

THE COMPLETE GUIDE TO GETTING THE MOST OUT OF YOUR SCCA MEMBERSHIP

MAR 12 \$4.99

VOLUME 70 NUMBER 3

Sportscar

Official Publication of the Sports Car Club of America



stop dreaming start doing!

THIS SPECIAL ISSUE OF SPORTSCAR MAGAZINE BROUGHT TO YOU BY



LIGHTWEIGHT WHEELS

ENKEI RACING SERIES



PF01 bright silver

Also available in black.

Size	Starting at	Weight (lbs.)
15x7	\$203	11.8-12.2
15x8	212	12.8
16x7	221	14.0
17x7	230	15.6-15.8
17x7.5	238	16.6-17.0
17x8	242	17.0-18.2
17x8.5	247	18.0-18.2
17x9	274	17.2-18.6
18x7.5	278	17.4-17.8
18x8	290	18.2-19.2
18x8.5	304	18.0-19.2
18x9	326	19.4
18x9.5	340	20.4-20.8
18x10.5	349	21.8-22.8

RC-G4 gold (15 x 6.5 white avail.)

Size	Starting at	Weight (lbs.)
15x6.5	\$241	16.8-16.9
15x7	247	17.2-17.3

RPF1 black

Also available in bright silver. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$185	8.4
15x7	190	9.5
16x7	207	13.2-14.0
16x8	216	14.5
17x7	216	14.5-15.0
17x7.5	225	15.0
17x8	230	14.5-16.0
17x8.5	234	16.0-16.5
17x9	242	15.0-15.9
17x9.5	251	16.5
17x10	260	17.0
18x7.5	266	17.0
18x8	279	18.0
18x8.5	292	19.0
18x9	319	19.3
18x9.5	320	18.6
18x10	318	18.5
18x10.5	323	19.0
19x8.5	419	19.5
19x9.5	419	19.9
19x10	450	20.7

Kasei



K4R light grey

Size	Starting at	Weight (lbs.)
15x7	\$144	10.7-11.5
15x8	149	12.1-13.1
16x6.5	159	12.4-12.8
16x7.5	159	16.7
17x7	199	14.0-14.1
17x8	199	14.8-15.8
17x8.5	199	15.4

K-1 silver

Size	Starting at	Weight (lbs.)
15x7	\$115	13.5
15x8	129	14.5
16x7	139	15.0
17x8.5	175	16.8

K1-TS silver/light grey

Size	Starting at	Weight (lbs.)
14x6	\$119	9.3
15x7	134	12.6
17x7	196	13.7-15.0
17x8	269	15.4-15.5
17x9	239	16.0

TR Motorsports



C1 light grey

Bright silver and black available for some applications.

Size	Starting at	Weight (lbs.)
15x7	\$89	12.8-13.0
15x7.5	99	13.2
15x8	79	13.0-14.6
16x6.5	114	14.4
16x7	119	15.2



C2 light grey

Size	Starting at	Weight (lbs.)
17x8.5	\$139	19.0
18x8	159	19.2-20.0
18x8.5	162	20.8-21.2

C3M light grey (Miata only)

Size	Starting at	Weight (lbs.)
15x9	\$109	15.6

F3 forged (Honda S2000 only)

Size	Starting at	Weight (lbs.)
17x8.5	\$199	16.6

MT1 matte grey flowformed

Size	Starting at	Weight (lbs.)
17x8	\$259	16.5-18.0
18x8	289	18.5-19.0
18x8.5	299	18.5-19.5
18x9.5	319	19.0
18x10	329	20.0

MT1-R matte grey (BMW only)

Size	Starting at	Weight (lbs.)
17x9	\$239	16.3

C3 light grey

Size	Starting at	Weight (lbs.)
17x9	\$129	19.2-20.6

O.Z. Italian company



Ultraleggera/Ultraleggera

HLT bright silver

Also available in matte graphite, gold and black. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$199	12.0-12.4
16x7	224	14.5-15.0
17x7	273	15.5-16.2
17x8	276	16.7-18.0
18x7	347	16.5-17.5
18x8	350	18.4-18.8

18x9	365	19.4-20.8
19x8	410	20.0-20.6
19x8.5	439	21.6-23.0
19x9	446	23.0-23.4
19x10	349	23.2-23.6
19x11	489	24.0-24.8
19x12	519	25.0-26.0

20x8	199	22.5
20x8.5	199	23.0-25.0
20x10	569	24.5-25.5
20x11	399	27.0
20x12	499	28.6



Challenge black (Viper only)

Also available in bright silver.

Size	Starting at	Weight (lbs.)
18x11	\$529	23.0
18x13	579	24.4

sparco



Assetto Gara black/bronze

Also available in bright silver, matte graphite silver, white, red, orange, green, blue and gold. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x6.5	\$109	13.8-14.6
16x7	124	16.3-17.2
17x7	136	17.5-18.3
17x7.5	140	18.3-19.3
18x7.5	162	19.2-19.9
18x8	169	20.3-20.5



Alleggerita HLT anthracite

Also available in blue, gold, red, black, white, matte graphite silver, and orange (some special order). Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
16x7	\$249	13.6
17x7	309	14.2-14.9
17x7.5	314	15.0-15.1
17x8	319	15.4-16.7
17x8.5	324	15.7-17.1
18x7	385	16.5-16.6
18x7.5	388	16.8
18x8	391	17.2-18.4
18x8.5	395	17.4-19.1
18x9	400	19.4
18x9.5	409	19.6
18x10	419	19.0-20.2
18x11	429	20.4
18x12	444	22.4-23.4



TR Motorsports® C3



SUSPENSION





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TIRES

BRIDGESTONE



Potenza RE-11

195/50 R-15	\$131
205/50 R-15	137
215/45 R-16	181
225/50 R-16	163
225/50 R-16	178
205/45 R-17	187
205/50 R-17	198
215/45 R-17	197
225/45 R-17	210
235/40 R-17	221
245/40 R-17	240
245/45 R-17	242
255/40 R-17	254
215/45 R-18	264
225/40 R-18	243
225/45 R-18	261
235/40 R-18	280
245/40 R-18	286
245/45 R-18	282
255/35 R-18	301
265/35 R-18	315
265/40 R-18	309
275/40 R-18	313
225/40 R-19	266
235/35 R-19	299
245/35 R-19	309
245/40 R-19	307
255/35 R-19	319
265/35 R-19	337
275/30 R-19	335
285/30 R-19	331
305/30 R-19	383
305/30 R-19	339



Potenza RE970AS Pole Position

205/55 R-16	\$123
225/50 R-16	147
215/45 R-17	154
215/50 R-17	174
225/45 R-17	168
225/50 R-17	180
235/45 R-17	183
235/50 R-17	187
245/40 R-17	194
245/45 R-17	188
215/45 R-18	194
225/40 R-18	194
225/45 R-18	210
225/50 R-18	219
235/40 R-18	207
245/40 R-18	232
245/45 R-18	232
255/35 R-18	251
265/40 R-18	243
255/40 R-18	236
275/30 R-18	230
265/35 R-18	251
265/40 R-18	243
275/30 R-18	251
275/35 R-18	262
275/35 R-18	266
225/40 R-19	250
235/35 R-19	242
245/35 R-19	261
245/45 R-19	270
255/40 R-19	300
275/35 R-19	306
275/40 R-19	308
295/30 R-19	337
275/35 R-20	307
285/30 R-20	313

Continental



Extreme Contact DW

205/50Z R-16	\$109
205/55Z R-16	109
215/55Z R-16	109
225/50Z R-16	107
225/55Z R-16	113
205/45Z R-17	129
205/50Z R-17	140
205/55Z R-17	109
215/40Z R-17	94
215/45Z R-17	123
215/50Z R-17	129
225/45Z R-17	129
225/50Z R-17	139
235/45Z R-17	135
235/50Z R-17	158
245/40Z R-17	139
245/45Z R-17	137
245/50Z R-17	159
255/45Z R-17	159
265/40Z R-17	159
275/40Z R-17	157
285/40Z R-17	189
215/40Z R-18	166
225/40Z R-18	166
225/45Z R-18	158
235/35Z R-18	89
235/40Z R-18	168
235/50Z R-18	182
245/35Z R-18	189
245/40Z R-18	188
245/45Z R-18	186
255/35Z R-18	217
255/40Z R-18	213
255/45Z R-18	199
265/35Z R-18	232
265/40Z R-18	252
275/35Z R-18	239
275/40Z R-18	161
275/45Z R-18	156
285/30Z R-18	248
285/35Z R-18	228
285/40Z R-18	261
295/35Z R-18	263
225/40Z R-19	203
235/35Z R-19	187
245/35Z R-19	234
245/40Z R-19	243
245/45Z R-19	228
255/35Z R-19	236
255/40Z R-19	251
265/30Z R-19	243
265/35Z R-19	257
275/30Z R-19	239
275/35Z R-19	262
275/40Z R-19	254
285/35Z R-19	297
245/40Z R-20	259
255/35Z R-20	212
265/35Z R-20	277
275/30Z R-20	186
275/35Z R-20	311
295/25Z R-20	259
285/30Z R-21	175
295/30Z R-21	223

Firestone



Firehawk Wide Oval Indy 500

195/55 R-15	\$84
205/55 R-15	88
205/45 R-16	97
205/50 R-16	99
205/55 R-16	102
215/55 R-16	96
225/50 R-16	119
225/55 R-16	107
245/50 R-16	123
205/40 R-17	96
205/45 R-17	111
215/45 R-17	106
215/50 R-17	121
225/45 R-17	109
225/50 R-17	118
225/55 R-17	118
235/45 R-17	119
235/55 R-17	131
245/40 R-17	128
245/45 R-17	128
255/45 R-17	138
275/40 R-17	152
225/40 R-18	119
225/45 R-18	146
235/40 R-18	145
235/50 R-18	154
245/40 R-18	172
245/45 R-18	165
255/45 R-18	179
275/35 R-18	211
275/40 R-18	186
235/35 R-19	179
245/35 R-19	190
245/40 R-19	176
285/35 R-19	236
245/40 R-20	185
245/45 R-20	168
255/35 R-20	149
255/45 R-20	177
275/35 R-20	225



Hoosier RACING TIRE A6/R6 Competition

P 225/45Z R-13	\$197
P 225/50Z R-13	197
P 255/40Z R-13	217
P 205/55Z R-14	207
P 225/50Z R-14	213
P 205/50Z R-15	216
P 225/45Z R-15	228
P 275/35Z R-15	266
P 205/45Z R-16	224
P 225/50Z R-16	230
P 245/45Z R-16	246
P 255/50Z R-16	246
P 275/45Z R-16	266
P 225/40Z R-17	257
P 225/45Z R-17	257
P 245/40Z R-17	266
P 275/40Z R-17	294
P 295/35Z R-17	314
P 315/35Z R-17	330
P 335/35Z R-17	341
P 225/40Z R-18	287
P 245/35Z R-18	307
P 245/40Z R-18	307
P 255/35Z R-18	315
P 255/40Z R-18	307
P 275/35Z R-18	308
P 285/30Z R-18	336
P 285/30Z R-18	338
P 295/40Z R-18	340
P 315/30Z R-18	340
P 335/30Z R-18	382
P 345/35Z R-18	395
P 235/35Z R-19	323
P 255/35Z R-19	336
P 295/30Z R-19	349
P 295/35Z R-19	357
P 315/30Z R-19	412
P 325/30Z R-19	412
P 345/30Z R-19	413

GENERAL TIRE



G-MAX AS-03

195/55 R-15	\$84
195/50Z R-16	88
195/55 R-16	94
205/45Z R-16	92
205/50Z R-16	102
205/55Z R-16	103
215/55Z R-16	107
225/50Z R-16	106
225/55Z R-16	111
205/40Z R-17	93
205/45Z R-17	109
205/50Z R-17	114
215/45Z R-17	107
215/55Z R-17	120
215/55Z R-17	116
225/45Z R-17	114
225/50Z R-17	124
225/55Z R-17	128
235/45Z R-17	117
235/50Z R-17	126
235/55Z R-17	132
245/40Z R-17	135
245/45Z R-17	125
245/50Z R-17	133
255/40Z R-17	136
215/40Z R-18	142
215/45Z R-18	139
225/40Z R-18	130
225/45Z R-18	145
225/50Z R-18	151
235/40Z R-18	152
235/45Z R-18	164
235/50Z R-18	169
235/55Z R-18	161
245/40Z R-18	163
245/45Z R-18	173
255/35Z R-18	190
255/40Z R-18	179
255/45Z R-18	165
265/35Z R-18	202
275/35Z R-18	212
275/40Z R-18	191
225/35Z R-19	157
225/40Z R-19	159
225/45Z R-19	166
235/35Z R-19	170
245/35Z R-19	187
245/40Z R-19	199
245/45Z R-19	198
255/35Z R-19	218
265/30Z R-19	199
275/30Z R-19	225
275/35Z R-19	213
285/40Z R-19	210
225/30Z R-20	145
245/35Z R-20	135
245/40Z R-20	158
245/45Z R-20	180
255/35Z R-20	152
255/45Z R-20	174
275/30Z R-20	183
275/40Z R-20	208

MICHELIN



Pilot Super Sport

215/45Z R-17	\$163
225/45Z R-17	173
235/45Z R-17	206
245/40Z R-17	223
225/40Z R-18	229
225/45Z R-18	236
225/50Z R-18	188
235/40Z R-18	228
245/40Z R-18	255
245/45Z R-18	273
255/35Z R-18	272
255/40Z R-18	267
265/35Z R-18	277
265/40Z R-18	283
275/35Z R-18	306
285/35Z R-18	346
225/35Z R-19	245
225/40Z R-19	286
225/45Z R-19	224
245/35Z R-19	271
245/40Z R-19	293
245/45Z R-19	314
255/35Z R-19	321
265/30Z R-19	353
265/35Z R-19	319
275/30Z R-19	341
275/35Z R-19	384
285/30Z R-19	454
305/30Z R-19	467
235/35Z R-20	447
235/40Z R-20	289
255/35Z R-20	345
275/30Z R-20	331
275/35Z R-20	399
285/35Z R-20	333
285/40Z R-20	381
285/45Z R-20	376
295/25Z R-20	354
295/35Z R-20	462
295/40Z R-20	422
315/35Z R-20	454
345/30Z R-20	558
255/30Z R-21	372
265/30Z R-21	341
295/25Z R-21	399
295/30Z R-21	469
295/30Z R-22	388
265/30Z R-22	417

BFGoodrich



g-Force Super Sport A/S

205/50Z R-15	\$109
205/45Z R-16	115
205/50Z R-16	111
205/55Z R-16	109
225/50Z R-16	128
225/55Z R-16	134
245/50Z R-16	143
205/40Z R-17	159
215/45Z R-17	129
215/50Z R-17	130
225/45Z R-17	139
235/50Z R-17	137
235/55Z R-17	149
235/60Z R-17	149
245/40Z R-17	142
245/45Z R-17	138
255/40Z R-17	149
255/45Z R-17	174
245/40Z R-18	149
245/45Z R-18	163
245/50Z R-18	162
245/55Z R-18	186
255/45Z R-18	195
255/55Z R-18	216
275/40Z R-18	193
275/45Z R-18	157
255/35Z R-20	192

HANKOOK



Ventus V12 evo K110

205/55Z R-16	\$148
215/55Z R-16	130
225/50Z R-16	163
225/55Z R-16	153
225/60Z R-16	137
245/50Z R-16	177
205/45Z R-17	192
205/50Z R-17	182
215/45Z R-17	203
225/55Z R-17	190
235/45Z R-17	218
235/50Z R-17	217
235/55Z R-17	188
245/40Z R-17	232
245/45Z R-17	206
245/50Z R-17	265
255/45Z R-	

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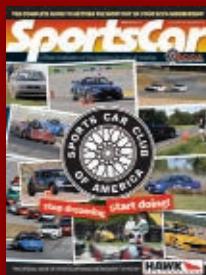
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ON THE COVER:

This month's cover includes nearly everything you can do in the Club – as such, there are a lot of photos. Photo credits for this month's cover go to (clockwise, from top left) Rupert Berrington, Rupert Berrington, Dennis Murray, Larry McCann, Rupert Berrington, Rupert Berrington, Jeff Loewe, Dennis Murray, Rupert Berrington and John W. Wilmoth.

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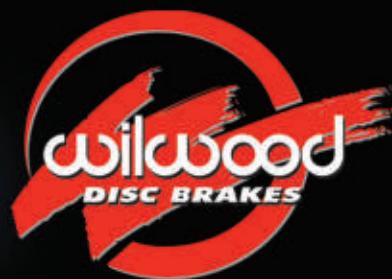
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BEEN A MEMBER FOR A WHILE? PASS THIS ISSUE ON TO FRIENDS AND FAMILY!

Contact Patch



Philip Royle
Editor
SportsCar Magazine

Time for Action

YOU HOLD IN YOUR HANDS a gateway. The pages of this magazine contain everything you need to know to start your adventure with the Sports Car Club of America. Read this issue of *SportsCar* cover to cover, and when you finish, not only will you know enough to get out there and start competing or volunteering, but you'll also be proud to be a part of the SCCA.

Whether you're reading this as a new member, or you were handed this magazine because you showed an interest in motorsports, the fact is, right now you are on the cusp of doing something amazing. Most only dream of being involved in motorsports – the SCCA turns that into a reality. (And if you're an existing member reading this, feel free to read through it and pass it on to a friend.)

Yes, it sounds cliché, but it's true – the SCCA opens a world of motorsports to anyone who wants it. Joining the Club means you have access to driving racecars on America's most famous racetracks, you can drive in competitions that are often decided by a thousandth of a second and you can even get closer to the racing action than any admission ticket will allow.

This issue tells you how to do it all. If you want to go wheel-to-wheel racing like you see on TV, read on. If you want to battle the clock on a closed course, read on. If you want to pit your mind and driving skills against the best in the nation, read on.

One thing we don't spend too much time on in this issue, however, is where the SCCA can ultimately take you. If you have a dream to some day race professionally, the SCCA is the place to start. Many pros cut their teeth in the SCCA. For decades, the Club Racing and Solo programs have seen amazing driving talent emerge and go on to motorsports greatness. One such example is pro racer Randy Pobst. His column on pg. 14 walks you through his SCCA career, from his humble beginnings in Solo to winning professional racing championships, including four in SCCA Pro Racing's Pirelli World Challenge. If you want to follow his path, read his column then flip to pg. 76 to see the series that SCCA Pro Racing sanctions.

That's not say you need to have pro dreams to be a part of the Club. On the contrary – most Club members are what some might term weekend warriors. Monday to Friday they are working right next to you at your job, but come Saturday and Sunday they strap on a helmet and compete. Your neighbor may even be an SCCA National Champion – the cream of the crop – and you never knew it.

Yes, the issue you hold in your hands is a gateway to an exciting world of motorsports *you* can participate in. It is achievable, and there's something for every budget. Your first foray into motorsports could cost as little as \$35 at a Solo, RallyCross or RoadRally – or it could be free as a volunteer! The Club Racing side is a little pricier, but thousands of members have figured out how to road race on a budget.

Fifteen years ago I tagged along with a friend to a Solo event. That day changed my life. Since then, I've competed in Solo, Club Racing, RallyCross, Time Trials and RoadRally. Sixteen years ago I would have thought you were crazy if you said I could do any of that.

If I can do it, you can, too. Just flip the page and keep reading.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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Jeff Dahnert
President and CEO
SCCA Inc.

Welcome to the Sports Car Club of America!

IT IS WITH GREAT PLEASURE that I welcome you to the Sports Car Club of America. We are very pleased that you have chosen SCCA as the place to feed your motorsports passion.

SCCA was formed in Boston in 1944 by a small group of enthusiasts who wanted to recognize the unique capabilities of sports cars. The Club grew quickly and, finally, in the fall of 1948, SCCA entered the world of full-fledged road racing by staging its first event on the streets of Watkins Glen, N.Y. We've been having fun with cars for a long time and we're glad to have you join us.

Since those early days of SCCA, the fun has grown to include Solo (SCCA's name for autocrossing), RallyCross, Time Trials, Hill Climbs, RoadRallies and wheel-to-wheel racing, called Club Racing. In addition to participating as a competitor, you can get involved in event operations, region operations or contribute on a number of regional and national boards and committees.

