in a car complete with traction control and ABS. Unlike the tube-framed GT-3

"I went absolutely as hard as I could go to the front. I was afraid someone was going to spin."

TONY AVE

cars, however, Mayer was doing battle on DOT street tires – fantastic for the circumstances, at least while they held up.

But a lap five full-course caution, which became a black flag for tire

wall repair and eventually a red flag to stop the time clock, was just what the doctor ordered for Tony Ave.

Ave had started his Acura RSX third, but pulled to pit lane on the opening lap, ready to retire because his windshield was too fogged up. But as he got to pit lane, the windshield began to clear, and he passed through, rejoining at the end of the field. Though still fifth, Ave was back in the mix with the stoppage.



Jeff Loeewe

TRADITIONAL VS. NEW WAVE

It appeared Alex Mayer's TCR-spec Audi RS3 LMS (77) might have the edge in the wet conditions, but a full-course caution helped Tony Ave (44) stay in contention and, as conditions improved, take the lead and the GT-3 victory.

So, with 15 minutes remaining in the race at the restart, the chase was on. Jeff Dernehl, who had earned the Tire Rack Pole Award in his Roswell Outback Auto/RRE/Hoosier Mazda RX-7, and Mayer went at it from the second green flag, with Dernehl getting the jump on Mayer under acceleration before giving the lead back quickly.

But Ave was charging, whipping past Michael Lewis, Stacey Wilson and Dernehl – all National Champions in the class themselves – on the first lap post-restart. That put him directly in the tire tracks of Mayer and, by Turn 4, Ave was in the lead.

That lead would only grow. Ave eventually stretched it to 110 seconds – to put that in perspective, his best lap of the race was a 2:24.347 – at the checkered flag.

"On the first lap, I couldn't see,"

GT-3 CHAMPION

TONY AVE

Central Carolinas Region
Acura RSX



Rick Corwine

BRONZE

Jeff Dernehl (63) ended up in third, the last car scored on the lead lap as Troy Ermish (38) failed to finish and Michael Lewis (32) was penalized.



Jeff Loeewe

GT-3 QUALIFYING

Pos. Driver/Region (Car) Best Time; 1. Jeff Dernehl/Atl (Mazda RX-7) 1.57.135; 2. Troy Ermish/SFR (Nissan 350Z) 1.57.754; 3. Tony Ave/CCR (Acura RSX) 1.59.556; 4. Michael Lewis/CSCC (Mazda RX-7) 1.59.922; 5. Joe Kristensen/DET (Honda Civic Si) 2.00.340; 6. Tony Rivera/SanD (Mazda RX-3) 2.00.706; 7. Warren Montague/WDC (Toyota Celica) 2.00.761; 8. Stacy Wilson/Atl (Mazda RX-7) 2.01.819; 9. Alex Mayer/PHL (Audi RS3 LMS) 2.02.393; 10. Blake Wilson/Atl (Mazda RX-7) 2.03.933; 11. Ken Nelson/DET (Nissan 200SX) 2.11.084; 12. Dave Dobry/DET (Eagle Talon) 2.22.194; 13. Brian Haupt/KCR (Mazda RX-7) 2.25.006;

GT-3 RACE

13 laps, 43 Miles: Pos. Driver (Laps); 1. Tony Ave (13); 2. Alex Mayer (13); 3. Jeff Dernehl (13); 4. Tony Rivera (12); 5. Blake Wilson (13); 6. Brian Haupt (11); 7. Stacy Wilson (7); 8. Michael Lewis (12); DNF. Joe Kristensen (5); DNF. Warren Montague (3); DNF. Ken Nelson (3); DNF. Dave Dobry (1); DNF. Troy Ermish (0);

Wilson – Loss of 3 positions per Race
Director – GCR 6.1.1.B

Lewis – Loss of 3 positions per Race
Director – GCR 6.1.1.B

Overall Time of Race: 40:07.062;
Average Race Speed: 63.578mph;
Margin of Victory: 110.67sec;
Fastest Race Lap: Ave, 2:24.347 (81.553mph); Dernehl, laps 1, 7; Mayer, laps 2-6, 8; Ave, laps 9-13;
Sunoco Hard Charger: Alex Mayer.

Ave said. "Coming to the green, I couldn't see anything. I thought, that's probably not good. I drove back to the pits looking out the window following the grass thinking I was done. When I got to the pits, I noticed it was starting to clear off, so when I drove through and got going it started to clear up so I could see. Fortunately, we had the yellow, and I just took off."

And take off he did, with a strategy in mind.

"I went absolutely as hard as I could go to get to the front," Ave said. "I was afraid somebody was going to spin, and we'd have a yellow. Another one would be the end of [the timed race]."

Mayer thought his strong run was all for naught when, on the final lap, he slid into the tire barrier. Dernehl went past but slid off track himself. That advanced Blake Wilson, the only other driver on the lead lap, to second, with Mayer recovering to cross the line for third. Unfortunately, the visibility and conditions contributed to Wilson passing under a local yellow, and he was penalized three positions in the final standings – leaving the official podium Ave, Mayer and Dernehl.

So how was Ave so well prepared for the slick conditions and his third gold medal?

"I drove like that to high school in Hurley, Wisconsin, every day in the winter," he deadpanned with a smirk.

—Reece White



RACE 25 | SUNDAY | OCT. 2, 2022 | 3 P.M.

FORMULA ENTERPRISES 2

A year ago, Bailey Monette had the hype: The *SportsCar* cover, the pick to win, and a target on his back. What he didn't end up with, though, was a gold medal.

That all factored into a focus for the 2022 season for he and his Compret team at VIR in Formula Enterprises 2 – and with the work came the results.

"We came with the goal to win the Runoffs," Monette said this

year after winning his first SCCA National Championship title. "That was probably the toughest race I've ever been in, the conditions were just treacherous. We left Indy last year with a goal to come back even harder this year, and man, did it fall together. We did it."

It wasn't easy. While it was heavily raining, Monette ran a patient race in his Optech Monette LLC SCCA Mazda FE2. Runoffs rookie Jason

Conzo swept to the lead from row two on the start, and held that when the race went to a full-course caution after a tangle between Whitney Strickland and Tire Rack Pole Award winner Charles Russell Turner.

At the restart on lap three, Conzo, Monette and veteran T.J. Acker (Bulldog Motorsports), a southern Californian who doesn't get much time in the rain, went to battle. A spin a lap later for

POLE WINNER

TJ Acker started on pole, but the wet conditions weren't ideal for the Southern Californian. Although he got back by Jason Conzo for second briefly, he couldn't hold it and finished third.





Rupert Barrington

CHAMPION!

