

SPORTSCAR



OH BROTHER!

E and F Production at the Runoffs is shaping up to be an Ira family affair

PLUS...

WHO WILL WIN?

Our crystal ball is zoomed in on VIR

AZ RALLYCROSS

...gets a spectacular new homebase

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CONTENTS

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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS #540410)

FEATURES

- 14 OH BROTHER!**
EP and FP at the Runoffs are
shaping up to be Ira family affairs
- 20 WHO WILL WIN THE RUNOFFS?**
SportsCar's pundits once again
step bravely into the breach...
- 22 AS, BS, STU, STL
24 T1,T2,T3,T4
26 EP, FP, HP
28 SM
30 GT-1, GT-2, GT-3, GT-L
32 SRF3, FE2
34 FA, FC
36 FF, FV, F600
38 P1, P2
- 40 CHAPTER WON**
Ashley Medwig's first on-track forays
opened the door to a new life chapter
- 44 NO MIRAGE**
Arizona Region's new equestrian center
venue is a RallyCROSSer's field of dreams
- 48 HAPPY TRAILS**
Four big things to remember
when choosing a new trailer
- 50 SLOW BURN**
Aaron Jeanssonne's breakout season
has been several years in the making

68



DEPARTMENTS

- 6 FROM THE PRESIDENT**
SCCA President and CEO Mike Cobb
- 8 LATE BRAKING**
News from around the SCCA world
- 12 POBST POSITION**
The champ ruminates on the Runoffs and VIR
- 52 SHOWCASE**
Stuff you might need in preparing for the
SCCA National Championship Runoffs
- 54 FRONT LINE**
Celebrating two more stellar workers
- 56 INSIDE SCCA**
- 56 ROADRALLY**
James Heine looks ahead...
- 58 ROAD RACING**
VIR 1-on-1's with CRB Chair John LaRue
- 59 AUTOCROSS**
Solo joy of travel with Paul Brown
- 60 MARKETPLACE**
You want it, surely someone here has it
- 64 CALENDAR**
Where you need to be before the season ends
- 68 TOP GEAR**
Essential tools, accessories, and gear
- 70 FROM THE EDITOR**
Hopelessly naive and ridiculously complex

COVER PHOTOGRAPHY

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MIKE COBB

PRESIDENT & CEO, SCCA INC.

WHO WILL WIN THE 2023 SCCA NATIONAL CHAMPIONSHIP RUNOFFS?

In just a few short weeks, many across the SCCA family will be heading to VIRginia International Raceway (aka: heaven on earth) for the 60th SCCA National Championship Runoffs. This issue provides much prognostication as to who the winners and podium finishers will be at this year's championship event. Regardless of who stands on the podium at VIR this fall, this group will be joining a very elite group of drivers who have, and who will continue to, shape this Club and the broader North American motorsports community well into the future.

Space prohibits me from naming all of our previous Runoffs champions and podium finishers—but for context, just imagine your name being inscribed into a history of podium finishers that includes names like:

Nolan Allaer
Andrew Aquilante
Tony Ave
Skip Barber
Nicholas Bruni
Brigg Cunningham
Mike Davies
Mark Donohue
Greg Eaton
Elliott Forbes-Robinson
Jim Fitzgerald
John Fergus
Ernie Francis Jr.
Franklin Futrelle
Jerry Hansen
Walt Hansgen
John Heinricy
Phil Hill
Joe Huffaker Jr.
Steve Introne

Bold: SCCA Hall of Fame Inductees

Jim Kimberly
Don Knowles
Jonathan Kotyk
Bob and Flinn Lazier
Michael Lewis
Brian Linn
Cindi Lux
Greg Maloy
Marshall Mast
Donna Mae Mims
Andy McDermid
Bailey Monette
Joe Moser
Paul Newman
Jason Ott
Preston Pardus
Roger Penske
Randy Pobst
Andy Porterfield
Kent and Jesse Prather

Eric Prill
Bobby Rahal
Graham Rahal
Scott Rettich
Kurt Rezzetano
Chip Romer
Trevor Russell
Boris Said
Steve Sargis
Brian Schofield
Bob Sharp
Peter Shadowen
Calvin Stewart
Danny Steyn
Jerry Titus
Bob Tullius
Charles Russell Turner
Jimmy Vasser
Sven de Vries
Dave Weitzenhof

All of these names are legendary to me based on their accomplishments. Moreover, I think anyone who competes at the Runoffs is legendary as well.

Regardless of where the Runoffs takes place, this event is a bucket-list item, and it's home to the best amateur racing in motorsports. So maybe the question isn't who will win—the better question may be, who will be there to cheer for the next class of SCCA legends? I know I will. And I hope to be working a little F&C and Grid during this year's Runoffs so I can get as close to the action as possible.

Hope to see you there, SCCA Champions! 🍷

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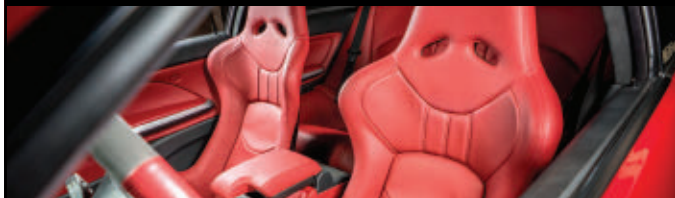
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SCCA BOARD OF DIRECTORS 2023 ELECTIONS

Areas 3, 4, 9, and 11 are having elections this year for the SCCA Board of Directors (BoD). Those interested in running for a position on the BoD need to have submitted their form to the SCCA National Office with all applicable signatures by Oct. 1. The "National BoD Election Nomination Form" can be found on my.scca.com under the "General Information" tab, along with other pertinent info.



WHO WILL WIN THE RUNOFFS?

As you read this, hundreds of you are packing and/or are already en route to the lush Virginia farmland near the North Carolina border—to VIRginia International Raceway, Sept. 23–Oct. 1, for the premier SCCA National Championship Runoffs.

A hardy (foolhardy?) team of SCCA and *SportsCar* pundits

has once again put together a preview predicting the way we see the action shaping up in the 25 different classes—see the 20-page "Who Will Win the Runoffs?" special section beginning on page 20.

For those among us who cannot attend, the good news is that all 25 feature races on

RUNOFFS 2023 LIVESTREAM SCHEDULE

FRIDAY, SEPT. 29

AS	8:15 a.m.
FP	9:15 a.m.
FE2	10:15 a.m.
GT2	11:15 a.m.
SM	1:00 p.m.
GT3	2:00 p.m.
T4	3:00 p.m.
P2	4:00 p.m.
P1	5:00 p.m.

SATURDAY, SEPT. 30

SMX*	8:15 a.m.
T1	9:15 a.m.
EP	10:15 a.m.
STL	11:15 a.m.
SRF3	1:00 p.m.
FC	2:00 p.m.
GT1	3:00 p.m.
FV	4:00 p.m.
T3	5:00 p.m.

SUNDAY, OCT. 1

B-Spec	8:15 a.m.
F600	9:15 a.m.
GTL	10:15 a.m.
FF	11:15 a.m.
STU	1:00 p.m.
HP	2:00 p.m.
T2	3:00 p.m.
FA	4:00 p.m.
SMX*	5:00 p.m.

* Not a championship race



John W. Wilmoth

PERU PROSOLO IMAGES

Photographer Rupert Berrington has been a mainstay of *SportsCar's* Solo and RallyCross coverage for decades, and most of you in those communities wanting photos are well familiar with his e-mail address for ordering, rupertberr@me.com. But if you're looking for a photo from the Peru ProSolo event which RB could not attend, lensman John Wilmoth got hundreds of action photos like this one. E-mail jww@jwwphotos.com.

WHERE THE ELITE MEET

The cream always rises in the SCCA National Championship Runoffs. Here, Peter Shadowen's GTL Honda shows the way at VIR in 2022.

Jay Benvenuto



the tough 3.27-mile course will once again be livestreamed (see schedule opposite)—details at SCCA.com.

Note that all championship races are 15 laps or 40 min., whichever elapses first. Good luck to all the drivers and teams who we at *SportsCar* join in praying for good weather. Enjoy! 🍷

Rupert Berrington



IN THE NEXT ISSUE: SOLO NATIONALS FULL REPORT

They're racing around the pylons in Lincoln, Neb., as this issue is making its way through the U.S. Postal System, and we can't wait to get started on November-December 2023. Our next issue will contain (among many other things) a full report on the 2023 Tire Rack SCCA Solo National Championships, aka the 50th Homecoming—1,300 drivers in more than 70 classes tackling two courses over four very full days. And this year there's more:

- A Homecoming Welcome Party on Monday, Sept. 4, recognizing the 100 Percenters, Silver Circle members, select SCCA Hall of Famers, and other notable members of the Solo community;

- Tuesday's special dinner at the Fire Fighters Reception Hall, then proceeding to the Speedway Motors Museum of American Speed;
- Wednesday, a celebration of 50 years of champions, present and past including the day's successes on both East and West Courses. (Winners of the 2023 Driver of Eminence, Solo Cup, and more also will be announced.)
- Wednesday evening's Sunset Toast, an opportunity to honor those we've lost along the way.
- And Friday evening, the "One for the Road" gathering closes out the 50th Solo Nationals in style with more awards and recognitions. 🍷

Time to get your entry in for the 2023 Tire Rack SCCA Time Trials Nationals Powered by Hagerty (TTN) set for Oct. 12-15 in Bowling Green, Ky., at NCM Motorsports Park. New for this year is the companion Grassroots Motorsports Tire Rack Ultimate Track Car Challenge. For more details, log on to timetrials.scca.com.



GOOD POINTS

Defending and two-time champ Chris Dyson (16) and teammate Matt Brabham have been dominant.

Chris Clark



Chris Clark



Chris Clark

MAKING WAVES

Newsmakers (TOP & ABOVE) Justin Marks and (BELOW) FRA's Callum Hedge (17).



Gavin Baker

PRO RACING LATEST

The SCCA Pro Racing-sanctioned Trans Am presented by Pirelli, Formula Regional Americas and Formula 4 U.S. Championship series are all past the halfway point now following the late-winter openers noted in the last two issues of *SportsCar*.

TRANS AM

- The three-car Ford Mustang team featuring 2021 and 2022 Trans Am champion Chris Dyson has a virtual lock on the premier TA class, having won five of the seven 2023 events (notching five 1-2 team finishes as well) held to date. Dyson has three of those five wins—at NOLA Motorsports Park, Road Atlanta and Mid-Ohio Sports Car Course—while teammate Matthew Brabham has two, in the Sebring opener and also at Indianapolis Motor Speedway. The reigning champ has a commanding lead in the point standings with just four races remaining.
- Justin Marks (Chevrolet Camaro) is the only non-CDR driver to take a TA-class victory lap following impressive wins at Lime Rock Park and Road America. Marks sits a solid sixth in points, having notched

four pole positions, despite missing two events due to scheduling conflicts.

- With eight of 13 races complete, the points race in the Big Machine Vodka SPIKED Coolers TA2 Series is incredibly tight, with the top four drivers having all won all of the races so far this season. 15-year-old Brent Crews tops the charts with wins at NOLA Motorsports Park, Detroit Grand Prix Race 1, and Road America, but has defending champion Thomas Merrill, the winner at Lime Rock Park, close on his heels. In third is two-time TA champ Rafa Matos, a two-time winner this year (at Sebring and Mid-Ohio), while 16-year-old Connor Zilisch holds the fourth spot after earning his first career win at Road Atlanta and following that up with victories in Detroit (Race 2) and Nashville.

FORMULA REG'L AMERICAS

There have been nine races and three race weekends since the Formula Regional Americas Powered by Honda season opener at NOLA—at Road America, Mid-Ohio and NJMP. But there have been only two winners: Kiwi Callum

Hedge has taken eight of nine checkered since winning the third race at NOLA despite regularly flying back and forth to compete in the Porsche Carrera Cup Australia Championship.

- Hedge's Crosslink Kiwi Motorsport has been similarly dominant, currently holding the top three spots (fifth, sixth, ninth, 11th and 13th) in the FRA standings.

FORMULA 4 U.S.

- The Formula 4 U.S. Championship Powered by Honda has seen tight competition all season long, and though Crosslink Kiwi Motorsport sits atop the point standings, drivers from other teams have had a look in.
- With three wins and eight podiums, CKM's Canadian driver Patrick Woods-Toth heads Jay Howard Driver Developments' Michael Costello (three wins) and Crosslink's Jesse Lacey in the point standings. 🏆



Richard Dole

FOCUSED ON THE FINALE

Going down to the wire in all five IMSA classes.

TUNE IN TO IMSA

The 2023 IMSA WeatherTech SportsCar Championship is on the run toward a nail-biting conclusion at the Oct. 11-14 Motul Petit Le Mans finale at Michelin Raceway Road Atlanta. There championships titles will be determined in all five IMSA classes. Tune in on Saturday, October 14 at 6:30 p.m. on USA Network or watch flag-to-flag coverage on Peacock starting at 11:35 a.m.

Meanwhile, IMSA's 2024 schedule has been revealed and it looks to be another great one featuring a return to Detroit and the addition of a fifth Michelin Endurance Cup event (at IMS).

SCCA members can secure great seats via IMSA's ongoing partnership with the Club: There are openings on every IMSA weekend for SCCA-trained volunteers in almost every specialty. Check with the SCCA Region local to each event. 📍

2024 IMSA WEATHERTECH SPORTSCAR C'SHIP SCHEDULE

DATE	VENUE
Jan. 19-21	Roar Before the 24 Daytona Int'l Speedway
Jan. 25-28	Daytona Int'l Speedway
Mar. 13-16	Sebring Int'l Raceway
Apr. 19-20	Long Beach Street Circuit
May 10-12	WeatherTech Raceway Laguna Seca
May 31-June 1	Detroit Street Circuit
June 27-30	Watkins Glen Int'l
July 12-14	Canadian Tire Motorsports Park
Aug. 2-4	Road America
Aug. 23-25	Virginia Int'l Raceway
Sept. 20-22	Indianapolis Motor Speedway
Oct. 9-12	Michelin Raceway Road Atlanta

ANOTHER WAY TO HELP

The mission of the SCCA's 501(c)(3) not-for-profit Foundation is to support the Club by providing inclusive opportunities for motorsports competition, safety, education, and historical preservation. Donations empower the Foundation to continue funding efforts such as the Tire Rack Street Survival program for teens. Log onto sccafoundation.org to learn more.

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Philip Royle

JUST IN TIME

A Fall date and a new weekend partner (the UTCC) make this year's Time Trials Nationals a "don't miss"!



Philip Royle

2023 TIME TRIALS NATIONALS

If you've been to the Tire Rack SCCA Time Trials Nationals Powered by Hagerty (TTN) before and loved it, you'll love it again this year—in fact, you'll love it more. If you've never attended, correct that mistake by making tracks for the Oct. 12-15 event at NCM Motorsports Park in Bowling Green, Ky.

The format remains similar to previous years with drivers tackling

various configurations of NCM Motorsports Park over four days. And, with the event taking place in the fall this year, temperatures should prove to be advantageous for speed, which could lead to setting blazingly fast track records.

An exciting wrinkle this year comes with the inclusion of the *Grassroots Motorsports* Tire Rack Ultimate Track Car Challenge (UTCC) joining TTN at NCM.

The UTCC is an epic challenge most have only read about in *Grassroots Motorsports* magazine or online. For those unfamiliar, UTCC has attracted the fastest time attack cars in the country for more than a decade. In 2023, TTN entrants will have a front-row seat to scope out the action and machinery.

For more information, visit timetrials.scca.com. 📍

MEMBERSHIP LEADERS

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

MEMBERSHIP REFERRAL LEADERS FOR JULY 2023

NAME	REF	REGION
Brian Ghidinelli	7	San Francisco
Jonathan Staggs	7	Neohio
Nadja Pollard	5	Lone Star
Warren Leach	4	San Diego
Megan Taylor	4	Texas
Steve Balanecki	3	Detroit
Jose De Miguel	3	Puerto Rico
Devon Hansen	3	Milwaukee
Teena Larsen	3	Texas
Jorge Ortiz	3	Puerto Rico
Sharon Prip	3	Cen Fla
David Schaal	3	Land O'Lakes

1,040 additional members have at least one referral.

REGION LEADERS

(Category based on 2022 year-end membership)

REGION	GROWTH
--------	--------

JUMBO REGIONS (800+):

Ohio Valley	6.9%
Chicago	6.8%
Central Carolinas	5.5%

LARGE REGIONS (401-799):

Neohio	13.2%
Lone Star	10.1%
Philadelphia	6.5%

MEDIUM REGIONS (200-400):

Phoenix AZ Solo	22.3%
Tennessee	14.6%
Blue Ridge	12.8%

SMALL REGIONS (<200):

Eastern Idaho	27.4%
Lake Superior	23.1%
SW Montana	20.9%

TRAGEDY AT PACKWOOD PROSOLO

The Sports Car Club of America is saddened to announce the passing of two Club members—Amber Dawn Jorgensen and Des Toups—following an incident at a ProSolo event held at the former Hampton Mills facility in Packwood, Wash., July 14-16.

On Sunday morning, July 16, a vehicle in the competition continued past the finish line and struck another member and a solid structure. The remainder of the event was promptly cancelled. Both Toups and Jorgensen later passed away.



"It's with an extremely heavy heart that we announce the passing of Amber and Des," said SCCA President and CEO Mike Cobb. "These two were pillars of their local Solo communities."

Amber Dawn Jorgensen, 50, was a four-year member of the SCCA and Snake

River Region. Jorgensen ran competitively in E Street, leading Snake River Region's E Street points championship and sitting fourth overall in the Region's PAX championship. Her husband, Steven, having competed the previous weekend at the Packwood Solo National Tour, was on site.

Des Toups, 61, was a 20-year member of the SCCA and Northwest Region. He was known for competing in a wide variety of vehicles and classes through the years. Among other accomplishments, Toups was a

regular at the Solo National Championships, where he competed 14 times and earned two trophies.

"As the SCCA community begins to process this tragic loss, we are focused on finding a way to provide grief counseling to those who need it," noted a somber Cobb. "We're sending our deepest condolences to the families, friends, competitors and fellow Region members who will surely feel the effects of this loss." 📍



Rupert Berrington

RANDY POBST

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

RUNOFFS MEMORY LANE *"It's Runoffs time again!"*

I have run off six times so far ("Anyone got an old Volvo I could use to try for number 7?"), qualifying and finishing first or second every time but once; and even getting thrown out once, too (which had to do with buying a used race car and my own ADD. Always an adventure, SCCA'ers).

And we're back at VIRginia International Raceway again, in my southeast corner of the US of A. It's SCCA's flagship event, and VIR is a wonderful place to stage it.

"Keep your head on straight and your emotions on a leash. This will improve your odds of winning."

The SCCA National Championship Runoffs always held a special mystique for me because it has so long been the premier amateur race in the country, and maybe even the world. What an incredible variety of machinery.

It is a world-class event that a fairly normal person can do financially, too. Coming from an SCCA Autocross background, it was quite a natural step for me.

I'm proud to say that I'm the first

driver to win an SCCA National Championship in the now-ubiquitous Miata: 1992 in Showroom Stock C, at the Runoffs at Road Atlanta. My big competition was Michael Galati, among others—a terrific racer I knew from the pro ranks. He was doing Club Racing for more fun and track time, just like me. Mazda, BFGoodrich and The Miata Club of America all had good contingencies back then that did a lot to help pay for my racing.

The Runoffs raises the level of competition to National-level with entries from all over. With that comes greater prestige and personal reward. More *meaning*. The fields include top competitors from the whole country, and even globally. So many beautifully prepared cars. Just being there has a special feeling, like holding a ticket to a World Series, NBA Finals, Stanley Cup Finals or FIFA World Cup game or match if you're a hardcore baseball, basketball, hockey or soccer fan.

The Runoffs raises the stakes. There is more pressure, and that is another of the challenges. Drivers, here's my advice: Go at your best normal pace. Aim for your best. If you aim for miracles, you will end

up in the wall. All you can do is all you can do. Get to the finish. Be on your best game but get to the checkered flag. Trying to push to some new as yet undiscovered limit is a danger I learned from my Solo Nationals days.