Because of the vast number of opportunities that exist within the SCCA, it can be overwhelming at times for newcomers to know exactly how to get involved. Therefore, we have developed this guide to make it easy to understand what you need to do to get the very most out of your motorsports experience. This publication will provide you with the information you need to get started in the activity or activities perfectly suited to you. There truly is a place for everyone in the Sports Car Club of America! Please visit www.scca.com regularly to stay in touch with what is happening in the Club.

I would also like to take this opportunity to tell you about the SCCA Foundation. Through tax deductible donations from members, companies and regions, the Foundation supports its three stated activities: teen driving through the Street Survival teen driving program, Formula SAE and historical preservation.

It is my hope that you will find what you are looking for and that you will be part of the SCCA for many years to come. If you ever have questions or concerns, please don't hesitate to contact us here at the SCCA National Office. We are here to help you with whatever you need to make sure you are having fun. After all, if it wasn't fun, why would we do it?



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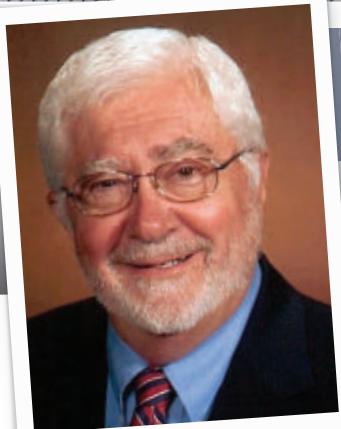
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From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

The Board welcomes you

THIS ISSUE OF *SportsCar* represents an effort to better familiarize new members and potential members with Club activities and procedures. It is also an opportunity for the SCCA to highlight the nuts and bolts of how the Club works and is devoted to explaining the “who’s who” and the “what fors” within the SCCA.

The Board of Directors (BoD), the SCCA National Office and our Program Board members are all striving to make the new members’ involvement in the SCCA a very rewarding one – an experience they will relish and maintain for many years to come. To that goal, and on behalf of all the members of the Board, I would like to welcome prospective and new members and wish them the many years of motorsports enjoyment that the rest of us have experienced.

The Board of Directors is the senior managing body for the Club and is made up of members from 13 Areas elected by popular vote from the nine divisions throughout the country. Several divisions – Northeast, Southeast and Northern Pacific – have more than one director due to population and historical reasons. Each Board member serves a three-year term and can be elected to a second term. No member may serve more than two consecutive terms. From this group of 13, a chairman is elected in December of any given year. The chairman serves in that capacity for one calendar year and can be re-elected to additional terms on a yearly basis. It is my honor to begin my third year in 2012 as chairman of the SCCA Board of Directors.

The Board normally has three face-to-face meetings during the calendar year plus one at the SCCA National Convention at the beginning of every year. The meeting at the National Convention also serves as the Club’s Annual Meeting to include financial updates on all aspects of the Club. In addition to the BoD business meeting, the Board also conducts a Town Hall meeting where members can converse personally with the Board on matters of policy and/or procedure in an open forum. Of course, Board members are available at non-Convention times to interact with their constituents. Contact information for the Board of Directors can be found on the SCCA Website as well as in the back of every issue of *SportsCar*. Online, you can also find out what Area, division and region you reside in.

Key to the Club’s activities are the Program Boards: the Club Racing Board for road racing, the Solo Events Board for Solo (otherwise known as autocross) events, the RallyCross Board for our dirt-based competitions and the RoadRally Board for rallies on public roads. These Boards develop the rules and programs for their respective events for final approval by the Board of Directors.

Within these 13 Areas and nine divisions are 114 regions that function as individual clubs, which are under the umbrella of the Sports Car Club of America. They apply to the SCCA National Office for charters and event sanctioning. Each of these regions has their own leadership such as a Regional Executive and related club officers plus their own Board of Directors. This is the grass-roots concept that the SCCA is based upon.

SCCA Pro Racing and SCCA Enterprises are also part of the SCCA, but they have their own Board of Directors and Presidents.

Again, I would like to welcome any new or prospective members to the Club, and please don’t hesitate to ask for help or clarification, as needed, to make your member experience a great one. I encourage you to get involved in the SCCA not only as a competitor, but also as part of the management network. And, one day, it could be *you* writing this column!



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“ IF A NICE DRIVE
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IS A GLEE TUNE, THEN
A SOLO RUN IS HEAVY
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Living the Racing Dream

The original title was going to be: “Living the Racing Dream, or how I stumbled into an amazing world of challenge and risk and speed and brain-buzzing satisfaction and thrill. And it’s legal and safe!” But that seemed kind of long – accurate, but long.

Some of us have some magic genetic cocktail that works like a powerful drug to magnify the pleasure of life and living to levels never achieved in the humdrum of normal life. The first time I pushed a car as fast as I could on a little autocross course, I discovered the thrill of heightened awareness that driving on the limit brings. If you are reading this magazine, your pulse no doubt quickens a bit just thinking about it. Fast driving is one of the only things that turns my brain on all the way. The other I’m not going to mention here. It’s private.

Even as a pre-teen, I loved cars. When I turned 15 in Melbourne, Fla., I had my mom there at 8:55 a.m. on the morning of June 26 to get that

learner’s permit and, God love her, she granted my desperate wish to drive the Polara wagon home. I felt like a king. I liked the corners. I could immediately tell that my friend’s Ford Country Squire felt heavier, softer and less agile than the Dodge, and that it had more understeer, though I did not yet know what to call it.

I learned the clutch on a Suzuki 50, a Yamaha 80 and my sister’s Triumph TR4. My feet were doing what my hands could do on the bike. I found I preferred Dad’s Opel Kadett to his 1967 Cougar ‘cause it handled so much better, light and quick. I traded a Honda 450 for my first car, a Fiat 850 Spyder with a ragged top and no floor (directly related, of course).

I had a “suh-weet” lowered Datsun 510 two-door in junior college when I saw the ad in a local shopping newspaper: “Race your own car, five bucks!” in an empty parking lot behind an aging old-school Miracle-Mile mall. I lost my racing virginity to scything through a Solo course of traffic cones faster than any human possibly could, without hitting a one, but almost getting every one of them. I felt all my senses tingle with energy, and *I loved it!* And, I could afford it! Barely.

Through college, Solo racing was my ticket to a life of adventure, driving across Florida to find events and competition every weekend I could. I was addicted to this semi-natural and all legal drug; and still am, 35 years later.

Though the sport is far more sophisticated and a little more expensive now, Solo is still the easiest, cheapest and safest way to push yourself and your car to the absolute limit. Speeds are low, but it surely doesn’t feel like it, folks. Don’t believe it? Ride along once. Your brain speed will be 100mph faster than what the speed-o says. If a nice drive in the country is a *Glee* cover tune, then a Solo run is heavy metal rock. Want more?

After years of top-level Solo competition, I moved to road racing, called Club Racing in SCCA circles. Some drivers find Solo fits their lifestyle and choose it forever. Club Racing, however, raises risk and expenses a lot. I saved everything I earned for two years to get started. Racing takes money, period. If you’ve



IRINA BOUZENKOVA

got some, do a professional racing school. There are several that carry SCCA accreditation: Skip Barber, Bondurant, etc. These schools teach the fundamentals of car control, which is important. At SCCA Driver’s Schools, you get the fundamentals of racing from experienced SCCA drivers who are volunteering their time, and loads of wheel-to-wheel track time. In fact, you have to drive for hours to graduate, so buy or rent a reliable car. I ran a Datsun 260Z way back when.

Two schools are normally required and, if you are good, and they try to sign you off after just one, do the second anyway. The traffic experience is invaluable. And read my *Pobst Position* columns in *SportsCar*. All of them. I am putting them in a book soon. It’ll be good for you. SCCA Club Racing is real world racing, and I still love it when a friend offers a ride at a Regional race. The Miata I drove at Atlanta in late 2011 was great fun and, let me tell you, the top guys were fast!

In my early career, I ran my own cars. I can turn wrenches, which my mechanics don’t realize these days. “Back away from the tools,” they say. Ha! Shoot, I enjoyed it. Midnight and



mosquitoes, sweating, on my back in the garage, getting the engine back in before driving all night to the track to make the test day.

For some of us, the mechanical work is part of the appeal. In the race prepared classes, like Improved Touring, Production, GT and Sports Racer, many drivers develop their own cars. This is something I loved about racing in my early career. I made swaybars for my first VW Golf racer from some Dodge Daytona bars I had laying in the garage, and it worked! Now, “engineering” is handled by my pro teams, but the driver is still the one who helps them figure out what it does on the track.

For me, working with my team to make a car better able to win is very satisfying, and being pretty good at it has been a big help in my advancement through the ranks. As a driver, you must discriminate between what you are doing and what the car is doing, in the midst of all the other constantly changing variables: track conditions, tire wear, fuel load, on and on. Further, having grown up as the mechanic and sponsor, I sure didn’t want to wreck the car. It made me better. I respect the equipment

because I have firsthand knowledge of the work required to fix them. It made me valuable to team owners because I usually brought the car back whole. Crashes deflate the effort in so many ways, although sometimes it is just part of the game, too.

My racing had a specific goal. Make it as a pro, and make a living. Yours may just be for fun, the best fun ever. Serious fun. Not watching it from the stands. I wanted to win, so I picked cars and series where I could be competitive, and could do all the races. Championships are about being there. Make the grid, no blowups or crashes in practice, and finish the race, no throw-away-the-car heroics. This is still an important part of being able to continue doing this.

Even after I was established as a paid pro, I ran SCCA Club Racing events, simply to do more racing. Running a Mazda Miata in Showroom Stock, I found I could actually make a little money if I won regularly, thanks to tire and car contingencies. The personal and business contacts I made back then still bring friendship and opportunity to this very day. I crew chiefed my ex, Linda, to a couple Improved Touring

championships in a VW Rabbit and found that racing can be very exciting and rewarding even from the other side of pit wall. For a dedicated driver, that was a real surprise!

One of my biggest breaks in professional racing came while trolling the garage at Watkins Glen. A couple of crew guys from the Alex Job Racing team said to hang around, they might need someone. I barely knew them, but they knew me from years of racing in Florida. I got the ride, got the pole and we won the race. Two years later I had a Porsche contract, then Audi, Mazda and now Volvo...all from acquaintances starting in SCCA. After ALMS and Grand-Am, I found a home in Pirelli World Challenge with 3R Racing and now the K-PAX Volvo.

SCCA offers true competition in a wide variety of events and classes. Heck, just the paddock is a great car show of ingenuity and speed secrets, and creative towing rigs, too! I continue to get my fix of pushing the limits to find more speed at SCCA events, 31 years after my first SCCA Tire Rack Solo National Championships event. And, like many of my friends, probably always will. 🍷

Four-time Pirelli World Challenge Champion Randy Pobst currently pilots a Volvo in the GT class, but he cut his motorsports teeth in Solo and Club Racing.

You don't have to compete at Indy

Formula F

As the gateway to higher level open-wheel racing, Formula F is often considered as the best stepping-stone for young talent. HPD offers the 1.5-liter Honda Fit engine to racers planning to run in the Sports Car Club of America (SCCA) Formula F competition or in the various FF pro series that exist in the United States and Canada. The L15A7 engine in FF form is intended to provide open-wheel racers with a modern, fuel-injected design offering superior service life, increased availability and lower operating costs.

“I converted my Swift DB-6 to the HPD Fit conversion at the beginning of the 2010 season. I estimate that using the Fit will save me over \$12,000 in engine expenses in my first 3 seasons using the conversion. In addition, not having to constantly perform engine maintenance allows me to concentrate my efforts at the track and not on chassis maintenance and upgrades.”

*Mike Scanlan – Formula F Driver
Honda Racing Line Member*



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Designed to be an entry-level category, B-Spec cars feature affordable sub-compact racing cars utilizing stock engines and chassis, fitted with safety equipment; and manufacturer-approved suspension components, tires and wheels. Several sanctioning bodies have adopted B-Spec rules for classes from Club to Pro racing. For 2012, Honda Performance Development is offering the HPD/B-Spec kits for the Honda Fit, which include a coil-over kit, front and rear race springs, camber bolts, cat-back exhaust system, brake line set (braided stainless), front brake-pad set, air filter and air-conditioning delete belt.

“No other start-up class in the last 20 years has garnered as much manufacturer interest as B-Spec. B-Spec is the future of entry level SCCA Club Racing.”

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Begin reading here, and by the time you get to the last page, you'll know everything there is to know about the SCCA. Well, almost...

Welcome to the Sports Car Club of America. It is, without a doubt, one of the best clubs in existence – that is, if you're into cars and motorsports. The SCCA came into existence in 1944 with the purpose of creating a sports car club in the United States. While vintage car clubs existed in the 1940s, the founders of the SCCA wanted a club specifically for sports cars. The definition of a sports car – for their purposes – was a car that was newer than a 1914 model and was built “primarily for sports motoring as opposed to mere transportation.”

Since that time, the SCCA has grown in just about every way imaginable. While back in 1944 you were required to own a sports car to be a member of the Club, today that is no longer the case. In fact, you can now be a member of the SCCA and not participate at all. But what fun is that?

Tens of thousands of members make up the SCCA, and they participate in everything from Club Racing to Solo to RoadRally to volunteering and beyond, and they're all out there doing it for fun – what a great hobby. Each member makes the Club what it is and, in turn, the Club grows and becomes stronger because of its members.

There is a lot to learn about the Club, but by the time you finish reading this issue you'll know nearly everything you need to in order to jump right in. So the question is: What part of the Club excites you the most? Our goal is to help you make that tough decision.

First, however, you need to join. Membership dues are affordable, especially with SCCA's First Gear program offering a massive discount to members under the age of 25, a military discount for those serving our country, and the family membership, which makes it very affordable to put an SCCA membership card in the hands of your entire family. Just head to www.scca.com/join or call (800) 770-2055 to get started. As a



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10 Rules for the new SCCA member

benefit of membership, you'll also receive *SportsCar* magazine.

The next thing you need to know is that no matter what you choose to do (even if you choose to do everything the Club offers), your first weekend will be a nerve-wracking one. You won't know what you're doing, you'll think you got everything wrong and you might assume everyone is judging you. Fear not – every member at the event is not only *not* judging you, they're willing to give you tons of free advice and words of wisdom.

Every SCCA member has had a "first event." They've all been there, and they all know just how overwhelmed you feel. Talk to them, and they'll answer all your questions. This is one of the reasons people often refer to their SCCA competitors as their "SCCA family." We might all be competing against each other, but we're all there to have fun, and it's more fun if everyone is having a good time.

HOW THE SCCA WORKS

Believe it or not, the Sports Car Club of America is *actually* a club. As such, you have a say in its destiny. From the local, regional level to the national level, you have a say in the rules, and you can even run for elected positions.

The SCCA revolves around rules. No matter which part of the Club you're talking about, there's a rulebook containing everything you need to know. From how an event is run to roll cage requirements to car classifications and modification allowances to mandatory sticker placement, it's all in the rulebook. But who comes up with those rules?

There are several boards that are responsible for getting the rules into the rulebooks. There is the Club Racing Board (CRB), the Solo Events Board (SEB), the RallyCross Board (RXB) and the RoadRally Board (RRB), with those boards having committees for the various categories that make up their type of racing. The individual boards then meet with the national Board of Directors (BoD) with rules changes and competition adjustments, and the BoD either approves or rejects the recommendations.

If you want to suggest a rules change or competition adjustment for your class, you can contact the CRB by



DENNIS MURPHY



RUPERT BERRINGTON



JOHN W. WILLMOTH

There are a lot of things someone new to the SCCA and racing needs to learn: how to drive, for starters – not to mention how to prepare and repair a car. You can learn to drive at one of SCCA's Driver's Schools, and there are a million books on racecar preparation; but there are things that the schools won't teach you and that aren't printed in the books. Here are 10 essential bits of knowledge gained from hard experience.

1. YOU WILL GET BEAT.

Nobody cares how good you think you are, you're going to lose your first race. And your second. And a few more beyond that. Get over it. Chances are the drivers you're competing against have been at it for years. Besides, what fun would it be if you won the first time out and had nothing else to aspire to?

2. ASK THE PEOPLE WHO BEAT YOU FOR ADVICE.

The beautiful thing about the SCCA is you can ask your competitors for advice – and actually get it. Chances are pretty good that you'll find an experienced competitor who's more than willing to help you out. And remember that just because someone is a fierce competitor on the track doesn't mean they can't be good friends once the racing is done.

3. CONSIDER ALL ADVICE CAREFULLY.

Ninety-five percent of the people you ask for advice will give you correct information – or at least information they believe to be correct. Consider each piece of advice carefully, and see if it makes sense.

4. RESPECT THE RULES.

The rules may not make sense now, but after you've been around a while, they will (at least most of them). Spend some time to find out why the rules are what they are, why they're written in that confusing language and then, if you still think it's necessary, start questioning them.

Continued on next page

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RUPERT BERRINGTON PHOTOS



going to www.crboscca.com, the SEB at www.seboscca.com, the RXB by e-mailing rallycross@scca.com and the RRB by e-mailing rrb@scca.com.

You can find all this contact information online when you log in at www.scca.com by clicking the directory link under the "Resources" tab. There, you will also find contact information for all 13 BoD members.

Any rules changes and competition adjustments are then printed in *Fastrack News*, which is available at www.scca.com/fastrack, with a new issue being released on the 20th of each month.

As you become more knowledgeable about your class and the Club, you might decide that you want to help maintain the rules, and for that you can apply to the individual boards to become a member. If a more global view of the Club is for you, you can even run for a position on the BoD.

The SCCA is, indeed, a Club. The more involved you are, the better the Club becomes.



DENNIS WOOD

YOU'RE ALMOST READY TO START

What follows in this special issue of *SportsCar* are essential tips to navigating SCCA's Website, www.scca.com, a listing of some of the discounts your SCCA membership card can give you and a story that will help you choose what form of racing is right for you. From there, we take you step by step through the details of each type of competition, and even walk you through what you should expect during your first weekend of competition.

By the time you're finished with this issue, you'll know all there is to know about how to get involved in the SCCA. Well, almost. But if you're ever in any doubt, ask someone – we're a friendly bunch of car lovers. ☺

5. BE PATIENT.

Suffer your defeats graciously, learn everything you can and practice, practice, practice. Someday, you won't be new to the competition – you'll be the one beating the rookie and giving him or her advice.

6. DON'T TRY TO SAVE MONEY ON SAFETY.

Safety is not the area in which to save money. In the beginning, skip buying that trick part or the hottest tire – you'll probably be too slow to get the most out of it right now. Spend the money on the best safety equipment you can buy – the best cage, the best seat, the best helmet and a good head and neck restraint. Not buying a piece of safety equipment because it "costs as much as a set of tires" is the silliest excuse in the world.

7. IMPROVE THE DRIVER, NOT THE CAR.

Practice and training will make you quicker, faster, than any trick parts on the market. In the beginning, money spent on driver coaching will yield a much better return on investment than an expensive set of shocks.

8. LET SOMEONE ELSE DO THE WORK

If you're going to start competing in a class that requires a built racecar, instead of turning a street car into a racecar yourself, buy one that someone else has built and worked the bugs out of. The whole is greater than the sum of its parts, but the price of all the parts is usually more than the assembled whole. Building racecars is a sure-fire way to lose a lot of money, and since you'll assuredly tread down this path later in your racing career, it's best to start out by profiting on the losses of others.

9. THIS WILL COST MORE THAN YOU THINK.

That doesn't mean that you need a huge budget to go racing. It can still be done inexpensively. However, there will be unexpected expenses, so be prepared and have some money in reserve.

10. HAVE FUN.

If we need to explain this, you're hopeless.



JEFF LOEWE

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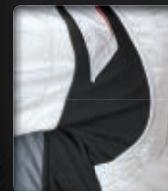


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Your portal to everything Club members need to know

Everything you need to know about the SCCA can be found on its Website at www.scca.com – and if the information is not there, this site will lead you to where you need to go.

To better understand what you will find on SCCA.com, you need to know how the SCCA is structured. SCCA.com is the national Website for the Club. It's where you will find competition programs, rules, news and the like from a national perspective. SCCA's 114 regions, however, sometimes offer programs or classes tailored to meet the needs of members in their specific area, so for that you'll find more information on the individual region's Website.

One of the first things you need to find is your local SCCA region. For that, head to SCCA.com and click the "Find Your Region" link on the right. Now you will see a graphic representation of the U.S. The colors represent each of SCCA's nine divisions. Clicking on the part of the division that contains where you live will lead you to a list of individual regions within that division. That listing includes not only your local SCCA region's Website, but also contact information for officials in your region. Of those, the Regional Executive is the top person in your region – if you don't know who to contact, e-mail or call the RE and he or she will get you headed in the right direction. Also on this page is a link to the official Website for your division.