There's no mistaking the emotion felt by Bailey Monette after he took the FE2 victory at the 2022 SCCA National Championship Runoffs. Monette came from third on the grid for the win over Jason Conzo (BELOW).

Adam Jennerjahn and a high side in the wet grass brought out a second full-course caution and bunched the field again.

The trio continued their battle, with Conzo out in front and threatening to sneak away before running off track on lap 10. He quickly regained control, but not before Monette and Acker slipped past.

Conzo jumped his Motion

Dynamics FE2 back into second place and was stalking Monette, who was mistake free through the race, with two laps to go.

At that point a third safety car was deployed, ending the race under yellow and leaving the gold medal in Monette's hands.

"He came out in the first half just guns a'blazing," Monette said of Conzo's performance. "I honestly felt like I was going

to maintain, or not be able to catch him. But with the weather conditions, that's the great equalizer and he pushed it off in [Turn] 1 a little too hard and I picked up his loss."

The National Championship was the first, not only for Bailey, but for the Monette family, which includes Bailey's father, Bob Monette, brother Zach Monette and sister Paige Alexander.

"My mom and my dad are my biggest supporters," Monette said. "I can't wait to get home and celebrate with my parents. They deserve this."

"As a race car driver, this race was not one of my favorites, until the results," he added. "Until you put the pieces together. You just stay patient, and it paid off. For some reason, I just feel like the stars aligned."

—Reece White



Jay Benvolont

FE2 CHAMPION

BAILEY MONETTE

Atlanta Region
 Optech Monette LLC SCCA Mazda FE2



Jay Benvolont

Rick Corvine

FE2 QUALIFYING

Pos. Driver/Region (Car) Best

Time; 1. Charles Russell Turner/WDC (SCCA Mazda FE2) 1.50.853; 2. TJ Acker/CSCC (SCCA Mazda FE2) 1.51.133; 3. Bailey Monette/Atl (SCCA Mazda FE2) 1.51.139; 4. Jason Conzo/NER (SCCA Mazda FE2) 1.51.592; 5. Caleb Shrader/Ore (SCCA Mazda FE2) 1.51.932; 6. Whitney Strickland/Hous (SCCA Mazda FE2) 1.52.002; 7. Adam Jennerjahn/IND (SCCA Mazda FE2) 1.52.284; 8. Paul Schneider/CCR (SCCA Mazda FE2) 1.52.414; 9. Owen McAllister/Tex (SCCA Mazda FE2) 1.52.477; 10. Todd Vanacore/CFR (SCCA Mazda FE2) 1.52.719; 11. John Yeatman/SFR (SCCA Mazda FE2) 1.53.325; 12. Sterling Hamilton/CCR (SCCA Mazda FE2) 1.53.471; 13. Lee Rackley/NCR (SCCA Mazda FE2) 1.53.620; 14. Thomas Green/CFR (SCCA Mazda FE2) 1.53.634; 15. Kelton Jago/WDC (SCCA Mazda

FE2) 1.53.958; 16. Tom Burt/Nwst (SCCA Mazda FE2) 1.54.088; 17. Eric Cruz/NCR (SCCA Mazda FE2) 1.54.217; 18. Dean Oppermann/CHI (SCCA Mazda FE2) 1.54.361; 19. Sam Harrington/WDC (SCCA Mazda FE2) 1.54.537; 20. Bryan Yates/NCR (SCCA Mazda FE2) 1.54.665; 21. James Regan/NER (SCCA Mazda FE2) 1.55.150; 22. Alastair McEwan/NCR (SCCA Mazda FE2) 1.55.769; 23. Colin Rackley/NCR (SCCA Mazda FE2) 1.56.379; 24. Roy Hillenburg/Hous (SCCA Mazda FE2) 1.57.969; 25. Keith McDonald/WDC (SCCA Mazda FE2) 1.58.384;

Oppermann - Loss of qualifying 2 times per Race Director - GCR 6.1.1.H

FE2 RACE

14 laps, 46 Miles: Pos. Driver (Laps); 1. Bailey Monette (14); 2. Jason Conzo (14); 3. TJ Acker (14); 4. Caleb Shrader (14); 5. Paul Schneider

(14); 6. Todd Vanacore (14); 7. Adam Jennerjahn (14); 8. John Yeatman (14); 9. Sam Harrington (14); 10. Lee Rackley (14); 11. Alastair McEwan (14); 12. James Regan (14); 13. Colin Rackley (14); 14. Sterling Hamilton (14); 15. Kelton Jago (14); 16. Bryan Yates (14); 17. Dean Oppermann (14); 18. Eric Cruz (14); 19. Keith McDonald (14); 20. Thomas Green (13); 21. Roy Hillenburg (8); DNF. Tom Burt (6); DNF. Charles Russell Turner (0); DNF. Whitney Strickland (0); DNS. Owen McAllister;

Hamilton - Loss of 3 positions per Race Director - GCR 6.1.1.B

Overall Time of Race: 38:55.750;
Average Race Speed: 70.559mph;
Margin of Victory: 0.342sec;
Fastest Race Lap: Conzo, 2:12.045 (89.151mph); **Lap Leaders:** Conzo, laps 1-9; Monette, laps 10-14; **Sunoco Hard Charger:** McEwan.

P2 CHAMP

Greg Gyann (83) had to survive attacks by Lucian Pancea (99) and numerous yellows to take the P2 title. Peter Shadowen (BELOW RIGHT) was third.



Jay Bonvillian



Rick Corwine

P2 CHAMPION

GREG GYANN

Chicago Region
Gyco International Stohr WF1 Suzuki

RACE 26 | SUNDAY | OCT. 2, 2022 | 4 P.M.

PROTOTYPE 2

The last race of the 2022 Runoffs was the whole weekend in a microcosm. Rain, treacherous track, poor visibility, spins, and full-course yellows. Through all this, Greg Gyann kept a cool head, stayed out of trouble, kept on the track, and notched his second Prototype 2 gold medal. Gyann has had a remarkable record at the Runoffs. In eight appearances, he has all top-five finishes – two wins, four thirds, a fourth and a fifth.

"I knew that if I could get around the corners, keep it pointed in a straight line as much as possible, and just get on the throttle I could do it," Gyann said. "I felt that, as long as I did not push it past the envelope, I would be OK. I could have gone faster but knew that it would be hard for anyone to pass me."

Before the race even began, Robert Iverson had his Ligier JS-49 go up in flames. He was able to borrow a Radical, but his chances certainly were diminished.