Running well at the upper limits of your performance requires emotional control, too. Relax. "But it's THE RUNOFFS!", you exclaim.

(See what I mean?)

Keep your head on straight and your emotions on a leash. This will improve your odds of winning.

Which leads directly to my lecture/rant about last-lap-passing attempts. A late move into the side of the leading car is not a win. A great, aggressive, and even desperate, move for the last-lap lead puts you next to the lead car in the brake zone, gambling you can get slowed enough to hold the line on corner exit. A proper dive bomb will get you to the normal racing line before the lead car, if you make it stick, or end up with you sliding by without contact and maybe getting re-passed coming out of the corner.

That is good racing.

If you are the lead car and are under big pressure on the last lap, one strategy is to make your one move to the middle



Rx FOR SUCCESS

Two-time Showroom Stock National Champ Pobst has not competed in the Runoffs at VIR, but has much seat time there and has much to share about the scenic southern Virginia raceway's challenging 3.27 miles.

of the track, forcing a passing attempt to go way inside on a tight, dirty-pavement line. Then if your competitor goes for it, move back outside to set up a late-apex better exit on the run for the finish line.

If you do make your one move to protect way inside, and your competitor goes to the outside, turn a little later than normal. Make them wait to turn. Take the line away, no contact. Do not run them off the road—always leave racing room—but you can make them turn later than is ideal, therefore getting a gap back on the exit.

Another way to win at the Runoffs is to keep your tires under you. In other words, stay hooked up. Even in a sprint race, sliding too much will overheat and maybe even wear out your tires. Take good care of your rubber by not overdriving, so you still have good grip when it matters most, on the last lap or two.

As for VIR, the track has three long acceleration zones per lap. Obviously Oak Tree to The Roller Coaster, and then Hog Pen to Turn 1. In some cars, the speed into Turn 1 is close to that of the long back straight, which runs uphill for a good bit. But also consider

the winding acceleration zone starting at Turn 4B or maybe 5B entering the lower Esses, which is flat in many cars all the way through the awesome Climbing Esses to Turn 9, and some even all the way to South Bend, Turn 10!

Top speed and drafting are very important factors to consider in your setups. So is working with other cars. In most classes, two cars are faster down the straights than one, and always way faster than side-by-side all the way down the straights.

If you have a choice, line up in those flat-out zones.

And what goes with long runs to high speeds? Big brake zones. Your car has got to stop well to win at VIR. The most important and most tricky is through Turn 13, end of the back straight. It goes steeply uphill, greatly improving and shortening the brake zone, plus all the way through 14. A fast time requires a hard brake all the way around that left kink.

It is very common to see racers over slow here. It's a Type Two corner, end of a straight. Stuff it in there. But, oh yeah, the grassy runoff is steeply downhill, and you don't want to end up there, either.

"In most classes, two cars are faster down the straights than one, and always way faster than side-by-side."

The best surprise pounce is into The Left Hook, Turn 4A. It is a deceptively long brake zone due to the amount of speed carried out of NASCAR Bend, Turn 3. It is also a good choice because it leads almost immediately into another corner, so not much time is lost in the pass.

Passing into Turn 10, South Bend, carries a lower percentage of success, because 10 is fast and thus the brake zone is short. Be sure.

Another factor at VIR is defined by the lovely greenery all around. Yeah, it rains. I watched last year's Spec Miata "Hurricane at VIR" Runoffs race and was impressed with the very high level of driving skill in the slippery conditions. It is a demanding track when wet.

So, don't miss the Runoffs racing action from VIR, live or on livestream—the top Club Racing event on Planet Earth. Best wishes to all those who take to the track for the great thrills and greater challenge! 🍀



OH BROTHER!

Both Ira brothers have been picked by *SportsCar's* prognosticators to win the Runoffs in their respective E and F Production classes. And behind those picks, a story

WORDS Steve Nickless | IMAGES Courtesy Greg and Cliff Ira

STREETS AHEAD

Beginning in 2005 (Greg, at right) and 2014 (Cliff), the Ira brothers qualified for the SCCA National Championship Runoffs every year (well, Greg skipped one) in different classes. Older brother Greg stepped back to focus on enduros and vintage racing after the 2019 Runoffs at VIR, but this year, he's back—and there will be an "Ira Avenue" in the paddock once again!

Greg and Cliff Ira, race- and championship-winning brothers hailing originally from Jacksonville, Fla., find themselves in a unique position. In the eyes of *SportsCar's* pundits, they are each favored to win the 2023 SCCA National Championship Runoffs in their respective E and F Production classes.

For older brother Greg, this year's Runoffs week marks a return to an EP class in which he scored two victories and seven podium finishes in a 12-year run, 2005-2019, with a well-prepared Datsun 240Z (three times refettled as a 260Z).

For three-years-younger Cliff, meanwhile, the 2023 VIR event will be the third Runoffs outing with his unique, largely self-built (with inestimable help from six-time champ Jesse Prather) FP-class Honda del Sol.

Though Cliff entered the Nationals fray nearly 10 years after his brother, he, too, has a pair of Runoffs wins and six podiums in Super Touring Lite and FP.

Despite his years-later start, Cliff was able to fast-track his learning curve thanks to sharing a car with the vastly more experienced Greg in enduros.

JAX TRACKS

"We're brothers, and growing up, competition was all there was," recalls Greg. "Cliff and I had Matchbox cars and slot car tracks all over the place. We played together a lot because there was a bigger gap between us and our older brother, Stephen, with our sister in between."

While quite independent, living now in separate states, the pair have forged unique racing careers linked by strong family ties. Their dad Gordon was a cardiologist who successfully raced SCCA in the late 1960s with a G Production Alfa Spider, and had many physician and racing friends.

"Well, Jacksonville is kind of a racing city," explains Cliff. "Brumos Porsche was there, and we were friendly with the Gregg family. Our dads both raced, though on completely different levels. So Greg and I just kind of grew up around [racing]."

Their dad sold his Alfa in the late 1970s, but older brother Stephen picked up the racing gauntlet, jumping into Formula Vee.

Also in the 1980s, after college and with a loan from a bank branch manager high school friend, Greg bought a kart and finally got to go racing.

By 1990, Greg was ready to move up to cars, and brother Stephen let him use his top National Vee for an SCCA Driver's School at Roebling Road.

"We talked about teaming up, but at the end of the 1980s, Stephen was sort of done," Greg says. "I ended up leaning on another Jacksonville Vee driver, Fred Clark, who helped me out a lot."

Greg raced Vee for several years, eventually winning a SARRC Regional Championship. And Clark would later nominate Greg for the SCCA Kimberly Cup award, which he won in 2009.

MOVING ON UP

While brother Greg was racing FV and, later an ITS-class Datsun 240Z, Cliff was hunkered down at the job he found and enjoyed right out of college (and kept for nearly 35 years). A 'car guy' himself, in 1997 he bought a pristine Porsche 911S from his dad who had purchased it new in 1973. Living in Phoenix at the time, Cliff entered a Porsche Club track event—and loved it.

"But I realized the S was too nice a car for events like that. I didn't want to hurt it."

So he traded his motorcycle for a Porsche 911T roller with flares and a roll cage. Which proved to be a mistake...

"I had to get a motor and transmission, spent a lot of money and had a couple of good races in GT-2 in the Southeast. But I quickly realized I was in way over my head. The Porsche was way too expensive."

His way out was purchasing brother Greg's ITS Acura Integra, and racing it Regionally.

"I had a lot of fun running ECR Championship enduros. That's probably where I learned the most, just because we got so much seat time."

In 2010, the SCCA introduced Super Touring, and, says Cliff, "Those classes had a lot of appeal because I wanted to go to the races with Greg. I was crewing for him, but wasn't racing with him because ITS was Regionals only."

In early 2014, Cliff entered the ITS Acura in the

TRUTH BETTER THAN FICTION

Unbelievably, Cliff Ira's self- and Jesse Prather-built Honda del Sol was a first-time-out Runoffs winner at Indianapolis in 2021, just like his STL Acura seven years before at Laguna Seca.

And once again, fires and his brother Greg played a significant part.

"The track was wet," says Cliff, who had qualified second in the car's F Production Runoffs debut. "And it was like the third call to grid. The car was still up on the jacks. We had to make a decision on tires."

His brother called slicks, and Cliff was alarmed.

"I rolled onto the grid and everyone I saw around me was on wet tires! But then Greg peered in and said, 'Look: All you have to do is hang onto the car for five laps and you'll be fine.'"

"So I'm sitting there in this brand new car, waiting for the pace lap. I know it's going to be slippery, I'm on slicks, and I'm like, 'Great, I'm gonna wad this brand new car up...'"

"But I did manage to hang on and stay close in the opening laps—I only dropped to like fourth or fifth. And then we had a yellow, the track started to dry out, and I got the win."

His brother's call and confidence made all the difference.

— STEVE NICKLESS



EXTENDED FAMILY

(CLOCKWISE FROM TOP LEFT) Early 1980s, Cliff (left) by then experienced rebuilding VW engines with help from dad Gordon (right); Greg and Cliff photo bomb pro photographer Juha Lievonen's selfie at Daytona this year; the Iras' 2023 Runoffs steeds, EP and FP, side by side at Heartland Park; First National Championship for Cliff in STL at WeatherTech Raceway Laguna Seca in 2014, with a hug from dad Gordon and Greg (at right) in the headset; "Men in White" forever crew guys and childhood friends (left to right): Guy Marvin IV, Cliff, Greg and Mark Marvin at the 2023 Rolex 24.



new Super Touring Lite class in the winter races, and in New Orleans, he met Jesse Prather. The pair struck up a friendship, and before long, with Prather's guidance, Cliff had a fleshed-out game plan for fully converting the car to STL specs—and hopefully qualifying for the Runoffs which that year were to be held at WeatherTech Raceway Laguna Seca, a track he'd visited many times but never driven.

Incredibly, Cliff won the Runoffs in his first attempt—a story worthy of its own feature, that involved sticking with what he knew, ignoring the new tire hype, and the race-day weather.

An SCCA National Championship in his first attempt! "I couldn't believe it," he says. "I mean, we were driving home wondering what just happened..."



Z REAL STORY

Nearly a decade earlier, meanwhile, long-time Datsun Z fan Greg had discovered the ITS class.

"ITS was a really big class, and in the beginning there were 240Zs all over the place," he remembers. "I always liked Zs—and Dad had the first one in town."

In 2005, wanting to move up to a National class, he sold the ITS version and, with financial help from Cliff and friend Guy Marvin IV, bought an E Production 240Z.

"The purchase was a joint three-way, and we're all still owners of the car. Guy, who became my car chief, has given me so much in money and time, and is one of the sharpest negotiators I've ever met."

The EP Z was delivered to a Savannah Regional, which is where Greg met another man who would be key to his success: Sam Neave, proprietor of LNA Enterprises, who would be instrumental in Greg's winning several races and two National Championships with the slowly aging Datsun over the next 14 years.

"Sam has always been the Phil Remington of our team. He goes to sleep thinking about engines and chassis and stuff. In the end, we had better engines than just about anyone because Sam really cared. He was always thinking and tinkering."

Greg's first season in EP went well—"I won the Divisional Championship by one point



DECADES LONG CELEBRATION

(TOP, left to right) Ira brothers Greg, Stephen and Cliff at Greg's first Runoffs, Mid-Ohio 2005. (ABOVE, left to right) Mark Marvin, Cliff's wife Megan, Cliff, Greg's wife Ami and Greg kiss the bricks celebrating Cliff's second Runoffs win (in FP) at IMS in 2021.

in the last race of the year"—but in his first Runoffs, Mid-Ohio in 2005, there was only disappointment as Greg qualified a lowly 14th, worked his way up to sixth, but then had to take to the gravel avoiding a wreck in front of him.

He finished 14th—right where he started.

Ironically, sadly, the Runoffs at Mid-Ohio 11 years later, would be the last time their dad, Gordon, got to watch his boys race.

"He came to Mid-Ohio and that was his last Runoffs," Cliff remembers. "Dad loved being at the track [with us] and loved that we were competitive because he was always super competitive."

Gordon Ira passed away in 2019, leaving behind quite an SCCA legacy.

For Greg, though, after Mid-Ohio 2005, it was all onwards and upwards at the Runoffs—a fourth, a third, three consecutive runner-up finishes at Road America, and then his first National Championship in 2013, followed up at Daytona in 2015 with his second.

MORE COURSE CORRECTIONS

Cliff had great success with the STL Acura, but after the Runoffs at VIR in 2019—the week when Greg finally decided to retire his EP Datsun—Cliff realized that he, too, was beginning to burn out.

"I just felt like I had kind of run my course there



and I didn't really know what I wanted to do," said Cliff who had several years earlier moved to Kansas City.

"So I put my car on the market and sold it in February—right before COVID. Suddenly, there I was, locked down at home and I didn't have a race car. And I was like, 'This isn't gonna work. I have to have something...'"

Cliff drove over to the Prather shop to hang out, casually mentioning at one point that he and Greg had discussed building a Honda del Sol years before.

"They're rare," Cliff says. "But the suspension on the del Sol is quite similar to the Integra, so I knew how to work on the car and knew the drivetrain and everything."

"I found one in Springfield, Missouri, and that became my COVID project. I brought it home and tore it down all the way to the chassis. It was kind of fun, but the neat thing was collaborating with Jesse on the build. I learned a lot in the process."

Prather's presence in Cliff's world had everything to do with Greg's return to the Runoffs this fall. A consistent EP frontrunner with the 240Z, missing only one Runoffs (the 2014 week at Laguna Seca) between 2005 and 2019, the car was well past its glory years at the end.

"The Z was never the fastest car out there, but it was reliable and for the most part I was

able to stay out of trouble," Greg says. "I almost retired a couple of times—not that I didn't think I had the skill or the passion to do it anymore, but because I thought that we were beating our heads against the wall with this old car."

"Sam was getting tired, too, and it was just the right time—especially when Prather showed up in 2019 with that BMW. And he just blistered everybody."

"But me renting his car for this season? That was a complete fluke. I hadn't planned to go to the Runoffs. I've been doing some vintage racing which I really like. And I don't really have enough money. But I ran the idea by my wife, Ami, and she was like, 'You'll only get one chance to do this.'"

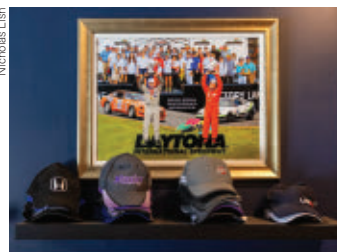
"And that's what convinced me. After a few outings with the car this summer, I'm so glad now I told Jesse 'Yes'. We've gotten close, it's been so cool to see his methods for prepping stuff, and I've [gotten to] learn a new driving technique."

"What makes our small team so good?" Greg asks. "I realized that most of it is driven by the passion that I have for the sport and our preparation, the mechanical side of it."

"Racecraft and car setup are what I was able to teach Cliff. And he doesn't make many mistakes. He's done really well with the way he approaches things."

They'll be cheering each other on at VIR. 🍷

Nicholas Lish



Juha Lievenen



A LASTING LEGACY

(TOP) A proud dad's framed collage showing off his sons' success at the 2015 Runoffs.

(ABOVE) Dad Gordon's bronze medal from the 1970 Runoffs at Road Atlanta (GP) and trophy from the May 1971 Savannah (Roebling Road) National where all three young and impressionable Ira lads were present.

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WORDS Brian Bielanski,
J. Michael Hemsley, Richard S. James,
Reece White and Jeff Zurschmeide

IMAGE Jeff Loewe

IN MEMORY OF Thomas Schultz

WHO WILL WIN THE RUNOFFS?

The difficult, demanding and otherwise
delightful VIRginia International
Raceway will play host to the 60th
Annual SCCA National Championship
Runoffs, Sept. 23-Oct. 1, 2023.
Bravely, *SportsCar* attempts to predict
the top contenders



Just when you think you have a handle on VIRginia International Raceway, the 3.27-mile long, 18-turn track pulls a fast one—a camber change you didn't notice in your first foray; a hard edge appearing out of nowhere...

Last year, the weather gods joined in, the wet and windy fringes of Hurricane Ian sweeping across the wide swath of southern Virginia farmland into the middle of which VIR's founders began pouring asphalt in the middle 1950s. The track opened officially in August, 1957, slowly fell into disuse and closed in 1974, only to be rescued and reopened in Y2K—a fine venue for these equally wonderful National Championship-determining races.

The hurricane tried to make a mess of the 2022 Runoffs proceedings, drowning the hopes and dreams of some; pushing the limits of the tireless volunteers; darkening all the photographs; and threatening to tear asunder *SportsCar's* thoughtful pre-race prognostications.

But, as they always seem to do, the great ones slipped and slithered their way to the checkered flag and various podiums anyway, wind and rain be darned.

And thanks to their on-track brilliance (or maybe it was us picking them?), there was no hanging of heads in shame among *SportsCar's* half-dozen pundits.

We called the winners in nine classes correctly and got 38 out of a possible 78 podium picks correct, blanking on only two classes (Spec Miata and GT-1—hats off to victors Nicholas Bruni and Fall-Line's two-time National Champ Thomas Herb respectively).

This year?

Well, as editor, I get to go first, and my eyes and ears go first to four gentlemen we've been fortunate to feature in 2023 issues—Tony Ave (picked to win GT-2 and place in GT-3 and FA); Steve Introne (favored to go two-for-two in B-Spec); and the Ira brothers, Greg and Cliff (our top picks in EP and FP, respectively).

Elsewhere, so many familiar names amongst the top seeds: Danny Steyn (STL), Andrew Aquilante (T1), Kurt Rezzetano (T2), Marshall Mast (T3 and T4), Steve Sargis (going for number 10 in HP!), Peter Shadowen (GTL), Franklin Futrelle (SRF3, plus picked to place in FE2), Jonathan Kotyk (FF), Andrew Whitson (FV), James

Weida (F6) and West Coast pair Chip Romer (P1) and Tim Day Jr. (P2).

Honorable mention must be made of Fall-Line boss and four-time National Champion Mark Boden, a podium pick in both T1 and T2, and quite capable of seizing the top step in both classes.

And, wow, the podium in GT-1 if all goes as the *SportsCar* crystal ball sees it: A combined 13 National Championships between David Pintaric (1), Michael Lewis (10; he's also a podium pick in GT-L), and Thomas Herb (2).

My immediate predecessor at *SportsCar* said it so well in teeing up this special section last year that I am shamelessly stealing his closing words: "Read on," Richard S. James wrote, "and enjoy our—mostly wrong?—predictions for who might win this year's Runoffs in the spirit in which they are offered.

"And whether you are racing, crewing, spectating or watching from afar, enjoy this incredible week at VIR. Good luck to all! We'll happily enjoy a great, safe race in which we're wrong about the result than a race that runs 30 minutes under yellow and we get to say we were right..."

— STEVE NICKLESS



WORDS Richard S. James and Jeff Zurschmeide | IMAGES Jeff Loewe

AMERICAN SEDAN, B-SPEC, SUPER TOURING UNDER, SUPER TOURING LITE

PODIUM PREDICTIONS

AMERICAN SEDAN

1. B. Clark Cambern
2. Gregory Eaton 3
3. James Jost 1

B-SPEC

1. Steve Introne 1
2. David Daugherty 11
3. Richard Hromin

SUPER TOURING UNDER

1. Chip Herr
2. Johan Schwartz
3. Joe Moser 4

SUPER TOURING LITE

1. Danny Steyn 3
2. Joe Moser 4
3. Jose Osiris Pena

AMERICAN SEDAN

The American Sedan race at the 2022 Runoffs was rough as the big iron battled Hurricane Ian's rain in addition to a tough competitive field. Polesitter Kurt Rezzetano described conditions to be "like driving on ice." At the end, it was Greg Eaton who claimed the championship, followed by Clark Cambern and Rezzetano.

This year, the grapevine says Rezzetano is not coming back to AS, and it's unclear whether Eaton will use his champion's invite to return. As of early August, he had not entered. On the other hand, Cambern has

"Other things keep me awake, but not whether I'm going to win or lose the Runoffs."

CLARK CAMBERN

been working on his No. 78 Dodge Challenger and he sleeps well at night.

"Other things keep me up at night," Cambern laughs, "but not whether I'm going to win or lose the Runoffs."