Back to SCCA.com's homepage, you will see nine links near the top. These are Home, Club Racing, Rally, RallyCross, Solo, Downloads, News, Events and Tour SCCA. These links are the keys to finding anything on SCCA.com.

The first couple of links are simple – if you're interested in Club Racing, Rally, RallyCross or Solo, click the link. From there, you'll find pages with information on those types of competition – this is where the Website gets very powerful. Down the left side of the page you'll find a series of links, and those will lead you to more information about National and

If you want the latest SCCA news, click the "News" link on the homepage, and from there you can jump to news that's in the category you want. And, if you're looking for events, there's the "Event" link. Enter your zip code and you'll find a list of Regional and National events in your area sorted by whatever category you would like. While you're on this page, note the link to the SCCA National Convention – SCCA's annual gathering – because as a member, you're invited to attend.

There are a couple of other links of note on SCCA.com's homepage. The "Sitemap" link is always useful, and the "Forums" link leads you to exactly where you'd expect. The link that you should certainly know about, however, is "Contact Us." This brings forth contact information for the National Office. If you have a membership question, just call or e-mail, and the same holds true with technical services, Club Racing, Solo and so on.

If you're not an SCCA member and want to join, that information can be found here, too. Click the "Tour SCCA" link and click the "Join Now" button.

The last link you really need to know about on SCCA.com is the "Member Login" button. Once logged in, you have access to your SCCA account, including membership renewal, licensing information and contact information for various board and committees.

On the following page, you'll find a quick access guide to SCCA.com, pointing out several of the most important links. If you're new to the Club, spend some time familiarizing yourself with the Website, and visit it often – at the very least, you'll need to go there once a month (around the 20th of every month) to download the latest version of *Fastrack* with the most recent rules changes and proposals. ●

SCCA.COM



at a glance

Regional competition, point standings and that competition's National Championship, to name a few. Below that are very important resources for that type of competition. A few of the links to note are the "Cars and Rules" link, which leads you to where you can download the rules for that type of competition; the "*Fastrack News*" link, which directs you to *Fastrack*, the monthly update for class the rules as well as the latest meeting minutes from various boards, including the Board of Directors; and the "Contingencies" link, which takes you to all the information and forms you'll need for the various contingency programs SCCA members can take advantage of.

A lot of this information can also be accessed quickly on the SCCA.com's homepage by clicking the "Downloads" link at the top.

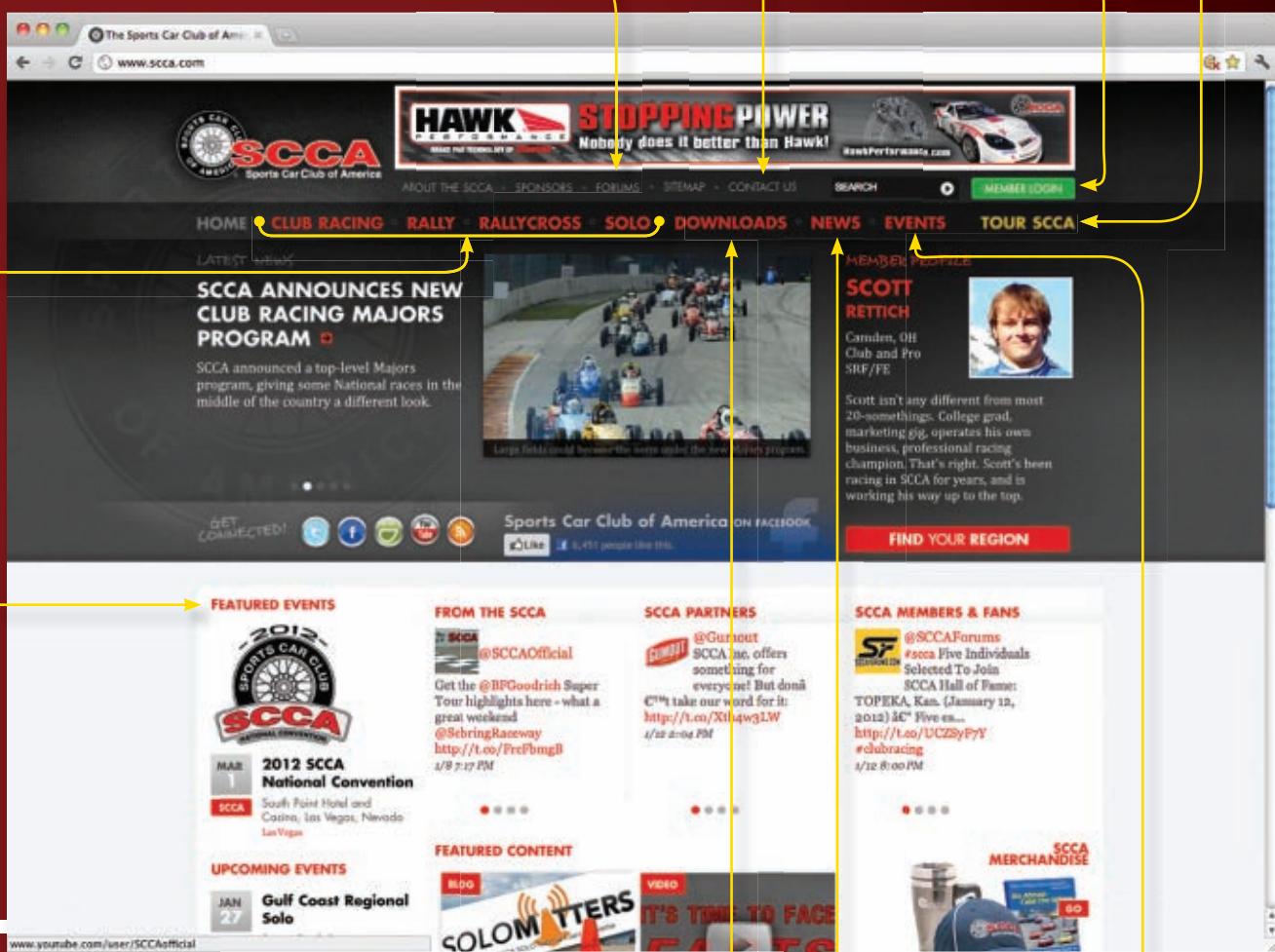
Click on your primary interest

Ask questions here

How to contact SCCA

Log in here

New to the club? click here



check out the featured events

Find Fastrack, rulebooks, documents and more

The latest news from the SCCA

This is what you should be doing this weekend

As the saying goes, it pays to be a member – and with the SCCA, this couldn't hold more truth. From suspension manufacturers to safety equipment suppliers to cell phone companies, rental car agencies and hotels, SCCA membership can save you thousands upon thousands of dollars every year. To find out more about these companies and deals, head to www.scca.com, click the "Member Login" link and use the "Discounts" tab to access the best deals out there. 

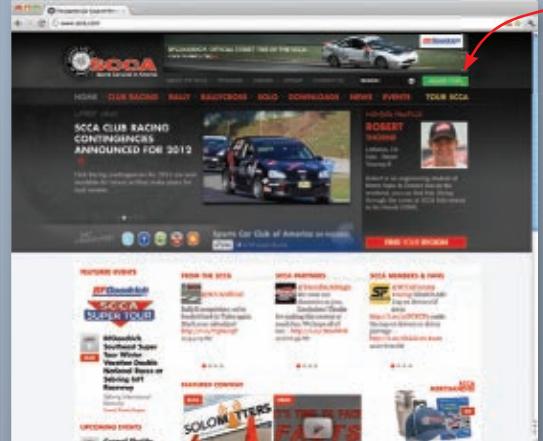
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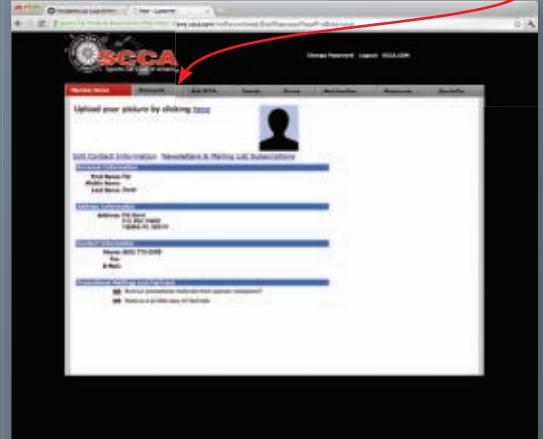
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STEP 2:



STEP 3:





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At this point you know what the SCCA is, and you've learned how to track down all the pertinent information Club members need from www.scca.com. Now comes the difficult decision: Choosing what part of the Club is right for you.

SCCA has five primary ways to get involved. There's Club Racing, Solo, RallyCross, RoadRally and volunteering. Each of these is exciting and achievable for anyone who wants to try – but what do they mean?

Let's start with Club Racing. This is wheel-to-wheel road racing just like you see on TV, but you don't have to be a pro with a million-dollar budget to go Club Racing. SCCA's Club Racing has racing classes for a multitude of cars, from tubeframe, purpose-built racecars to open-wheel formula cars to near-stock sedans, all of which can be raced on nearly any budget. If you want to race on a road course, inches from your fellow competitors, Club Racing is for you.

Coming under the Club Racing banner are two other forms of motorsport: Time Trials and Hillclimbs. Time Trials allow you to run your street car or racecar on the same circuits as the Club Racing racecars, but Time Trials does so without going wheel to wheel, eliminating much of the danger that is intrinsic to Club Racing. Hillclimbs are exciting and very unique. A Hillclimb puts racecars on a closed street (usually a mountain road), with each competitor challenging the clock for the fastest time to the finish line.

Solo (or autocross, as it is also known) pits competitors against the clock on a closed course. Here, Club members navigate a closed course – which is most often a parking lot or inactive airstrip, marked by a series of traffic cones – as fast as they can. Whether it's a Chevrolet Corvette, a Mini Cooper, a formula car or even a shifter kart, Solo has a class for you, and a level of competition you won't believe.

Like Solo, RallyCross sees competitors battle the clock on a closed circuit, but RallyCross takes place in

fields and dirt lots, not on asphalt or concrete. RallyCross lets competitors get their cars dirty in a controlled environment with the goal of completing the course in the least amount of time possible – as you would expect, car control is the key to winning.

RoadRally is SCCA's only competition held on public streets. While Club Racing, Solo and RallyCross challenge your car control skills, RoadRally challenges your mind. In RoadRally, it's you against the clock or, in some cases, your mind against the rallymaster's mind. If you've got a street-legal car and a friend, you have no excuse not to go on one of SCCA's many RoadRallies.

There is one more, very important way to get involved with the Club: volunteering. SCCA volunteers make events happen. SCCA volunteers stand on the corners of racetracks, they put themselves in harms way should a driver need assistance, they are first responders, they ensure everyone is racing on a level playing field, they make sure everyone is registered and in the right place come the competition. They also keep track of the lap times that are essential to motorsports. Volunteering is often called "the best seat in the house," and for good reason – you can't buy tickets at a motorsport event that will get you closer to the action than what an SCCA volunteer has at a Club race.

Regardless of your choice, something very important to remember about the SCCA is that it is a club and, as a member, you *are* the SCCA. When you hear reference to SCCA's Regional Executives, Action Committees and even the Board of Directors, remember that these are members, just like you. They hold elected positions in the Club that are achievable for anyone who feels the desire to give back to the Club.

But that might be getting too far ahead. Right now, your next step is to decide what part of the SCCA strikes your fancy. For that, your journey starts on the following page – it's time for you to choose your adventure...

DECISION TIME



Your adventure starts here – motorsports enthusiasts need only apply



RUPERT BERRINGTON

Club Racing pg. 32

This is wheel-to-wheel racing, just like the pros do – but you don't have to be a pro to go Club Racing. It's you against the competition on the best race circuits in America, and the first to the finish line wins. And the best part: anyone can do it!

- ▶ **TOP SPEED:** as fast as you can go
- ▶ **YOU'LL NEED:** a racecar, helmet, fire suit, head and neck restraint and more
- ▶ **OTHER THINGS TO KNOW:** before you can compete, you'll need a Club Racing Novice Permit or competition license



DENNIS MURRAY

Time Trials pg. 40

Take your street or racecar onto the same tracks professionals and Club racers compete on, and do so under the safe eye of SCCA's track day experts, with PDX, Club Trials and Track Trials. This is fun to do as a hobby, to better your car control skills or to even decide if you want to make the jump to Club Racing.

- ▶ **TOP SPEED:** nearly as fast as Club Racing
- ▶ **YOU'LL NEED:** a street car or a racecar and helmet
- ▶ **OTHER THINGS TO KNOW:** if you choose to progress through the Time Trials ranks, you may eventually need other safety gear



DENNIS MURRAY

Hillclimbs pg. 40

Race against the clock on paved mountain roads. Here, a closed section of road becomes your playground, and the stopwatch – and your nerves – determines the winner. Blasting down a mountain road is one of the ultimate adrenaline rushes.

- ▶ **TOP SPEED:** almost too fast
- ▶ **YOU'LL NEED:** a racecar and helmet
- ▶ **OTHER THINGS TO KNOW:** depending on the car you're competing in, additional safety equipment may be required



KEEN BROWN

Volunteering pg. 68

The best seat in the house. You're as close to the road racing action as you can get without being in the car. You are the one who organizes the event. You are the first responder. You are the one keeping the drivers safe on the racetrack.

- ▶ **TOP SPEED:** how fast does adrenaline pump?
- ▶ **YOU'LL NEED:** the desire to make races happen
- ▶ **OTHER THINGS TO KNOW:** you'll be closer to the action than you ever thought possible

CHO YO ADVEI

LOSE OUR NATURE

Solo pg. 44

It's you against the clock on a course made of traffic cones in a parking lot or airfield. The competition is fierce, and a hundredth of a second often determines who goes home the victor. Here, you can compete in anything from your daily driver to a fully built racecar.

- ▶ **TOP SPEED:** 60mph or less
- ▶ **YOU'LL NEED:** a street car or a racecar
- ▶ **OTHER THINGS TO KNOW:** don't expect to win immediately – Solo is a lot of fun, but also very challenging



RUPERT BERRINGTON



PHILIP ROYLE

RoadRally pg. 52

Bring a sharp mind. Taking place on public roads, this competition tests your math skills, patience, wits and driving prowess – often at the exact same time. These are mentally draining competitions that will keep you coming back for more.

- ▶ **TOP SPEED:** no faster than the posted speed limit
- ▶ **YOU'LL NEED:** a street car
- ▶ **OTHER THINGS TO KNOW:** you'll also need a navigator and/or a driver if you want to run a RoadRally. If you can't find one, contact the event organizer and that person will help to match you up with someone

RallyCross pg. 60

Tons of dirt, plenty of sliding and lots of fun. This is the ultimate in car control as you battle the clock for the fastest time around courses marked with traffic cones in a field or dirt lot. Does it get more fun than this?

- ▶ **TOP SPEED:** 60mph or less
- ▶ **YOU'LL NEED:** a street car or a racecar
- ▶ **OTHER THINGS TO KNOW:** there's no way around it – you will have a very dirty car after a RallyCross. A trip to a carwash following an event is often a must



RUPERT BERRINGTON

Your guide to going wheel-to-wheel racing

So you've decided to go wheel-to-wheel racing, known within the SCCA ranks as Club Racing. Well, that's only the first of many decisions. Relax, though, we'll walk you through it.

There are a variety of classes to choose from in Club Racing, from lightly modified road cars to all-out racers that top out at 180mph. In other words, there's something for everybody. Choosing a class, and then a car and finally preparing for your first race can be a daunting task. Some of these things are dictated by budget. This guide can help you get the most for your money, but even within a given budget there can be many choices.

The first step, as counterintuitive as it may seem, is to go to a race. Find the nearest, soonest Club Race on the calendar – ideally a Regional/National weekend (more on that later) so you can get the full spectrum of Club Racing choices. Be prepared with lots of questions to ask racers and volunteers at the track, because despite all the information you'll find here, the knowledge you gain has a tendency to spawn more questions. At the track, you'll have no trouble finding plenty of people willing to answer all your queries.

Talk to people who are racing the classes and cars you think you might be interested in. Don't be afraid to ask them why they made that choice, and if it's still the one they'd make today. Keep these questions on the tip of your tongue:

- What's involved in maintaining and preparing this type of car?
- What's the budget to buy the car, and what is the annual budget to race?
- How is the competition in the class in that area of the country?

Most racers you meet will be happy to answer questions of someone who's looking to join them. Just don't ask them when they're elbow-deep in an emergency engine rebuild or they're suiting up to head out on track.

If getting to a race isn't an available option, remember that online forums like the one at www.scca.com can be a valuable and convenient resource.

CLUB



RUPERT BERRINGTON

RACING



BY RICHARD S. JAMES



DENNIS MURRAY

(LEFT) Before every race, the cars will be gridded according to qualifying order. Don't worry about knowing where to go – grid workers will direct you to your space.

D.E. BAER



ING



THE RULES

The General Competition Rules & Specifications, known to many as the GCR, is the complete Club Racing rulebook. The GCR covers everything, from flags to logbooks to cage construction to car classification. It is also a requirement for every racer to have access to the GCR during a competition weekend. Currently, you can purchase a physical book on www.sccagear.com, or you can download a free copy by going to www.scca.com/clubracing and clicking on the "Cars and Rules" link.



DENNIS WOOD

GETTING LICENSED

The SCCA wants to make sure you're adequately prepared to hold your own on the racetrack, so racing licenses are required. Fortunately, there are several avenues to obtaining one.

The first is an SCCA Driver's School. Often, SCCA regions conduct a double Driver's School over the course of a weekend, so in one weekend you can leave with a Club Racing Novice Permit (if the region doesn't offer a two-day Driver's School, you'll need to take two Driver's Schools). After successful completion of the schools, you will need to compete in two Regional races over the next two years – that will earn you a full Regional license.

Another way to a competition license is through professional racing schools, a list of which can be found in the *Calendar* section of *SportsCar* every month, or online at www.scca.com/clubracing and clicking the "Accredited Schools" link on the left. Depending on the school and course you choose, you will have earned either a Novice Permit or a Regional competition license when you're done.

The third method is the new mentoring program, ideal when one of the other options is difficult or even impossible. This method allows you to work with your Divisional Licensing Administrator to make sure you have the necessary preparation to go racing through a variety of means.

Finally, if you have previous racing experience or hold a competition license with another racing organization, that experience may be sufficient to acquire an SCCA competition license.

The first step in all this will be getting a physical. SCCA wants to know that you're fit to drive a racecar and are unlikely to experience any medical issues while driving.

For more information on the physical requirements, click the "Go Racing" link on www.scca.com/clubracing.

YOUR FIRST WEEKEND

So you've got the car, your personal equipment and a way to get everything to the track. You have the spares you think you'll need and hopefully by now you've convinced a friend to help you out at the track or made some connections with other competitors who can help steer you through a race weekend.

The basic template for a race weekend is usually the same. Most weekends will be a twin bill of some kind – Regional and National, Double Regional or Double National, or the relatively new Double Rational (which combined Regional and National races in one grouping).

The weekend starts at registration, where you make sure your entry is in order. If your car already had an SCCA vehicle logbook (which the SCCA uses to log a racecar approved to race within the Club) with a current annual inspection, and your safety gear has already undergone its annual inspection, registration is the last step until you hit the track. If your car does not have an up-to-date annual inspection or your race gear needs inspecting, your next step will be heading to the technical inspectors. While leaving registration, grab a copy of the weekend's schedule and any other information there might be regarding this particular weekend.

At tech, the SCCA scrutineers – who are all volunteers, just like the flaggers, timers, officials and pit and paddock personnel – will check your car to make sure it's safe, inspect

CONTINGENCIES

up until now we've only mentioned spending money. Fortunately, many manufacturers like to see their products win races, so they support the racers who use their products and advertise that fact with contingency money.

Make no mistake, any contingency money you earn isn't going to pay for your racing, but it can help a great deal. Sometimes the reward for using a product, carrying the requisite decals and winning is cash; other times it's product. Either way, you come out of a race weekend spending a little less than you might have otherwise.

Head to www.scca.com/clubracing and click the "Contingencies" link to find out more. Most programs require an annual registration, to be completed before your first event, and generally you must run stickers in specific locations on your car. But, if done right, this can help cover some of your expenses.