At the start, Gyann made a fine outside pass of the Tire Rack Pole Award winner and pre-race favorite,

Tim Day Jr.'s Goodyear/GDRE/Summit/Hawk Stohr WF1 Suzuki. This gave Gyann the lead as they exited Turn 1. At the end of the lap, Gyann led in his Gyco International Stohr WF-1 Suzuki, followed by Day, Lucien Pancea in his Young Racing/Newport Hills Villa Stohr WF-1 Kawasaki, Mike Reupert in his Stohr, and Peter Shadowen, up from eighth in a West WX10 Suzuki.

The race turned mightily on lap two as Day spun in Oak Tree and stalled. The first of several full-course yellows followed in order to retrieve Day's car. With Day out, Gyann knew that if he could race clean, he was in a great position.

The green flew on lap five and Gyann pulled out a two-second advantage over Pancea. However, before a decent rhythm could be established, Reupert spun off course on the sixth lap and stalled. A second full-course yellow followed as he had to be moved and restarted. Then the yellows kept coming. William Niemeyer Jr., battling for fourth with Pat Wildfire, went off at Oak Tree and, simultaneously, Sherman Chao stalled on track

for the third caution. Reupert and Thomas Kaufman spun off course on lap 11 for the fourth.

The race now was a timed event, with the top three – Gyann, Pancea, and Shadowen – circulating in close formation. As the white flag came out for the last lap, Niemeyer and Kaufman kept things normal by spinning off course one last time. The top three, led by Gyann, came home to take the podium positions. Keeping one's head while all around you are losing theirs certainly was demonstrated in this wet and wooly race.

"The conditions were treacherous out there. It was one of my toughest races," declared silver medalist Pancea, while third-place finisher Shadowen rued the lack of tough conditions caused by the spray.

"A key factor was poor visibility," Shadowen explained. "I couldn't keep it close to the leaders on the restarts because I could not see anything. It was all about being careful."

So ended the race and the Runoffs. Wet, wet, wet.

—Tom Schultz



Jay Bonvillian

P2 QUALIFYING

Pos. Driver/Region (Car) Best Time: 1. Tim Day Jr./SFR (Stohr WF1 Suzuki) 1.47.566; 2. Greg Gyann/CHI (Stohr WF1 Suzuki) 1.47.581; 3. Lucian Pancea/LnSt (Stohr WF1 Kawasaki) 1.49.658; 4. Mike Reupert/Milw (Stohr WF1 Suzuki Hayabusa) 1.50.082; 5. Robert Iverson/GuCo (Ligier JS49 Honda) 1.50.583; 6. Sherman Chao/CFR (Stohr WF1 Suzuki) 1.51.040; 7. Thomas Kaufman/FLA (Stohr WF1 Suzuki) 1.54.116; 8. Peter Shadowen/FLA (West WX10 Suzuki) 1.54.418; 9. Michael Moulton/NCR (Stohr WF1 Suzuki) 1.55.219; 10. William B Niemeyer Jr/CIN (Stohr WF1 Suzuki) 1.55.796; 11. Richard Colburn/CIN (Nostendo 1 Suzuki) 1.59.022; 12. Pat Wildfire/STC (AMAC Suzuki) 2.02.037;

P2 RACE

14 laps, 46 Miles: Pos. Driver (Laps): 1. Greg Gyann (14); 2. Lucian Pancea (14); 3. Peter Shadowen (14); 4. Michael Moulton (14); 5. Richard Colburn (14); 6. Robert Iverson (14); 7. Pat Wildfire (14); 8. Thomas Kaufman (12); 9. William B Niemeyer Jr (14); 10. Mike Reupert (9); DNF. Sherman Chao (5); DNF. Tim Day Jr (1);

Niemeyer Jr. – Loss of 3 positions per Race Director – GCR 6.1.1.B

Reupert – Loss of 1 position per Race Director – GCR 6.1.1.B

Overall Time of Race: 41:51.745;
Average Race Speed: 65.615mph;
Margin of Victory: 1.775 seconds;
Fastest Race Lap: Gyann, 2:15.834 (86.665mph); **Lap Leader:** Gyann, laps 1-14; **Sunoco Hard Charger:** Iverson.

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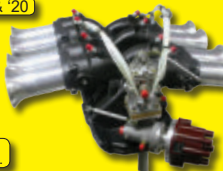
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CHRIS DYSON DEFENDS TRANS AM CHAMPIONSHIP

Chris Dyson captured his second-consecutive Trans Am championship with six victories, including winning both the opening round at Sebring International Raceway and the finale at Circuit of the Americas. He clinched the title with two rounds to go with a second-place finish at Watkins Glen.

"I am so honored to add another title in Trans Am – it is hard to put into words, to be honest," Dyson said after the Glen race. "And my Dad being here today was wonderful. We have had a lot of special days together here and with the team over the years. This weekend was one I will never forget. And now, with the championship decided we can maybe try some new things in the final two races that will put the team in a good place for the start of next season. It is all very exciting."

At the penultimate round at VIR, Dyson fulfilled that promise, bringing out a new Ave-Riley No. 16 Mustang, as well as running three cars for the first time.

"It was clear that the Riley has huge potential. The car is a clean-sheet design and Bob Riley has brought all of his legendary design experience to bear. We expect really good things to come. And it is really meaningful for us to be working together again. I won my earliest major sportscar races in Bob's designs and our family team [Dyson Racing] won many prototype championships together running Riley-built cars," said Dyson.

MERRILL TAKES TA2 TITLE

Thomas Merrill overcame nearly impossible odds to win the 2022 TA2 championship. Coming into the season finale, the Mission Foods Austin SpeedTour, with a 32-point deficit, Merrill needed

"Getting to win this championship means racing against some of the best in the country."

THOMAS MERRILL

every possible point to have a chance at the TA2 title. It seemed that the championship was Rafa Matos's to lose, even after Merrill scored the pole.

At the wave of the green flag, the two experienced competitors took to the track side by side, but Merrill pulled ahead to take the lead as the cars behind him went five and six wide. Matos immediately suffered contact to his left-rear fender, but continued on with the damage. Matos would later suffer brake failure that ended his day. However, Merrill's work wasn't done – he still had to win.

A race-long battle with Connor Zilisch could have ended in disaster for Merrill,

but he came out on top and tied with Matos on points. With three wins for the season to two for Matos, Merrill won the tiebreaker and became the 2022 Trans Am Series TA2 champion.

"Getting to win this championship means racing against some of the best in the country, and you're looking at it with these talented kids," declared Merrill. "All I can say is thank you. I just feel so fortunate to be here. I didn't expect to be here, and I still don't really know what it feels like yet. I can't wait for Sebring, I'll tell you that much. TA2 racing is some of the most fun racing I've done. I've been fortunate enough to race all over the world, and this is some of the best racing you'll see anywhere."