Handicapping the competition, though, there are plenty of other drivers who could give Cambern a real race.

"Daniel Richardson will be really quick," he says. "Eaton will be quick

if he enters. Amy and Beth Aquilante will be there. They had a straight-line speed disadvantage last year."

In addition, eight-time National Champion Andy McDermid will be there, and he's always a strong force in any American Sedan race.

Still, Cambern believes he has the package to win...maybe.

"This year I think we found quite a bit more one-lap pace, but we've also been struggling a little bit with reliability stuff," he says. "We've had an ongoing engine control problem, and that honestly is my biggest concern at this point. I think I understand what's happening, but I don't *know*."



HORSES FOR COURSES

(FAR LEFT) If it keeps ticking all the way through, Clark Cambern's potent Dodge Challenger (78) should take home American Sedan gold. But behind him, fighting will be fierce, featuring three-time National Champion Gregory Eaton, 2021 Runoffs winner James Jost (14, LEFT) and others.



Introne is our pick to win again, but the path to victory in 2023 could be a challenge for a couple of reasons.

"I think for Rich Hromin [or me] to win, we've got to have a really, really good race and drive harder than we did last year," Introne says. "I think we'll be up front, but there are others you've got to worry about. I think the Mazda contingent is going to be a real challenge—Riley Salyer, Dave Daughtery, Matt Wolfe, and there's some guy out of Texas named McClughan, who I don't know but I guess he's been doing pretty good."

The Texan riding into town for a showdown is 2008 Showroom Stock C champion Joe McClughan, who's been absent from the Runoffs since 2012, but is a strong contender.

As always in B-Spec, it'll be close.



SUPER TOURING LITE

Danny Steyn has won Super Touring Lite three times in the last five years, and won at VIR in 2019. He's developed his Mazda MX-5 into a rock-solid reliable machine, last year's gearbox episode aside.

With no problems, it's going to take a bit of luck for anyone else to win an STL title. However, Steyn is the first to admit that Joe Moser (Honda CRX), who took the National Championship at Road America in 2021, is a threat.

"I think that he will be the overdog," claims Steyn. "I was against that car at Sebring, and I had nothing for it, nothing at all. If his car stays together, and he drives as well as he does, he's the clear favorite in my opinion."

Steyn, though, has won at VIR, and Moser hasn't in STL. Greg Maloy won last year, but Maloy won't be back as

"I think Joe Moser will be the overdog [in STL]. He's the clear favorite in my opinion."
DANNY STEYN

of this writing. As for another threat for the podium, Steyn is quick to mention Jose Osiris Pena (another CRX) as a contender. Others to look out for include Max Gee, Alan Cross and Amy Mills.

SUPER TOURING UNDER

Chip Herr has had this one yanked out from under him last year as he was charging through the field in a borrowed Subaru. This year, his ex-World Challenge Audi A4 is well prepared, fast, and apparently reliable, and Herr has what it takes to get the job done.

And, if it rains, it shouldn't even be a contest.

"We've been working really, really hard on getting the car better every single race, and we've been doing a lot of development. These guys have so much technology and stuff that we're trying. I just put a new wing on the car, and I can see the difference. There are little things...lighter; maybe, hopefully, faster," Herr says.

Herr points to the Porsche power and talent wielded by Johan Schwartz, who had the pole last year. And he knows what Joe Moser and his light little CRX can do. Darin Treakle is capable of pulling off a surprise as well.

There is such a variety of machinery in this class that it's hard to make predictions, but Mark Liller in his Dodge Neon SRT-4, Anthony Geraci and his Lotus Exige, Jorge Ortiz (Honda Civic) and Jose Osiris Pena (Toyota GT86) are all capable of landing on the podium. 🍅

B-SPEC

B-Spec again has a healthy number of entries for this year's 60th SCCA Runoffs, with 21 drivers registered by the first week of August, and more expected. The class has benefited from a concerted effort by its member drivers to fill the grid and interest new and veteran competitors in the low-cost, low-power appeal of the class.

Last year, Steve Introne arrived with a plan to win, and he stuck to that plan all the way from the Tire Rack pole position to the top step of the podium, leading Richard Hromin and 11-time National Champion David Daughtery at the close of the race.

SUPER MEN

(ABOVE, CENTER) Can Steve Introne (12) repeat in B-Spec? Our pundits think so. (ABOVE) Our STL and STU top picks Danny Steyn (9) and Chip Herr (18) were on track together often this summer, but have separate paths to pursue at VIR.



TOURING 1, 2, 3, & 4

WORDS Richard S. James | MAIN IMAGE Jay Bonvouloir

PODIUM PREDICTIONS

TOURING 1

1. Andrew Aquilante 13
2. James Candelaria 4
3. Mark Boden 4

TOURING 2

1. Kurt Rezzetano 4
2. Mark Boden 4
3. John Heinricy 16

TOURING 3

1. Marshall Mast 4
2. Jason Ott 1
3. Chris Hart

TOURING 4

1. Marshall Mast 4
2. Sergio Zlobin
3. Christopher Windsor

TOURING 1

Until Andrew Aquilante loses a Touring 1 contest without a mechanical problem, he's likely to be the pick to win. The caveat is that, if it rains, the GT4 cars seem to have a bit of an advantage. In the dry, though, the nod goes to the "legacy" T1 drivers and cars...maybe.

"Who exactly knows where things stand for this year with the various rule changes and the inclusion of GT4 cars, and that sort of stuff," says Aquilante. "If weird things happen, it's whoever is there."

"Who knows where things stand this year with rule changes and GT4 cars..."
ANDREW AQUILANTE

Mark Boden has the luxury of having both his M3 and a GT4 Mercedes AMG in the stable. Which one he brings may very well depend on the weather forecast, although the entry list shows the AMG.

James Candelaria is leading the Hoosier Super Tour points, and won on Sunday at the VIR HST, so he's a good bet for the podium.

Tony Ave is coming with a Mercedes AMG as well, but he's got a lot of entries to juggle. Any of these is a threat for the podium, but our guess is that it will be Candelaria and Boden fighting for second behind Aquilante.

TOURING 2

Much like T1, this is one of those classes where if a certain driver shows up, he's the perennial pick. In T2, that's Kurt Rezzetano. His Phoenix-prepared Mustang is fast, and Rezzetano drives it well.

"I feel pretty good, pretty

Jeff Loewie



Jeff Loewie



Jeff Loewie



WEIGHING OUR WORDS

(FAR LEFT) Four-time National Champion Marshall Mast (31) eventually headed home teammate and 16-time Champ John Heinricy in Touring 4 at last year's Runoffs, but this year will take over Heinricy's Toyota 86. (LEFT) Though he remains humble, it's impossible to pick against 13-time National Champion Andrew Aquilante (33) in Touring 1.

says Rezzetano. There are plenty of wild cards in T2.

Scotty White was a winner at VIR in the rain—no mean feat in a Viper. Preston Calvert is back with a Mustang, and always a threat for the podium. Then there's perennial second-place finisher Charlie Peter. We'd love to see him take a crack at moving up a step on the podium, but so far it doesn't look like he's coming with his BMW M2 CS.

TOURING 3

So, right up front, let's say that Steve Ott would be the top pick, but his participation is in question. That likely leaves Marshall Mast and Jason Ott to fight it out. We've put Mast on top due as much to history as anything else, but the fact that he's coming with one of Mike Pettiford's Pontiac Solstice's, now prepared by Phoenix Performance, makes him a bit of a wild card. Plus, he hasn't raced the car, instead qualifying with his T4 car.

Jason Ott, on the other hand, comes back with his tried-and-true BMW Z4.

"Marshall and Phoenix...those guys are always tough, but we feel good about it," says Ott. "We've made some improvements to the car even over last year during the off-season, so I think we're cautiously optimistic. Truthfully, I'd love to have Steve go, because I fully believe if he's able to make it, he's the guy."

Chris Hart comes with a new 370Z, and Mast likes what he sees there: "The big [threat] right now would be Chris Hart. He has switched to a Nissan 370Z from a

"Marshall and Phoenix ... are always tough. But we feel good about our chances."

JASON OTT

Spec E46. I don't know if he's got the car sorted yet, but if he does, he will definitely be a contender," says Mast.

Rob Hines is always quick in his Nissan. If the weather throws a curve ball, there are some interesting cars like Jared Lendrum's Subaru and Travis Washay's VW TCR car that could pull off a surprise.

TOURING 4

Last year, Marshall Mast beat John Heinricy. This year he returns with the car that Heinricy raced then. He's naturally the pick for the win, especially with Heinricy turning his focus to T2.

"I'm feeling pretty good about T4," declares Mast. "Last year I was in a 2013 FR-S and this year will be a '17 Toyota 86, the car that Heinricy ran last year. I do think that car's a little bit better as far as the feel of the car. I'm liking that a little bit better."

Sergio Zlobin is always quick in his RX-8, and he's tied with Marc Cefalo at the top of the Hoosier Super Tour standings, so he's a solid pick for the podium.

Cefalo would be there as well, but word is that he won't be at the Runoffs and isn't entered as of press time. In his place is Christopher Windsor, who won Sunday at the VIR Super Tour in a third-generation Mazda MX-5. Others to keep an eye out for include Stephen and Ray Blethen and Izzy Sanchez. 📍

confident," Rezzetano declares. "Same car and stuff as last year so, hopefully, the conditions will be a little more consistent and we won't be racing in the rain or half-wet like it was."

Mark Boden is always quick with his Porsche, and will be right there should anything go wrong for Rezzetano. Then there's John Heinricy, but exactly what he'll be able to do with the Cadillac CT4 Blackwing is an unknown.

"We don't really know how fast that car is yet, so that could be one thrown in the mix, too,"

STARS ALIGNED
(ABOVE, CENTER) T2 should be an all-out dogfight between two four-time National Champions, Kurt Rezzetano (137) and Mark Boden. (ABOVE) The familiar No. 135 Toyota may come along as insurance, but Marshall Mast plans to debut a new T3 Pontiac Solstice at VIR.



E PRODUCTION, F PRODUCTION & H PRODUCTION

WORDS J. Michael Hemsley | MAIN IMAGE Jeff Loewe

E PRODUCTION

Jesse Prather has been dominant in his BMW Z3 the past few years, but he won't be racing at VIR this year. His car will, though, as Greg Ira will be driving the car that has won the last three Runoffs. Ira is fast, and we believe he and that car will win this year. John Hainsworth has had a couple podium finishes in his RX-7 convertible, as has Jon Brakke, also driving a BMW Z3. They will be chasing Ira and are likely to make it difficult for

him. But that BMW and Ira are just so quick, Ira has to be the top pick.

Another who could be racing for a podium finish is Matt Reynolds in his Mazda Miata, if he enters. Tim Schreyer, in his E30 BMW, and Peter Norton's Caterham are also fast, so, while Ira appears to have an advantage, these guys will help keep him honest. Ira has the same view and says, "It should be an excellent group with Hainsworth, Schreyer, Brakke, and Norton. All great drivers and cars." It will be a great race.

F PRODUCTION

Cliff Ira has had a difficult year. He feels that he was lucky to get a podium at the spring Hoosier Super Tour at VIR, but he has been working hard since then to make the car even more compliant. Changes that he, his brother, Greg (our EP pick to win), and Jesse Prather made on the car worked well at a test they did at Hallett. At the race at Heartland Motorsports Park, he qualified on the front row alongside his brother's EP

BMWOW

The more experienced of the top-podium-pick Ira brothers, Greg, has traded in his well-worn EP 260Z for the ex-Jesse Prather BMW Z3. And we're thinking he'll pick up at VIR right where the car's previous owner left off: In Victory Circle.



ALL TOO FAMILIAR

(BELOW) Cliff Ira's Honda Civic del Sol VTEC was a first-time out Runoffs winner at IMS in 2021. The Kansan struggled with setup and tires at wet VIR last year, but is our pick to claim a third National Championship this fall.

(BOTTOM) Steve Sargis first ran a Triumph Spitfire (then in GP) at the Runoffs in 1983. Forty years later, SportsCar's pundits believe car and driver have it in them to claim a 10th National Championship.

Jeff Leaver



Rick Covine



BMW Z3 and broke the track record, so it appears that the changes are working.

Ira says, "There will be a lot of fast guys at the Runoffs. It's a stacked field, and great to see fast FWD and RWD cars. Kevin Ruck, Mason Workman, Ken Kannard, and Charlie Campbell are all super fast, and have the same shot I do.

"I like the saying that 'luck happens when preparation meets opportunity,' and I think we all know that luck plays a big part in winning the Runoffs! We'll be prepared and put our best foot forward."

H PRODUCTION

Reliability is always an issue with little British cars, and Steve Sargis has had some problems with his Spitfire at a few races early this year. In the most recent races, though, the car has performed well, and Sargis is well known for having his car in top condition at the Runoffs. You don't win nine National Championships by not being prepared.

Sargis feels that there will be quite a bit of competition this year:

"Eric Vickerman had issues at last year's Runoffs and wrecked his car at VIR this year. He has been running a GTL car. He would be the question mark. Hondas are good; Volkswagens are obviously good as well." Honda and Volkswagen drivers who will be fast include the two picks above, as well as Vesa Silegren and Mike Ogren. There aren't many little British cars entered in the class they once dominated, but at least one of them will be racing, and leading, the tin tops. 🍷

PODIUM PREDICTIONS

E PRODUCTION

1. Greg Ira (2)
2. John Hainsworth
3. Jon Brakke (3)

F PRODUCTION

1. Cliff Ira (2)
2. Mason Workman
3. Ken Kannard

H PRODUCTION

1. Steve Sargis (9)
2. Chris Schaafsma (1)
3. William Perry



SPEC MIATA

WORDS Jeff Zurschmeide | IMAGE Rick Corwine

OH MIATA, OH MY

Will his fifth Runoffs start reward last year's Spec Miata race runnerup Charles Mactutus (66) with a first SCCA National Championship?

SPEC MIATA

Predicting the winner of a Spec Miata race has been compared to picking the winner of a bar brawl, and we're often wrong here at SportsCar. The task is made more challenging because last year's race at VIRginia International Raceway was anything but typical. Although perennial contender and three-time STL National Champion Danny Steyn put his Spec Miata on the pole, the field went out on dry tires into the face of an oncoming downpour. Chaos ensued, and Nicholas Bruni drove an amazing race to win the 2022 championship.

This year, we think Charles Mactutus has what it takes to win, but first he'll have to get ahead of his

friend and drafting partner Danny Steyn. Plus, the deep bench of Spec Miata drivers will all be looking for the chances they didn't get last year.

"The first person I think of is my teammate Danny Steyn," Mactutus says of the competition, "I hope he'll be there with me. Then definitely Raiden Nicol, Connor Zilisch, Preston Pardus, and Jim Drago. It's going to be a really stacked field for sure."

Zilisch and Pardus are our choices to round out the podium in SM, but other top candidates are Elivan Goulart (who has won Runoffs races before in the rain) and veterans Rob Hines and Todd Buras.

To approach Spec Miata at the Runoffs, you need a plan, and Mactutus has one.

"[Our plan] has been two years in the making. Last year [it] didn't quite work out..."

CHARLES MACTUTUS

"It's been two years in the making," he reveals. "Last year didn't quite work out with the weather and sometimes races just don't go to plan. But this year we actually have some testing days planned that we're going to do for more drafting work. So, we'll be more prepared this year."

"Danny (Steyn) and I have been working well together, especially at the June Sprints where it really started to come together. So, I'm very, very excited for this race." 🏁

PODIUM PREDICTIONS

SPEC MIATA

1. Charles Mactutus
2. Connor Zilisch
3. Preston Pardus 🏆



SIX-DIGIT RACER SUPPORT

Update: SCCA Member Benefit provider RYNO's \$100,000 Racer Support Tour '23 and Chevrolet Silverado giveaway

Ryno Classifieds, with over 22 years invested in the motorsports industry, has been a safe and secure platform for enthusiasts when it comes to buying and selling online, offering open communication with real names, direct contact, and large high-definition photos of the products listed for sale.

With its recently announced Racer Support Tour presented by Skip Barber Racing School now in its second year, RYNO is paying back the support it has received from the grassroots racing community with a \$100,000 (in cash and prize payouts) payout promotion now in full swing on RYNO.com. Drivers from all corners of the SCCA can sign up for their chance to claim a portion.

How? By promoting HeyRYNO.com to their fans. HeyRYNO.com has a wide variety of motorsports-related gear for sale. Every purchase made with a racer's unique promo code gives him or her a 25 percent cash commission plus the person making the purchase gets entered to win a brand-new custom 2023 Chevrolet Silverado.

Meanwhile, every dollar of commission earned gives racers one entry into the \$100,000 jackpot. The more merchandise sold, the higher each racer's chances of clinching the grand prize.

The jackpot payout is as follows:

- **GRAND PRIZE:** \$50,000 cash, a trip to the Performance Racing Industry show in Indianapolis Dec. 7-9, 2023, and a Skip Barber Racing School Experience.
- **SECOND PLACE:** \$20,000 cash, a trip to the PRI show, and a Skip Barber Racing School Experience.
- **THIRD PLACE:** Spark Virtual Racing simulator, and a Skip Barber Racing School Experience.
- **PLUS,** 60 additional winners will take home \$500 cash each and a Skip Barber Racing School Experience certificate.



"Not only will this opportunity provide racers with year-long financial support, but it also gives them the chance to engage their fans and offer them something in return—the Chevy Silverado—plus the chance at the big jackpot themselves," says Ryan Matuski, RYNO.co CEO.

The national promotion ends on Nov. 5, 2023, with winners to be announced on Nov. 20.



GRAND TOURING 1, 2, 3 & LITE

WORDS J. Michael Hemsley & Jeff Zurschmeide | MAIN IMAGE Jeff Loewe

PODIUM PREDICTIONS

GRAND TOURING 1

1. David Pintaric **1**
2. Michael Lewis **10**
3. Thomas Herb **2**

GRAND TOURING 2

1. Tony Ave **3**
2. Daniel Bender
3. Barry Boes

GRAND TOURING 3

1. Jeffrey Dernehl **1**
2. Tony Ave **3**
3. Tony Rivera

GRAND TOURING LITE

1. Peter Shadowen **5**
2. Michael Lewis **10**
3. Jonathan Goodale

GT-1

David Pintaric has been pretty busy as well as having the time of his life. In addition to running in GT-1, he's been doing some SCCA Pro Racing-sanctioned Trans Am racing. He's been doing very well in GT-1, having won all three races he's entered so far, including both races at Sebring, and setting a track record at Watkins Glen.

As anyone who has raced at Sebring knows, finishing a race there is an accomplishment; to win two in the same weekend is phenomenal.

He expects to have a good race with several of his competitors: Although his Jaguar is getting old, it is well prepared, and "Mike Lewis is always there. The guys running

GT3 cars, like Mark Boden and Thomas Herb, will also be tough."

Pintaric thinks, "Herb will win if it rains."

While he is young, Matt Buston has Tony Ave helping him with his Mustang and has to be considered for a podium finish. Entries in GT-1 are slow to come in, so there may be others who will help make GT-1 the spectacular race we all want to watch.

GT-2

GT-2 should be quite a good race this year. Tony Ave won his race and set a lap record at COTA with his 350Z, so he will be very fast. COTA and VIR do have some similarities, so he may be looking to set a track record this year.

"A TA2 car is an excellent package for GT-2, so I expect Bender and Boes to be tough."

TONY AVE

He does note that, "The engines have been a bit of an R&D deal regarding reliability, but the Kristenssens are putting in a lot of effort."

He says his competition is going to be fast as well: "A TA2 car is an excellent package for GT-2, so I expect Danny Bender and Barry Boes—and anyone else with one—to be tough. A good Porsche is also tough, so the Fall-Line guys or Hans Peter could take it as well."

Perennial GT-2 winner Andrew



Jay Bonvillian



Jeff Dernehl



Rick Covine



Aquilante sold his Corvette and says he will not run GT-2 this year unless it rains (he's entered his T1 car just in case), so one fast car will be absent from the grid.

With good engine reliability, Ave will take the win, but he'll have to fight for it.