JOHN W. WILMOTH

Club Racing has a slew of open-wheel competition classes to choose from.

your race gear or both, depending on what is needed. If they find something wrong, don't take it personally. Fix the problem – the scrutineers are trying to keep everyone safe.

Next comes practice or a combined practice and qualifying session, depending on the weekend. Remember that schedule you got at registration? Keep an eye on that, as it tells you when your sessions are. Many tracks use public announcement systems, but with loud racecars around, you may miss some of the announcements.

When heading out for a practice or qualifying session, there's no need to go for broke on the first lap – you need to get familiar with the track and let the tires and car come up to temperature. Trust us, there's nothing quite as embarrassing as spinning on your out lap.

If the first session of the day was only practice, there will be a qualifying session later in the day. Again, no need

to set any records here. Go as fast as you are comfortable – no one expects you to be amazing at your first race. If you are used to track days, keep in mind that this is real wheel-to-wheel racing – point bys are nice, but not required, and braking zones are when much of the passing will occur – so keep your eyes on your mirrors.

Most regions require you to go to impound immediately following your qualifying (and race) sessions. Failure to go to impound can result in some harsh penalties, like loss of qualifying times. Impound is usually located at tech where you had your car and equipment inspected, but this is something you should find out before heading on track.

In between each session, take time to think about the prior laps and consider where you had trouble, what you think you did right and where you might want to ask someone for advice.

You may have noticed by this point that there have been many mentions of asking others for tips and suggestions. That's because the other people in the paddock have been there – they've had that first race experience, and know what it's like. Most are happy to share, happy to pass on knowledge and welcome new competitors into the fold. This isn't professional racing; no one is getting paid to race. The prize for winning is a plaque, maybe a small trophy or even a beer mug. No one is doing this for wealth or fame; it's all about the fun.

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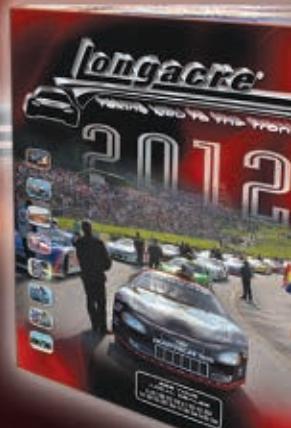
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www.longaceracing.com



And the more people there are to race with, the more fun it is. Use other competitors as a resource, whether in person or online.

Most of them will tell you that your first race is going to be about getting through it. The speed and comfort with driving in traffic will come with time. Right now, your best bet is to drive within your comfort zone and keep an eye on your mirrors. There are probably other, faster classes racing with you at the same time (SCCA almost always runs multiple classes in each race group). You will be lapped, maybe even by the leaders in your own class. Don't be embarrassed by that. Hold your line, point them by if you want and you'll have nothing to be ashamed of at the end of the day.



D.E. BAER

Spec Miata is one of the most subscribed to classes in the Club.

There are several things you'll want to do before each session, no matter how long it is. First, get to grid early. Be ready when the first call for your group comes, and you'll greatly reduce your stress. Being on the grid and ready to go well before the five-minute mark will keep you calmer and improve your driving. Second, hydrate and nourish. On a warm day – or even

RENT VS. OWN

Once you've decided the class you'd like to race, there's another decision to make: Do you want to rent a car each time you race, or own your racing vehicle. Renting can also be a tool to help you decide what kind of car you'd like to race.

Renting isn't always an option, but you should be able to find rentals for Spec Miata, Spec Racer Ford, Formula Mazda, Formula Vee and Improved Touring. If one of those or something similar interests you but you're not really sure, rent one and find out if it's for you. To find what cars are available for rent in your area, check out local forums, or ask when you're at the track – often times, people post ads around the track facility during race weekends.

If you decide to own, which most people do, there's the issue of buying a completed racecar or, if you're going racing in a class like Improved Touring, Super Touring or Spec Miata, where you can do much of the work yourself, building up your own. Building your own racecar can be an attractive option if you already have a suitable road car you'd like to take racing – the downside is you will likely spend much more money to build a car yourself than buy one already prepped, and the existing racecar will likely come with spares and perhaps even a trailer.

Finally, there's another ownership option – the prep shop. If you want to own, but not do the preparation work and storage yourself, you can pay a shop to prepare the car, transport it to the track and provide support during the racing weekend. It can be an expensive option, but it removes the requirements for a tow vehicle, trailer and crew.

Picking a Class

From lightweight formula cars to high-powered, 180mph GT cars, from road cars to winged sports racers, from classes with a lot of variety to those where every car is nearly identical except for the paint, there are enough types of classes to find what you're looking for in SCCA's Club Racing. Here's a brief breakdown of the categories but, as always, check the General Competition Rules & Specification (GCR) – found on www.scca.com/ club racing under the "cars and rules" link – for more details on each class.

IMPROVED TOURING is not only an excellent entry point into amateur road racing, it's also a place to find incredibly fierce competition. The classes consist of lightly modified road cars – basically suspension, wheels, tires and external engine components such as intake and exhaust – that are at least five years old. Five classes within the category (ITR, ITS, ITA, ITB, ITC) mean a wide range of cars to choose from and be competitive in, everything from Honda Civics to Porsches and BMWs.

Improved Touring is a Regional-only class, meaning you can't compete in National races or go to the National Championship Runoffs without entering the car in a different class – but the good news is most Improved Touring cars fit easily in other classes as well.

SHOWROOM STOCK cars are newer and less modified than IT cars. In most cases, the only allowable modifications are for safety – roll cages, racing seats, harnesses and fire systems, for example. Most of the Showroom Stock cars are smaller, less powerful cars, including the Mazda MX-5 and BMW Z4 in SSB and the Honda Civic and Mazda3 in SSC. A recent addition to SSC are B-Spec cars, which includes small, low-powered cars like the Mazda2, Honda Fit, Fiat 500 and Ford Fiesta. To bring them up to speed, these cars get specific alternate parts.

TOURING grew out of Showroom Stock, and is comprised of three classes with a few more modifications to help keep the cars equal. From the Corvettes, Vipers and Porsches in T1, to Subaru, Mustangs and Camaros in T2 and the Honda S2000s and Mazda RX-8s in T3, this has proven to be a very exciting category.

With three classes, the **SUPER TOURING** category fits many cars, and has a very open rule set. Be it the fastest of the ST classes (STO), the slowest (STL) or the one in the middle (STU), Super Touring cars allow motor swaps and big aero to make these cars perform.

AMERICAN SEDAN (AS) is a class based on American pony cars such as Camaros, Firebirds and Mustangs. These all-motor horsepower monsters put on a show every time they hit the track.

Heavily modified, lower-powered cars on racing slicks, **PRODUCTION** class cars have historically been the home of the small British

Continued on next page

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KEEP ON BUDGET

The car, and a way to get it to the track, are only part of the expenses of going racing. You'll need personal safety equipment - and this is one area where you don't want to scrimp, not only for safety, but comfort.

The list of needed items includes an approved helmet (generally Snell SA2005 or newer), fire suit (usually with an SFI 3.2A/1 rating if you plan to wear fire resistant underwear, SFI 3.2A/5 if not), an SFI-approved head-and-neck restraint device, gloves and shoes, all as outlined in the GCR. Also remember that if you've bought a car that has been sitting idle for a while, the belts and fire system may not be up to standard, or they may be completely out of date. There are standards in the rulebook for both.

As you prepare for your first Driver's School or race, there are other areas that may need attention. You may already have tools, but you may need some specialty pieces you don't yet own. You will want to bring some spare parts, and this is where gaining knowledge of your car and class from other competitors comes in handy. Someone who has raced the same car for a few years will know what's likely to break.

There are travel costs - fuel to get there, hotels and meals. Then there are the expendables that racing requires - fuel and oil, tires, brake pads and more.

Nobody ever said racing was going to be cheap; it's not. But with proper budgeting and planning, it can be done reasonably. It's important to allocate your budget properly so you don't have a great car that you can't afford to race.

a cold one - your energy is going to drag by the end of the race. Staying hydrated and properly nourished - no junk food, please - will greatly reduce the possibility of an exhaustion-driven mistake.

Be prepared, have help, don't stress, seek advice and don't believe you're going to impress anyone first time out and you'll have fun and learn some incredible lessons by the end of your first race weekend.

WHAT'S NEXT?

Follow up your first race weekend with plenty of other races. The more experience you get, the more you'll learn and the faster and more competitive you'll become. Soon,

you may even set your sights on something like a Regional or Divisional Championship. And for those looking to really up the ante, there's the SCCA National Championship Runoffs, which is currently being hosted at Road America in Elkhart Lake, Wis., every September. At the Runoffs, those who qualify through the National Points Series get to try their hand against the best road racers in the country. If you can claim a National Championship, you are the best of the best - and if you truly are the best, you might even pick up the SCCA Super Sweep. More information on the Runoffs and Super Sweep can be found at www.scca.com/clubracing. 🏁

Picking a Class *Continued*

roadsters such as the MGB, Austin-Healey Sprite and Triumph Spitfire. But, in the recent past, the category has welcomed a variety of other cars, and now includes the likes of the Miata and Civic, to name two. To keep the field even in the three Production classes (EP, FP and HP), the traditional roadsters are heavily modified with racing engines while the newer cars are built to a lower prep level.

GRAND TOURING (better known as GT) is made up of serious race machinery. GT cars are either heavily modified production cars or, more commonly, tubeframe, purpose-built racercars with composite bodies designed to look like their road car counterparts. The GT category is comprised of four classes, GT-1, GT-2, GT-3 and GT-Lite, with GT-1 being the fastest of the group. You may be able to recognize the GT-1 cars as the same ones that run the SCCA Pro Racing Pirelli Trans-Am Series.

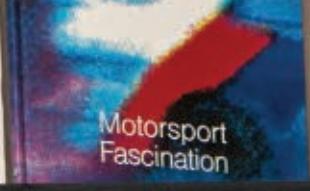
FORMULA - Want to race a Formula 1 car or IndyCar? SCCA has something to scratch that itch - and possibly prepare you for later success. Whether it's the small Formula 500, the ultra-competitive Formula Vee, the iconic Formula F that launched a thousand racing careers on up to some of the fastest Club Racing racecars, Formula Atlantics, there's an open-wheel car for every budget.

Looking like smaller Le Mans prototypes, **SPORTS RACING** cars are similar to their formula car counterparts - they are purpose-built machines that are light, nimble and fast. Sports Racing provides amazing speed capabilities on several levels, from the seemingly unlimited CSR and DSR to the highly competitive Sports 2000. There's also Spec Racer Ford, but you'll find out more on that in a second.

SCCA's spec classes (**SPEC MIATA**, **FORMULA MAZDA**, **FORMULA ENTERPRISES** and **SPEC RACER FORD**), which are among SCCA's most popular, are attractive to many because differences in cars are removed from the equation. Spec Miata, which takes a first or second generation Mazda Miata and allows specific springs, shocks and other parts, along with the removal of the interior, has been hugely successful. The same is true of Spec Racer Ford (SRF), constructed by SCCA Enterprises. All SRFs are built the same, and the engine rebuilds are done by SCCA Enterprises, keeping spec, spec. Formula Mazda and Formula Enterprises both offer a similar treatment for those looking for spec fun with no fenders.

OTHER REGIONAL CLASSES

Many SCCA regions and divisions create their own Club Racing classes, often in response to the popularity of the car in a given area. Classes such as Spec RX-7, special Improved Touring classes and Super Production have popped up. Regions may also create classes for things such as the Legends cars should the need arise. Look for these special classes when you visit your local track.



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TIME TRIAL

&





There's more than one way to go fast

There exists a world between Solo and Club Racing – a world where speeds rise but don't ever quite reach wheel-to-wheel racing. That world is Time Trials. While part of SCCA's Club Racing program, the Time Trials program is exactly that – a driver against himself, against the clock. This isn't wheel-to-wheel racing – but it's as close as you can get without moving to Club Racing.

The SCCA Time Trials program has four levels. The first, Performance Driving Experience (PDX), is akin to a standard track day: There is instruction and driving time on a real racetrack, but no times are taken and no awards given. The next level in the Time Trials program is Club Trials – this is where competition comes into play and participants run laps around the track while being timed. The third level, Track Trials, elevates the speeds and commitment higher than Club Trials.

While being listed as the fourth level of the Time Trials program, Hillclimbs is really a unique competition. Hillclimbs take competitors away from the track and onto closed public roads, usually roads that climb mountains.

Each level has different requirements for car preparation, safety equipment and driver licensing. As the speeds and risks climb, so does the level of safety equipment and required driver training.

The Time Trials program is designed to have a level for everyone, and offers a sensible progression from

one to the other. If you need more speed, but aren't quite ready for the commitment of wheel-to-wheel racing, then Time Trials may be for you.

Some Time Trials take place at the racetrack during a Club Racing weekend, while others are their own event. Because of that, the structure of the weekends may vary from area to area. Generally, you will have a technical inspection of the vehicles, a drivers meeting and, depending on the event, you may have one or more instructors there to help you. Similarly, Hillclimbs can vary greatly from each other depending on the location and the facilities available at the location.

Many SCCA regions will release information prior to the event explaining how the weekend will be structured. If not, we highly recommend contacting the host region prior to the event with any questions or concerns. As with everything in the Club, it never hurts to ask questions.

LEVEL 1: PERFORMANCE DRIVING EXPERIENCE

The main purpose of PDX events is instruction in driving technique. That means classroom time before track time, and the availability of licensed instructors. Students may choose to ride with instructors during a session, or have an instructor ride with them. This program is designed for beginners, and no competition license is required.

As the main purpose of PDX events is



BY **RICHARD S. JAMES** PHOTOS **DENNIS MURRAY**

HILL

CLIMBS



SCCA's Time Trials program allows anyone to get on track using their own street car. The Performance Driving Experience (the first level of the Time Trials program) pairs participants with knowledgeable SCCA instructors who will help you get the most out of your car, no matter what you drive.

JOHN WIEDEMANN

instruction, no timing is allowed. That means none is conducted by the organization, and students shouldn't be timing themselves, although videotaping and data acquisition are allowed for instructional purposes.

The drivers are generally divided into groups based on experience, so those who have a lot of track time aren't sharing the asphalt with those who are new to performance driving.

The track itself may be a permanent circuit or a temporary one laid out on an unused airfield. If it's on a permanent circuit, the circuit may be modified from its usual configuration, or speed limits may be implemented in places to keep the risk level in check. Ideally, courses for PDX events don't allow long, wide-open runs.

The requirements for drivers are minimal. The only documentation that you might need, aside from a valid driver's license, is a Time Trial Participation Log Book, which a first-timer will receive at registration.

For drivers, the only required safety equipment is long sleeves and pants, closed-toe shoes and a helmet that meets certain Snell Foundation or SFI standards (more details on that can be found in the Time Trials rules, which you can access in the same place as the Club Racing rules - www.scca.com/clubracing under the "Cars and Rules" link). For cars, nothing more than stock seat belts are required for any street-legal vehicle, with the exception of targa or convertible topped-vehicles, in which case a roll bar may be required.

Non-street legal cars are required to meet the rules of certain SCCA Solo or Club Racing classes, such as Solo Stock, Street Touring, Street Prepared or Street Modified categories; or Club Racing Showroom Stock, Spec Miata, Touring or Improved Touring classes.

If you're looking for your first taste of on-track driving on the same courses the pros and Club racers compete on, PDX is the starting point.

LEVEL 2: CLUB TRIALS

When you're ready to test yourself on the racetrack against the clock, move up to Club Trials. Often conducted on similar courses as PDX events, Club Trials differ mainly by the reduced level of instruction, the introduction of timing and opening up the competition to any car prepared to one of the Solo or Club Racing classes, along with vintage and other local classes as offered.

Club Trials may be conducted as either single timed laps, where a driver will have a set number of attempts at single laps to set their best time, or continuous lapping, where a driver circles the track during a session and the best lap time is used for competition purposes.

The safety equipment requirements are similar to PDX, and each driver must have a Time Trials Participation Log Book.

LEVEL 3: TRACK TRIALS

Club Trials move the entire program up another notch. Whereas courses for Club Trials may feature straights shortened by a chicane at the beginning of the straight, Track Trials usually use the track configuration as it sits - this means that the speeds are higher.

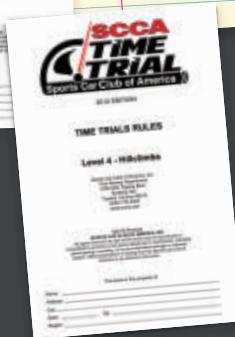
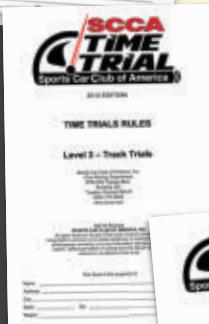
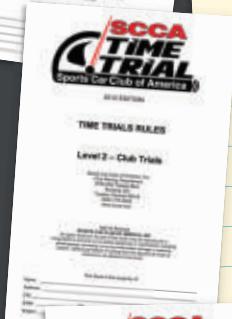
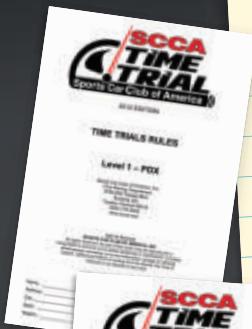
It also means the licensing and safety requirements go up a notch as well. All drivers must hold either a Time

THE RULES

While the Time Trials program falls under Club Racing, it has its own rulebook. Just like Club Racing, however, everything you need to know about the Time Trials program can be found in the Time Trials Rules. These rules can also be downloaded as individual files, broken down by level.

Before your first event, it's an excellent idea to read through the rulebook. You may not have to read every page, but you should familiarize yourself with the event procedures, licensing requirements, technical inspection requirements and automobile safety.

If you have questions specific to the event you're attending (like how to get into the facility, if gas is available on site and so on), you should directly contact the region hosting the event.



LEVEL 4: HILLCLIMBS

Hillclimbs, the fourth level of the Time Trials program, was once a staple of automotive competition in the U.S., and it's still very popular in many parts of the world. However, finding a Hillclimb event near you may prove challenging. Part of that is the trouble finding suitable locations for events. But if there is an event near you, it's a must attend.

Gone are the pristine conditions of racetracks. There are no gravel traps, no tire walls. It's all-out driving on what is usually a public road, and the quickest person from point A to point B wins.

The rules are essentially the same as Track Trials, in the classes of cars, driver licensing and safety equipment arenas. Drivers are expected to understand there may be a greater level of risk to go along with this unique form of motorsport.

Hillclimbs, the ultimate level of Time Trials, is one of the last forms of the sport that truly harkens back to racing's roots. They offer a level of excitement not found anywhere else.

From learning the basics of performance driving with good instruction, to a driver's first taste of high-speed competition and on to one of the last wild areas in motorsports, Hillclimbs, the Time Trials program offers a level for every one and a sensible progression from beginner to expert. 

Trials novice permit or Time Trials competition license (some events require a full Club Racing competition license). Competition licenses from other organizations may also be accepted. A Time Trials Novice Permit can be obtained from the SCCA National Office. Satisfactorily completing three Track Trials Events on a Novice Permit will earn a driver a Time Trials Competition License.

All cars that meet current GCR classes, both Regional and National, are eligible. Solo Street Prepared and Street Modified cars may be accommodated with the proper safety equipment, which means, at minimum, a roll bar constructed to SCCA standards.

More driver safety equipment is specified as well, including a higher level of head protection, fire suits, fireproof gloves and shoes. An onboard fire system is also required.

Track Trials requires a higher level of commitment to meet the demands of the higher speeds involved.

HAWK

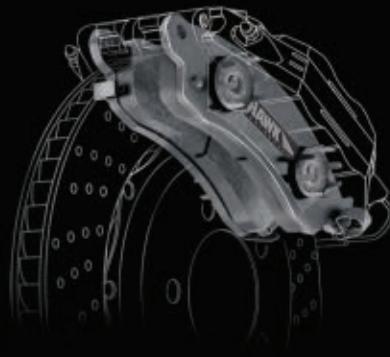
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Driving around a parking lot has never been so much fun

So you've decided Solo is your calling. Sometimes called autocross, a Solo is a timed event on a course marked by traffic cones, or pylons. It's low in risk, and can be light on commitment (if you so choose) while being very rewarding.