RAOUL HYMAN SCORES 11 VICTORIES FOR FR AMERICAS CHAMPIONSHIP

After a long stint without racing, Raoul Hyman was crowned the FR Americas Powered by

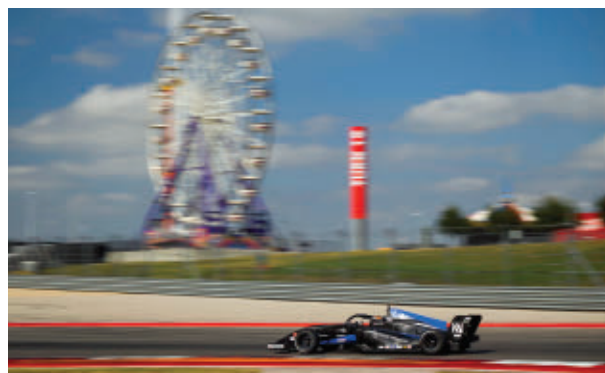


REPEATS AND FIRST-TIMERS

Chris Dyson (LEFT) successfully defended his Trans Am championship, including scoring a win at Lime Rock Park. Thomas Merrill came into the COTA finale (BELOW LEFT) with little hope of winning the TA2 title, but pulled it off with a victory. After thinking his career was over, Raoul Hyman (BELOW) parlayed an opportunity in FR Americas into a championship. Lochie Hughes will attempt to do the same next year after taking the F4 U.S. Championship this season (BOTTOM).



Chris Clark



Gavin Baker



Gavin Baker

Honda champion on the strength of 11 victories and five more podium finishes in the 18-race season and secured a second-consecutive team championship for TJ Speed Motorsports. With the championship comes a 2023 Super Formula Scholarship from Honda Performance Development (HPD) and Honda Motor Co. Motorsports Division (HM-MS) valued at up to \$600,000.

"It was an awesome year," said Hyman of his championship

season. "TJ Speed Motorsports supported me from the start. I'm grateful that we were able to sign with them and have this opportunity in the first place. It was two-and-a half years that I was out of a car; I didn't even go to a track. To have the opportunity to come and race—knowing that the scholarship was at the end of the championship if I could do the job—was such a privilege. It's been an awesome year. I'm grateful to be part of the

championship and to come away with the scholarship, as well."

Hyman joined the 2022 FR Americas Championship after thinking his racing career may be over. Selected for the PMH Powering Diversity Scholarship program, Hyman, 26, joined TJ Speed Motorsports to drive the No. 27 Ligier JS F3 in what has been a storybook season. Drawing on his experience from the BRDC Formula 4 Championship, FIA F3 Championship, GP3

Series, Euroformula Open Championship, Toyota Racing Series, and as the 2018 FIA F3 Asian Champion, the Englishman was able to pick up right where he left off after hanging up his helmet nearly two and a half years prior.

LOCHIE HUGHES TAKES F4 U.S. CHAMPIONSHIP

Australian Lochie Hughes was crowned the Formula 4 United States Championship Powered by Honda driver champion after scoring six wins with Crosslink Kiwi Motorsport.

"It's been incredible," stated Hughes. "Winning a championship is what you dream of. We couldn't have won it in any better style than winning the last two races, and that's all thanks to the team. When I came over [to America] this season, I knew no one. The team welcomed me like family, and for us to win this championship—I can't thank them enough. It's been a great year."

As the 2022 Driver's Champion, Hughes has secured a scholarship to compete in the 2023 FR Americas season. Valued at \$215,000, the prize package includes an engine lease from Honda Performance Development (HPD), a chassis lease from Ligier Automotive, tires from Hankook Motorsports for all official sessions, entry fees and a marketing package from Parella Motorsports Holdings, as well as \$25,000 from HPD. 📍

TIME TO BREATHE AGAIN

The 2022 MX-5 Cup title battle went down to the final race of the season, with Jared Thomas just edging rookie star Connor Zilisch.

WORDS George Tamayo | **IMAGES** Ignite Media

Just like the last six editions of the Idemitsu Mazda MX-5 Cup Presented by BFGoodrich, the 2022 title battle came down to the wire.

Heading into the final race, Jared Thomas's lead over Connor Zilisch was just 30 points (a win is worth 350 points) after rookie phenom Zilisch had closed the gap and upped the stakes by winning the first of two races at Michelin Raceway Road Atlanta, site of the championship decider. That victory not only narrowed Thomas's lead, but it also gave Zilisch the potential tiebreak by virtue of his four wins to Thomas's three.

In the end, Thomas won the title by 10 points, but it wasn't until he was back on pit road after the

cool down lap that he learned the title was his. How they got there was all quite remarkable.

Pole-sitter Zilisch led the race from the start. By lap 4, Thomas put himself right behind Zilisch, but the pair hardly had the lead battle to themselves, with three other cars firmly in the mix. With some 13 minutes remaining, Thomas made slight contact with one of the cars in the lead battle and immediately found himself heading the wrong direction in the grass on the outside of Turn 2. He rejoined in 17th place, while Zilisch sped off.

With a battle for the race win raging around him, Zilisch at that point thought discretion the better part of valor and eased off, allowing the others to get



TO THE WINNERS, THE SPOILS...

2022 MX-5 Cup champion Jared Thomas (ABOVE, right) and Rookie of the Year Connor Zilisch (left) with their well-deserved trophies.

ahead. In hindsight, it proved to be an ill-fated decision as Thomas tore through the field to get within three places of Zilisch when the checkered flag fell. The deciding blow came when another driver – who finished between the title protagonists – received a 35-second race penalty, promoting Thomas one place higher and with it the season title.

"It's a great feeling, and really a relief," says Thomas, a former SCCA Spec Miata racer who got his start in MX-5 Cup after winning the 2019 Mazda MX-5 Cup Shootout scholarship. "We led basically the whole season and yet it still came down to the very end. It felt like I could never breathe, so it was nice to finally get it done and be able to take a breath."

**DOWN TO THE WIRE**

(LEFT) Jared Thomas celebrates clinching the 2022 Idemitsu Mazda MX-5 Cup Presented by BFGoodrich title in Race 2 at the Michelin Raceway Road Atlanta finale. (BELOW LEFT) Rookie Connor Zilisch took the battle to the wire by winning Race 1 at Road Atlanta.

NEXT STEPS

Along with the prestige of winning the 2022 Idemitsu MX-5 Cup Presented by BFGoodrich the \$250,000 prize that comes with the title will all be reinvested into Jared Thomas's JTR Motorsports Engineering operation. With the ultimate validation that the path he's forged for himself is the right one, Thomas isn't resting on any laurels.

"Winning [the title] shows how we've been able to build a successful organization over these last three years," he says. "It's already started to open up a lot of opportunities and conversations. But what I think is really cool is that the history books will always show that I won a championship and that I've put my own mark on it."