GT-3

The GT-3 race is always a fast one, rewarding experienced drivers, but there's a tough bench showing in the entry list this year. Three-time National Champion Tony Ave took the win last year followed by Alex Mayer and Jeff Dernehl.

However, Mother Nature greatly disrupted the competition via a

torrential Hurricane Ian downpour. Before the rain came, it looked like 2019 Champion Jeff Dernehl had his car and the track dialed in, so he's our pick to come back and win it this year, weather permitting.

"Nothing's changed for me," Dernehl says, "We've just been killing it in the races that we've run. I've set track records everywhere. Now we're working on a new engine package with a little different design. It's already shown signs of good power, and the chassis has been working fantastic."

As always in GT-3, there will be some stiff competition from Ave in either his No. 44 Acura RSX or a Nissan 350ZX and, from 10-time champion Michael Lewis of Poway,

GOOD TIMES

(ABOVE, CENTER) Despite the presence of Tony Ave, Tony Rivera and others, Jeff Dernehl (63) remains confident of his chances to repeat in GT-3. (ABOVE) Though his No. 72 CRX has been parked all summer, five-time National Champion Peter Shadowen is a heavy favorite to repeat in GT-Lite.

BRUTAL AND THE BEAST

(FAR LEFT) 2017 GT-1 National Champion David Pintaric (57) is our top pick for top honors in the brutally exciting GT-1 class. (LEFT) Three-time Runoffs Champion Tony Ave (44) will defend his 2022 GT-2 victory with a Nissan 350Z.

"Nothing's changed for me. We've just been killing it in the races we've run."

JEFF DERNEHL

Calif., in his No. 32 Mazda RX-7. Both are always strong competitors.

This year may see the reappearance of Collin Jackson from British Columbia. Jackson has not appeared at the Runoffs since 2018, but he is leading the Hoosier Super Tour points this year, and he has a perfect Runoffs record: He has been to the Runoffs in 2003, 2006, 2014, 2017, and 2018, and has won the GT-3 championship every time.

If he enters this year, all bets are off.

GT-LITE

The good news for Peter Shadowen's GT-Lite competitors is that he's not had his CRX out at all this year, concentrating instead on his P2 car and running an arrive-and-drive program for a few Prototype drivers. The bad news is that he'll be running his CRX just as it was last year. He was fast last year and will be again this year.

Michael Lewis has gained a lot of experience in his Mazda RX-7, so he is likely to be Shadowen's primary competition. He is also running in GT-1 in his Jaguar, so his focus will be divided between the classes, which can be a distraction. Jonathan Goodale has considerable experience with his MX-5 and will make it difficult for Shadowen and Lewis.

As this is written, there are only a few entries in GT-Lite, and one of those needs to be mentioned as a potential challenger. Graham Fuller is quite quick in his Honda CRX and could be a spoiler for a podium finish. 🍷



SPEC RACER FORD GEN 3, FORMULA ENTERPRISES 2

WORDS Jeff Zurschmeide | MAIN IMAGE Rick Corwine

PODIUM PREDICTIONS

SPEC RACER FORD GEN 3

1. Franklin Futrelle ²
2. C. Russell Turner
3. Bobby Sak ²

FORMULA ENTERPRISES 2

1. C. Russell Turner
2. Caleb Schrader
3. Franklin Futrelle ²

SPEC RACER FORD GEN3

Predicting a Spec Racer Ford Gen3 race is always a challenge because the field is full of past champions and some of the most skilled drivers in SCCA. Yet this year is easier than most. Franklin Futrelle was the class of the field at last year's Runoffs. He led every session and dominated the race. Charles Russell Turner finished second, with John Black in third.

In the Runoffs' second year at

Virginia International Raceway, there's every reason to suspect Futrelle can do it again, so he's our choice this year.

However, there's an old saying that goes something like, "There's a reason they call it 'racing' instead of 'winning.'" Before he can stand atop the Runoffs podium again, Futrelle has to beat some very good drivers.

"Russell Turner is going to be my main competition, and then we'll have Caleb Shrader and Denny

Stripling—he's overdue for a win to say the least. Then if Mike Miserendino and any of the Harris clan come from the West Coast—I don't know if they're going to do the haul, but the father and two sons are fast.

Other drivers who could claim the top step and are already registered for the race include 2021 National Champion Bobby Sak, four-time Champ John Black, Sandy Satullo and two-time Champion Brian Schofield.



FRANKLIN MINT

(LEFT) Two-time National Champion Franklin Futrelle (97) has not been out in his Spec Racer this summer, focusing on FE2. But our pundits say the odds favor last year's SRF3 polesitter and race winner in his quest for title number three.

Jay Bonvobis



Courtesy Franklin Futrelle



"Before he can stand atop the podium again, [Futrelle] has some good drivers to beat."
JEFF ZURSCHMEIDE

Among all the contenders, Turner had specific thoughts about the competition, saying, "Last year, Franklin was definitely better in the rain. But in the dry, I think we've hit on a little setup advantage that will

close the gap. So, I think this year is going to be a little more competitive than last year. I like my chances."

As ever, we look forward to watching this race and seeing how it plays out.

FORMULA ENTERPRISES 2

It's not surprising that Formula Enterprises 2 is such a successful class. It's a sophisticated car that serves as a steppingstone

FE2 FOCUSED

(TOP) C. Russell Turner's (21) sights are set firmly on victory in FE2. But, will Franklin Futrelle (7, ABOVE), Caleb Schrader, Jason Conzo or A.N. Other get in his way?

"I don't have a preference...dry or wet. I have a good chance of winning either way."
C. RUSSELL TURNER

to professional formula car racing and as a natural second class for SRF3 drivers.

At last year's Runoffs, Bailey Monette drove a masterful race through the rain to take the win. The polesitter, Charles Russell Turner, had set a new track record in qualifying, but got caught up in a first-lap fracas that took him out of contention. Jason Conzo finished the race in second place, and veteran SRF3 pilot TJ Acker took third.

This year, we think Turner is on track to have the race he wanted to have last year, with competition coming from Oregon's Caleb Shrader and Franklin Futrelle. All three drivers are also contenders in the SRF3 race.

"I'm going to win FE2," Turner states flatly. "Franklin (Futrelle) will be running fast, and Jason Conzo, and Caleb (Shrader) from the West Coast. I think the four of us are how it's going to be decided. Those are the people I'm worried about the most."

Worried though he may be, Turner is also confident he's got the car dialed in and ready to go.

"I don't have a preference whether it's dry or wet now," he says. "I think I have a good chance of winning either way. Honestly, I prefer dry. I think I have a bigger advantage in the dry than in the rain. But after last year, going out in the first lap of a race that I felt confident I was able to win...well, I'm definitely a lot more motivated." 🏁



FORMULA ATLANTIC, FORMULA CONTINENTAL

WORDS Reece White | MAIN IMAGE Jay Bonvouloir

FALL CLASSICS

(ABOVE) He'll be pressed by National Champs Ave and Romer, but all summer signs point to a Jimmy Simpson (7) Formula Atlantic victory at VIR. (BELOW) Michael Varacins (65) has seamlessly transferred all of his obvious skill in Formula Vee into the faster FC class.

FORMULA ATLANTIC

Plans are still up in the air for much of the Formula Atlantic field, so the first question is who will make the event?

Based on what we've seen on track this year, no one is hotter than Jimmy Simpson. Simpson swept the Hoosier Super Tour at Circuit of The Americas and the June Sprints this summer, and that's a pretty good place to start. If he's there, he's got the target on his gearbox.

Is there a reason to count Tony Ave out of any race? Lest we forget, he won the season opener in the Atlantic Championship back in 1996 against a field that included eventual champion Patrick Carpentier and another young Canadian, Alex Tagliani. Fate and time shifted the course of Ave's career, but he can still pilot these rocket ships.

Chip Romer was the pole sitter a year ago and has been wildly successful in Prototype 1, so he knows his way around these quick, aerodynamic cars. Last year's race came in the middle of a hurricane—literally—and didn't go to plan for Romer. The odds of two consecutive hurricanes seems slim, if not impossible, and Romer has unfinished business in the class. We expect he'll make some noise.

So while much will depend on who answers the call, we're

expecting this trio to be in the mix for the podium and the win.

FORMULA CONTINENTAL

If ever there was a class up in the air at press time, it's Formula Continental. Everything depends on who makes the race, but let's start with what we know: Michael Varacins is a seven-time National Champ in Formula Vee, who left the class at the end of 2018 to see how he could do with some aero in FC. He's continued to improve each year, with a podium at Road America and a fourth at VIR a year ago.

Tim Minor was the winner at VIR in 2019, and though he struggled in the conditions last year he wasn't alone. He's added a pair of podiums in the class during both events at Indy.

And to make the pick even

more challenging, the duo split at VIR Hoosier Super Tour in the spring.

In the mix are the Allaers—with an asterisk. Defending National Champion Nolan likely will not make the race, as he'll be in England for his Pro Formula Ford event while the FC race unfolds at VIR. His father, Rob, is a two-time champ in the class, but will he play the role of proud dad and ocean hop, or will he race?

Trevor Russell burst onto the scene at VIR a year ago in multiple open-wheel categories, and we expect him to continue that pursuit—which makes him a contender as well.

Until we know the answer to some of these questions, we've decided the two favorites are likely Varacins and Minor. It's a coin toss, but we know the Varacins family is determined to add a "winged" crown to their trophy case. We think this is the year. 🏆

PODIUM PREDICTIONS

FORMULA ATLANTIC

1. Jimmy Simpson
2. Tony Ave 3
3. Chip Romer 1

FORMULA CONTINENTAL

1. Michael Varacins
2. Timothy Minor 1
3. Trevor Russell 1



Rick Corwine



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WORDS Reece White | MAIN IMAGE Jay Bonvouloir

FORMULA F, FORMULA VEE AND FORMULA 600

PODIUM PREDICTIONS

FORMULA F

1. Jonathon Kotyk **4**
2. Porter Aiken
3. Trevor Russell **1**

FORMULA VEE

1. Andrew Whitston **2**
2. Brian Farnham **1**
3. Zachary Whitston

FORMULA 600

1. James Weida **1**
2. Calvin Stewart **1**
3. Eric McRee

FORMULA F

If we're making a prediction in one of the longest-running classes in SCCA, and it's a class that rewards driver skill, and there's a driver that has as many National Championships in said class as any other, *and* that driver happens to be the race's defending champion—well, that's where we're going start.

Jonathan Kotyk is four-for-six lifetime in FF, which is more wins in the class than anyone except the legendary Dave Weitzenhoff (who also has four). Kotyk was up 32 seconds a year ago before the race ended under yellow, and it's impossible to pick against him this year.

But Porter Aiken won twice at Road

Atlanta in the Hoosier Super Tour, and Trevor Russell put two on the box last year in open-wheel classes (though not in Formula F). They seem solid choices to take home medals this year, as well.

Our two biggest chances to spoil might come from outside this list. Sebastian Mateo Naranjo won twice at Road America for the June Sprints, which almost certainly makes you a Runoffs contender.

And if the Runoffs was a betting event, the best value may come from Nollan Allaer. The third-generation racer won Formula Continental a season ago and swept the Hoosier Super Tour opener at Sebring. He then left to spend his Summer racing

in the UK in Formula Ford 1600. The Runoffs week will see him at VIR for qualifying before jetting to Silverstone for the finale, and then back overnight to make Sunday's FF race at VIR.

If the jet lag doesn't get him, he's a serious contender.

FORMULA VEE

There are likely no fewer than 10 drivers who are contenders for top honors in Formula Vee. History says that when they come down the backstraight for the final time at VIR, drafting and diving into the last corner, we'll be able to narrow that down to between three and five—but we likely can't cut it any closer until the checkered flag.



TAKE FIVE

Rain or shine, there's every chance Jonathan Kotyk (08) will nab an unprecedented fifth Formula F National Championship at VIR this year.

Jay Barnouin



Rick Corvino



That always makes this class a challenge to call in advance. But this is a "picks" article, so let's break out the dart board and make some.

First, there are the Whitstons with seven podiums to their collective credit. While Steve's Runoffs results continue to improve, all seven come from Andrew and Zachary.

Brian Farnham is the defending National Champion at the track, so that's a good reason to make the list. Donnie Isley and Alex Scaler split the Super Tour this season at VIR, and Jonathan Weisheit was second both days—we expect them in the mix.

Hunter Phelps-Barron was second in 2019 at VIR and was the pole sitter at

WIDE OPEN-WHEEL

(TOP) Like Spec Miata, Formula Vee is a u-pick-'em. We think, though, that two-time National Champion Andrew Whitston has an edge on experience. We'll see. (ABOVE) James Weida notched his first National Championship in 2013, and looks poised to claim number two 10 years on.

Road America the next year, then took 2022 off from the Runoffs—but he's on the entry list now and is a contender. Andrew Abbott has three consecutive Bronze medals and Brandon Abbott has been close. Chris Jennerjahn won at Road America three years ago, and Rick Shields and Steven Davis are in the veteran category but have past championships.

So how do we pick? Let's let recency bias be our guide and narrow it down to Andrew Whitston and Farnham. Farnham, with provisional start in hand, has had a quiet season, so we're going with Whitston across the line first. And if Andrew is going to be there, he's going to be working

with Zachary—so let's let a second Whitston join the podium celebration.

Are we right? Your guess is as good as ours, but we're going to have fun watching it play out.

FORMULA 600

The renamed Formula 600 class is one that knows itself well, featuring many of the same faces year in and year out. That's not a bad thing; each driver has a measuring stick for improvement.

But it also means those at the top can't rest on their laurels. James Weida is a former National Champ and has been the silver medalist twice in the past three years, including a season ago at VIR. And as a long-time competitor, that same race car has improved from 2022 with an upgraded aero and braking package.

Formula 600 cars require work to keep them running at full "Runoffs" velocity, which makes the race wide open. But it's no secret that our podium picks—Weida, Calvin Stewart, Eric McRee—all run top-notch programs.

Defending champion Sven de Vries is not expected to return, though anything is possible.

With Weida and McRee among the picks to return to the podium, who could spoil their fun? Stewart is always fast and aggressive, which lends to a boom or bust at an event like the Runoffs. Keith Joslyn has been making his way forward the past two years, creeping into the top five. David Lapham has six podiums in the class dating all the way back to 1989, but has never gotten the win. Does that change this year?

Anything is possible – but we're going with Weida to take a second crown this season. 🍷



PROTOTYPE 1 & 2

WORDS Brian Bielanski | MAIN IMAGE Jay Bonvouloir

SPARRING PARTNERS

(ABOVE) Chip Romer (26) and Jim Devenport (23) have been trading wins all summer in P1. (BELOW) Tim Day Jr. heads to VIR this fall looking for redemption in P2.

PROTOTYPE 1

What a season it's been in Prototype 1. Two drivers, defending National Champion Chip Romer and two-time Runoffs winner Jim Devenport, each won six races during this year's Hoosier Super Tour battle. Most of the races they didn't win, they came in second to each other.

Romer and Devenport will be in the mix but don't count out 2021 National Champion Lee Alexander or John McAleer who missed the gold medal by 0.450 seconds last year.

Romer's decision to pit for rain tires, drop to the back of the field, then drive to the front for his first National Championship last year—and his stellar 2023 season—makes him the choice to capture his second gold medal in 2023.

"Wow, that is an honor to be picked to repeat," said Romer. "Thank you for the vote of confidence. At the Runoffs this year, any one of those drivers signed up have a shot at the title, though. All great drivers and great teams supporting them. I will have my hands full and will give it everything I have to repeat."

PROTOTYPE 2

The Prototype 2 podium at the 2023 Runoffs could be filled with

redemption—or could look a lot like last year's podium. Tim Day Jr. will be back at VIR looking to make up for a lost opportunity. Last year's polesitter crashed out at Oak Tree on Lap 2 of the race, ending what could have been a serious shot at a third gold medal. This year he's won four of the six Hoosier Super Tour races he's entered, and he finished second in the other two.

But keep an eye on Gregg Gyann. He won his second National Championship last year and he's hoping to make it number three in '23.

Then there's Lucian Pancea and Peter Shadowen—last year's other podium finishers. They will be looking to move up to the top spot on the podium.

Oh, there's one other name to look

out for: Two-time Runoffs champion Tony Ave won two P2 Super Tour races this year and he's a threat in any race he takes the green flag.

"I think it's a great honor," said Day Jr. "I don't know that it really puts any added pressure on us." The Modesto, Calif.-based driver says VIR is a tough track for the team because they don't get there often. "But I've been there enough that I'm confident that we'll do well. We'll just see how well we match up against everyone else."

Day says he thinks Gyann and Mike Reupert will be strong and he thinks Ave is a dark horse.

In the end, though, Tim Day Jr. is likely to make it to the checkered flag first to win his third National Championship. 🏆

PODIUM PREDICTIONS

PROTOTYPE 1

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

PROTOTYPE 2

1. Tim Day Jr. 2
2. Gregg Gyann 2
3. Lucian Pancea



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CHAPTER WON

She's sailed through the Introduction and early chapters. So, where will the SCCA storyline take Ohioan Ashley Medwig (and friends) next?

WORDS Steve Nickless | MAIN IMAGE Courtesy Ashley Medwig & Justin Fada



Courtesy Ashley Medwig

GOOD SPORT

Ohioan Ashley Medwig has gone full-throttle into the wide world of SCCA.

It's a familiar story, repeated down through the ages in SCCA lore: A friend or significant other loves cars, discovers SCCA, gets involved and soon goes missing on weekends, pulling in Our Hero—who himself or herself soon discovers SCCA, too, has fun, gets involved, begins going missing on weekends....

Rinse. Repeat.

That's the plot revealed in Ohioan Ashley Medwig's rapidly unfolding book of motorsports memories—a fast-moving story with an opening chapter that Dan

Dennehy-Rodriguez, the SCCA's Partner Relationship Manager, helped write.

The action begins in Spring 2022, with Medwig and her boyfriend, Justin Fada, both good friends with Brandon Anderson, Neohio Region's hard-working Solo Chair.

"Brandon was always talking about racing," Ashley says, "and bought a Saab wagon that he generously invited Justin to join him in driving at an Out Motorsports 'Cheap Car Challenge' track sprint.

Fada had a lot of fun, and Medwig, via his

and Anderson's ceaseless enthusiasm, caught the bug.

"So Justin and I decided to go to an SCCA Track Night in America event at Nelson Ledges together," Ashley continues. "Brandon was helping out with [the organization], so just Justin and I were going to share the wagon. But we didn't realize that wasn't going to work logistically because all the novices go out on the track at the same time."

Medwig graciously decided just to let her boyfriend go out and have fun.

"But I had driven my own Subaru to the track that day," she says, "and



"Can I put my Outback on the track? 'Sure, why not?' they said. So I did."
ASHLEY MEDWIG

decided to ask, 'Can I put my Outback on the track?' And they said, 'Yeah, sure, why not?' So, I did! Dan was the novice coach and I spent a lot of time talking to him, asking him questions.

"My Subaru is not what one would think of as a race car by any means, but once I was on track, I just went for it! It was a blast! I had never really considered racing as something I might be

interested in, but once I was out on track, even with my wagon, it was just too much fun.

"Each time we went out on track, Coach Dan would talk us through what we were going to be doing and what was expected of us—the safety things, the etiquette things. The SCCA really does a great job of taking people who have no experience and making sure they can get on track safely and confidently and have fun right away.

"I knew right then that I'd be back for more.

Medwig lives in Willoughby, Ohio, a town bordering Lake Erie that's northeast of Cleveland and roughly an hour's drive northwest of Nelson Ledges. An IT professional serving K-12 schools who works from home, she has a Datsun 280ZX, MGB ("It was my grandpa's; I just went through the 'fun' experience of wrestling the dashboard out so that I can replace some damaged wiring") and Cadillac Fleetwood project cars in her garage.

"I've always loved cars," she explains. "My dad is more of a motorcycle guy, but he still knows a lot about cars. He worked in the auto body industry for years and would always take me to car shows growing up. I've had a lot of favorites. I've loved Datsuns since I was probably age six and first saw one and said, 'What is that?' I'd seen plenty of Mustangs and Corvettes, but I really like the Datsun Z and finally got one for myself.

FIT TO BE TRIED

(LEFT) Medwig, boyfriend Justin Fada and Neohio board member Brandon Anderson found themselves proud co-owners of a 2013 Honda Fit.