The best thing about Solo is you need three things: a valid driver's license, a safe car and a helmet. By safe car, we mean one that's not going to fall apart, posing a hazard to you or others. A helmet means a Snell Foundation or SFI-rated lid – check the Solo Rules for the most up-to-date requirements. The good news is that loaner helmets are available at most events, just check with the event organizer ahead of time to make sure.

Getting started is as simple as showing up. Sure, you can recon an event before you actually compete, but it's not necessary. That's especially true if your region has a program in place to guide newcomers at the events. Some areas of the country even have Solo schools designed for rookies. If you can get to one, that's great. If not, show up, tell them at registration that it's your first time and let someone guide you.

WHAT IS SOLO?

An SCCA Solo event is a precision driving competition. You'll find that how close you can get to the cones while keeping your car at the limits of traction is much more important than how hard you can mash the throttle.

The Solo course is tight and twisty, usually assembled in a parking lot, unused airport or other large area of pavement or concrete. Traffic pylons – the orange rubber cones you see on roads, usually around construction zones – mark the course. They're soft, so there's not likely to be any damage if you hit one. But you still don't want to knock one over, because that will mean two seconds added to your time.

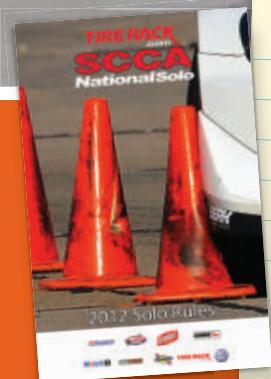
Which brings us to our next point: Solo is a timed event. Runs will usually be about a minute long, and your objective is to have the lowest time in your class if you want to win. It's really that simple. But while getting started is easy, mastery can be a lifelong pursuit.

SOLO



BY RICHARD S. JAMES
PHOTOS RUPERT BERRINGTON





THE RULES

Almost everything you need to know about Solo can be found in the Solo Rules. From car modification allowances to course design rules to a list of all past Solo National Champions, it's all in the Solo Rules.

Before heading to your first event, it's a good idea to download a copy of the Solo Rules at www.scca.com/solo and clicking on the "Cars and Rules" link. While initially you don't need to read every word in the rulebook, it's worth paging through most of it, familiarizing yourself with the layout of the rulebook. Even the most experienced autocrossers don't know every rule in the book - but they sure know how to find the rule.

(FAR LEFT) Every competitor also works at Solo events. The most common job is putting cones back in their place should a competitor hit them. Ask the other people working your corner the details of what counts and what doesn't when a cone is hit. Most importantly, never turn your back on a car when working.

YOUR FIRST WEEKEND

A Solo event usually consists of four parts: registration, tech inspection and drivers' meeting; the course walk; competing; and working.

Registration is paying your entry fee and giving them your pertinent information. Again, let them know it's your first time and they'll do their best to help guide you through the process and tell you where to go from there. But since you're reading this, you're going to have a pretty good idea. Just be aware that each region may do things a bit differently, and prices may vary. Generally, however, \$35 is in the arena for many entry fees.

After registration comes tech inspection – if you don't know where it is, ask at registration. You'll take your car to the inspection area and they'll check a few things to help ensure your car is safe to compete – things like throttle return, that the wheels are snug, tires are in good condition, the battery is properly restrained and your brakes are firm. If they find something amiss, don't be offended or take it personally. They're just trying to make sure everyone is safe.

Ideally, before tech inspection comes car prep. For now, that may mean nothing more than getting all the loose stuff out, taping numbers onto the side of your car (registration will often assign you a car number) and adjusting tire pressures. You'll probably want to bump your tire pressures up from stock – find someone with a similar car to give you a recommendation on appropriate pressures, but if all else fails, make sure your tires are inflated to the auto manufacturer's recommended pressure. Later car prep may mean changing tires and adjusting shocks, or rolling the car off the trailer. But let's not get ahead of ourselves....

Before the competition begins, there will usually be a drivers' meeting. The event master will go over the event format and cover any special rules or procedures.

Sometime prior to that, probably between tech inspection and the drivers' meeting, you'll walk the course. This is critical – the course changes every event, and because the course is not pavement against dirt or grass, but rather pavement against pavement separated by cones and a chalk line, it can be tough to see. You'll want to walk it as many times as possible to get familiar with it.

Many regions offer a special guided course walk for beginners, often called a novice course walk. Ask at registration if this exists and take advantage of the opportunity. You can also ask questions on the course walk – like what tire pressures to run.

The competition part of the event is divided into heats. Your class will determine in which heat you compete and in which heat you work. Yes, working is part of your entry. The competitors run Solo events; the people running registration, tech inspection, timing and setting up the course and picking up the cones that get knocked over are all competitors just like you. None of the work at a Solo event is hard manual labor, but it needs to be done to ensure a quality experience for all. Failure to work during your assigned time usually results in disqualification from the event.

Whether you work before or after your runs (many prefer to work before so they get a better look at the course, although usually you don't have a choice), it's all for the fun part: the timed runs. You'll usually get three or four attempts to post your best time. When the time comes, pull your car into the grid, and eventually you will be directed to pull up to the starting line. From there, the starter will tell you when to go – but it's important to note, the clock doesn't start timing when the starter says go. Rather, the clock starts on your run when you cross the timing lights on the course. Once the starter says go, take a breath and proceed when ready. Once finished with your run, head back to the grid. You will have at least five minutes until your next run, but often you'll have more.



Nearly anything can compete in Solo, from stock cars (ABOVE RIGHT) to highly modified super cars (ABOVE) to dedicated Solo machinery (RIGHT).

Picking a Class

At first, knowing the basic rules for the classes will help determine what class your car competes in; later you'll decide what class you'd like to be in and prepare accordingly. Remember that you may have optimized your car for performance, but it may not be optimized within the SCCA Solo rules. One little modification may move you up a category and leave your car outclassed, so prepare accordingly.

If you already have a modified car, it may not fit neatly into one of the categories – but initially, that doesn't matter. It will take a couple of events just to get into the swing of Solo events. Later, you may want to modify your car to optimize it for the category. After a few events and after talking to competitors in the categories into which you might go, weigh the rules and decide what suits you best.

There are nine **STOCK** classes altogether, allowing for almost any car to compete, from Corvettes to Civics. Modifications are extremely limited – performance shocks are allowed, you can make one aftermarket swaybar change, the exhaust can be modified after the catalytic converter and the use of any DOT-legal tires is allowed. Wheels must remain the same size as stock, but may be substituted.

STREET TOURING is designed to accommodate cars with common, bolt-on modifications, such as different suspension parts and cold-air intakes, but no turbo additions or engine swaps. It's the only class that doesn't allow R-compound DOT tires or slick racing tires – all tires must have a tread wear rating of 140 or above.

STREET PREPARED takes things a little further than Street Touring. There are no limits on wheel or tire size, and there are several other modifications that go well beyond those in Street Touring – like the use of DOT-legal R-compound tires.

Continued on next page



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SOLO 

There are many different philosophies to a three-run format, but many seasoned competitors will tell you that they like to post a solid time in the first run, really push it on the second, then, on the third run, dial back where they went too hot and push harder where they feel they can cut time – that's one way of doing things, and eventually you'll find an approach that works for you.

Once all of your runs have been completed, head back to your paddock space and either prepare for your work assignment, or (if you've already worked), you can pack up and head home.

YOU WILL GET BEAT

You now have the basic information for a successful first Solo weekend. You have a car. You're ready to go. There are a few more things to keep in mind, though.

The first is, Solo is a very different discipline of motorsports than you might be familiar with. You may have been to a professional racing school or logged many hours during track days. Those things will help you, but they're not the same. Many a professional racing driver has been embarrassed on a Solo course. It requires different skills and a slightly different philosophy of car control to become good at Solo. And keep in mind that many say that going from Solo to Club Racing is usually a more successful transition than the other way around.

That's all a way of saying that you should expect to be well off the winning times at your first event. Don't let that discourage you. You'll get there.

DOWN THE ROAD

While Solo may meet the ideal of show up, push your car to the limit in competition and drive home, the reality is sometimes different. If you want to compete for wins and season titles, it's going to take quite a bit of commitment.

Depending on the class, some people

do have dedicated Solo competition vehicles – some even have dedicated competition cars in the "street" classes such as Street Touring and Street Modified. Despite that, it's still possible to drive a car to the event and win. You'll need to do a little more work, though.

The first step in committing to the sport is a second set of wheels – ideally lighter than stock – with your competition tires mounted. If it's a short drive, you can swap them at home the day before; if you have to drive farther to an event, you may wish to save tire changing for on site.

A dedicated set of wheels and tires is becoming the norm for Street Touring, also. The ideal tire, even though they must have a tread wear rating of 140, may not be one you want to drive on the street everyday.

In addition to wheels and tires, you need the things that go along with changing them – jacks, jack stands and torque wrench. A cordless drill or impact wrench can be handy as well. You'll also want to bring some means of filling your tires with air at the site should you need it.

Some other things to think about bringing along are a place to sit, some protection from the sun and weather, and you'll also want water and snacks. You'll be spending from four hours to

Picking a Class *Continued*

STREET MODIFIED allows engine swaps (within the same manufacturer), the addition of forced induction and any suspension as long as it uses the same attachment points. This is a class for the truly creative, and the cars sometimes end up with only a passing resemblance to their base. It's the wildest of the classes that runs on DOT-approved tires.

With **PREPARED**, you're moving into pure racing machine territory. Prepared cars usually have no interiors, racing slicks and may even be tubeframe cars with fiberglass bodies. Often, the cars that compete here are cars from the SCCA Club Racing Production and GT categories.

MODIFIED is everything from pure, purpose-built racing machinery such as formula cars and sports racers to cars that started out as production vehicles but may have different engines, heavily modified bodywork and racing slicks.

There are karts for adults and karts for kids.

KART MODIFIED is the 125cc shifter karts for adults. **FORMULA JUNIOR** is for kids as young as 8, allowing them to get a taste of Solo competition long before they get their driver's license.

OTHER REGIONAL CLASSES - Some regions may implement their own classes, such as a street tire class that requires 140-tread-wear tires, vintage classes for older cars and even beginner or rookie classes for new competitors. Check your local region's Website for more information.

In Solo, you only get a limited number of runs to log your best time. Consequently, the course walk is very important.



QUICK STUDY

Tips from the experts to help you drive like a pro

No.1 The eyes have it

Bob Bondurant Chief Instructor Mike McGovern has been instructing racers for 28 years, the last 18 as chief instructor. He has a wide range of racing experience, from stock cars to Modifieds to road racing.

To be a good racing driver, having a solid foundation and understanding of the basic skills – the concentration, the car control, the proper racing line through a corner – is important. But one thing stands out above all those: vision skills. It's important to look for the path you want the car to take. That's the driver being two or three seconds ahead of the vehicle at the entry.

You look ahead for the entry; when you're at the entry, you look for the apex.



When you look for the apex, you want to look exactly where you want to position the car at the apex – early, middle or late – and once the car is positioned for the apex, look for the exit. Then scan toward the next corner and start the process again.

That needs to adjust as you go faster; you need to start the process of looking into the corner sooner. Even though drivers go faster, then tend to do the same thing at the same spot. They end up going deeper into the corner before they turn in. Another problem area is target fixation – drivers tend to spend too much time looking at reference points, or looking where they don't want to go.

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a full day on site, so it's best to be prepared. You'll also want good walking shoes for the course walk and then chasing cones.

The beauty of Solo is it can be as low or high a commitment as you want. You can show up and run in your daily driver, changing nothing but tire pressures. You can modify your car a bit, run competition tires, but still have a car that takes you to work or school every day. Or you can go with a full-bore competition car that you have to trailer to the event and has no other purpose. It's your choice, and there are enough classes that you can be competitive whatever your level of commitment.

An important thing to remember is that although Solo doesn't require you

to go all-in and is relatively low speed (cars usually go no faster than 60mph) with minimal risk, that doesn't mean it's easy. It will take some time to get the hang of this. Watch, listen, ask questions and you'll understand the principles involved and where it differs from other forms of motorsport and competition driving.

When you are ready to take it up a level, there are the National series such as the Tire Rack ProSolo and Solo National Tours. ProSolo are two-day events that add the excitement of a drag race start with a Christmas tree. It's like bracket racing with turns. Solo National Tours are also two-day events that attract competitors from across the country. Eventually, you might even want to

venture to the Tire Rack Solo National Championships to test yourself against the best. Currently being held in Lincoln, Neb., this event sees some 1,200 of the best autocrossers in the nation battle for SCCA's most coveted title: National Champion.

Whatever your level of commitment, Solo can be fun and challenging, and it's almost guaranteed to make you a better driver, even on the street.

Many regions will have someone to hand you a note with your time after every run.

Consequently, it's very important to slow down quickly once you pass the finish.



TIPS AND TRICKS

- Get to the facility early. You'll need time to find a paddock space, empty your car of loose items and make it to registration, tech and then walk the course before the competition begins.
- Don't hesitate to ask questions. The person parked next to you is more than willing to lend a helping hand - just don't stand around too long if he or she is prepping the car for their runs.
- If the region offers it, take advantage of the novice course walk. Here, experienced autocrossers will lead a group of novices around the course, telling them how to "read" the course.
- A novice course walk isn't only for first timers. Go on multiple novice course walks.
- Unless you're on novice course walk, try walking the course on your own, away from a big group. It's less distracting and it allows you to better see the course.
- Show up for your work assignment early.
- If a course map is offered, pick one up and study it.
- Don't be embarrassed to take notes on your course walk.
- At the end of the day, offer to help with course cleanup. This is a guaranteed way to make friends - and friends are always good to have when you show up to an event and realize you forgot your tire gauge.

- Solo events are drug and alcohol free. It's also polite not to smoke around people and not play music loud. There's also no smoking allowed in grid.
- Bring water, sunscreen and snacks. Also, bring a bag lunch - there may not be a food vendor at the event.
- Wear comfortable, closed-toed shoes for standing or walking - you might be running during your work assignment, so sandals generally don't work out too well. If you want, bring a change of shoes for driving.
- Inspect your own car before going to tech. Make sure your lug nuts are tight, the brakes work and there is nothing loose in the car - that includes trash in the trunk, items under the seats and garage door openers on the visors.
- Drivers meetings are mandatory. It's also a great place to find people who can answer questions.
- You will lose. Many times. Don't get frustrated.
- You came to the event to have fun - so have fun!

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When you decide that you want to graduate from the street to the track, you introduce a lot of variables into your automotive equation. Brake components, especially brake pads, are easy and cost effective upgrades for your ride that can drastically improve its performance during weekend track days.

Like road warriors, racers place a high value on long pad and rotor life, which is often at odds with the beloved high initial bite when they stomp on their brake pedal. Hawk Performance offers a number of brake pad compounds that are ideal for both street performance and competition scenarios.

As they build experience on the track, future champions will learn about brake modulation – the art of the pressure one puts on the brake pedal. An easy way to understand brake modulation is to think of the pressure you put on the pedal in terms of a 0-10 scale, with 0 being no brakes applied and 10 being the maximum braking pressure possible without locking up your wheels.

When driving on the street, coming to a safe stop might look like this: 0-1-2-3-4-5-4-3-2-1-STOP. On the racetrack, a driver is required to perform a much different kind of braking procedure. It would look more like this: 0-5-8-10-10-10-10-ACCELERATE.

The more quickly and smoothly a racer can slow his car down, the more quickly and effectively he can apply the throttle and exit the corner.

Because this braking procedure is so different from what they're used to, novice racers will need to take some time to learn the limits of their car and their braking components. Hawk Performance's HPS compound is a great option for the first time racer. As you graduate to a dedicated track ride, HP Plus (above) is the logical next step for your braking needs. Check out www.hawkperformance.com for more information on these options and more.



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A guide to SCCA's most challenging competition on public streets

When petroleum companies had ads on television touting their product as a preventative for fuel line freeze-up, the other memorable catch phrase was that it also prevented hesitation. Sports car fans are constantly looking for a great drive in their cars. And similar to the petroleum companies, we're hopeful that some good stories, the promise of great competition and five pages of explanation can end any hesitation you might have about giving RoadRally a try.

The RoadRallies talked about here are not the unlimited speed professional rallies that are run on unpaved, closed courses. Rather, these rallies are conducted on open public roads at speeds below the legal limit. Instead of a two or two and a half mile track length or a minute or so of Solo time, the range is 50 to a few hundred miles and often takes from a few to many hours.

UNDERSTANDING ROADRALLY

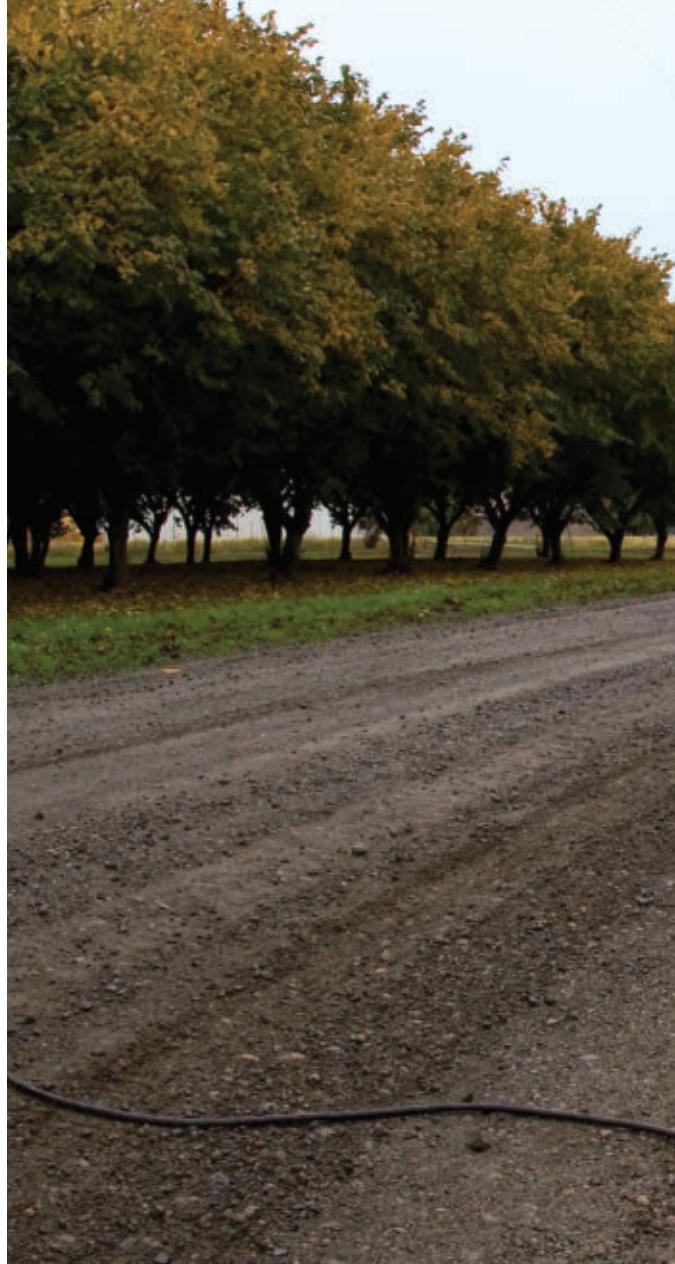
There are many types and styles of RoadRallies to choose from for entry into the sport, including gimmick, time-speed-distance (TSD), time-speed, course (sometimes called "trap"), course marker, Monte Carlo, regularity runs, minimum distance, searchlight, question, poker runs, tulips, stick maps and probably a few more. Combinations of all those also occur.

SCCA gathers those types into three main groups: Tour, Course and GTA. The primary focus of Tour rallies is keeping on time and the time-speed-distance format has developed as the SCCA Tour standard.

(By the way, nothing discussed here about these rallies is *always* true. To avoid the tedious "sometimes," "usually" or "typically," know that some variation in format and type *will* occur throughout SCCA's 114 Regions.)

Course rallies, while continuing the timekeeping requirements of the Tour events, have instructions written purposely to tempt contestants into following a course other than the correct one ("traps"). GTA, which stands for Game-Tour-Adventure, eliminates

ROAD



RALLY



BY RICK BEATTIE PHOTOS PHILIP ROYLE

You can compete in RoadRally with nothing more than a pencil and a watch, but there are classes that allow for more complex timers (LEFT) and odometer setups (RIGHT).