Thomas is committed to returning to MX-5 Cup next season, still with that dual focus as an owner and driver. Will he become the first two-time champ?

"Well, hang on a minute," he laughs. "Let's just take a breath and enjoy this one for now..."



It could all have slipped away when he went off the track. What was he thinking then?

"This isn't great!" he says with a sardonic chuckle. "But I thought, 'Don't give up.' The same thing could happen to Connor, so I just put my head down and got to work."

Despite the lingering disappointment, Zilisch is still proud to have won the MX-5 Cup Rookie of the Year title and take

the most overall wins on the season. Like Thomas, Zilisch is an MX-5 Cup Shootout winner, earning the 2021 scholarship after getting himself noticed with an SCCA Runoffs podium in a packed Spec Miata field at Indianapolis Motor Speedway.

"It stung to come in second overall in that fashion, but still I can be proud of the season I had," says Zilisch, a tinge of disappointment still detectable. "I can't really blame it all on that one race, though. There are many factors over the course of the season and the other results had a bearing on the outcome, too."

"Winning Rookie of the Year is still a major accomplishment, and it was one of my pre-season goals. This series is so

competitive, and winning four of the last six races was beyond my expectations. But Jared did a great job all year. He's worked so hard and he's always been good to me. I'm happy for him."

As a driver and fledgling team owner, too, Thomas certainly does work as hard as Zilisch alluded to. Resilience was key to his success in a season where not everything went his way.

"The championship literally came down to one position," Thomas says. "That sums up how we had to fight for everything we have over every single race. Everyone is pushing all the time, no more so than Connor. I've got a lot of respect for him and he's got a very bright future ahead of him." 🍷

**DUAL FOCUS**

For Jared Thomas (ABOVE, left), the title validated his performance behind the wheel, and also his leadership of the JTR Motorsports Engineering team.



SUPER VOLUNTEER

Linda Santangelo-Mosley and her husband Chris Mosley launched the Northeast Division Road Racing Series. Santangelo-Mosley will be helping the SCCA Foundation with several new initiatives.

GIVERS GAIN

Volunteerism is the lifeblood of SCCA

WORDS Jim Weidenbaum, SCCA Foundation Board of Directors | **IMAGE** Courtesy Linda Santangelo-Mosley

There are entire courses on “givers gain,” but in essence your benefit is a factor of what you give, not what you get. Volunteerism is the veritable oxygen of successful SCCA events, so at what point do volunteers become “foundational,” i.e., they rise up to support not just an event, but help ensure SCCA’s hard-earned legacy is retained, remembered, and built upon?

There’s at least two ways: one is to earn a nomination and successful petition to become a member of the SCCA Hall of Fame. Given the competition, that’s like threading a needle at 100mph (in the wet... on dry tires). Another way to build foundation is by being the spark who creates a positive environment, who gives for the good of the SCCA, who creates a culture of giving and by example encourages others to do the same.

There’s distinct and legal separation of church and state, as well as between SCCA Inc. (the “Club”) and SCCA Foundation. We ask you to please donate your time to Club events and to donate your money and

memorabilia to the Foundation. Through the Club, history is made; through Foundation, history is captured. Coming in 2023 will be an SCCA Foundation project formally capturing your great stories and histories, as well as some big news on a future SCCA Hall of Fame Museum. Helping the SCCA Foundation on these initiatives will be a super volunteer, Linda Santangelo-Mosley.

Linda is a 25-year member of SCCA and a Trustee for the Northern New Jersey Region; her husband Chris Mosley launched the Northeast Division Road Racing Series some nine years ago. Since its inception, Linda and Chris’ mission has been to make the Regional racing experience personal, fun, and full of community. Every year, this super couple travels to all eight series race weekends giving out trophies and taking podium photos. As racing is often a family affair, they help win hearts and smiles by putting medals around the neck of the winner’s child as they both stand at the podium or have the entire crew up on the podium for group pics.

As important as handing out awards and taking photos is, it’s what else they do that helps build a giving culture, and it’s something that anyone can do, but a path that few follow: you’ll often find them walking the paddock to visit with everyone, just to say hello and to see that everyone is having a good time.

When Linda talks about volunteering, she talks in terms of how it is mutually beneficial: “We learn from each other, and everyone moves forward having touched and been touched by a special shared experience.” Professionally, Linda is a management consultant and an adjunct professor at Rutgers University who reached out to SCCA Foundation to volunteer her professional experiences, fueled by her passion for the SCCA. Here’s to those members who “fuel” and “spark” the “oxygen” of our Club making for positive combustion, powering our passion for cars, our stories, and our legends. 🏁

THE GIFT

IMSA Michelin Pilot Challenge TCR champ Taylor Hagler parlayed an SBRS gift certificate into a successful career. Is there one with your name on it?

The gift certificate to the Skip Barber Racing School her dad had given to her older sister, Crystal, sat unused for several years. In 2015, then-19-year-old Taylor Hagler just had to take it and use it.

Almost overnight, after three days and dozens of laps at speed around Michelin Raceway Road Atlanta in a school car, Hagler's life direction changed, from the equine – she was by then an experienced show horse rider – to the high-tech mechanical sport of auto racing.

Just six seasons later, the Texan has recently clinched a second consecutive IMSA Michelin Pilot Challenge TCR-class championship, co-driving with the experienced Michael Lewis in the topflight Bryan Herta Autosport Hyundai team.

"My dad had always been super-interested in motorsports," Hagler recalls. "When I was about five or six, he introduced me to NASCAR and I started watching NASCAR races with him. I wanted to do karting when I was little, but I kind of got away from that and went into showing horses instead. We just didn't have the finances to do both, so I just put racing off."

After almost four years of looking at her sister's unused Barber School gift certificate, Taylor took possession.

"I decided just to give [racing school] a try," she says, "and ended up really liking it..."



For more information, head to skipbarber.com

Hagler completed the Barber three-day school in 2015, went back for the two-day advanced course in 2016, then took a year off. From 2017, when she purchased a Mazda Miata, on forward, her career progression was meteoric – from sporadic track days to Spec Miata racing, an eye-catching IMSA debut in 2019, and factory-supported rides from 2020 through the present. Clearly bigger, faster cars are on her career horizon.

Hagler's career-launch story may seem unique, but truth is – excepting the part about "pilfering" from a sibling – it has parallels in the SBRS archives. An undocumented-but-significant number of grads over the past five decades got their own racing careers off to the best possible start using a Skip Barber Racing School Gift Certificate.

With a hefty 10 percent discount on those certificates available through Jan. 1, 2023 (head to skipbarber.com), you know what you need to ask Santa for this holiday season ...