(BELOW) Medwig rented a U-Haul to get the Fit to a Nelson Ledges Time Trial. Currently tow vehicle-less, she's hoping to call on her Cadillac hearse project car once its carburetor is reassembled.



"As much as I like cars, though, I never thought about driving [any of my cars] on a racetrack. Really nobody had to talk me into [continuing] once I got on track, but it was kind of my friend Brandon, who first made Justin and me aware of the opportunity.

Ashley's first Track Night in America Driven by Tire Rack was in May 2022. She ended up entering a second one in June, again with the Outback.

"I was in my Subaru again because that's what I had. I was allowed to put it on track and had fun with it, so that's what I showed up in.

"Dan was the novice coach again, and he said, 'Great to see you back [but I'd] really like to see you drive something that isn't an Outback on the track. You're doing great.' And I was like, 'Yeah, I'd like to try [something else], too, but don't really have anything else to put on the track.'"

Dennehy-Rodriguez's words, though, planted a seed

that sprouted when Brandon's Saab blew its engine.

"We all kept in touch [after the event] and talked about maybe renting one of Dan's cars to do a different track date event or something."

Three months later, Medwig found herself a co-owner of Dennehy-Rodriguez's well-prepped Honda Fit.

"I ended up splitting the purchase with Justin and Brandon. All three of us share the car now."

Ashley, though, got first dibs. "On October 7, Dan dropped the car off at our house and, that same night, we drove to Nelson and camped overnight. I did a TrackSprint on Saturday and a Time Trial on Sunday.

"It was a lot to learn all at once. I've had limited experience with a manual transmission. I've driven my ZX around the neighborhood, but it's a lot different driving on track. "Shifting" is something that I'm still working on. The



LEARNING CURVES

(FAR LEFT) Medwig and Fada are fast-learning the art of Honda prep. (LEFT) Driver coach Dan Dennehy-Rodriguez and Medwig discuss her off-track in Turn 13 at Nelson Ledges. (BELOW, LEFT) Dennehy-Rodriguez's Rabbit and Medwig/Fada/Anderson Fit on track together.



car has no rev limiter, which is something I have to be conscious of. We installed a shift light, but yeah, it kind of made that another challenge while learning a new car out on track.

"It also came with slicks, and I'd never driven on slick tires before. So, for me, a lot to learn at once. Overall, though, it was awesome—so much fun!"

Ashley plans to soak up as much about the sport as possible with the new-to-her Honda.

"I've done two Time Trials now and two autocross events, and plan on sticking with the Fit for as long as I can," she says. "It's a great car for someone just getting into the sport. It's not high powered, but it's plenty for me to learn on and I've really enjoyed driving it.

"[Autocross] was deceptively difficult," she adds with a laugh. "I had driven past autocross events in years past and

I thought they looked interesting. But I had no idea what it was or how to get involved. But Justin and I made friends with Brandon [Anderson] who is very involved in SCCA Solo.

"It doesn't look like something that should be difficult. It's all lower speeds around cones in a parking lot. But it turned out to be very intense. I think it's actually more difficult than going on the track with other cars. [Autocross] is like drinking from a fire hose because it's all happening so fast and you're trying to figure out where you're going, and the runs are over pretty much as soon as they start, it seems.

"I've learned a ton from ride alongs and from watching, and everyone's so willing to share advice. It's been really great."

She recently spent the weekend helping with the Tire Rack SCCA ProSolo Series in Cleveland, and came away

jazzed: "Brandon did an incredible job of orchestrating after the event had to be moved from Toledo just a few weeks before the event. I learned so much helping with setup, watching runs, and talking to those who were driving that weekend.

The hot and humid Ohio summer has not allowed Medwig, who has issues with heat tolerance, as much seat time as she had originally hoped. But while the Fit is getting a cool-suit system installed, she is having fun off-track.

"I've found that there is just as much to learn from the sidelines as there is behind the wheel. Brenda Nick, our Region's Chief of Timing & Scoring—and the aunt of someone I was good friends with in high school. Small world!—has been patiently teaching me how to use Pronto, our T&S software, and to tape during races.

"I have also recently been elected as a trustee on the Neohio Region board. Pat Prill, one of our region's long-time members, passed away unexpectedly this year, leaving a vacancy. Although I wish the opening had come under different circumstances, I am grateful for the opportunity to become more involved.

"I don't know if it would be helpful at all to this story or not, but I would just like to say that the SCCA has such great folks—especially kind to a new person who doesn't know what she's doing and asking a lot of the dumb questions that other people probably know the answers to inherently. Everyone's been so respectful. It's just a great group of folks who really make me feel like I belong.

"I'm very grateful for that. I don't know if it's the same in every SCCA Region, but here [in Neohio], everyone's just been very supportive and helpful. In the last Time Trial that I did, I went off the track and it unseated the bead on one of the tires. I limped back to the pits, and as soon as I got there, people were already running at me with jacks and impacts to help me so I didn't lose track time. That was pretty amazing. I didn't know these people well, but they were all willing to lend a hand.

"It's really quite special."

So, indeed, is Ashley Medwig, ready for the next chapter in another uplifting and action-packed SCCA story. 🍷



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Arizona Region's spectacular new RallyCross home base is the real deal, the result of one man's passion and perseverance | **WORDS** Steve Nickless | **IMAGES** Courtesy Sean Spring, Arizona Region

A premier presentation at this year's SCCA National Convention addressing a subject on the minds of almost everyone involved in the activity was "RallyCross Site Acquisition" hosted quite brilliantly by Kansas City Region's Mark Macoubrie.

Progress in that area has been spotty, with fortune shining on some areas as politics closes the doors on others.

As Macoubrie detailed, this is one area where a single Region member can make a huge difference. The Arizona Region can attest to that fact, and points to the efforts of one man—Flagstaff resident RallyCross driver and enthusiast Sean Spring. We spoke with

Spring as the Arizona Region nine-event RallyCross series was nearing its end and on the eve of something truly spectacular: A night event on Aug. 26—in the history books as you read this.

Spring had a background in cars, got into some trouble with cars as a teenager. His interest in RallyCross came later, sparked by a tired Subaru and, curiously, a passion for rock climbing.

The Subaru was a daily driver that eventually broke down and sat in his in-laws' yard for some time. When he finally got around to doing something with it, he realized it was not worth the effort to sell it for \$500. Instead, he turned it into "a little race car."

"I rock climb a lot," Spring

explains, "so I'd be driving around forest roads and always thinking about sliding around. I decided to look for legal ways to do that [with the Subaru], and right away I found the RallyCross events that the Arizona Border Region was hosting down in Casa Grande, at a venue called Motoland. It's a motocross track, but the back quarter of their lot, they hadn't quite developed yet. They were open to renting it out to the Border Region for events, and it was awesome to have somewhere to go to [RallyCross]."

"But in reality, it was a subpar spot. It was on native soil, clay-based and a little bit sandy. The course would break down and just turn to



pure powder. If you watered it, it would turn to snot—slick snot for two runs, and nobody could get traction at all. Then it would be silt and powder—an absolute dust bowl with silt something like a foot deep.

"By the time the first event there was done, everybody was just so over it. They wanted to



A RALLYCROSS OASIS

(LEFT and BELOW) A young Arizona's "never say never" persistence, an enthusiastic and supportive equestrian group, and key backing from a local SCCA Region led, in 2022, to the securing of a near-perfect RallyCross venue in north central Arizona—one that came with all the right tools, including tractors, water trucks and a nearby water source.

had pointed out at the SCCA National Convention, there was not a lot of interest in hosting a competition event like RallyCross, on either public or private land.

"The first prospect that seemed promising was actually the Forest Service," Spring says. "We have a couple spots here in Flagstaff that are OHV [Off-Highway Vehicles] areas, one of them being Cinder Hills in the Coconino National Forest northeast of town.

"I kind of got the process started with the Forest Service—the initial discussions and forms filled out; and they were receptive. I think we could have made it happen there."

Spring, though, wasn't completely sold on the idea and never followed up. He did reach out to a couple of small airports in the area. "One of them was a little bit interested, but in the process of following up with the higher-ups, it just became a flat no."

Happily, he kept after it, and picked up the "site search" story, which has a happy ending in his discovering the Camp Verde Arena Association's Equestrian Center:

"At this point [Spring 2022], I'm a year in and I'm still looking. I've been utilizing community forums and calling venues and not getting any real return on my effort. But finally...well, I guess I just got lucky. I posted one more time on one of the Flagstaff information pages on Facebook, and a lady on the board of

directors of an equestrian arena responded. She was like, 'Hey, we host similar events. Let me reach out to our president and see what she might be thinking...'

"She introduced me to Mary Phelps, President of the Camp Verde Arena Association board, and she was super receptive right off the bat—really interested, and very excited. So, we went down the hill to Camp Verde, which is about 50 minutes south of Flagstaff, to check out the venue. They were hosting a rodeo at the time, and I was super excited right away because they had two huge parking lots that would be perfect for us.

"Initially, Mary thought that we would use the horse arena where they hosted demolition derbies and barrel racing. But I told her that wouldn't be enough space for us, that we wanted to use the bigger lots. She didn't balk at that and was very receptive."

That was May or June 2022, Spring says, and he immediately reached out to the Southern Border Region about hosting events at the site. But they were slow to respond so, on a whim, Spring contacted James Cantrell, the Arizona Region R.E.

"They did not have a RallyCross program, but they had a couple of people on their board who had previous RallyCross experience—Director Chris Page and a couple other guys. They were very supportive and wanted me to start organizing events right away for them! That

VALUE ADDED

Arizona Region RallyCross weekends are all about celebrating, and the ever-growing entry list is proof-positive that the plan is working.

"Yeah, so we run two-day events," explains Sean Spring, Arizona Region's unofficial RallyCross board member. "On Saturday, we set up and run one course. On Saturday evening we run practice and skills drills, and then Sunday we set up another course.

"This year we've gone through a number of different skills drills—skid pad, figure eights, a kind of barrel racing setup, slaloms. It's really targeted practice for our drivers to go through and learn something as well as being an incentive to [run with us].

"We then try to integrate that skill into our course on Sunday in some way. That's been fun to do, and people have been really receptive to it.

"We do a fun-run entry system on Saturdays which kind of works out to \$10 a run," Spring goes on. "For our skills drill session, which is about two and a half hours long, we charge a flat \$30 and you can run through it as many times as you want within the time available.

"Nationally the average attendance for RallyCross was around 17 for the previous fiscal year. That's what ours was as well. I've been trying to grow that utilizing Facebook and Instagram marketing, trying to get our Facebook page a little more engagement. It seems to be working. I'm definitely seeing more interest, and we've had a handful of new drivers come out. Hopefully, we can just keep growing."

—STEVE NICKLESS



go home. They were covered in dirt. A few guys lost their cars because of sucking in dirt past a clogged air filter."

Spring lived near Phoenix at the time but later moved his family up to Flagstaff in northern Arizona—"much cooler [than Phoenix], and definitely a more idyllic setting for forest rides."

Given the challenges with its Casa Grande site, the Southern Border Region had, Spring says, "offered free racing for the season to whomever found a new [RallyCross] venue. So, I was like, 'Oh, sweet! Free racing for a season. I'll take that. I'll take them up on that if I can find something.'"

He started looking, and he found that just as Macoubrie



FIELD OF DREAMS

(FAR LEFT) Aerial view of the 39-acre Camp Verde Arena Association's Equestrian Center, a true SCCA RallyCross field of dreams.

(LEFT) Sean Spring, hero of this story, making it happen. (BELOW) One of the site's primary attractions? Its granite crush-filled dirt surface.



wasn't the initial goal for me, but I was interested. So, I went ahead and said, 'Yeah, I can do that.'"

With Arizona Region support, Spring put together the first RallyCross event at the Camp Verde Equestrian Center in October 2022.

"I didn't know this in the beginning, but aside from the venue having a really nice flat lot, with two tractors and a water truck on site, there's also a water reclaiming plant right next door. So, we get really cheap water, sustainable, which is great to water the track down.

"Unlike the native soil we had down in Casa Grande," Spring goes on, "the Arena Association

had brought in a bunch of granite crush-filled dirt, and this dirt was perfect because it would take water immediately. It was really workable, easily packable, and made for a very good surface to work with.

"We just got fortunate on a lot of fronts," Spring says. "We had that first event, and everything went perfectly. We were all kinds of amazed. Some of the more seasoned veterans in our region who came out said, 'We have to maintain the spot because it is easily the best spot we've had in Arizona.'"

Arizona Region planned a nine-event RallyCross points championship for 2023 and

has seen entries settling in at a steady "mid to high thirties per event." While the May date was lost due to a scheduling miscue, Spring (who is now an unofficial board member) and other Region folks are working hard to make an August 26 event scheduled in just the last month a huge success: It will be a night event.

The venue, through its partnership with United Rentals, will be providing lights for the pit and parking areas. But Spring's goal is to strictly utilize vehicle lighting on the course.

"Everyone's looking forward to that," he says. "If it's successful, it will be a first for Arizona. There was one previously

planned but a big storm forced the organizers to cancel."

Another could-be first for Arizona making its way through the rumor mill is the Camp Verde Equestrian Center one day hosting the SCCA RallyCross Nationals.

"There's a possibility, yeah," says Spring. "We can divide the venue into three distinct areas. There's an entrance kind of area that's long and narrow, that would be a great pitting area. And then there's the main lot that we use now that could easily accommodate a long course. We could have a shorter course on a third lot that we've spoken to the venue owners about using. They've been receptive.

"We're trying to get the wheels moving for [a big event] like that. And we're wanting to do, in the new year, a bigger kind of marquee event to see if we can maybe get a few more numbers and see if we can successfully organize that kind of stuff. In conjunction with that, I recently went to the RallyCross Fest in Washington—a learning experience for me for these larger events; a chance to see how 200-plus driver events are run.

"I'm definitely a novice organizer, I'm very new to this," Spring continues. "But I see that other organizers also experience the same challenges, forcing them into solutions sometimes that aren't ideal. But yeah, you have to keep the event rolling."

Sean Spring, Arizona Region RallyCross—long may they roll. 🍷

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HAPPY TRAILS

Four Points to Remember When Choosing a Trailer | **WORDS** Jeff Zurschmeide | **IMAGES** Courtesy SCCA

When you're putting together a racing program, it's easy to leave a trailer as something of an afterthought. That's a piece of the puzzle where too many drivers make a choice based on price alone when budgets are tight and that money can be applied to the competition car. However, your trailer is a critical part of your racing effort, and a bad choice can leave you by the side of the road when you should be at the event.

Almost as bad, you can arrive at the event exhausted and stressed because of a nightmare towing experience.

To help you roll into every event in comfort and style,

"The choices you make when purchasing a trailer can make the difference between an easy trip or a nightmare."
JEFF ZURSCHMEIDE

we put together a few tips on trailer selection, aided by SCCA National Champion, Kimberly Bender of Bravo Trailers. The Bristol, Ind.-based Bravo was founded by Danny's dad Mitchell in 2011, and today not only builds trailers, but also rigorously tests them the tune of thousands of miles a year towing Danny's GT-2 Camaro to events.

#1 CHOOSE THE RIGHT SIZE

"Probably the most important thing is the size of your trailer," Bender begins, "and our tip is to choose a trailer at least two feet longer than you think you need. I've put enough stuff in trailers that we've learned you run out of space really fast. By the time you're done with your race car, your toolboxes, your spare tires and everything, I can tell you that you want at least two extra feet over what you're thinking you need."

Right-sizing your trailer also helps give you options when it comes to balancing your load. If you end up loading tools and heavy items in a

tongue box, or stuffing the trailer to capacity, you can end up with too much tongue weight, which makes your tow vehicle work harder and seriously impacts your fuel economy.

Also, be sure that your total loading, including the weight of the trailer, is well within the weight capacity of your axles, brakes, and tires. Your trailer dealer can help you calculate all that.

TIP: You can check trailer tongue weight on your racing scales or on smaller trailers using an ordinary bathroom scale.

DIFFERENCE MAKER

Bristol, Ind.-based manufacturer Bravo Trailers, an SCCA partner, was founded by SCCA racer and cargo trailer industry veteran Mitchell Bender in 2011. Earlier this season, Mitchell's son Danny, a former T4 National Champion and Kimberly Cup winner now competing in GT-2, narrated an SCCA Shop Manual which SportsCar's Jeff Zurschmeide has excerpted for the great advice in "Four Points to Remember When Choosing a Trailer..."

#2 CHOOSE THE RIGHT MATERIAL

When choosing a trailer, there are those with steel frames and those that use aluminum. "It's a question we get in the trailer business all the time," Bender says. "There are pros and cons to both."

The main benefit of a steel trailer is that it's less expensive, so budget racers can save some money. The advantage of aluminum is that it's a lighter-weight material, and Bender notes that aluminum frames will also last longer. "You don't have to worry about rust," Bender points out, "especially if you're in the north and you keep your trailer outside."

"I also think when it comes to your tow truck, you're going to get better fuel economy and your truck's going to have a little bit easier time towing it." The lighter weight of aluminum might also allow you to tow a larger trailer with your current tow vehicle.

"Our recommendation is always going to be aluminum," Bender says. "I really like the fact that it's a little bit lighter, so it makes it a little bit nicer to tow."

#3 CHOOSE THE RIGHT AXLES

All trailer axles look pretty much the same, but there are critical differences in the construction of a basic 3,500-pound axle and a heavy duty 7,000-pound axle. Here again, you want a substantial safety margin. If your trailer axles are rated for 7,000 pounds, you don't want to tow long distances pushing right up to that weight limit.

Overkill makes for easy towing.

Further, an overloaded axle puts

TIP: When you stop for gas, take a moment to test the temperature of your trailer tires and hubs by carefully using the back of your hand to check for heat. If they're getting too hot, you've got tire or bearing trouble brewing.

stress on wheel bearings and tires, and you can't stop as effectively with trailer brakes designed for less weight. It will always take longer and farther to stop a loaded towing combination, but when your fully loaded trailer is behind your tow vehicle, you want confidence that stopping won't be a problem.

Assuming you've got the weights calculated and plenty of margin with your axle capabilities, there's another factor in trailer design, and that's where those axles are placed. Traditionally, multi-axle racing trailers use tandem axles that are placed close together, usually just behind the centerline of the trailer.

More modern trailers utilize a spread axle design, which has more distance between axles. A spread axle design allows you to distribute weight more evenly inside the trailer. Spread axle trailers will also have a somewhat smoother ride and track behind the tow vehicle better on the highway, but might be more difficult to maneuver in tight spaces. Note that spread axle designs do not increase the



trailer's total weight rating; they just distribute the weight more evenly on the trailer frame.

When it comes to tandem axles, Bender advises racers to go with spread axles: "I can't tell you how much better a spread axle trailer tows as you're going down the road. It is so much more pleasant."

#4 CHOOSE THE RIGHT DEALER

The final critical point is to make sure you have the support of a knowledgeable trailer professional who can assist you with tune-ups, repairs, and upgrades. When it comes time to add an awning, air conditioning, or interior workspace, your

trailer pro should present you with options and suggestions.

"Make sure you go to a dealer who has experience with race trailers and has the knowledge to help you upgrade yours," Bender says. "If they work with racers like you, they understand how you're going to use your trailer, where you put stuff, and what you need. They'll know lighting, electrical work, cabinets, and stuff like E-Track and carpeted walls."

With a little bit of research and discussion with a knowledgeable professional before you buy, your trailer is one element of your racing program you can take off your list of things to worry about. 📍

Six years after liftoff, Aaron Jeansonne's (pronounced ZHAWN-sown) voyage into professional motorsport has been steadily gaining speed, and this season it's on course to reach maximum velocity. With half of the 2023 IMSA-sanctioned Idemitsu Mazda MX-5 Cup Presented by BFGoodrich in the books, SCCA Indianapolis Region member Jeansonne has scored two wins along with two other podium finishes, and leads the overall title chase following the Watkins Glen doubleheader.

"It's so hard to win these races, so to score a consecutive win in this series after my first one definitely felt special," says Jeansonne. "I feel that extending the points lead after the season's halfway point really validates our championship efforts. It also speaks for the strength of my team, JTR Motorsports Engineering, that we've shown race-winning speed at each track so far



on the schedule. I'm so excited to have the Turn 2 Driver's Club along for the ride, too, as we carry the momentum into Road America. Our goal remains to arrive prepared, run up front and collect good finishes."