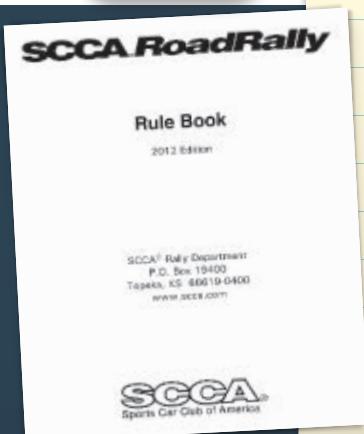




THE RULES

As with all other forms of SCCA racing, there is a rulebook that explains everything, from general terminology to event structure to car classing - and RoadRally is no different. The RoadRally Rules, or RRRs (triple Rs), can be found online at www.scca.com/rally under the "Cars and Rules" link.

In the RRRs, you'll also find mention of the USRRC, or the United States RoadRally Challenge. While there is no National Championship event for RoadRally, there is a points championship, and the USRRC is a key part of that championship, as it is scored as a triple point event. To find out more, you'll want to read Article 8 in the RRRs - but for now, just find your local region's website through www.scca.com under the "Find your Region" link and find the next RoadRally near you.



YOUR FIRST WEEKEND

There really isn't much to bring to your first RoadRally. Paper, pens and pencils, highlighters, clipboard, simple four-function calculator for the T&D rallies and a good watch should do it.

On the day of the event, plan to arrive before registration opens. At registration, which could well be in a parking lot at the rallymaster's car, you will have to fill out an entry form. The trickiest part of the form is what class you want to run in.

SCCA rallies run in three or four classes designated as "A," "B," "C" and "N," or "E," "L," "S," and "N." They are based on the type of equipment used to measure distance and determine calculated time. If there is a class N (for novice), that's the class you want if you didn't bring anything but the basic equipment. If there isn't a class N, you want to look for a stock class that typically permits only basic equipment. The other classes allow more complicated forms of measuring distance that people add to their cars. During the RoadRally, if you get the chance, check out a class E car and ask the driver or navigator how it works.

When turning in the registration form, both the driver and navigator (you will need both) will have to sign the SCCA waiver, and the driver will have to show his or her driver's license. After paying the entry fee, you'll be handed everything you need for the event.

Before settling in to process the stack of information you just received, make sure you have a full tank of gas. It's one

the staying on time aspect of Course and Tour rallies but retains the keen observation aspect of the course series en route following and being observant of the RoadRally route.

Before concluding that your initial hesitation might have been well founded, know that RoadRallies are based on two simple goals: staying on course and staying on time. History will help in understanding those ideas.

Rallying could well claim to be as old as racing in the category of things to do with your car. A few years back, Old Dominion Region published a photo in their e-newsletter – it was from an early 1900s article in the Richmond, Va., newspaper in which

the American Automobile Association was promoting an automobile "rally" in eastern Virginia, from Washington D.C. to Richmond.

The written route instructions of a contemporary rally have a format of mileage, instruction number, instruction, that is very similar to the AAA's early trip books.

Unlike Club Racing, Solo and RallyCross, where the goal is to finish ahead of – or with a quicker time than – the competition on a specific course, RoadRally's goal is to repeat as precisely as possible what someone else did over a specific route.

Instead of looking for the best way through a corner or watching the

less worry when you are unsure whether you are still on course.

Look everything over including the route instructions and ask questions. Most folks are deep in thought doing the same thing you are. Look for help from fellow competitors or RoadRally committee members who aren't looking for a missing registration or who aren't busy setting up the paperwork in their own car.

So with all the preparations made and a few minutes left before your out-time, you're sitting in a parking lot or on the shoulder of a road you've never seen before. The noise of racecars isn't there, but everyone who enjoys the sport certainly feels that anticipation of a great run.

Know that the teams around you hope you do well and that you'll enjoy the event. At the end of the rally, don't hesitate to introduce yourself and your car number. Everyone will remember your car number – they'll remember you soon enough also.



(ABOVE) Before a rally, you'll find yourself surrounded by competitors preparing for competition. Don't hesitate to ask questions – if the other person isn't busy.

efforts of other competitors, the rallyist's goals combine carefully observing the roadside while traveling at exactly the same speeds the rallymaster did when he wrote the course. RoadRally cars contain a driver to follow the course and a navigator to keep the car on time.

Although RoadRallies use



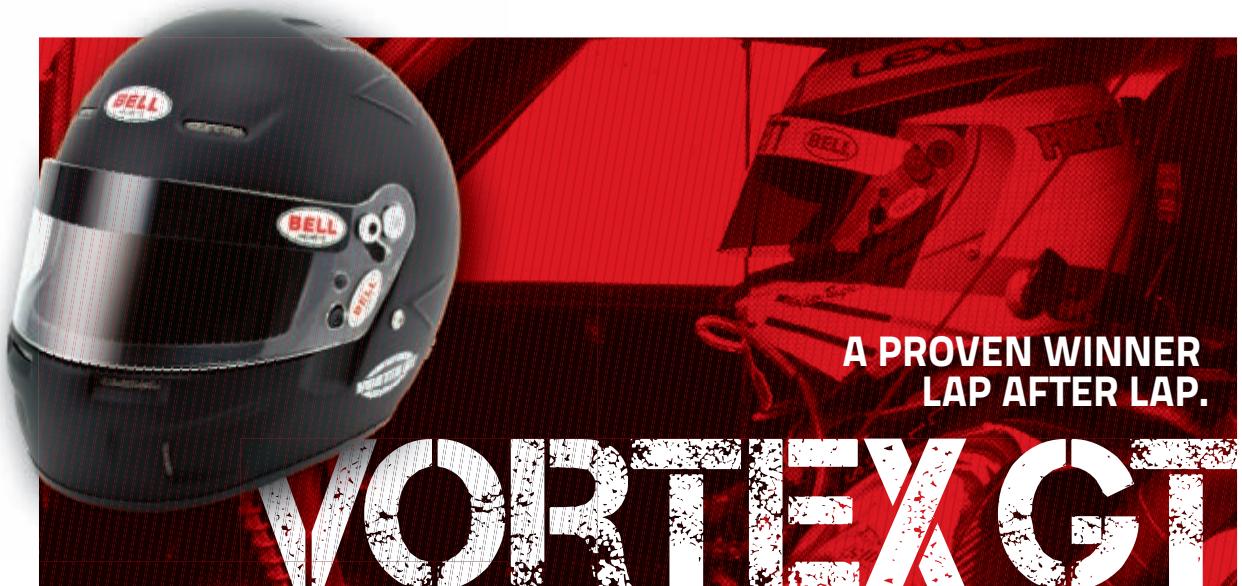
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public roads, their basis is a predetermined route purposely avoiding high traffic routes and concentrating on roads with great scenery, freshly paved winding roads or a long stretch of smooth gravel far from the everyday drive.

FOLLOWING THE COURSE

The first rule of RoadRallying is “don’t get lost.” “Buying a trap” (by following the incorrect course) should not get you lost. Rally courses are usually designed so that they loop back together. The reason “don’t get lost” is repeated so often is that when things go wrong, even the best teams compound their problems by forgetting that the first rule is to follow the course.

RoadRallies are based on General Instructions. These instructions could be contained in the SCCA RoadRally Rules (the RRR), a division’s or region’s standard rules or a set of rules written by the rallymaster for the specific event. Some are available well before the event and some are distributed at registration. The rules for Regional RoadRallies run about four or six pages.

The “generals,” as they are called, need to be studied carefully. For tour rallies, they are direct and to the point. On GTA and course events, errors in following the route or incorrect answers will hurt you in the final standing.

The generals contain an explanation of: roads, priorities, route instructions, main road, mileages, signs and landmarks, speeds, controls (open, passage and DIYC – Do-it-Yourself Controls), scoring and a glossary.

The roads portion of the generals will explain which roads are used or not used. It will discuss in some detail the status of unpaved roads, dead ends, private roads, highway on- and off-ramps, and so on.

The route instructions contain the actual turn-by-turn directions for where you are going, but the generals will explain how the instructions are to be executed (and for a glimpse at that, check out the *Finding the Main Road* sidebar).

A section of the generals will describe how the course was measured, how exact the measurement was and where the official mileages will be placed in the instructions. A signs and landmarks section will describe which signs are

RICK BEATTIE



(ABOVE) RoadRallies can be completed in a variety of cars and SUVs, and each rally will lead you to new locations you never knew about. (RIGHT) RoadRally checkpoints are recognizable by a sign.

used and where they are located. Similar discussion will be made for landmarks that are observed along the rally route. Careful reading of this section will prove very valuable in course and GTA events.

Spelling is precise. If you are instructed to turn on “Woodside Rd” you can’t turn on “Wood Side Rd.” Many highway departments have poor spellers ordering or constructing their road signs.

RoadRally speeds must be less than the speed limit. The assigned speed is called a CAST, an acronym for Commence, Continue or Change Average Speed To. They are rarely in anything other than miles per hour, although there are a few apocryphal tales of rallymasters using kilometers per fortnight.

The route instructions describe a course and give the CASTs to travel it. Theoretically, a RoadRally car should be on time at any point along the course. Controls are placed along the course to see if that’s true.

Each RoadRally can be divided into “legs.” A leg starts at a given point or a control and continues until the next point or the next control.

At a control, there is a RoadRally official to record the time of day that each car crosses the timing line, identified by a “checkpoint” sign. On GTA rallies, where there may not be any specific time to travel the course, the controls are a place to collect answers, give new instructions for the next part of the route or confirm that you are on course.

Open controls are probably most typical. At an open control you stop past the control vehicle so as not to



LARRY WIGGANS

block the official’s line of sight to the timing line. You’ll carefully walk back to the timing vehicle and receive the time you entered the control, the time you should leave the control (your “out time”) and information on the leg you just completed.

Parts of a RoadRally may be indicated as “free zones.” Free zones do not contain controls.

Like golf, the low score wins in RoadRally. The scoring section of the general instructions will list the penalties. The penalty for arriving early at a control is the same as arriving late, usually one point per hundredth of a minute to a certain maximum. Wrong answers will also have their penalty points listed here.

A glossary at the end of the generals defines many of the terms used, including things like “T’s, traffic lights and stop signs. Course and GTA traps are often hidden here, so read them carefully.

STAYING ON TIME

Once following the course is under control, you can work to stay on time. On timed events, RoadRally clocks are synchronized to radio station WWV, the national time standard. SCCA timed events are measured in hundredths of a minute instead of seconds. It’s very odd until you start calculating leg times and then the





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advantages become apparent.

On most RoadRallies and especially on timed events, cars are spaced one minute apart. Events start at a time of day "plus your car number in minutes." This allows contestants to slightly vary their pace if they need to but doesn't permit one car to follow another that may be closer to "on time."

This is a fascinating aspect of TSD rallies. If everyone is on time, at any given point along the route an observer should see a rally car pass exactly one minute after the previous one.

The rallymaster measured the course using his odometer. It is unlikely that a contestant's odometer will read mileage close enough to that mileage for use in calculating the correct time.

To compensate for this variation, the beginning of each RoadRally contains an odometer calibration run, or OCR. It's usually about 10 miles in length and at a minimum there is an official mileage at the end.

At the end, you record your mileage and divide it into the rallymaster's mileage. "Theirs over ours" is the mnemonic. This gives your "factor." The first thing to do is to go through the instructions and change all the rallymaster's mileages to your mileages by dividing them by your factor. For the remainder of the event when a mileage is encountered, you can use your odometer to make and confirm the action.

But there is another set of corrections that need to be made. Using your mileages you also have to use your speeds. To use them, make a table of every CAST. Convert each CAST to minutes-per-mile by dividing the CAST into 60. Then multiply each result by the factor.

You can now use your mileage and your speed to stay on time. For any location ahead of your current position, multiply your mileage or mileage from the last speed change, by your minutes per mile number. When the driver reaches that future mileage, the navigator records the time and compares it to the calculated time. The navigator can announce to the driver, "You're up five" (five hundredths early), "Down seven" (seven hundredths late) or "On time." If you're early or late, adjust your speed down or up a bit to compensate, but regardless of current time,

FINDING THE MAIN ROAD

The "main road" can be very difficult to understand in RoadRally, and "protection" is usually the one idea that confuses new contestants the most. On Tour rallies and some GTAs, the main road is the obvious continuation of the road you are traveling on.

On Course rallies and more difficult GTAs, there is a "main road rule." That rule asks you to use the first "main road determinant" you can from a list of determinants. These determinants can include rules like: straight, defined as plus or minus 10 degrees of directly ahead; or "Right at T," defined as a turn to the right at a "T" intersection where the T is approached from the base.

The hardest determinant to understand is "protection." The main road by protection is the single road leaving the intersection - other than the road you entered the intersection on - that does not have a stop or yield sign. The name comes from the fact that traffic approaching the intersection on that road is "protected" from all other traffic by the existence of the stop or yield signs.

continue to compare the true and calculated times at intervals farther along the course.

If you are really late, SCCA does not want you exceeding the speed limit to get back on time. All SCCA events are required to have "time allowance" or "bought time" provisions. The idea is that contestants still have to determine how late they are, it's just that they don't have to resort to unsafe efforts to achieve it.

Contestants "buy time" by recording how late they are up to 19.5 minutes on a form prescribed by the rally committee. The times must be to the even half minute; 0.50 minutes, 1.50 minutes, 2.50 minutes, and so on. It's not an even minute because there is probably another contestant one minute behind you. Because everyone drives their own style in RoadRally, you still can't "share their minute." The half-minute offset takes care of that.

The 19.50-minute maximum exists so that the controls can "close." A map of a RoadRally route tends to look like a squiggle that may even overlap itself, allowing a minimum of control workers to time contestants at one

location and then move only a few miles away and time those same contestants again. The contestants themselves may have driven dozens of miles. The 19.50 minutes gives participants a chance to get to the controls even if they get lost but still permits the workers to go to the next location and time cars again.

Written down, much of this sounds as clear as mud, but a few hours with pencil, paper and some effort to recover those suppressed memories of first year algebra will soon convince you that it will work, and produce a method so you keep on-time.

On many SCCA region Websites, including Detroit, South Jersey and Indianapolis, there are more detailed instructions for staying on course and on time. You can find those websites on www.scca.com and clicking the "Find my Region" link.

This link is also the location where you can find your local region and discover where the nearest RoadRally is to you so you can give it a shot. And to read more about RoadRally, just head to www.scca.com/rally and click the "RoadRally" link. 

QUICK STUDY

Tips from the experts to help you drive like a pro

No.2 The middle ground

Bob Bondurant Chief Instructor Mike McGovern has been instructing racers for 28 years, the last 18 as chief instructor. He has a wide range of racing experience, from stock cars to Modifieds to road racing.

The cornering formula is often simplified as: turn in, ease off the brakes, apex, unwind and apply throttle. As racing drivers, we tend to believe that, in order to minimize lap times, we're either on the throttle or on the brakes. Generally, that's true, but there's a point mid-corner that sometimes requires a bit of patience, a little period where our right foot is doing...nothing.

There's a point in the middle of the corner where the car's not quite pointed at the



apex and we need to kind of wait for the car to finish doing what it needs to do, and that's tough for a lot of people. What we need to do is let the car coast, let it finish doing its job. If the driver picks that up and really feels what the car is doing, he or she will be more successful at the exit compared to a driver who is being greedy or over-anxious with the power in the center of the corner.

The first thing a driver needs to do is get the car pointed toward the apex. If the power is applied before that point, the front end will become unloaded. So, do your trail braking, let the car coast, do all your steering and then go to the power.

If you're paying close attention, you'll know when the car is positioned well. Then you can start going for the throttle.



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Want to play in the dirt? Here's everything you need to know

With a very active and supportive community at Regional and National events across the entire country, SCCA RallyCross offers some of the best action-packed dirt-based motorsports competition around. Despite being one of the youngest sports in the SCCA, RallyCross is well organized, has a very evolved but simple set of rules and is constantly growing in popularity.

WHAT IT IS

RallyCross is usually run on dirt, gravel and/or mud, but sometimes includes short tarmac sections, at speeds usually no higher than 60mph. It is considered a very affordable form of extreme dirt racing in which having the most expensive equipment and well-prepared car does not ensure victory.

This sport can be a lasting hobby with enough challenges and variety to keep you interested and honing your craft for years. It has also been used by drivers to maintain, sharpen or develop their car control skills and, for some, has given them the confidence to go on to Hill Climbs, stage rally and beyond.

RallyCross courses are designed to be technically challenging for all cars in attendance and are run at speeds that may seem slow to the uninitiated, but are almost too fast once you're behind the wheel. Courses are as free as possible from objects like trees, buildings and rocks that could cause damage to a vehicle, and they're designed so the average street car can endure the challenges presented without damage or clearance issues.

The courses are marked by a series of cones, which score the same as they would at an SCCA Solo event should you hit one (two-second penalty for every displaced cone). Unlike Solo, however, times for each run are added up to a total elapsed time for the event. You are often only as good as your worst run, which pushes you to always improve – although with extraordinary skill you might still pull off a win even after a fairly big blunder. You will receive several runs over the course of a competition, although that number will vary from region to region, and event to event.



RALLYCROSS



BY **BRYAN TIPPENS** PHOTOS **RUPERT BERRINGTON**

(LEFT) Once the starter indicates you can begin your run, you don't need to rush off the line. The timing on your run starts only when you pass the timing lights or trip the pneumatic timer, depending on which the event is using.





SS



THE RULES

Every year new RallyCross Rules are published. The 2012 rules will be online by the time you read this on www.scca.com/rallycross. Look for updates and news about the rules every month in *Fastrack*, available at www.scca.com/fastrack.

CAR NUMBERS

All cars must have numbers. Sometimes a number can be reserved by a particular driver for a year at a time, depending on your region's practices. If you're using magnetic numbers, bring a "0" and a "1" to make changing your number easy should there be any overlap with another competitor. And make sure your numbers have good contrast against the car and are of good size (see the RallyCross Rules for more details). Magnetic numbers are not necessary - white shoe polish can work if the contrast is good enough against the window, and then there's always thick tape.

Courses are best memorized by walking (more than once if you have time) and through event parade laps, which are exclusive in the SCCA to RallyCross. Unless it is a novice course walk held by the region, which anyone can go on, many find it advantageous to walk the course on their own for better concentration. Find the line you think you will drive, but remember to be flexible during competition. Everyone has a different driving style, but the fastest drivers almost unanimously say that being slow and relaxed in the car equals fast on the course.

You're allowed to co-drive a car with someone, but regions will generally limit a car to two drivers per event. Some regions will have co-drivers alternate with every run, while others keep one driver behind the wheel for several runs, then switch. Co-drivers can ride along at many regional RallyCross events, but not at the RallyCross National Championship.

Speaking of the RallyCross National Championship, that event is where RallyCross competitors compete for an SCCA National Championship. To win a National Championship in the SCCA means you are among the best of the best. Anyone can compete at the RallyCross National Championship, but only the cream of the crop taste victory.

WHAT RALLYCROSS REQUIRES OF YOU

Competing in RallyCross is cheap and easy, but there are things you need to know before your first competition. First off, everyone works at a

CONTINGENCIES

If you're good enough, it is possible to recoup some of your costs through various contingency programs. You can find a list of available contingency programs on www.scca.com/rallycross under the "contingencies" link. But don't wait until the last minute to sign up. Most contingencies require an annual registration and the placement of sponsor stickers on your car.

RallyCross event. All drivers must also work in some capacity at every event, such as working a corner, helping with timing, assisting in tech or a variety of other jobs during one of the heats you're not running. Consider this a chance to get to learn more about the sport, get to know your fellow competitors and provide excellent support to the event operations.

One of the most important parts of competing is finishing. As such, tire pressure is vital, as too low a tire pressure can result in the tire falling

off the wheel. A good trick is to put a couple more psi of air in your tires before leaving for the event so you can bleed the pressure down if you have to (it's easier to remove air than add). Too little air will result in a broken bead (where the tire pulls off the wheel). For a tire pressure range during competition, stay above 30 on any street tire and go as close to 40 as you can, making adjustments as you go. This requires some trial and error, but with experience you'll discover what tire pressure you and your car like best. If you opt for gravel tires, you'll probably run a much lower tire pressure range due to the stiff construction of the sidewall.

Budget for event registration and gas. Usually, \$50 for a Regional (more for a two-day National) will get you by. Aside from carrying lunch money, a car wash fund might really help. Plan to spend up to \$20 at a spray and wash after an especially muddy event. Also, be courteous and rinse the floor as you leave the car wash, and be sensitive to how you drive anytime you run your car with SCCA stickers on it. You are an ambassador for the sport and the Club and any sponsors on your car.