Hagler's dad, Scott, had always been a race fan, but had never raced.

"No," Taylor explains, "my mom would never let him..."

So how did she end up letting her daughter, Taylor, try it?

"That's a really good question," Taylor replies. "I honestly don't know the answer. She would prefer that I just go back to horses. But it's too late for that at this point."

Too late indeed. SBRS grad Taylor Hagler is surrounded by good people and on the fast track, yet remains humble and cognizant of her start in the sport.

It's not too late for you, though. Now's the time to start chasing your own dream. —Steve Nickless

Chris Owens



James Black



CAREER LAUNCH

(TOP) Taylor Hagler earned a second IMSA Michelin Pilot Challenge TCR-class title with co-driver Michael Lewis in 2022. (ABOVE and MAIN) Like so many pro drivers, Taylor's journey began with a Skip Barber Racing School course.





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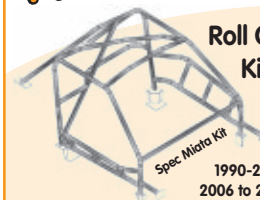
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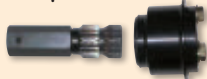
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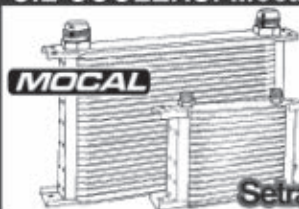
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Mar 23-26 Michelin Raceway Road Atlanta, Ga.

May 26-29 Lime Rock Park, Conn.

Jun 2-3 Detroit Grand Prix, Mich. (TA2 Only)

June 15-18 Indianapolis Motor Speedway, Ind. (TA/XGT/SGT/GT Only)

Jun 22-25 Mid-Ohio Sports Car Course, Ohio

Jul 6-9 Road America, Wis.

Aug. 3-5 Music City Grand Prix, Tenn. (TA2 only)

Sep 6-10 Watkins Glen International, N.Y.

Sep 22-24 World Wide Technology Raceway, Ill.

Oct 5-8 VIRginia International Raceway, Va.

Nov. 2-5 Circuit of the Americas, Texas

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Mar 3-5, 2023 Thunderhill Raceway, Calif.

Apr 27-30 Sonoma Raceway, Calif.

May 5-7 WeatherTech Raceway Laguna Seca, Calif.

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May 18-21 Road America, Wis.

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Date Track/Region



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Jan 13-15, 2023 Sebring International Raceway, Fla.

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Apr 7-9 VIRginia International Raceway, Va.

Apr 22-23 Hallett Motor Racing Circuit, Okla.

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Jun 2-4 Watkins Glen International, N.Y.

Jun 23-25 Road America, Wis.



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NORTHEAST CONFERENCE

Apr 1-2, 2023 Summit Point Motorsports Park, W.V.

Apr 7-9 VIRginia International Raceway, Va. (Super Tour)

Apr 29-30 Pittsburgh International Race Complex, Pa.

May 20-21 Pocono Raceway, Pa.

Jun 2-4 Watkins Glen International, N.Y. (Super Tour)

Jul 15-16 New Jersey Motorsports Park, N.J.

Aug 18-19 Thompson Speedway Motorsports Park, Conn.

NORTHERN CONFERENCE

Apr 29-30, 2023 Blackhawk Farms Raceway, Ill.

TBD Mid-Ohio Sports Car Course, Ohio

Jun 23-25 Road America, Wis. (Super Tour)

Jul 22-23 Road America, Wis.

TBD Gingerman Raceway, Mich

TBD Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jan 6-8, 2023 Homestead Motorsports Park, Fla.

Jan 13-15, 2023 Sebring International Raceway, Fla. (Super Tour)

Mar 10-12 Michelin Raceway Road Atlanta, Ga. (Super Tour)

Apr 7-9 VIRginia International Raceway, Va. (Super Tour)

May 27-28 Carolina Motorsports Park, S.C.

Jul 1-2 Roebing Road, Ga.

MID-STATES CONFERENCE

Apr 22-23, 2023 Hallett Motor Racing Circuit, Okla. (Super Tour)

May 6-7 World Wide Technology Raceway, Ill.

May 20-21 Heartland Motorsports Park, Kan.

May 27-28 Pueblo Motorsports Park, Colo.

Jul 1-2 High Plains Raceway, Colo.

Jul 15-16 Ozarks International Raceway, Mo.

Aug. 19-20 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Jan 21-22, 2023 MSR Cresson, Texas

Feb. 11-12 Circuit of the Americas, Texas (Super Tour)

Apr 22-23 Hallett Motor racing Circuit, Okla. (Super Tour)

May 6-7 Eagles Canyon Raceway, Texas

May 27-28 MSR Houston, Texas

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WESTERN CONFERENCE

Jan 14-15, 2023 Buttonwillow Raceway Park, Calif.

Feb. 24-26 Buttonwillow Raceway Park, Calif. (Super Tour)

Mar 25-26 Buttonwillow Raceway Park, Calif.

May 5-7 Thunderhill Raceway Park, Calif. (Super Tour)

May 13-14 Portland International Raceway, Ore. (Super Tour)

May 27-28 Pacific Raceways, Wash.

Find more events near you at

www.scca.com/roadracing

TRANS AM OPENS AT SEBRING

Sunny Florida always plays a role in the beginning of every racing series, including Trans-Am, which will open its 2023 season at Sebring International Raceway.



Chris Clark

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Bertil Roos Racing School
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BIR Performance Driving School
(866) 511-7606 birperformance.com

BMW of North America (888) 345-4269
bmwperformancecenter.com

Fast Lane Racing School
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Kaizen Autosport Racing School
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Lucas Oil School of Racing
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(561) 200-7223 lucasraceschool.com



HOOSIER SUPER TOUR

WHAT Hoosier Super Tour

WHEN Jan. 13-15, 2023

WHERE Sebring Int'l Raceway

The 2023 Hoosier Super Tour season gets its 10-event season underway at Sebring.

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(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

REGIONAL

SOUTHEAST sedivrracing.com
Dec 4 Dade Cty High School/Chattanooga

Dec 10-11 Hutchinson Island
Paddock/Buccaneer

GREAT LAKES gldscca.com
Nov 27 Robert's Park/Southern Indiana

MIDWEST midiv.org
Dec 3 War Memorial Stadium/Arkansas

SOUTHWEST sowdivscca.org
Dec 3 NOLA Motorsports Park/Delta

ROCKY MOUNTAIN coloradoscca.org
Jan 21-22 Pikes Peak International
Raceway/Continental Divide

SOUTHERN PACIFIC
Dec 2-4 Lake Elsinore Diamond Stadium/
San Diego

Dec 10-11 Auto Club Speedway/Cal Club

Dec 11 Arizona Motorsports Park/Phoenix
AZ Solo

Dec 18 Kino Sports Complex/Arizona Border

Dec 18 Vidinha Stadium/Hawaii

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



TIME TRIALS NATIONAL TOUR

SCCA staff are hard at work on the 2023 Time Trials National Tour schedule, which concluded the 2022 season in October at Buttonwillow Raceway Park.