At 24 years old, Jeansonne, a native of Sulphur, La., is finally seeing the benefits of the slow-burn trajectory his career path has taken. Like a multi-stage rocket, he's taken many steps that have provided momentary highs toward his ultimate destination.

In 2017, he finished runner-up in the Lucas Oil Formula Car Championship, was awarded the prestigious Team USA Scholarship that sent him to compete in the UK, and finished as a Road to Indy Shootout finalist.

"The Team USA Scholarship was really a big break for me," he recalls. "The contacts and mentorship I got during that period were crucial. Racing in England was really where I learned how tough this is. The racing was really hard over there—like MX-5 Cup, just without fenders."

The Road to Indy Shootout, which was then supported by Mazda, was Jeansonne's next stage in pursuing a path in open-wheel racing. As a finalist, he found himself in the proverbial position of being so close and yet so far. But the opportunity was not a loss, as it further exposed him to the Mazda ladder system.

"I developed an interest in the Mazda

SLOW BURN

Aaron Jeansonne's breakout season has been years in the making

WORDS George Tamayo | IMAGES Al Arena/Ignite Media



sports car ladder. I started following the MX-5 Cup and thought it was pretty cool and exciting," Jeansonne recalls. "I got in the seat of a Mazda and liked it right away. I was fortunate to be nominated for the Road to 24 Scholarship Shootout as it was known then, in 2019, and came up just short to Jared Thomas.

"For the following year, I was able to compete in Spec MX-5 Challenge and Spec Miata, and that earned me another invitation back to the MX-5 Cup Scholarship Shootout when I won the \$110,000 scholarship prize. I've been racing in MX-5 Cup ever since."

In his first two MX-5 Cup seasons in 2021 and '22, Jeansonne finished eighth, then 10th overall. The learning curve was steep, but he remained persistent and motivated.

"It takes so much to do well in this series," Jeansonne says. "I was learning a lot and there were some mistakes that I made and chances I had where I didn't



execute, plus there are those inevitable bits of bad luck along the way."

Now, the persistence is paying off.

"This year all that has flipped around and that's why the change looks so drastic," he says.

Should his trajectory stay on its current course, winning the 2023 MX-5 Cup and the \$250,000 that goes with it could put the Jeansonne rocket ship into a career-defining orbit. 🏆

PERSISTENCE PAYS

After winning the second race at WeatherTech Raceway Laguna Seca on May 14, Indianapolis Region's Aaron Jeansonne immediately followed up with a victory (MAIN) in Watkins Glen International's opening counter, June 23. (LEFT) Finishing seventh in the second race at the Glen bolstered Louisiana-born Jeansonne's points lead heading into the home stretch.

THE FINAL STRETCH

When the Idemitsu Mazda MX-5 Cup Presented by BFGoodrich returns after taking the month of July off, the final stretch to the finish will see the field take on three celebrated road courses in the quest to crown a season champion who'll earn \$250,000.

After our deadline but before this issue mails, Road America's classic four-mile challenge will have gotten the field back in gear for Rounds 9 & 10, Aug. 4-6, followed by the undulations and fast, sweeping bends of VIR for the following two rounds, Aug. 25-27.

September will offer everyone a chance to catch their breath and prepare for the now traditional finale at Michelin Raceway Road Atlanta, Oct. 11-13.

And given that, with only one exception, every season of the MX-5 Cup has gone down to the wire, there's no reason to think 2023 will wrap up in any other way.

—GEORGE TAMAYO



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STILL MORE WORKERS OF THE YEAR

Third in a series: Paul Morrison and Ben Tyler—two more outstanding workers singled out at the 2022 SCCA National Championship Runoffs for volunteer service above and beyond | **WORDS** J. Michael Hemsley



Courtesy Paul Morrison

RACE DATA TECHNICIAN WORKER OF THE YEAR

Paul Morrison, Mahoning Valley Region

Paul Morrison was destined to be an SCCA member. He remembers watching the Runoffs in the 1960s and even got a copy of the GCR. In college, he wrote a paper using the SCCA Club Racing Standards as his topic. He had gone to Nelson Ledges and taken photos, and he wrote about how SCCA was trying to provide a safe way to compete.

After college, he moved to Illinois and got involved with sprint car racing. He eventually joined SCCA in 2000 after attending another race at Nelson Ledges and meeting Eric and Bonnie Hiltner in Scrutineering. He was impressed enough to gift a membership to David Badger, a friend and professor where he had gone to school.

Morrison explains his involvement: "It was about that time that the SCCA started testing fuel and, with David being a chemist, we settled into doing that together along with safety and technical inspections. We both ended up in the Mahoning Valley Region."

The pair also worked for Steel Cities, Neohio, Cincinnati, and Ohio Valley Regions. "This then led to being involved in many national class races, the June Sprints, and the Runoffs in scrutineering."

Morrison was Divisional Administrator for Scrutineering for the Northeast Division but gave it up when he went to work on a Formula Atlantic race team. He was part of the crew that won the 2013 FA National Championship at Road America and followed up the next year by placing second at the Runoffs at WeatherTech Raceway Laguna Seca.

Morrison did some flagging and scrutineering, but "I then read about a new Race Data Technician program and started helping Glen and Donna Thielke. Glen, though, had a fight with cancer during the 2021 racing season and asked me to fill in as chief for Data at the 2021 Runoffs at IMS."

Morrison got help and assistance from a number of SCCA members and nine interns from IUPUI, as well as from SCCA corporate. With Thielke coaching them on the phone they were able to collect the information needed to help balance the cars within a class.

Why does he continue in SCCA? "Come for the cars and stay for the people has been the catchphrase of my time with SCCA. The 2022 race season allowed me to continue the intern program with the Hoosier Super Tour events and various colleges through the VIR Runoffs. It also saw the return of Glen and Donna as they are the originators of the program."

FLAGGING AND COMMUNICATIONS WORKER OF THE YEAR

**Ben Tyler, Cincinnati and
North Carolina Regions**

Ben Tyler has been a member of the SCCA since he was two weeks old, and he says that it could have been sooner: "I was born over Christmas break and, at that time, when the SCCA National Office was in Denver, they would shut down over Christmas. My mother, who was Registrar for the Cincinnati Region, wasn't able to get me added to the family membership until about the second week of January."

His parents met when his father was building race engines for a Formula Ford driver. They crewed for him until about the time that Detroit was getting a Grand Prix race. His parents became flaggers so they could work the F1 race. His intro to the track was going with them while they flagged.

As a teenager, Tyler became a race crew member—torquing wheels, checking tire pressures, cleaning tires, waxing the car. As he got older, he worked Timing and Scoring and the grid, until a "track aunt and uncle" said it was time for him to start flagging. Tyler says, "My entire childhood, it wasn't 'when you're old enough you could'; it was 'when you're old enough you're going to.'"

Asked why he still does it, he replies, "Sometimes I wonder why, but then the sun will hit off a car just right or the sound of a car coming by you so close, makes me question why I questioned it. And it's the people—the people I flag with, the people I work with at the track, they are the people I'm closest to. The people are the main reason I still do it."

Tyler also has a Timing and Scoring license and would like to try all the other specialties, "Just to try them; just to learn and become a better flagger by understanding the bigger picture. When you understand the bigger picture, you can do your job that much better." 🍷



Courtesy Ben Tyler



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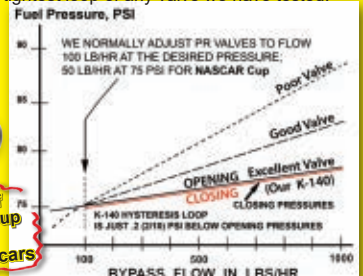


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TWO WAYS TO ENJOY THE 2023 USRRC WEEKEND

Welcome a newly enlarged entryway to the SCCA's RoadRally flagship event | **WORDS & IMAGES** James Heine

If you've never attended a United States RoadRally Challenge (USRRC) weekend, this might be the year to add your name to the entry list for the Oct. 20-22 gathering. To encourage new or occasional teams to give RoadRally's premier event a try, over the summer the organizing committee added a new spice to the mix: a "Lite" offering.

The "Lite" RoadRallies that run parallel to the USRRC are organized as Regional variations of the three National RoadRallies that comprise the 2023 USRRC. While Lite participants will not be eligible for overall USRRC points, they will get to experience the flavor of a daylong event and compete on their own level.

"For many teams, the Lite RoadRallies will comprise two Touring events and one Course event," explains 2023 USRRC chair and Area 1 Director Peter Schneider, with the sole Course

event being the 50th Anniversary Little Appalachian Rally on Friday, Oct. 20.

For the USRRC's second RoadRally of the weekend, Up the Creek Course Rally (on Saturday, Oct. 21), Lite teams will run it as a Regional Tour, "although some, because each USRRC and Lite event can be entered individually, may opt to run [the USRRC] Course rally on Saturday instead of the Regional Tour," he notes.

On Friday morning, when route instructions are distributed for the Little Appalachian, Schneider says that teams competing in the Lite category will receive with their route instructions a separate set of helper instructions in a sealed envelope. The helper instructions will contain reminders keyed to the RoadRally's leg numbers and will outline for teams those areas of the RoadRally Rules (RRRs)—the Little Appalachian will use the abridged version of the RRRs—to

focus on during individual legs, e.g., Glossary, Main Road Determinants, Spelling.

"The goal," Schneider says, "is to give novice teams a heads up on what the trap will be on the leg."

An example, Schneider notes, would be, "Spelling counts."

On Saturday, as mentioned, most Lite teams will run Up the Creek as a Regional Tour rally, while on Sunday, the Jersey Devil will be offered only as a Tour event for both Lite and USRRC teams, with an entry discount for Lite contestants because of the different fee structure for those not competing in National series events.

Regardless of your level of interest in RoadRallying, whether it's chasing a National title, making an annual pilgrimage to the USRRC, or simply enjoying an organized day trip through the country, Schneider encourages everyone to consider this year's USRRC.

WORTHY OF YOUR CONSIDERATION

(MAIN) Regardless of where you are in the Badger State, Oktoberally honcho Mike Thompson (see sidebar) will tell you great rally roads beckon in Wisconsin—like this one from the 2021 USRR in Wisconsin starring Stock Class competitors Alex Hedlund/Katy Hedlund (Subaru BRZ). (BELOW) 2023 USRRC chairman Peter Schneider (left) and Up the Creek and New Jersey Devil rallymaster Jim Wakemen pose for the camera at the 2022 USRR in Detroit.



You can expect the following, he says:

- Two Course and one Tour contests emphasizing local highlights.
- All three events will use the Richta GPS Checkpoint system for timing and scoring, and will be timed to the nearest 1/10 of a second.
- The Jersey Devil, the Sunday Tour rally, will have more than 130 Richta GPS controls.
- The committee will provide light hospitality on Thursday and Friday nights with local foods (Philly cheesesteak, South Jersey tomato pie pizza, soft Philly pretzels, blueberries, saltwater taffy and more) topping the bill of fare.
- The eight USRRC class winners will each receive a customized championship jacket.

Headquarters for the 2023 USRRC are the Springhill Suites in Exton, Pa., and the Wingate by Wyndham in Vineland, N.J.

For more information or to register, visit MotorsportReg.com and search for "United States RoadRally Challenge 2023." 📍

NEW HOME FOR A STORIED EVENT

The history of Oktoberally begins in the misty past (if, that is, the early 1960s represent the misty past for you). Mike Thompson, meanwhile, has been helming the Land O' Lakes and now Milwaukee Region fall classic since the 1970s, and during much of that time, Thompson's hometown, La Crosse, Wis., has served as the event's headquarters.

In recent years, to secure acceptable accommodations, Thompson has varied the RoadRally's headquarters location, but he has not ventured far afield from greater La Crosse. This year, however, is different for Oktoberally and its current weekend sibling, Badger Coulees.

"We've moved our headquarters to Wisconsin Dells," Thompson explains about his Sept. 23 Oktoberally National Course Rally and Fred Rosevear's Badger Coulees National Touring Rally held the next day. "We've chosen Wisconsin Dells because, recently, we've gotten a good turnout from the Milwaukee and Madison areas, so we want to be closer to that group of people, to cater to them."

"It's an entirely different area for Oktoberally."

While the landscape for Oktoberally will be new, the format will be familiar, Thompson adds, lettered and numbered instructions and "about medium to normal difficulty," he reports. Plus, he notes, Sunday's Badger Coulees Tour "is an absolutely great rally on roads we've never seen before—rolling and twisty."

Has moving the two RoadRallies from La Crosse to Wisconsin Dells created any logistical issues for himself and Rosevear?

"Not particularly," Thompson reflects, "other than for me it's an hour-and-a-half drive from home before I get started on anything."

Headquarters for this year's Oktoberally and Badger Coulees is the Wintergreen Conference Center (Clarion Hotel and Suites) in Lake Delton, Wis. For more information about the weekend, or to register, visit MotorsportReg.com.

— JAMES HEINE



MOVERS, SHAKERS

Fred Rosevear (above, left) and Mike Thompson (above, right) at the 2020 USRR in Detroit.



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**1-ON-1 TOWN HALL**

What should the SCCA Road Racing program look like three to seven years hence? SCCA Club Racing Board members will be prowling the VIR paddock throughout Runoffs week, and both want and need to know your thoughts.

ISSUES AND (YOUR) ANSWERS

There's no CRB Town Hall on the Runoffs schedule this year. Instead, Club Racing Board members will be boots on the ground, wanting your opinions face-to-face, one-on-one | **WORDS** John LaRue, Chairman, Club Racing Board | **IMAGE** Rick Corwine

By the time you read this, the SCCA National Championship Runoffs at VIRginia International Raceway will be upon us. We are all hopeful for a beautiful early fall week in southern Virginia *without hurricanes*.

For the first time in many years, we have not scheduled Club Racing Board Town Hall meetings during the event, opting instead to put CRB members on the ground each day for more one-on-one interaction with our active members. Despite attempting to schedule the Town Hall meetings for "down time," inevitably people would have more pressing matters and be unable to attend. We believe that this new approach will allow more people to access the CRB on a personal level.

Speaking of contacting the CRB, I know that our "submit a letter" response sounds like a cop-out. But the reason we adhere so strictly to that policy is so that the inquiry can be placed on an official agenda and tracked. We are also working to improve the responses in both time and content, which is no easy task for our volunteer advisory committee and CRB members.

I have previously mentioned that the CRB is working on a map to the future for SCCA Road Racing. Our objective is to envision what the entire program should look like in the next 3-7 years:

- How should the overall program be structured? Should we maintain the Regional/Majors/Super Tour structure or develop an alternative?
- How should a race weekend be formatted or scheduled? Should we maintain the double race format that many weekends now follow or look at something else?
- How do we improve the quality of track time?
- Does every class need to be offered at every race? Should we have races that feature only certain classes or categories and, if so, is this financially viable?
- What should a future class structure look like and how do we embrace new opportunities and technologies?
- Do we maintain legacy classes that are suffering in participation or find/create alternative places for them to race?
- What is the road map and forecast for each class? Will there be interest in this particular class in the future and will there be adequate cars,

engines, and parts for them to run? What is the next "rung on the ladder" or is there one?

- How do we address compliance inspections with the ever-increasing complexity and advances in technology?
- How do we address the dwindling population of specialty workers and stewards?
- How do we cover the ever-increasing costs of track rentals, support equipment and personnel, and contain costs of entry for the racers?
- Or, is everything just dandy "as is"?

I encourage every one of you to consider these issues and the many others that face us in charting this course. Please reach out with your ideas, comments, and even complaints about SCCA Road Racing so that they can be considered as we work through this process. In doing so, please be mindful of our strengths and weaknesses. While often poked at, our steadfast sticking to a detailed set of technical and operational rules and procedures sets SCCA apart from all others and causes a demand for our events, specialty workers, and stewards. We are not looking to be a clone of our competition. 🍷

**ALL THE PLACES TO GO**

"As long as you are on the road, you might as well take in some of the sights," says our columnist. Such as (LEFT) the C-47 Gooney Bird hang(er)ing out in Frederick at the ProSolo there or (BELOW) the Great Platte River Road Archway Monument near Lincoln, Neb.



Courtesy Nebraska Tourism

SOLOING AND WANDERLUST

On the road expanding your horizons beyond your SCCA ProSolo and Solo Nationals weekends | **WORDS & MAIN IMAGE** Paul Brown

The Solo community is a really big family. Hug your loved ones. First the scare at Bristol, then the tragedy at Packwood (see "Late Braking") remind us to appreciate the people in our lives.

On a related note, autocrossing tends to involve road trips. As long as you are on the road, you might as well take in some of the sights that are available to see all around the country. Memories are worth investing time, effort, and some gas money to make.

Most of us have a very limited number of days we can take off from work, but even then there may be ways to fit in some "touristing" on our road trips.

One possibility is to take in a concert or see another live performance on Friday or Saturday evening of an SCCA Solo weekend. (This is going to be a lot more likely in Las Vegas than in Frederick.)

Marc Cohn is one of my favorite musicians, and he is scheduled to perform in Maine on the same weekend as the Tire Rack SCCA ProSolo there. If I could make that trip, I know how I'd spend Saturday evening.

There are aquariums and zoos, national parks and monuments, along with state parks scattered all over the map.

Lincoln, Neb., site of the Tire Rack SCCA Solo National Championships, has a number of attractions around it. 120 miles or so to the west is the Great Platte River Road Archway Monument, more commonly known as "the Thing" to Solo

competitors posting on social media.

Not following my own advice here, Meredith and I have not yet taken the time to stop by. It's only open 9 to 5 so it's not always convenient; but those who have stopped say it is a pretty good display detailing the history of the area and those living there or traveling through it. It isn't large so it's not particularly expensive nor will it take a huge amount of time to see.

Mount Rushmore is a bit out of the way, but it's another possibility for those coming from the west. We managed to fit in a visit on the way home from Nationals a few years ago.

No, it's not really on the way from Nebraska to New Mexico, but it was an investment of just a few hundred miles. We actually headed east from Lincoln to Omaha, north through Iowa, then west through South Dakota. There are shorter routes but they didn't appear to be RV friendly. This is a spectacular site and it takes several hours to properly take in. We were fortunate to witness one of the nightly Mt. Rushmore closing ceremonies on that particular Saturday night.

Several years ago we competed at Spring Nationals in Lincoln, Neb., then the following weekend at Mineral Wells. This was before our employer allowed much in the way of work from home (or work away from the office, in this case) so doing both events meant an investment of that short week of vacation.

Just 32 miles to the East of Lincoln is the Strategic Air Command & Aerospace Museum. We stumbled across this awesome

facility somewhat by accident, but were impressed with both the quality and quantity of displays. This museum compares quite favorably to the Smithsonian Steven F. Udvar-Hazy Center, which we visited recently.

The SAC museum has a more complete collection of military planes than the Smithsonian, and the displays included considerably more information about each of them. They focused on the most famous example of each—the B-29 display was mostly about Enola Gay, the U-2 about Francis Gary Powers, etc.—but in each case they did a great job of telling the story. The obvious difference is that in many cases the Smithsonian *has* that most famous example on display.

Not far from that stop was Omaha's Henry Doorly Zoo and Aquarium. After the amount of walking involved competing at Spring Nationals, a zoo visit was no big deal. The highlight of this visit was the penguin exhibit at the aquarium.

The next day we drove through the Wichita Mountains Wildlife Refuge, located just northwest of Lawton, Okla. This was the first federal wildlife refuge and is known for its American bison and longhorn cattle. (I wasn't aware the latter were strictly wildlife, but who's to argue.) A sad but interesting fact is that they got their first bison from New York as there were none surviving in the region at the time.