There's plenty more to learn, so if this whets your appetite, keep reading and find out what to expect during your first weekend of competition.

YOUR FIRST WEEKEND

At this point, you've gone to www.scca.com/events and found a RallyCross near you. More than likely, the local SCCA region's Website will have more information about the event, including a location, start time and more.

At some RallyCross events, tech is performed where your car is paddocked. If unsure, ask what the procedure is while at the registration desk.



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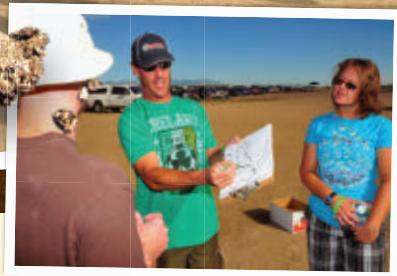


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On the day of competition, you will need a helmet, generally with the Snell SA2000 or M2000 rating or newer (check the RallyCross Rules for more information). Sometimes there will be a good supply of loaner helmets available at the events, but check with the host region first if you will need to borrow one. Sometimes loaner helmets will need to be returned after every run to be used by others, depending on demand.

Remember to bring sunscreen, appropriate clothing for the weather conditions, water, snacks and a couple of bandanas (which can serve a variety of tasks, including being used as dust masks).



Every RallyCross includes a driver's meeting (ABOVE), and all competitors must complete a work assignment (LEFT)

THE CLASSES

The RallyCross Rules (found at www.scca.com/rallycross) make simple work of car classification - the section is only a few pages long.

Remember that the job of tech at the event is not to help you classify your car (although they can help if you are really confused). If you are confused even after reading the rules, find someone in the class you think you might be in and ask them what they think.

In RallyCross, there are three different categories, Stock, Prepared and Modified. From there, it separates into front, rear and all-wheel-drive categories for Stock (SF, SR and SA), Prepared (PF, PR and PA) and Modified (MF, MR and MA).

The Stock class is straight forward - if your car is stock or has only mild modifications (like a cat-back exhaust, aftermarket shocks with stock springs, similar to stock-sized wheels and DOT-legal tires), you're in Stock. Prepared allows for more modifications, like an engine back exhaust, any wheels and a wider variety of tire choices. And, as you would imagine, Modified is a wild class where you could see just about anything compete.

But don't be fooled and think you need to buy a lot of aftermarket goodies in order to go fast. It's not a rare RallyCross weekend where a Stock class car beats a Modified racecar.

Event registration is easy to find, and you'll need to go there once you've signed the waiver at the entrance to the facility (they will be able to point you in the right direction). There, you will tell them the class you intend to compete in, and they will make sure you have the correct car number. Registration should also be able to tell you the run group order, as well as which group you will be working. If this is your first time, mention this at registration and ask if there is a novice course walk.

Following registration, your car will need to go through tech. Tech Inspection will sometimes be performed wherever your car is parked, and sometimes at a specific location. Ask at registration if you are unsure. Tech will check items like your car's wheel bearings for excessive play and that the battery is secure and the positive terminal is taped to prevent grounding. Tech will also look for loose items, make sure the seatbelts are in working order and that the brakes have pressure and the throttle returns without sticking.

Generally, the time to walk the course is before the driver's meeting. If you're unsure, ask where the start and finish are located, or follow the herd and feel free to ask anyone you see a question. Everyone had a "first event."

The driver's meeting will cover safety items, and inform everyone of the schedule for the day. Most of your



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remaining questions will be answered here, but in the event that they're not, ask someone for help. Almost anyone you see will be more than willing to point you in the right direction.

Once the event starts, be sure to keep an eye on the time and what groups are running. You will need to be on grid on time, and you will need to check in for your work assignment on time. Skipping your work assignment will result in disqualification from the day's event. If you have any questions

→ Alcohol and drugs are not allowed, and if you're going to smoke, be courteous. Use common sense and courtesy at all times.

→ Focus on car control and staying on the course. Speed will come with experience. Your goal

should be to beat the time of your previous run.

→ Bring a plastic storage bin to stash your stuff while you're racing, as you cannot have anything loose in your car while racing. RallyCross racing does not stop for dust, rain, snow or wind, so a sealed container is essential if you want to keep your stuff dry.

→ Be on time to your worker assignment, as the race cannot start until all workers are in place and have reported in on their radios. Skipping your work assignment will result in disqualification from the event.

→ After the last car of the day finishes, it's time to pack up your car and the course. Competitors can help pick up cones and clear the course.

TIPS AND TRICKS

→ Don't rotate your tires while in a dirt floor paddock. If you must rotate tires at an event, there are jacks that sit in a pan instead of on wheels, allowing the load to be spread over the soft dirt. Plywood sheets can also be used under your jack and jack stands - but you really need to be careful raising any car while on dirt.

→ If you compete on the same wheels and tires you drive to the event on, occasionally you will have a "thumper" on the highway, if you have collected mud or snow in a wheel, making the tire temporarily out of balance. Clean out as much as you can, but plan to rotate and inspect all of your wheels and tires after every event, or have your nearest tire shop do it for you.

→ Clean your air filter after every event, as they can get very dirty.

→ Some events allow non-participants to ride along for the purposes of introduction to the sport. This is done with careful discretion. The use of video cameras and reaching arms out of car windows waving in excitement is prohibited.

→ Don't be afraid to run on your stock tires - it will teach you a lot when it comes to driving and car control. If you want to move on to specialty tires, talk to your fellow competitors to find out what works on your specific surface. The same holds true for suspension setups.

throughout the day, ask anyone - they will help.

At the end of the day, some regions will have an awards ceremony. Stick around and cheer - this is an excellent place to meet more people and cheer on your fellow competitors.

It may all seem a bit overwhelming at first, but by the third event it will all be second nature. 



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VOLUNTEER

SCCA volunteers are essential to the Club. Without our devoted workers, Club Racing as we know it could not take place. Workers are first responders, ensuring driver safety (ABOVE and RIGHT). They also maintain equality in the classes through the tech shed (RIGHT, MIDDLE) and maintain the track should there be an incident (FAR RIGHT).



DENNIS WOOD



BY JEFF ZURSCHMEIDE

Be the one who makes the races happen

It's often said that SCCA runs on volunteers and that volunteers are the heart and soul of the Club – and both of those statements are literally true. Motorsports at any level would be impossible without the many people who devote their time and energy without expecting a paycheck.

Yet it would be wrong to say that SCCA volunteers don't receive good value back for their efforts. In fact, most SCCA officials would tell you that they get back far more than they put into the sport, and that's what keeps them coming back year after year.

Every local SCCA event across all 114 regions, adding up to hundreds of events every year, happens because SCCA members volunteer to do the critical work of organizing and preparing the site, the entry lists, the equipment and a host of other jobs. And every year hundreds of SCCA volunteers travel great distances to attend SCCA's four National Championship events in Club Racing, Solo, RallyCross and RoadRally.

SCCA's member volunteers know how to get the job done, and no one does motorsports better. That may sound like an idle boast, but it's not. Every professional racing series in America relies on SCCA volunteers to staff the racetrack and provide the skills that only they possess. It's safe to say that without SCCA volunteers, professional road racing in this country would be nearly impossible. Internationally, experienced SCCA volunteers have been recognized and welcomed into racing events around the world.

New members often wonder how to get from the grandstands to trackside – what they need to do to land a plum position as a volunteer. In fact, it's as easy as just showing up and saying hello. You simply need to be an SCCA member in good standing, which happens when you hand over your dues and a membership application. SCCA accepts everyone who signs up.

But there's still plenty that's good to know before you head for your first event – and it's all broken down for you right here.

RING

KEN BROWN



JASON BIELEY



D.E. BAER



CHOOSE YOUR VENUE

Depending on where you live, your local SCCA region may put on a variety of different events. If you're lucky enough to live near a major racetrack, your region probably organizes Club Racing events and supports the show when the pros come to town. Chances are also good that your region supports Solo, RallyCross or RoadRally competition. Every SCCA competition needs volunteers, and you can hone your skills just as well at any size or type of event.

Solo events need people who specialize in registration, Timing and Scoring, technical inspection and energetic people for set-up and tear-down. SCCA Solo events pioneered the run/work concept where every competitor is expected to spend some time working while others race, but there are always those who arrive early and stay late to make the scene happen. The best news is that you can compete and volunteer to go that extra mile in Solo on the same day.

RallyCross is very similar to Solo in that it uses the same run/work concept, while RoadRally requires a set of skilled volunteers to handle checkpoint timing, registration, inspection and the end-of-event party.

BEING A HAPPY AND SUCCESSFUL VOLUNTEER

As with any volunteer opportunity, you're likely to find that you get more out of your association with SCCA than you put in - that's the energy that keeps SCCA going. However, it's also well known that SCCA volunteers invest a huge amount of time and energy in the club, and so people can end up overworking themselves and suffering from burnout. That's easy to avoid if you follow some simple rules:

- Don't bite off more than you can really chew. There's always more that needs to be done, and while it's tempting to be a super-volunteer, the reality is that you're only one person. Give yourself plenty of free time to enjoy the racing and the camaraderie, and tell your chief if you feel the need for a break.
- Racing is a high-energy sport, and everyone has invested a lot of themselves in the process. As a result, emotions and tempers often run high. Be prepared to encounter some of that and to understand that the person across from you may be under significant stress. Respond with your better nature.

- Always thank your fellow volunteers (and drivers, crew and anyone else you see) for their participation in the sport. It's amazing how good it feels to communicate that recognition. On the other side of that coin, don't feel insulted or unimportant if no one thanks you for your efforts - people just forget to do that sometimes.
- Mix up your volunteering to keep yourself fresh and broaden your experience in the SCCA. If you've spent your first year in Flagging and Communications, take your second year and try Tech or Pre-Grid, or go play with the Solo folks for a weekend. You're guaranteed to learn something new, and you'll see the race weekend from a different perspective.



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When it comes to volunteer jobs, Club Racing is SCCA's big dog. An average SCCA Club Racing event requires at least dozens and often more than 100 volunteers to put on the show, and much of what we're about to talk about is generally in reference to Club Racing – as such, the various specialties and tasks available in Club Racing are detailed below.

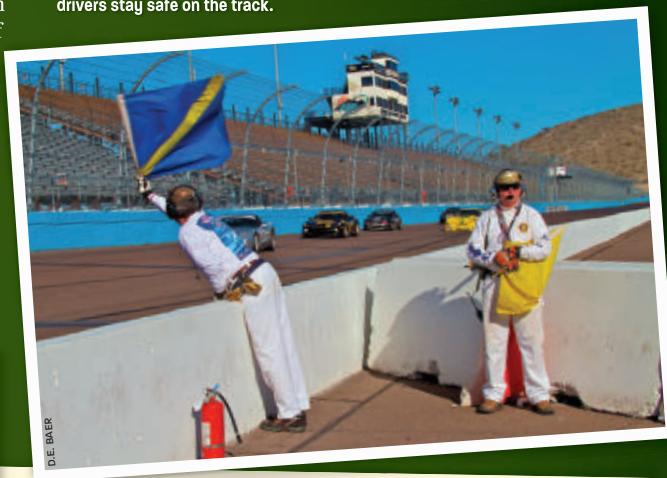
And, in case you were wondering, you can always volunteer in Club Racing no matter where you live – it's

just that the drive to the track might be longer. You can also volunteer even if you're normally behind the wheel of a Club Racing car – and many do just that on their spare weekends.

CHOOSE YOUR JOB

With your SCCA membership card in hand, you'll soon receive your first copy of *SportsCar* – the magazine you're reading right now. You will also receive a magazine or newsletter in some form (online or printed) from

SCCA's flaggers are a vital part of Club Racing, ensuring that the drivers stay safe on the track.



HOW TO BECOME AN SCCA ROCK STAR

Woody Allen famously remarked that 80 percent of success is just showing up. The quickest way to learn your specialty and become an expert in your area is to show up, again and again and again. Within a year you'll find that you have become a sought-after and relied-upon mainstay of your region's events. Within two years you're likely to have a national-level license in your specialty, and soon thereafter you may be asked to serve as assistant chief or chief of your specialty – and that's just the beginning of SCCA's ladder.

If you have ambitions in racing, the way to the top is clearly marked. Here's the secret method: Show up consistently, do a good job, travel to work in other regions and at the National Championships, and let your fellow volunteers know that you'd like to take on more responsibility. Do those things and you're guaranteed to get ahead.

SCCA is organized nationally, and in geographic divisions that contain the individual regions. At each level, there are experienced and dedicated volunteers who lead their specialties. Over time, experienced volunteers may be asked to devote some time as divisional or national administrator of their specialty.

Additionally, there are a couple of specialties that

require extensive experience before you can join up. Starters and Stewards are among the most experienced volunteers in the Club, because those jobs require expertise that you simply cannot obtain without years of practice. If your goal is to join those specialties, speak to the chiefs in your region and ask about a training program.

The very best volunteers at the Club level may be offered the chance to work for SCCA's Pro Racing division. At that level, travel and lodging costs are covered to allow you to practice your specialty at some of the best races in the nation. Plus, SCCA's National Office has a proud history of hiring outstanding members for full-time jobs managing the Club's business.

Outside of SCCA, top Club performers have been hired into various professional racing series, including NASCAR, IRL and ALMS. Many more have found employment with professional racing teams, racetracks and other related businesses. The bottom line is this: If racing is your passion, it is quite possible to turn your volunteer work with SCCA into your dream career. All you need to do is contact your region to get started.

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your local region or your geographical SCCA division. If you don't want to wait for those, you can also look up your SCCA region on the Web.

What you're looking for is the contact person in your area who's going to be able to put you in touch with the right people to help find a spot to volunteer in that interests you. Start at the top of the contact list and you should find your Regional Executive – don't be shy about calling your RE, because it's his or her job to put you in touch with the right people (and to find your RE, you'll need to find your local region's Website, which you can do at www.scca.com and clicking the "Find Your Region" link).

Here's a brief list of the kind of jobs you can find in a typical SCCA region. Each of these categories is called a "specialty" in racing parlance, and you will receive training and leadership when you choose your specialty:

- **Flagging and Communications** – these folks are probably the most visible at the racetrack. They're standing near the track, wearing white and looking out for the safety of the drivers, relaying information and responding to breakdowns. At a RallyCross or Solo, this job is often performed by competitors, but volunteers are always welcome.
- **Tech Inspection** – also known as "Scrutineers," these people take a good look at every car at every event for basic safety and rules compliance. If you have a technical passion, this could be your dream job at any SCCA event.
- **Registration** – this job starts well before anyone arrives to race, and allows you to get to know absolutely everyone in your region. Registrars protect every SCCA event and the Club in general by ensuring that all the licenses and signatures are in order.
- **Timing and Scoring** – these are the souls who time men's tries, as the saying goes. If you have a knack for precision and appreciate a job that is integral to the racing action, this is your spot. Skilled timing personnel are essential to the accuracy of SCCA competition.
- **Emergency** – if you have fire and rescue training, medical training

Without SCCA volunteers, many drivers would still be stuck in the mud.

or you would like to gain experience in those areas, you might consider a career on the E-crew. These are the folks who show up when seconds count.

- Pit and Paddock, Pre-Grid, Race Center, Hospitality, Announcer and other jobs are available and valued in every region and at every type of SCCA event. Talk to your RE and other leaders in your region to find out what's needed in your area. Pick any job and do it well!

WHAT TO EXPECT YOUR FIRST TIME OUT

The rhythm of a Club Racing event varies from region to region and event to event, but in general your participation as a volunteer should begin with a call or a note from your specialty chief in the days leading up to the event. The specialty chief is just what the name implies – the regional leader of all the volunteers in that specialty. You can usually expect to receive a notification (or several) of every upcoming event, along with information about where and when you should show up to participate. The chief will also tell you what (if anything) you should bring to the event. Items such as a bag lunch, particular clothing and weather gear are good to ask about.

At the Club race, you can expect to sign in at registration and receive a warm welcome from the registrars. You should be prepared to show your

SCCA membership card and sign the event waiver. If necessary, the registrars can help direct you to your specialty chief.

Once you've found your specialty, you will be assigned some tasks, and it's likely that you'll be paired with an experienced worker in the specialty to learn the ropes. Don't expect to be put in the most exciting or demanding positions the first weekend, though a good chief will make sure to "set the hook" with some excitement and reward for the new friend on the team.

Depending on the length and nature of the event, you might be offered lunch as part of your service, and there's often a party at the end of the day with snacks or even a full meal provided. Those parties are a great way to bond with your new friends in your specialty and those in other specialties. Be sure you stay at your job and stay in touch with your chief until you're released at the end of the day.

At the end of the weekend, you may have a logbook or other means of recording the fact that you worked the event – many regions offer recognition to regular volunteers that can range from a nice thank-you letter to awards banquet tickets and even to paying next year's dues for you. Be sure to ask if your region has a loyalty rewards program!

For even more information on the volunteering program, head to www.scca.com/about and click "Get Involved." 





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Featuring the FST Showcase Challenge

Last national in GLDiv.

Double FST Showcase race weekend

Live Timing and Scoring via Race Monitor

GingerMan Raceway
May 11-13, 2012

Grattan Raceway Park
May 26 & 27, 2012

Grattan Raceway Park
August 11 & 12, 2012



<http://wmr-scca.motorsportreg.com>

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TA2 cars available for sale or rent. New and used availability! Cars are 2011 Camaro bodied, 2011 Howe chassis cars, all new in 2011. LS1 fuel injected power, 480hp, Jerico transmissions, quick-change rear ends, 10" slicks, big brakes, and great fun to drive! TA2 is the best pro racing value for the dollar.

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CONTACT **BOB STRETCH 817-668-5433**
OR EMAIL **BOB@FIXRIM.COM**

SCCA is not only Club level motorsports

When you think of the SCCA, most people probably envision grass-roots racing. But the fact is the SCCA also sanctions several professional racing series under the SCCA Pro Racing banner.

So what is SCCA Pro Racing? Since it sanctioned its first race in 1963, SCCA Pro Racing has helped shape the face of professional racing in the U.S. Without SCCA Pro Racing, Trans-Am as we know it would not exist, and Can-Am might never have happened. Racing stars like Parnelli Jones, Mark Donohue, Tommy Kendall, Dan Gurney and Boris Said have all raced among the SCCA Pro Racing ranks – SCCA Pro Racing is nothing to take lightly.

SCCA Pro Racing currently sanctions a number of series, including Pirelli World Challenge, Trans-Am, Playboy Mazda MX-5 Cup, the F2000 Championship Series, the F1600 Formula F Championship Series and the Formula 1000 Championship Series. Combined, these series run the gamut from wildly modified production cars to tubeframe, fire-breathing racecars to spec racecars to spectacularly fast open-wheel formula cars.

Being an SCCA member, SCCA Pro Racing offers a unique opportunity for those looking for a new challenge – a number of Club Racing cars fit into SCCA Pro Racing series. If you're racing Improved Touring, Touring, Super Touring Over or Super Touring Under, there is a chance your car will fit into one of World Challenge's classes. Then there's Trans-Am, where Club Racing's GT-1, GT-2 and GT-3 Club Racing cars easily fit into the one of the three Trans-Am classes. If you've built a Spec MX-5 for Club Racing, you can run with the MX-5 Cup. And, when it comes to open wheel competition, Formula Continentals are welcome to join the fray in the F2000 Championship Series, while Formula F racers can try their hand at the F1600 Formula F Championship

Series. New for 2012 is the Formula 1000 Championship Series, where Club Racers with Formula 1000s are welcome to challenge for the win.

It has been said that running in one of SCCA Pro Racing's series is like running the National Championship Runoffs (SCCA's Club Racing championship event) 10 times a year. Every lap counts, and the pros make you earn every inch of track real estate.

With that said, we present to you a brief overview of the various SCCA Pro Racing series. If any pique your interest, head to www.sccaproracing.com for more details. There, you will find contact information, rulebooks and more to get you on your way. For some series, you will also find information on where you can watch the series on TV, online or in person.