ROADRALLY

NATIONAL/DIVISIONAL
2023 schedule to be announced

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org

Dec 10 The River Inn Bar and Grill
Cloquet/Land O'Lakes

SOUTHERN PACIFIC

Dec 2 Bank of America
Mission Hills/Cal Club

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

RALLYCROSS

NATIONAL CHAMPIONSHIP
2023 event to be announced

REGIONAL

NORTHEAST nediv.org

Dec 4 HollyTree Off Road/Tennessee Valley

CENTRAL cendiv-scca.org

Dec 3-4 Cedar Falls
Motorsports Park/Iowa

NORTHERN PACIFIC norpacscca.org

Dec 3 Alaska State Fairgrounds/Arctic Alaska

SOUTHERN PACIFIC

Dec 17-18 Antelope Valley
Fairgrounds/Cal Club

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

CONTACT

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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.

NOVEMBER/DECEMBER 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Edgar A Jett III	12/1/57	Washington DC
Peter Sachs	12/1/57	New England
Richard S Scott	11/1/57	Steel Cities

60-YEAR MEMBERS

Peter R Atherton	12/1/62	New England
Douglas A Innes	11/1/62	Detroit
Charlie Kemp	12/1/62	Mississippi

55-YEAR MEMBERS

John M Bisignano	12/1/67	Colorado
E Paul Dickinson	11/1/67	Steel Cities
Bob Eddy	12/1/67	Des Moines Valley
Lester Fahlgren	11/1/67	Chicago
Judy Fiala	11/1/67	Central Florida
David L Guinn	11/1/67	Wichita
Edwin C Jacobs	11/1/67	New York
Fred L McKinney	11/1/67	North Carolina
Dee Schweikle	12/1/67	Central Kentucky

50-YEAR MEMBERS

Rod Bean	11/1/72	Cal Club
James Bishop	11/1/72	Cal Club
O D Terry Davis	11/1/72	Southern Indiana
Jan Downey	11/1/72	Western Michigan
John M Freeman	11/1/72	Southern Indiana
Roger Allan French	11/1/72	New England
Lynne R Griffiths	11/1/72	San Francisco
Thomas R Harkness	12/1/72	Glen
Howard David Harris	11/1/72	Chicago
Grove W Hoover II	11/1/72	San Francisco
Robert J Horansky	11/1/72	Buccaneer
Martin E Hulick	11/1/72	South Jersey
Richard Janusz	11/1/72	Ohio Valley
Joe E Johnson	11/1/72	Houston
Gerald L Lamb	11/1/72	Milwaukee
C Lindsay Lowe Jr.	11/1/72	Central Florida
Mark H Mann	11/1/72	Chicago
Richard L May	11/1/72	Central Carolinas
Locke McCormick	12/1/72	Buccaneer
Terry M McKenna	12/1/72	St Louis
Faye A Ryan	11/1/72	Chicago
Richard E Ryan	11/1/72	Chicago
G. H. Sharp	11/1/72	Central Carolinas
Mike Spencer	11/1/72	Atlanta
Fred Thomas	11/1/72	Des Moines Valley
Richard A Walsh	11/1/72	Mohawk Hudson
Leslie Thomas Whitfield	11/1/72	Blackhawk Valley
Don Wiseman	12/1/72	Ozark Mountain
Victor Yarosh	11/1/72	Northern NJ

45-YEAR MEMBERS

John W Ayres II	11/1/77	Central Carolinas
Robert J Barone	11/1/77	New England
Francis M Carroll	11/1/77	Washington DC
Alfred Wayne Daniels	11/1/77	Washington DC
Donald D DeHart	12/1/77	Susquehanna
Stephen J Demeter	11/1/77	Western Ohio
Susanne French	12/1/77	New England
Daniel V Grace	11/1/77	New England
Mark Grissom	12/1/77	Oklahoma
Gregory A Hartley	12/1/77	Central Carolinas
Kris Heil	12/1/77	San Francisco
Ellen Honsperger	11/1/77	NW Ohio
Karl J Honsperger	11/1/77	NW Ohio
Donnie Isley	12/1/77	Central Carolinas
Ginette Jordan	12/1/77	New England
Robert John Kelley Jr.	11/1/77	Cal Club

Doug Lojinger	12/1/77	Cincinnati
Jeffrey A Norris	12/1/77	Washington DC
David William O'Leary	11/1/77	Steel Cities
Scott Quaile	11/1/77	New York
Kerry Lee Rauch	11/1/77	Cal Club
Susanna Lee Rogers	12/1/77	Mohawk Hudson
Susan Salsburg	11/1/77	South Jersey
Dennis W Scott	12/1/77	Florida
Scott Clayton Strattan	11/1/77	NE Oklahoma
Vada May Strattan	11/1/77	NE Oklahoma
Paula J Taylor	11/1/77	Lone Star
Andrew Williams	11/1/77	New England

40-YEAR MEMBERS

Thomas Prescott Blinn	11/30/82	New England
William Bonow	12/9/82	Badlands
George Kenneth Dwinell	12/30/82	San Francisco
Kenneth S Gordon	11/30/82	Atlanta
Kathy L Grunenwald	12/30/82	Ohio Valley
Elliott Harvey	11/12/82	Central Florida
Jill M Holliday	11/30/82	Ohio Valley
Robert S Jacobsen	11/30/82	Oregon
Joe Kent	11/30/82	Atlanta
Karen Kent	11/30/82	Atlanta
Paul Klespis-Wick	12/21/82	Milwaukee
Sally Messenger	11/29/82	Colorado
Ken Mollenauer	11/11/82	San Francisco
Dick Patullo	11/12/82	New England
Bob Alan Qualkinbush	12/30/82	Kansas City
Paul F Quiniff	11/29/82	Chicago
Paul Eric Ramsey	12/21/82	West Texas
Donald Sak	12/30/82	Detroit
Martha Sak	12/30/82	Detroit
Bruce R Silver	11/9/82	San Francisco
Rock M Webb Jr.	11/11/82	South Carolina
Steven L Zink	12/9/82	Cal Club