We don't always have days to spare for this sort of thing, but it's worth the effort to squeeze them in to a busy schedule. 🍷

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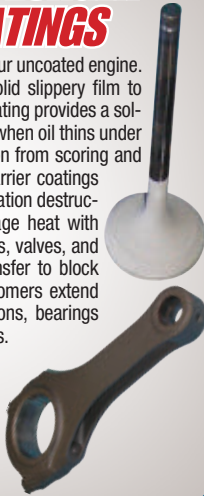
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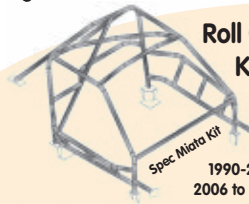
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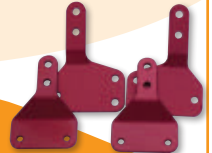
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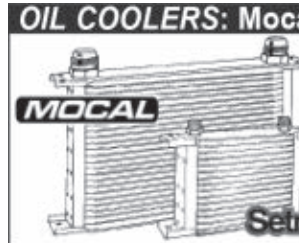



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See page 12
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Showcase: TBA
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Reserve space by: October 19
Materials due: November 2
Mails: November 25

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Showcase: *Driving School Directory*
Editorial Cover Feature: *Focus on Pro Racing: SCCA-sanctioned Trans Am, Formula Regional Americas and Formula 4 U.S.*
Reserve space by: December 8
Materials due: December 22
Mails: January 12

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Showcase: *Safety Equipment & Apparel Guide*
Editorial Cover Feature: *Multi-Activity SCCA Event Weekends Are All the Rage*
Reserve space by: February 25
Materials due: March 1
Mails: March 22

May/June 2024

Showcase: *Brake Buyer's Guide*
Editorial Cover Feature: *Let the Celebration Begin: 50th Anniversary of the SCCA Solo Nationals*
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Feb 23-26: Sebring International Raceway, Fla.: *Brabham (TA); Matos (TA2); Dallenbach (TAH); Lowry (XGT); Saunders (SGT); Hoffman (GT)*

Mar 9-12: NOLA Motorsports Park, La.: *Dyson (TA); Crews (TA2); Evans (XGT); Sanders (SGT); Attaway (GT)*

Mar 23-26: Michelin Raceway Road Atlanta, Ga.: *Dyson (TA); Zilisich (TA2); Hoffman (XGT); Sanders (SGT); Griffin (GT); Dallenbach (TAH)*

May 26-29: Lime Rock Park, Conn.: *Marks (TA); Merrill (TA2); Byrd (XGT); Saunders (SGT); Saia (GT)*

Jun 2-3: Detroit Grand Prix, Mich.: *Zilisich (TA2)*

Jun 15-18: Indianapolis Motor Speedway, Ind.: *Brabham (TA); Lowry (XGT); Saunders (SGT); Griffin (GT)*

Jun 22-25: Mid-Ohio Sports Car Course, Ohio: *Dyson (TA); Matos (TA2); Rogers (XGT); Dallenbach (TAH); Saunders (SGT); Coffey (GT)*

Jul 6-9: Road America, Wis.: *Marks (TA); Crews (TA2); Lowry (XGT); Saunders (SGT)*

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

TRANS AM WEST COAST C'SHIP

Mar 3-5: Thunderhill Raceway, Calif.: *Tolson (TA2); Meynet (GT); Goldman (TA)*

Apr 27-30: Sonoma Raceway, Calif.: *Rodgers (XGT); Pickett (TA); Wood (TA2); Maynet (GT)*

May 5-7: WeatherTech Raceway Laguna Seca, Calif.: *Rodgers (XGT); Tolson (TA2); Meynet (GT)*

Jun 9-11: The Ridge Motorsports Park, Wash.: *Goble (TA2); Hampton (GT); Revak (SGT); Sarukhanyan (GT)*

Jul 21-23: Portland International Raceway, Ore.: *Nagai/Rogers (XGT); Goble/McAllister (TA2); Hampton/Hampton (GT); Goldman/Goldman (TA)*

Oct 20-22: 20-22: Spring Mountain Motorsport Ranch, Nev.

Nov 2-5: Circuit of the Americas, Texas



FORMULA 4 [f4uschampionship.com](https://www.f4uschampionship.com)

Mar 9-12: NOLA Motorsports Park, La.: *Bennett; Lockhart; Lockhart*

May 18-21: Road America, Wis.: *Woods; Costello; Woods*

Jun 22-25: Mid-Ohio Sports Car Course, Ohio: *Costello; Soto-Schirripa; Woods-Toth*

Jul 28-30: New Jersey Motorsports Park, N.J.: *Sherlock; Costello; Berg (provisional)*
Oct 5-8: VIRginia International Raceway, Va.
Nov 2-5: Circuit of the Americas, Texas



FORMULA REGIONAL AMERICAS [framericas.com](https://www.framericas.com)

Mar 9-12: NOLA Motorsports Park, La.: *Shehan; Shehan; Hedge*

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Mar 23-26: Michelin Raceway Road Atlanta, Ga. (F1600); F2000, Atlantic)

Apr 28-30: Mid-Ohio Sports Car Course, Ohio (F1600, F2000, F1000, Atlantic, RCFFS, Formula Vee, VS2000)

May 26-29: Lime Rock Park, Conn. (F1600, F2000, F1000)

Jun 8-11: Pittsburgh International Race Complex, Pa. (F1600, F2000, F1000, Atlantic, RCFFS, Formula First, Formula Vee)

Jul 7-9: Road America, Wis. (F1600, F2000, F1000, Atlantic)

Jul 28-30: New Jersey Motorsports Park, N.J. (F1600, F2000, F1000)

Aug 18-20: Summit Point Motorsports Park, W.Va. (F1600, F2000, F1000, Atlantic)



Date: Track/Region



HOOSIER SUPER TOUR

[scca.com/supertour](https://www.scca.com/supertour)

No events remaining this year



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SOUTHERN CONFERENCE

Sep 2-3: MSR Houston, Texas

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

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 23-Oct 1: VIRginia International Raceway, Va.

REGIONAL/DIVISIONAL

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

Aug 25-27: Road America/Chicago

Aug 25-27: Jack Pine Sprints

Double Divisional, Brainerd Int'l Raceway/Land O'Lakes

Sep 8-10: Autobahn Circuit Joliet/Chicago

Oct 6-8: Blackhawk Farms Raceway/Chicago

GREAT LAKES [gldsscca.com](https://www.gldsscca.com)

Sep 23-24: Fall Festival of Speed, Gingerman Raceway/South Bend

NORTHEAST [nediv.org](https://www.nediv.org)

Aug 24-27: End of Summer Spectacular, Pittsburgh International Race Complex/Steel Cities

Sep 1-4: Summit Point Motorsports Park/Washington DC

Sep 8-10: CRE Palmer Motorsports Park (Whiskey Hill Raceway)/New England

Sep 14-17: v Watkins Glen International/Finger Lakes

Oct 6-8: Summit Point Motorsports Park/Washington DC

Oct 12-14: Thompson Speedway Motorsports Park/New England

Oct 19-22: # New Jersey Motorsports Park/South Jersey

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

Sep 1-3: Sonoma Raceway/San Francisco

Oct 26-29: Thunderhill Raceway Park/San Francisco

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

Oct 13-15: La Junta Raceway/Continental Divide

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

Aug 25-27: (Double SARRC), Barber Motorsports Park/Tennessee Valley

Sep 2-3: E Sebring International Raceway/Central Florida

Sep 23-24: E Daytona International Speedway/Central Florida

Oct 21-22: Roebeling Road/Buccaneer

Oct 27-29: Sebring International Raceway/Central Florida

Nov 3-5: Michelin Raceway Road Atlanta/Atlanta

SOUTHERN PACIFIC

Oct 13-14: # Podium Club at ATTESA/Arizona

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

Oct 26-29: October Fest-Double Regional, Eagles Canyon Raceway/Texas

REGIONAL DRIVER'S SCHOOLS

NORTHEAST [nediv.org](https://www.nediv.org)

Aug 24: End of Summer Spectacular Regional Road Race and Drivers' School, Pittsburgh International Race Complex/Steel Cities

Aug 24-27: Drivers' School, End of Summer Spectacular, Regional Road Race, Pittsburgh International Race Complex/Steel Cities

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

Oct 26: Texas Region October Fest-Double Regional Road Race & Drivers' School, Eagles Canyon Raceway/Texas

Oct 26-29: Drivers' School, October Fest-Double Regional Road Race, Eagles Canyon Raceway/Texas

Nov 9: Texas Region Fall Roundup Double Regional Race & Drivers' School, MotorSport Ranch Cresson/Texas

Nov 9-12: Drivers' School, Fall Roundup Double Regional Race, MotorSport Ranch Cresson/Texas

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All dates/events subject to change

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CT = Club Trial
HC = Hill Climb
HPDE = High-performance driver ed
GTA = Game, Tour, Adventure Rally
NC = National Course
NT = National Tour
CRE = Club Racing Experience
r = Restricted
Ro = Runoffs qualifier
RT = Regional Tour
SR = Social Rally
TA = TimeAttack
TE = Track Event
TS = TrackSprint
TT = Time Trial
v = Vintage

Contact information for registrars and event organizers available at scca.com. For changes, e-mail sanction@scca.com.

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TIMETRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS

CENTRAL cendiv-scca.org
Aug 25: HPDE Road America/Milwaukee
Sep 8: TE Autobahn Circuit Joliet/Chicago

GREAT LAKES gldscca.com
Sep 15-17: HC Empire HillClimb Revival, Empire, Mich. (Wilco Road Course-HC)/Detroit

MIDWEST midiv.org
Sep 12: PDE TE World Wide Technology Raceway/St Louis
Oct 10: PDE TE World Wide Technology Raceway/St Louis

NORTHEAST nediv.org
Aug 24-25: TE Pittsburgh International Race Complex/Steel Cities
Sep 2-3: TS Summit Point Motorsports Park/Steel Cities
Sep 9-10: HPDE TT TE Summit Point Motorsports Park/Washington DC
Sep 16-17: HC Weatherly/ Northeastern Pennsylvania
Sep 23-24: HPDE TT TE Dominion Raceway & Entertainment/Washington DC

NORTHERN PACIFIC norpacscca.org
Sep 8-9: TT TE Thunderhill Raceway Park/Reno

ROCKY MOUNTAIN coloradoscca.org
Aug 18-20: TT High Plains Raceway/Colorado
Oct 13-15: TT La Junta Raceway/ Continental Divide

SOUTHEAST sedivrracing.com
Aug 25-27: TP Flag Rock Park Recreational Area/Blue Ridge
Aug 26-27: TT Barber Motorsports Park/Tennessee Valley
Aug 31-Sep 1: TE Sebring International Raceway/Central Florida
Nov 12: TE Michelin Raceway Road Atlanta/Atlanta
Nov 24-25: Sebring International Raceway/Central Florida

SOUTHERN PACIFIC
Oct 14-15: TE Buttonwillow Raceway Park/Cal Club

SOUTHWEST sowdivscca.org
Oct 21: TE TT MotorSport Ranch Cresson/Texas

TIMETRIALS NATIONAL TOUR
Aug 26-27: Pitt Race International Race Complex, Pa.
Oct 12-15: National Corvette Museum Motorsports Park, Ky.
Nov 4-5: Road Atlanta, Ga. (tentative)

TRACK NIGHT IN AMERICA
Check tracknightinamerica.com for events

STREET SURVIVAL SCHOOLS

CENTRAL cendiv-scca.org
Sep 29-30: Tire Rack Street Survival School, Yoder Autocross Site/Wichita

MIDWEST midiv.org
Oct 8: Street Survival, Des Moines Area Community College/Des Moines Valley

NORTHEAST nediv.org
Sep 23: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Oct 21-22: Teen Tire Rack Street Survival School, Saratoga Auto Museum/Mohawk Hudson

NORTHERN PACIFIC norpacscca.org
Oct 15: Tire Rack Street Survival, Bremerton National Airport AKA Bremerton Raceway/Northwest
Nov 3-4: Tire Rack Street Survival, Northern Nevada Regional Public Safety Training Facility/Reno

SOUTHEAST sedivrracing.com
Oct 8: Tire Rack Street Survival, James Ward Ag Center/Tennessee
Check streetsurvival.org for a complete schedule

SOLO

TIRE RACK® SCCA SOLO NATIONAL TOUR
Sep 5-8: Airport West Ramp, Lincoln, Neb.
Oct 20-22: Frederick Regional Airport, Frederick, OK
Dec 2-4: Spence Field, Moultrie, Ga.



TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS
Sep 5-8: Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO
TBD: New England ProSolo
Sep 1-3: ProSolo Finale, Airport West Ramp, Lincoln, Neb.

STARTING LINE SCHOOLS
Check scca.com/pages/starting-line for events

REGIONAL

CENTRAL cendiv-scca.org
Aug 26-27: Carpio CENEX/Badlands
Aug 27: Iowa City Municipal Airport/Iowa
Sep 2: Southpark Mall/Great River

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Sep 16: Brady Street Stadium - Davenport Schools/Great River
Sep 23-24: 63rd Oktoberfest, La Crosse Fairgrounds Speedway/Land O'Lakes
Sep 23-24: Carpio CENEX/Badlands
Oct 1: Iowa City Municipal Airport/Iowa
Oct 8: Vibrant Arena at The Mark/Great River
Oct 15: Hawkeye Community College Regional Transportation Training Center/Iowa

GREAT LAKES [gld.scca.com](https://www.gld.scca.com)

Aug 26: West Virginia University Parkersburg/Southern West Virginia
Aug 26-27: Mid-American Air Center/Southern Indiana
Aug 26-27: (Points) Blue Grass Stockyards Regional Market Place/Central Kentucky
Aug 26-27: Toledo Express Airport/Northwestern Ohio
Sep 1-4: Test & Tune, Traders World/Cincinnati
Sep 3-4: Grattan Raceway/Western Michigan
Sep 10: West Virginia University Parkersburg/Southern West Virginia
Sep 13: PAX Challenge, Fortress/Ohio Valley
Sep 15: Indianapolis Speedrome/Indianapolis
Sep 15-17: Grissom Aeroplex/Indiana Northwest
Sep 16-17: NCM Motorsports Park, Points/Kentucky
Sep 23: Fowlerville Proving Ground/Detroit
Sep 23-24: Toledo Express Airport/Northwestern Ohio
Sep 23-24: Mid-American Air Center/Southern Indiana
Sep 23-24: Kil-Kare Raceway/Western Ohio
Sep 27: PAX Challenge, Fortress/Ohio Valley
Sep 30-Oct 1: Points event, Grissom Aeroplex/Indianapolis
Oct 4: PAX Challenge, Fortress/Ohio Valley
Oct 7-8: Owens Community College Center for Emergency Preparedness/Northwestern Ohio
Oct 7-8: Mid-American Air Center/Southern Indiana
Oct 7-8: Kil-Kare Raceway/Western Ohio
Oct 14-15: Mid-American Air Center/Southern Indiana
Oct 14-15: (Points) Tire Rack/South Bend
Oct 21-22: Grattan Raceway/Western Michigan
Oct 26-27: Solo Test-N-Tune, Grissom Aeroplex/Indianapolis
Nov 19: Roberts Park/Southern Indiana

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

Aug 25-27: Road Yoder Autocross Site/Wichita
Aug 27: Crowder College/Ozark Mountain
Sep 3: St. Charles Family Arena/St Louis
Sep 16-17: Remington Park/Oklahoma
Sep 16-17: Crowder College/Ozark Mountain
Sep 17: St. Charles Family Arena/St Louis
Sep 23-24: Valley West Mall/Des Moines Valley
Sep 29-30: Tire Rack Street Survival, Yoder Autocross Site/Wichita
Sep 29-Oct 1: Test-N-Tune, Lincoln Airpark/Nebraska
Oct 1: St. Charles Family Arena/St Louis
Oct 7-8: Columbus Air Force Base/Mississippi
Oct 7-8: Remington Park/Oklahoma
Oct 8: Street Survival, Des Moines Area Community College/Des Moines Valley
Oct 15: St. Charles Family Arena/St Louis
Oct 27-29: Test-N-Tune, Lincoln Airpark/Nebraska
Nov 11-12: Remington Park/Oklahoma

NORTHEAST [nediv.org](https://www.nediv.org)

Aug 25-27: Track & Tune, Seneca Army Depot/Finger Lakes
Aug 25-27: Pittsburgh International Race Complex/Steel Cities
Aug 27: TechCity/Mohawk Hudson
Aug 27: Centre County Public Safety Center/Central Pennsylvania
Aug 27: Nassau Live Center/New York
Sep 3: Nassau Live Center/New York
Sep 9: Fall Classic, Jones Beach State Park/New York
Sep 15-16: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna
Sep 15-16: Problems but a Bish ain't one, Pittsburgh International Race Complex/Steel Cities
Sep 17: Centre County Public Safety Center/Central Pennsylvania
Sep 17: Warminster Community Park/Philadelphia
Sep 23: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Sep 23-24: Seneca Army Depot/Finger Lakes
Sep 24: Highmark Stadium/Western New York
Sep 29-30: WrestleMemeia, Electric Boogaloo, Pittsburgh International Race Complex/Steel Cities
Sep 30-Oct 1: Watkins Glen International/Glen
Oct 1: Warminster Community Park/Philadelphia
Oct 6-8: Mid-State Regional Airport/Central Pennsylvania
Oct 6-8: Seneca Army Depot/Finger Lakes
Oct 7-8: Crows Landing/San Francisco
Oct 14: Regency Furniture Stadium/Washington DC
Oct 15: Jones Beach State Park/New York
Oct 15: Philadelphia Mills Mall/Philadelphia
Oct 20-22: Track & Tune, Seneca Army Depot/Finger Lakes
Oct 21-22: Teen Tire Rack Street Survival School, Saratoga Auto Museum/Mohawk Hudson Mountain Twist/Big Sky
Oct 28-29: Team Challenge, Interclub Challenge, Moore Army Airfield (Devens Airfield)/New England
Oct 29: Nassau Live Center/New York
Oct 1: Jones Beach State Park/New York
Oct 14-15: Watkins Glen International/Glen
Oct 29: Highmark Stadium/Western New York
Nov 3-5: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna

NORTHERN PACIFIC [norpac.scca.com](https://www.norpac.scca.com)

Aug 26-27: Thunderhill Raceway Park/San Francisco
Sep 9-10: Points event, Rocky Mountain Twist/Big Sky
Sep 16-17: Alaska Raceway Park/Arctic Alaska
Sep 16-17: Portland International Raceway/Oregon
Sep 29-Oct 1: Expo Idaho/Snake River
Oct 7-8: Points event, Rocky Oct 12-13: Points event, Rocky Mountain Twist/Big Sky
Oct 14: Bremerton National Airport AKA Bremerton Raceway/Northwest
Oct 14-15: Enduro Solo Event, Thunderhill Raceway Park/San Francisco
Oct 15: Tire Rack Street Survival, Bremerton National Airport AKA Bremerton Raceway/Northwest
Oct 21-22: Portland International Raceway/Oregon

CALENDAR KEY

All dates/events subject to change

= Enduro
 CR = Course Rally
 CT = Club Trial
 HC = Hill Climb
 HPDE = High-performance driver ed
 GTA = Game, Tour, Adventure Rally
 NC = National Course
 NT = National Tour
 CRE = Club Racing Experience
 r = Restricted
 Ro = Runoffs qualifier
 RT = Regional Tour
 SR = Social Rally
 TA = TimeAttack
 TE = Track Event
 TS = TrackSprint
 TT = Time Trial
 v = Vintage

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

Nov 3-4: Tire Rack Street Survival, Northern Nevada Regional Public Safety Training Facility/Reno
Nov 4-5: Crows Landing/San Francisco

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

Aug 27: Metra Park/Yellowstone
Sep 16-17: Yellowstone Drag Strip/Yellowstone
Sep 16-17: (Points) McGee Park/Rio Grande
Oct 1: Gimmick Event, Colorado Air and Space Port/Colorado
Oct 14-15: (Points) McGee Park/Rio Grande

SOUTHEAST [sediv.org](https://www.sediv.org)

Sep 15-16: zMAX Dragway/Central Carolinas
Sep 15-18: Five Flags Speedway/Gulf Coast
Sep 30: Roebeling Road/Buccaneer
Oct 8: James Ward Ag Center/Tennessee
Oct 20-23: Five Flags Speedway/Gulf Coast
Oct 28: War at the Shore, Roebeling Road/Buccaneer

SOUTHERN PACIFIC

Aug 27: Maui Motorsports Park/Hawaii
Sep 16-17: Westgate Mall/West Texas
Sep 22-23: Hobbs Motorsports Park/West Texas
Sep 24: Maui Motorsports Park/Hawaii
Oct 22: Maui Motorsports Park/Hawaii
Nov 4-5: Westgate Mall/West Texas

SOUTHERN PACIFIC

Sep 10: Hilo Drag Strip/Big Island of Hawaii
Sep 16: Vidinha Stadium/Hawaii
Sep 17: Aloha Stadium/Hawaii
Sep 23-24: Arizona Motorsports Park/Phoenix AZ Solo
Sep 24: Aloha Stadium/Hawaii
Oct 14-15: Arizona Motorsports Park/Phoenix AZ Solo
Oct 21: Vidinha Stadium/Hawaii
Nov 18: Vidinha Stadium/Hawaii
Dec 16: Vidinha Stadium/Hawaii

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

Oct 6-8: Heartland Motorsports Park, Topeka, Kan.

REGIONAL

CENTRAL [cendiv.scca.com](https://www.cendiv.scca.com)
Aug 25-27: Road America/Milwaukee

Sep 22-24: ARX Training Complex/Milwaukee
Sep 29-Oct 1: Marquette County Fairgrounds/Lake Superior
Oct 20-22: Byron Motorsports Park/Milwaukee
Oct 22: Southern Iowa Speedway/Iowa
Nov 4-5: Freeze Your Curds Off, Weigel Farm, Shullsburg, Wis./Iowa
Nov 10-12: ARX Training Complex/Milwaukee
Dec 3: The Rally Valley/Iowa

GREAT LAKES [gld.scca.com](https://www.gld.scca.com)

Oct 21: Jackson County Fairgrounds/Southern West Virginia
Nov 11: Jackson County Fairgrounds/Southern West Virginia

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

Sep 9: Greenbrier Rally Park/Arkansas
Sep 9-10: Deyerme Racing/St Louis
Sep 17: I-35 Speedway/Kansas City
Sep 22-23: Santa Fe Trail Cycle Park Inc/Kansas
Sep 30-Oct 1: Deyerme Racing/St Louis
Oct 15: Thunder Valley Sand Drags/Kansas City
Oct 21-22: Santa Fe Trail Cycle Park Inc/Kansas
Nov 12: I-35 Speedway/Kansas City
Nov 17-18: Santa Fe Trail Cycle Park Inc/Kansas
Dec 3: Thunder Valley Sand Drags/Kansas City

NORTHEAST [nediv.org](https://www.nediv.org)

Oct 26-27: Nebraska City Rally Bowl/Nebraska
Oct 7-8: Nebraska City Rally Bowl/Nebraska
Nov 4-5: Nebraska City Rally Bowl/Nebraska
Nov 18-19: Nebraska City Rally Bowl/Nebraska

SOUTHEAST [sediv.org](https://www.sediv.org)

Sep 16: (Points) St. Lucie County Fairgrounds/Central Florida
Oct 7: (Points) St. Lucie County Fairgrounds/Central Florida
Nov 4: Florida International Rally and Motorsport Park/Central Florida

SOUTHERN PACIFIC

Aug 26: Camp Verde Equestrian Center/Arizona
Sep 16: Inaugural Event, Barona Oaks Sports Center Motorcross/San Diego
Sep 22-24: Camp Verde Equestrian Center/Arizona
Oct 20-22: Camp Verde Equestrian Center/Arizona
Oct 28-29: Antelope Valley Fairgrounds/Cal Club
Nov 10-12: Camp Verde Equestrian Center/Arizona
Nov 18-19: Antelope Valley Fairgrounds/Cal Club
Dec 8-10: Camp Verde Equestrian Center/Arizona
Dec 16-17: Antelope Valley Fairgrounds/Cal Club

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

ROADRALLY

U.S. ROADRALLY CHALLENGE

Oct. 20-22: Exton, Pa.—Vineland, N.J.

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org

Sep 22-23: Oktoberally, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis./Milwaukee

Sep 24: Badger Coulees, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis./Milwaukee

Oct 14: Milwaukee Kettle Moraine Colors Tour, Kohls, Johnson Creek, Wis./Milwaukee

GREAT LAKES gldscca.com

Sep 8: Hampton Inn, Gaylord/Detroit

Sep 9: Hampton Inn, Gaylord/Detroit

Oct 14: Valiant Bar and Grill, Chelsea, MI/Detroit

NORTHEAST nediv.org

Sep 8: Pennsylvania Farm Show Complex & Expo Center, Points/Susquehanna

Sep 9: All the Myriad of Ways

NGTA, Southington Drive In, Plantsville, Conn./New England

Sep 9: Hurdle GTA, Southington Drive In, Plantsville, Conn./New England

Oct 14: Pennsylvania Farm Show Complex & Expo Center, Points/Susquehanna

Oct 20: 50th Anniversary Little

Appalachian RoadRally, Springhill Suites by Marriott, Exton, Phil./Philadelphia

Oct 20-22: USRRRC, Exton, Pa., and Vineland, N.J./South Jersey

Oct 21: Up the Creek, Prestige Diner, Vineland, N.J./South Jersey

Oct 22: South Jersey Devil RoadRally, Prestige Diner, Vineland, N.J./South Jersey

Oct 28: Ciocca Corvette Agency,

Atlantic City, N.J./South Jersey

Dec 3: 34th Teddy Bear Rally, Social

GTA, Subaru World of Hackettstown, N.J./Northern New Jersey

NORTHERN PACIFIC norpac-scca.org

Aug 25-26: GOLDEN WEST 2023

RoadRally, La Quinta Inn by Wyndham, Rancho Cordova, CA/San Francisco

Aug 27: San Francisco, GOLD RUSH, La Quinta Inn by Wyndham, Rancho Cordova, Calif./San Francisco

SOUTHEAST sediv-racing.com

Sep 8-10: Holly Tree Off

RoadTennessee Valley

Oct 20-22: RALLYBAMA, Holly Tree

Off Road/Tennessee Valley

Nov 10-12: Talkin' Turkey, Holly Tree

Off RoadTennessee Valley

Dec 1-3: Reindeer RallyCross, Holly Tree Off RoadTennessee Valley

SOUTHERN PACIFIC

Aug 26: It's a pie run, Freeport Road Park and Ride, San Diego, Calif./San Diego

Sep 1: First Friday Niter Social Roadrally, Bank of America, Mission Hills, Calif./Cal Club

Oct 6: First Friday Niter Social Roadrally, Bank of America, Mission Hills, Calif./Cal Club

Nov 3: First Friday Niter Social Roadrally, Bank of America - Mission Hills/Cal Club

Dec 1: First Friday Niter Social Roadrally, Bank of America, Mission Hills, Calif./Cal Club

Find more events near you at

www.scca.com/roadrally

HAPPY ANNIVERSARY!

SCCA MEMBERS CELEBRATING 25-70 YEARS | SEPT/OCT

25-YEAR MEMBERS (JOINED 1998)

Lynda Ballengee	Cal Club
Mark P Ballengee	Cal Club
Todd L Baumgardner	Blue Ridge
Robert A Beiter	Ohio Valley
Jeff Blumenthal	Neohio
Brian K Bosien	Houston
Lee Brahlin	South Jersey
Mark C Buettel	Ohio Valley
Robert G Charlesworth	Kansas City
John Coppel	Colorado
Ray Dambrell	Central Florida
David J Dekker	Detroit
David Disney	Eastern Tennessee
Stephen D Dreizler	Ozark Mountain
Ted Drummond	Indianapolis
Donato Crescenzo Forte	Texas
Laura Forte	Texas
Curtis G Harrington	Neohio
Spencer D Harrington	Neohio
John Izyk	Central New York
Mike Jackson	Oregon
Bobby Jasan	Northeast Oklahoma
Mark C Kelly	Detroit
Roxanne Kelly	Detroit
Steven Kerekes	Milwaukee
Allen Myers	Des Moines Valley
Steve Myers	Des Moines Valley
Thomas T Pignetti	Houston
Kathleen Provanzana	Ohio Valley
Charles W Pyanowski	South Carolina
Ricardo Quinonez	San Francisco
William B Radford	Washington DC
Dax Raub	Colorado
Richard P Rock	Blue Mountain
Senna Saurino	Northeast Oklahoma
Mark Scroggs	San Francisco
Vesa S Silegren	Chattanooga
Brian Sullivan	Washington DC
Donald G Sweitzer	Houston
William Thompson	New England
Jim Tibor	Mahoning Valley
Joe Tovo	Chicago
Tom Turner	Tennessee Valley
Glen Vitale	Florida
Charles Wright	Tennessee Valley

30-YEAR MEMBERS (JOINED 1993)

John C Borden III	South Jersey
Timothy Bringman	San Francisco
Richard Chiovaro	Washington DC
Maryann Christensen	Florida
Leo Ciesa	New York
Brian P Cigal	Fort Wayne
John Dole	New York
John M Doonan	Chicago
Don Drogowski	Central Florida
Steve W Eymann	Phoenix AZ Solo
Todd Farris	Houston
Simon Favre	San Francisco
Barry Hartzel	San Francisco
Chris A Harvey	South Bend
John C Hennessy	New England
Barbara Hill	Central Florida
Lee H Hill III	North Carolina
Patricia S Hill	North Carolina
Rob Hines	Washington DC
Justin B Huffman	Washington DC
Chris Kannan	San Francisco
Rockie Kephart	Colorado
L Timothy Klvana	New England

Joseph P Lamping	Lone Star
Sheryl Liedtke	Finger Lakes
Douglas A Mains	Texas
Ken Nesbit	Washington DC
Kevin Scott Patten	San Francisco
Roseann C Pizzo	Central New York
Garry D Poindexter	Central Florida
Susan F Rogers	New England
Katherine Schapira	San Francisco
Rajinder Singh	Western New York
Denny Stripling	Texas
Amy L Timmons	Wichita
Stephen A Wajvoda	South Bend
Dorothy Wayland	Finger Lakes

35-YEAR MEMBERS (JOINED 1988)

John Annis	Central Florida
Robert W Bowe	Central Florida
Gary B Callihan	Washington DC
Karen R Cook	San Francisco
Monte Cowles	Washington DC
Jack Donnellan	Oklahoma
Robert N Dusek II	Philadelphia
Susan Gabel	Central Florida
Alan Grantham	Blue Ridge
John Adam Grzech	Northern New Jersey
Suzanne Gutile	San Francisco
Thomas A Gutile	San Francisco
John Halbing	NE Pennsylvania
Todd Houtz	Indianapolis
Shelia P Hunter	Washington DC
Barry Johnson	Kansas City
Jack D Johnson	Atlanta
Steven J Kramer	Texas
Roger Kraus	San Francisco
Wm "Biff" Lahner	Susquehanna
Robert McPherson	Atlanta
Scott R Miller	Western Ohio
Beth Mills	Washington DC
Floyd Mills	Washington DC
Michelle L Morales	New York
James Nealon	Buccaneer
Don Nimi	Northwest
Tim Pettenati	San Francisco
Dennis C Richardson	New England
Tommy Riggins	Buccaneer
Thomas G Smith	South Jersey
Thomas R Volk	Atlanta
Richard Warriner	Cal Club
Paul Whitin	Washington DC
Jacob Yovanov	San Francisco
Joyce L Zorn-Jaffe	Blackhawk Valley

40-YEAR MEMBERS (JOINED 1983)

Jim Barks	Phoenix AZ Solo
Carol J Belay	Atlanta
James Michael Belay	Atlanta
John Bettinger	Indianapolis
John Birk	Washington DC
Jon Coffin	Central New York
Michael A Collier	New England
Andy Elo	Western New York
G H Engelage IV	Cal Club
Maria Fredendall	Cal Club
David M Jones	Ohio Valley
David R Killian	Ohio Valley
Harvey J Kinnard	Kansas City
Richard J Kulach	Tennessee
Sherri Kulawinski	Blackhawk Valley
Jean Kurkowski	Central Florida
Larry H Kurkowski	Central Florida
James E Lockery Jr	Central Carolinas

Frank McKinnon	Oregon
Donald Meluzio	Susquehanna
Tim Moriarty	Finger Lakes
Frank G Muegge	St Louis
Daniel J Prevenas	Blackhawk Valley
Richard J Spivey	Central Florida
Larry Kent Stover Jr	Buccaneer
Mark Waggoner	Blackhawk Valley

45-YEAR MEMBERS (JOINED 1978)

Mark Bilodeau	Oklahoma
Robert Borders	Central Florida
Hawley T Chester III	Atlanta
Steven Chies	Land O'Lakes
Arnold Fick	Chicago
William C Hightower III	Central Carolinas
Frank N Honsowetz	Cal Club
Ed Kemper	Hawaii
Timothy Scott Lee Sr	Florida
Terrence Lenhart	Blackhawk Valley
Grover McNair	North Carolina
Jay Messenger	West Texas
Gary Carl Page	Milwaukee
Kay Conway Roberts	Atlanta
Gerson Rosenberg	Susquehanna
Frederick J Schnepf	Misery Bay
Barry Kent Schonberger	Southern Indiana
Stephen F Wilkinson	Glen

50-YEAR MEMBERS (JOINED 1973)

Clifford Drake	Milwaukee
Richard Rosenmerkel	Milwaukee
Robert W Stevenson	Glen
Robert F Turetsky	Chicago

55-YEAR MEMBERS (JOINED 1968)

Gary W David	Neohio
Gene E Hall	Colorado
Alex K Miller	Blue Mountain
R Allen Olmstead	New England
Guy Revesz	Chicago
David T Shelton	South Texas Border
Stephen C. Shepherd	North Carolina

60-YEAR MEMBERS (JOINED 1963)

William H Brown Jr	Middle Georgia
Bill Chambres	Philadelphia
Clint deWitt	San Francisco
Ronald W Hoff	Central Florida
Jack F Marr	Texas
Helen Mattocks	Atlanta
Benny D McCain	Indiana Northwest
Ray Mummery	Florida
Bruce W Philbrick	New England
Stephen Clarke Zoeller	Florida

65-YEAR MEMBERS (JOINED 1958)

Stephen McClellan Jr	North Carolina
Don Muncy	Texas

70-YEAR MEMBER (JOINED 1953)

AP Seyler	Neohio
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NEW PRODUCTS



TRAILER ALARMS GALEO GPS TRACKING UNIT

The Galeo Pro is a theft alert and recovery device with a companion mobile app (iOS or Android) that alerts you when it senses motion. Its LTE and GPS module enables you to remotely track your assets—like your race car trailer—from your phone. Features a built-in SIM already installed.

trailer-alarms.com



SCRUBNUTZ INDUSTRIAL HAND CLEANER

Scrubnutz Industrial Hand Cleaner from Benchmark Abrasives is a biodegradable, cosmetic-grade-walnut shell-based hand cleaner. The ground shells are mixed with an emollient formula specifically designed to clean hands without leaving them feeling greasy or dirty.

400ml size, \$12.99

benchmarkabrasives.com



SPEEDFLOW 201-T SERIES ADAPTOR

Speedflow's 200 Series Swivel Hose End to Hose Tail adaptors are the perfect way to convert rubber lines to braided Teflon lines without having to use multiple joiners. Constructed from 6061-T6 aluminum, they feature a swivel to allow 360° rotation of both hoses for easy alignment once assembled.

speedflowusa.com



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TURN 2 SIMVOSI PRO SIMULATOR

The Simvosi Pro Track Day Special professional racing simulator features a high-end no-flex design with fully adjustable seat, pedals and steering. A vibration system provides road texture, engine vibration, shifting thump, and rumble strips, while triple 32in 1k screens all add to the experience. **\$18,995** simvosi.com

ARROW COMPONENTS HELMET RACK

Arrow Components' helmet racks for your trailer are available in two sizes, both produced from carefully machined parts. The racks feature clear anodized aluminum construction and stainless hardware, and come with an integrated clothes hanger. For more info, call (763) 712-0020. arrowcomp.com



SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 2525 Main St., Suite 430, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

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Molly Birks

STEVE NICKLESS

EDITOR, SPORTSCAR MAGAZINE
NEW ENGLAND REGION

MARK MY WORDS

Like my first SCCA National Championship Runoffs week at Road Atlanta in 1976, I will also never forget my first “Who Will Win the Runoffs?” feature article in *SportsCar* magazine—a rookie editor looking for some way to add value to the magazine’s coverage of the then-called “Champion Spark Plug Road Racing Classic” worthy of the week-long event itself.

The concept was simple: Who do the “experts” think will win and place (including “dark horse picks”). But, whew, the execution was something else. I’d planned to lean heavily on writers and photographers out in the field. But every one of them hailed from “Somewhere”, and drivers who also came from “Somewhere” sometimes cast bigger shadows in their reckoning.

My own NEDiv bias showed through, too, of course.

So, for the first “Who Will Win the Runoffs?” I hit upon the idea of stripping out bias via mathematics. I spent a loooooonng weekend developing a “Divisional Difficulty Coefficient” that presumed drivers from Regions with tracks featuring a lot of Road Atlanta-style straightaways would have an advantage. Some Divisions had more of what were then called “National” races than others, and the

coefficient took that into account as well. And, of course, some drivers traveled to other Regions in search of points—the system “decided” whether that was a sign of strength or weakness.

Paul Oxman Publishing problem-solver Shannon Ryan and I then sat down with hand

calculators, stacks of National race results (no Internet in those days), and over about three late-summer weeks’ time, did the math, made our selections, and set ourselves up for huge criticism with the inaugural “Who Will Win the Runoffs?”

Looking back, the formula was hopelessly naive and ridiculously complicated, but we did have some success identifying drivers who weren’t on many radars but who shone. (We did an accounting and published that in our Runoffs coverage issue, but I can’t find a copy in my garage on the day I am writing this column.) Overall, we did OK!

While it was fun, I burned out on the project quickly and dumped...errr, shared the whole project with National Editor Bill King for 1982. King had his own Regional biases, to be sure, but his opinions carried as much weight as our math and the brilliant North Carolinian emerged with a similar win/loss ratio.

SportsCar never has and never will get it all right. This year we have a big team making the calls—folks from the SCCA National Office plus five savvy writers who have an abundance of Internet and social media-sourced news, views and rumors onto which to base their picks.

Who Will Win the Runoffs? Hey, I have no more idea now than I did in 1980. But, via *SportsCar*, I get to share my thoughts with the same enthusiasm as 40 years ago. 🍷

“Looking back, the [mathematical] formula was hopelessly naive and ridiculously complicated. But...”

FROM THE ARCHIVES

10 YEARS AGO...
SEPTEMBER 2013



- Big news: The Runoffs would return to the West Coast in 2014!
- Now online, “Who Will Win the Solo Nationals?” filled 12 pages in this issue.
- A hugely popular tech feature detailed converting in-car video to useful data.

60 YEARS AGO...
SEPTEMBER 1963



- On the cover, a stunning “modern GP car” painting by then 70-year-old Peter Helck.
- The shiny new “Formula Vee” was in the news—not yet but almost an SCCA class.
- Inside, a report on the “Positively Perfect Panic Button Nat’l Rally” aka Jersey 500.

75 YEARS AGO...
SEP/OCT 1948



- Huge: Watkins Glen, N.Y., hosted the “first open road race held in America since 1935”.
- John Bond (Road & Track founder) concluded a series on “The Ideal Sports Car”.
- ... and John duMont wrapped up “Continental Tour”—around Europe in his new Delahaye.



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- ENHANCED DATA LOGGING



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- ENHANCED DATA LOGGING



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- SD CARD RECORDING
- CAN ECU CONNECTION
- SDI OUTPUT **LIVE VIDEO**
- EXTERNAL MICROPHONE CONNECTION
- 67-84-120 DEGREE VIEWING ANGLE
- AUTOSPORT CONNECTION
- 2 SMA BULLET CAMERAS
- ENHANCED DATA LOGGING



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- MICRO SD CARD RECORDING
- 67-84 DEGREE VIEWING ANGLE
- DATA LOGGING



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Superlite 6R/ST staggered-bore forged aluminum calipers with Type-III hard anodized finish, and internal spring-dampened Thermlock pistons, clamping 13.06" (332mm) diameter, two-piece, Lug-Drive dynamic-mount GT Spec37 iron alloy rotors

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