35-YEAR MEMBERS

Diane Averill	12/30/87	Detroit
David G Beghtel	11/30/87	Fort Wayne
Allen Begnoche	11/16/87	New England
Ray Benoit	12/18/87	New England
Jeffrey M Bickle	11/23/87	S Texas Border
Boyd Butler	11/23/87	Utah
David J Ciufu	12/9/87	Finger Lakes
Philip R Clarke	11/6/87	San Diego
Zachary J Cox	12/23/87	Central Carolinas
Michael S Crowe	11/30/87	Central Florida
Robert M Farr	11/1/87	Columbus SC Club
Michael Finn	12/8/87	Florida
Alton D Fryer III	11/30/87	Washington DC
Eric B Henderson	11/23/87	Houston
Steven D Hoffman	11/11/87	Washington DC
Tim S Jorgensen	11/23/87	Oregon
David Kittleson	12/3/87	Milwaukee
David J Knoche	12/2/87	North Carolina
Kathleen E Marinangel	11/23/87	Chicago
Ray Marsh	11/24/87	Atlanta
Chuck McAbee	11/17/87	Buccaneer
Richard McClosky	11/4/87	San Francisco
Lou Anna Osborne	11/17/87	Texas
Betty J Rogge	12/8/87	NW Ohio
Ernest E Rogge Jr.	12/8/87	NW Ohio
Bonita Udell	11/23/87	Houston
Charles R Udell	11/23/87	Houston
Craig Vogetley	11/24/87	Central Florida
Donna Rogers Ward	12/8/87	Florida
Joel K Weinberger	12/18/87	Chicago

30-YEAR MEMBERS

TJ Acker	11/4/92	Cal Club
Tordy Acker	11/4/92	Cal Club
Jennifer L Baldwin	11/18/92	Delta
Pat Burns	12/14/92	NW Ohio
Stan Hallock	12/23/92	Central Florida
Matthew Harper	11/30/92	Central Carolinas
Jess Hewitt	11/30/92	Houston
Jamie S Houseman	12/9/92	Detroit
Christopher Howard	12/11/92	New England
Andrew J Jasin	11/17/92	Neohio
Elizabeth Kulach	11/18/92	Tennessee
Matthew W Leicester	11/10/92	Colorado
James W Marshall	12/15/92	Texas
Matthew McFadden	11/4/92	Cal Club
Phyllis Nelson	11/30/92	St Louis
Danny R Oyler	12/9/92	Susquehanna
Kevin Rogers	11/17/92	San Francisco
Janice Ronson	12/10/92	Buccaneer
Nigel Saurino	12/25/92	NE Oklahoma
Janet L Schmidt	11/6/92	Kansas City
Andres Serrano	12/9/92	Neohio
Mark J Subak	11/6/92	Central Florida
John L Tirrell	11/17/92	New England
April Walter	12/9/92	Nebraska

25-YEAR MEMBERS

Chris Beattie	11/25/97	South Carolina
Jason O Briggs	12/11/97	Cincinnati
Bettina Brumwell	11/18/97	Central Florida
Chris Carlisle	11/18/97	Northwest
Larry Corwin	11/20/97	Central Florida
John V Daniels	11/13/97	San Francisco
Paul Dubinsky	12/18/97	Central Carolinas
Donald Ebaugh	12/18/97	San Francisco
Helen Flynn	11/18/97	Central Florida
Jim Ginter	11/5/97	Ohio Valley
Kristin Gist	11/6/97	San Diego
Kendra M Green	12/11/97	Milwaukee
Phil Green	12/11/97	Milwaukee
Tom Kearney	11/25/97	Finger Lakes
Ena A Knab	11/4/97	Finger Lakes
Kevin F Leigh	12/11/97	Washington DC
Connor Loughhead	12/8/97	Ohio Valley
Elizabeth H Lyons	11/11/97	New England
Robert M Mackie	11/4/97	Mid South
Patricia S Marr	12/9/97	Texas
Vernon Maxey	11/5/97	Kansas City
CG Milton-Hall	12/11/97	New England
Sandra L. Milton-Hall	12/11/97	New England
Sarah Moore	12/11/97	Steel Cities
James Davis Morgan Jr.	12/18/97	Mahoning Valley
Matthew J Morrissey	11/20/97	Western Ohio
Joe Moser	12/9/97	Detroit
Tim Murphy	11/12/97	Central Florida
Nils Musaeus	11/18/97	Houston
Steve O'Blenes	12/9/97	Cal Club
John P Palazzolo	11/5/97	Central Carolinas
John P Reitman	12/11/97	Cal Club
Nancy Schillace	11/13/97	Ohio Valley
Budd Severino	11/12/97	Central Florida
Dennis E Singleton	11/18/97	San Francisco
Jeffrey A Speer	12/16/97	South Bend
Michael J Trenery	12/18/97	Houston

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Designed with high horsepower engines in mind, the FiTech Go Spark 8x CDI System and coil kit features coil-near-plug ignition coils and pairs with FiTech Fuel Injection engine management systems, including throttle body EFI systems. This system is designed for performance engines and racing applications. fitechefi.com

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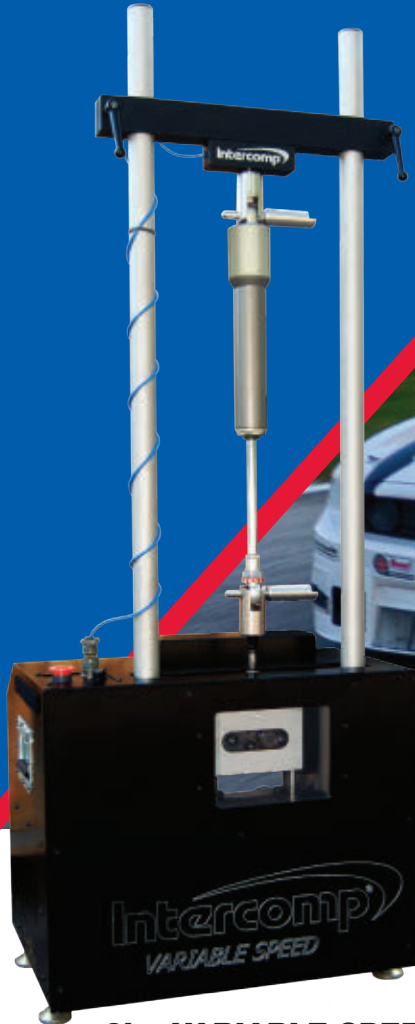
The ORANGETOP with HYPERCORE LITHIUM technology is OPTIMA's first lithium-ion 12-volt battery. With innovative features like OPTIMA CPR to put an end to dead batteries and the patented POWERLINK system that features proprietary battery control, status and charging. The battery has an IP67 dust and water intrusion rating. optimabatteries.com



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