THE SCCA PRO RACING UNIVERSE

Pirelli World Challenge

1 In one form or another, Pirelli World Challenge has been around for a couple of decades and, in 2012, it will be in its 23rd season of competition. The series is made up of three classes: GT, GTS and Touring Car. The cars range from the horsepower monsters of GT like the Dodge Viper, Chevrolet Corvette and

Volvo S60 to the powerful yet nimble Acura TSXs and Ford Mustang GTs of GTS to the affordable Mazda RX-8s and Volkswagen Golfs of Touring Car. And if that doesn't get your blood pumping, just watch the standing start that kicks off every World Challenge race.

www.world-challenge.com

Trans-Am

2 Trans-Am is SCCA Pro Racing's longest running series. With its humble beginnings in 1966, the series has continued to grow, moving from relatively small displacement production cars to become a predominantly tubeframe racecar series boasting huge motors and even bigger power. In recent years, Trans-Am has returned to its roots with multi-class racing with Trans-Am, Trans-Am 2 and Global GT taking to the track at the same time.

www.trans-amracing.com

Playboy Mazda MX-5 Cup

3 The Playboy Mazda MX-5 Cup is a field of spec Mazda MX-5s battling for the win. Since the cars are all but identical, these drivers are out to prove who is the best of the best from the moment the green flag drops and the field charges from its standing start. www.mx-5cup.com

SCCA PRO



DENNIS WOOD



DENNIS WOOD



MARK WEBER

F2000 Championship Series

4 If you are familiar with Club Racing's Formula Continental, you'll understand the basis for the F2000 Championship Series. This series keeps a tight reign on the class rules to ensure the racing is nothing less than spectacular. And with every race weekend being a doubleheader, competitors get the biggest possible bang for their buck.

www.f2000championshipseries.com

F1600 Formula F Championship Series

5 Similar to the F2000 Championship Series, the F1600 Formula F Championship Series offers its racers a doubleheader race weekend every time the series competes – but in this series, the drivers are piloting cars that are very similar to Club Racing's Formula F cars.

www.f1600championshipseries.com

Formula 1000 Championship Series

6 New for 2012, this series takes cutting-edge formula cars powered by motorcycle engines and pits them against each other on some of the East Coast's greatest racetracks. Keep an eye out for this series – and if you happen to Club race a Formula 1000, you should give this series a shot.

www.f1000champ.com



IRINA BOLZENKOVA

RACING



JEFF LOEWEN



DENNIS VALET



Drive like the pros

Bob Bondurant's school is successful for a reason – it works

It all begins, as it always should, with the basics.

The fundamentals of car control and vehicle dynamics are the same whether the vehicle is a 15-passenger van or a Corvette Z06. And it's those fundamentals that the Bob Bondurant School of High Performance Driving emphasizes and teaches to its students, no matter what the student's ultimate racing – or non-racing – goal might be.

In the mid 1960s Bob Bondurant had made quite a name for himself as a racing driver, even competing in Formula 1, with a best finish of fourth in the '66 Monaco Grand Prix. He got his first taste of instructing while preparing actor James Garner to star in John Frankenheimer's *Grand Prix*.

A year later, laying in a hospital bed after a massive Can-Am crash at Watkins Glen, Bondurant laid

out the foundation for his racing school, which opened in 1968 with Datsun 2000s, Formula Vees and a Lola T70 Can-Am car.

More than four decades later, drivers seeking to get their SCCA Regional Competition license will do so in a three- or four-day course in Chevrolet Corvettes and, if they opt for the fourth day, Formula Mazdas. But, while the vehicles have changed with the times, the principles guiding instruction have only been refined over four decades of teaching drivers to go faster and be safer.

It starts with small class sizes and a three-to-one student-to-instructor ratio. The objective is plenty of one-on-one direct feedback and time for instructors to ride with students. The instructor has a direct eye on what the student is doing with their

Bob Bondurant's racing pedigree and experience, including Formula 1 (RIGHT), has been transformed into an effective and successful system of schooling.





(MAIN) Bondurant students get put through their paces in high-performance Chevrolet Corvette Grand Sports. (TOP RIGHT) The Bondurant school's purpose-built track at Firebird Raceway in Arizona. (RIGHT) Whatever the activity or course, Bondurant's instructors are among the best in the business.



hands, feet and eyes in the car as the student works on skid control, braking techniques, cornering exercises and understanding weight transfer and vehicle dynamics.

For learning those techniques, there's simply no substitute for seat time; the small class sizes ensure plenty of it, because students don't have to share cars. Whether that seat time is spent on the driver's side or the passenger's while observing the instructor, the result is the same – reinforcing techniques such as throttle steer and keeping vision far ahead.

When all the skills are ingrained and put together on the racetrack, the student is well on the way to becoming a competent racing driver, comfortable running at speed close to other cars. The objective is a safe and respectful driver who not only has the

techniques and proficiency to race, but the knowledge of procedures and signals he or she will encounter when the green flag drops for their first start.

That knowledge is key to the Bondurant school's ability to send students away with an SCCA Regional Competition license, and it's why the facility is the Official Driving School of the World Challenge Championships. Beyond simple facts, it's a trained set of reactions to set drivers up for success, whether it's to complete a safe pass on a competitor or avoid an accident on the street.

Four decades of training drivers such as Rick Mears, Tommy Kendall, Ryan Briscoe, Rhys Millen and Jimmie Johnson have proven that the Bondurant method works. Now it's your turn to learn to drive like a pro.

BE A QUICK STUDY

Check out a couple of tips for better track driving from the Bondurant school's chief instructor, Mike McGovern. Vision is his focus on page 49. Then, for some useful advice on improving mid-corner technique, go to page 59.

Teaching tools

The perfect track, plus great cars and staff

Not content to teach on someone else's idea of what a good racetrack should be, Bob Bondurant built his own at Firebird Raceway in Chandler, Ariz., a suburb of Phoenix. During construction, he even hopped on the grader himself to re-profile some corners to fit the vision he had of the perfect learning circuit.

With 15 turns in 1.6 miles, top speed isn't the objective; rather, it's the right corners in the right combinations to prepare students for whatever they might encounter on the racetracks of the world. Linked turns, constant radius, decreasing-radius and off-camber corners combine to throw everything at a novice or advanced driver. Together with eight acres of asphalt on which the school teaches the fundamentals, it's the perfect classroom for racing instruction.

Likewise, the Chevrolet Corvette Grand Sports provide great handling and plenty of power so that students concentrate on technique, and not what odd thing the car might be doing.

Drivers on the four-day Grand Prix Road Racing course will get time in a Formula Mazda, chosen for its slick tires, working aero devices and ability to accommodate a variety of drivers.

In addition, a fleet of Chevy Camaro SS muscle cars (below) bring horses and poise to the school's two-day High Performance Driving course.

The final piece of the puzzle is the instructors. With a huge range of racing experience, they're full-time employees of the school to ensure a consistent message to students. With regular critiquing by Bondurant and chief instructor Mike McGovern, they're always on top of their game to best prepare students for competition.



Calendar

SPORTS CAR CLUB OF AMERICA MARCH 2012
FIND SCCA CLUB RACING, RALLY AND SOLO EVENTS NEAR YOU

DON'T SEE AN EVENT NEAR YOU? GO TO SCCA.COM/ EVENTS TO FIND MORE!

PRO RACING



WORLD CHALLENGE

www.world-challenge.com

Mar 23-25 Streets of St. Petersburg, Fla.

Apr 13-15 Streets of Long Beach, Calif. (GT, GTS)

Apr 27-29 Miller Motorsports Park, Utah

May 10-12 Mazda Raceway Laguna Seca, Calif.

Jun 1-3 Detroit Belle Isle Grand Prix, Mich. (GT, GTS)

Jun 22-24 Mosport Int'l Raceway, Ontario, Canada

Aug 3-5 Mid-Ohio Sports Car Course, Ohio

Aug 24-26 Infineon Raceway, Calif.

TRANS-AM SERIES

www.trans-amracing.com

May 18-20 Mosport Int'l Raceway, Ontario, Canada

May 25-26 Lime Rock Park, Lakeville, Conn.

Jun 29-Jul 1 New Jersey Motorsports Park, N.J.

Jul 6-8 Watkins Glen Int'l, N.Y.

Aug 17-19 Road America, Wis.

Aug 31-Sep 2 Brainerd Int'l Raceway, Minn.

Nov 2-4 Road Atlanta, Ga.

PLAYBOY MAZDA MX-5 CUP

www.mx-5cup.com

Mar 14-16 Sebring Int'l Raceway, Fla. (double)

May 10-12 Mazda Rowy Laguna Seca, Calif. (dbl)

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

Jul 20-22 Mosport Int'l Raceway, Ontario, Canada

Sep 14-15 VIRginia Int'l Raceway, Vir.

Sep 21-23 Naval Air Base Coronado, Calif.

Oct 17-19 Road Atlanta, Ga.

F2000 CHAMPIONSHIP

www.f2000championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)

May 10-12 Road Atlanta, Ga. (double)

May 25-26 Lime Rock Park, Conn. (double)

Jun 28-Jul 1 New Jersey Motorsports Park (Thunderbolt), N.J. (double)

Jul 26-29 Mid Ohio Sports Car Course, Ohio (dble)

Aug 24-26 Summit Point, W. Va. (double)

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

F1600 CHAMPIONSHIP

www.f1600championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)

May 10-12 Road Atlanta, Ga. (double)

May 25-26 Lime Rock Park, Conn. (double)

Jun 28-Jul 1 New Jersey Motorsports Park (Thunderbolt), N.J. (double)

Jul 26-29 Mid-Ohio Sports Car Course, Ohio (dble)

Aug 24-26 Summit Point, W. Va. (double)

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

FORMULA 1000 CHAMPIONSHIP SERIES

www.f1000champ.com

May 18-20 Mosport, Ontario, Canada (double)

Jun 29-30 Watkins Glen, N.Y. (double)

Jul 6-8 VIRginia Int'l Raceway, Va. (double)

Aug 3-4 Mid-Ohio Sports Car Course, Ohio (dble)

Sep 14-16 Road Atlanta, Ga. (double)

CLUB RACING



Date Track/Region

Phone numbers are or region registrars

NATIONAL

NORTHEAST www.nescca.com

Apr 21-22 New Hampshire Motor Speedway/ New England

May 5-6 Super Tour - Summit Point/ Washington DC

May 26-27* Nelson Ledges/Mahoning Valley

Jun 2-3 NJMP/South Jersey

Jun 22-23 Lime Rock Park/Mohawk-Hudson

Jul 6-8 Watkins Glen/Glen

Jul 27-29 BeaverRun/Steel Cities

Aug 10-12 Pocono Raceway/Tri-Region Race Group

Finger Lakes (315) 597-9637

Glen (607) 739-2953

Mahoning Valley (330) 854-4889

Mohawk-Hudson (518) 885-0841

New England (508) 561-2188

New York (914) 674-2481

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region Race Group (610) 282-3932

Washington DC (800) 879-4722

SOUTHEAST www.sedivrac.org

Jan 6-8* Super Tour - Sebring-Long Course/ Central Florida

Jan 13-15* Homestead/Florida

Feb 25-26 Roebing Road/Buccaneer

Mar 16-18* Road Atlanta/Atlanta, Alabama

Apr 20-22* VIR/North Carolina

May 19-20 Road Atlanta/Atlanta

Aug 31-Sep 2 Barber Mtrsprts Prk/Atlanta, Alabama

Atlanta/Alabama (770) 455-7222

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (863) 385-2855

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org

Jun 1-3* Super Tour - Mid-Ohio Sports Car Course/ OVR, Cincy

Jun 30-Jul 1 Nelson Ledges/Neohio

Jul 7-8* Gingerman/SBR, DET

Aug 11-12 Grattan/Western Michigan

Cincinnati (513) 528-9217

Neohio (440) 933-8420

Ohio Valley (614) 846-1228

OVR/Cincy (614) 735-7561

SBR/DET (574) 286-1321

Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org

May 12-13 Blackhawk Raceway/Land O' Lakes

May 26-27* Brainerd/Land O' Lakes

Jun 15-17 Road America/Chicago Region

Jul 20-22 Road America/Milwaukee

Aug 4-5 Super Tour - Blackhawk Raceway/ Blackhawk Valley, Milwaukee

Blackhawk Valley (815) 772-4881

Chicago (847) 729-2211

Land O' Lakes (952) 479-7467

Milwaukee (262) 241-8371

MIDWEST www.midiv.org

Mar 31-Apr 1* Memphis Int'l Raceway/Mid South

Apr 14-15* Super Tour-Majors - Hallett Motor Racing Circuit/NEOkla, Oklahoma, Wichita

May 19-20 Gateway Motorsports Park/St. Louis

Jun 2-3* Mid America Motorplex/Des Moines Valley

Jul 14-15* Invitational-Majors - Heartland Park Topeka/Kansas, Kansas City

Jul 28-29 Gateway Motorsports Park/St. Louis

Aug 18-19* Motorsport Park Hastings/Nebraska

Des Moines Valley (316) 775-7627

Kansas, Kansas City (816) 795-8520

Mid South (901) 377-2849

Nebraska (402) 592-7918

NEOkla, Okla, Wichita (918) 744-6392

St. Louis (614) 249-6571

SOUTHWEST www.sowdivscca.org

Feb 25-26* MSR Houston/Houston

Mar 9-11* Super Tour-Majors - Texas World Speedway/Lone Star

May 4-6* Invitational-Majors - Texas Motor Speedway/Texas

May 26-27* Texas World Speedway/Lone Star

Jul 28-29* Eagles Canyon Raceway/Texas

Sep 1-2* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org

May 26-27* Pikes Peak Int'l Rowy/Cont. Divide

Jun 16-17 Invitational-Majors - Pueblo Mtrsprts Park/Continental Divide

Jun 30-Jul 1* Super Tour-Majors - High Plains Raceway/Colorado

Aug 4-5* Miller Motorsports Park/Utah

Sep 1-2* High Plains Raceway/Colorado

Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org

Mar 10-11* Thunderhill/San Francisco

May 18-20 Portland Int'l Raceway/Oregon

May 26-29* Pacific Raceways/Northwest

Jul 13-15* Super Tour - Portland Int'l Raceway/ Oregon

Northwest (360) 6082

Oregon (503) 224-9469

San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org

Jan 20-22 Auto Club Speedway/Cal Club

Feb 25-26* Willow Springs/Cal Club

Apr 28-29* Super Tour - Buttonwillow/Cal Club

Jun 9-10* Auto Club Speedway/Cal Club

Sep 1-2* Buttonwillow/Cal Club

Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 17-23 Road America, Elkhart Lake, Wis.

REGIONAL

NORTHEAST www.nescca.com

Apr 21-22R New Hampshire Motor Speedway/ New England

Apr 27-28 Summit Point/Washington DC

Apr 27-28# NJMP/IRB-N. New Jersey/South Jersey

May 26-27 Watkins Glen/Glen

May 26-27* New Hampshire Motor Speedway/ New England

Jun 2-3R NJMP/South Jersey

Jun 9 Lime Rock Park/New England

Jun 9-10 Summit Point/Washington DC

Jun 23-24 Nelson Ledges/Finger Lakes

Jun 30-Jul 1 NJMP/IRB-N. New Jersey/South Jersey

Jul 14-15 Summit Point/Washington DC

Jul 21-22 Watkins Glen/Glen

Jul 22-23* Lime Rock Park/Mohawk-Hudson

Jul 27-29 BeaverRun/Steel Cities

Aug 4-5* New Hampshire Motor Speedway/ New England

Aug 18-19 NJMP/IRB-N. New Jersey/South Jersey

Sep 1-3* Summit Point/Washington DC

Sep 8-9* New Hampshire Motor Speedway/ New England

Sep 15-16 Watkins Glen/Finger Lakes

Sep 21-22 Lime Rock Park/New York

Sep 29-30* Nelson Ledges/Mahoning Valley

Oct 6-7* Watkins Glen/Glen

Oct 6-7 Summit Point/Washington DC

Oct 20-21 NJMP/IRB-N. New Jersey/South Jersey

Finger Lakes (315) 597-9637

Glen (607) 739-2953

Mahoning Valley (330) 854-4889

Mohawk-Hudson (518) 885-0841

All dates/events subject to change.

* = Double Event CH = Charity Rally

= Enduro R = Restricted

+ = Addition/Change v = Vintage

HC = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional Rally D = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com.

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or RoadRally schedule, call (785) 232-7658. For changes to the Rally schedule, call (785) 357-7259.

New England (508) 561-2188

New York (914) 674-2481

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region Race Group (610) 282-3932

Washington DC (800) 879-4722

SOUTHEAST www.sedivrac.org

Jan 13-15* Homestead/Florida

Feb 11-12 Sebring-Long Course/Central Florida

Mar 10-11# VIR/North Carolina

Mar 16-18# Road Atlanta/Atlanta, Alabama

Mar 31-Apr 1* Palm Beach Int'l Raceway/Florida

Mar 31-Apr 1* Carolina Mtrsprts Prk/South Carolina

Apr 18-29* Roebing Road/Buccaneer

May 5-6# Daytona/Central Florida

May 12-13* VIR/North Carolina

May 12-13* Palm Beach Int'l Raceway/Florida

May 19-20 Road Atlanta/Atlanta

May 25-26* Carolina Mtrsprts Prk/Cen. Carolinas

Jun 2-3 Sebring-Short Course/Central Florida

Jun 9-10*# Homestead/Florida

Jun 30-Jul 1*# Roebing Road/Buccaneer

Jul 14-15* Road Atlanta/Atlanta

Jul 21-22 Sebring-Short Course/Central Florida

Aug 4-5* Daytona Int'l Speedway/Central Florida

Aug 18-19* Charlotte Motorspeedway/CCR, NCR

Aug 31-Sep 2* Barber Motorsports Park/ Atlanta, Alabama

Sep 1-2# Sebring-Long Course/Central Florida

Sep 1-2 Sebring-Long Course/Central Florida

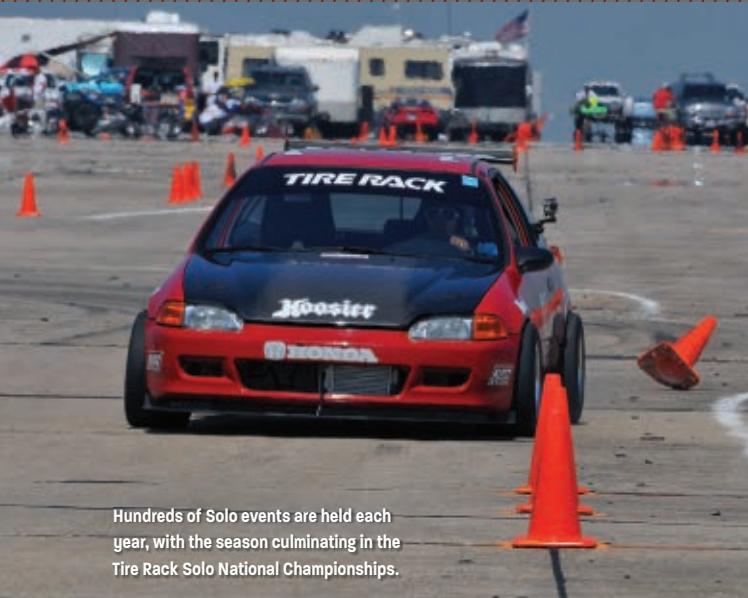
Sep 15-16*# Carolina Mtrsprts Prk/South Carolina

Sep 15-16* Homestead/Florida

Sep 29-30 Daytona Int'l Speedway/Central Florida

Taste how sweet victory can be at one of SCCA's many Club races.





Hundreds of Solo events are held each year, with the season culminating in the Tire Rack Solo National Championships.

RUPERT BERENSON

Oct 6-7# Roebing Road/Buccaneer
Oct 6-7 Roebing Road/Buccaneer
Oct 20-21 Sebring-Short Course/Central Florida
Oct 20-21# VIR/North Carolina
Oct 26-27# VIR/North Carolina
Nov 2-4 Road Atlanta/Atlanta
Nov 4# Road Atlanta/Atlanta
Nov 10-11 Palm Beach Int'l Raceway/Florida
Nov 24-25 Sebring-Long Course/Central Florida
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org
May 26-28* Grattan/Western Michigan
Jun 8-10 Mid-Ohio Sports Car Course/Ohio Valley
Jun 30-Jul 1R Nelson Ledges/Neohio
Jul 28-29R Mid-Ohio Sports Car Course/Cincinnati
Aug 11-12R Grattan/Western Michigan
Aug 18-19* Nelson Ledges/Neohio
Sep 1-2* Mid-Ohio Sports Car Course/Ohio Valley
Oct 6-7* Mid-Ohio Sports Car Course/Ohio Valley
Oct 20-21* Nelson Ledges/Neohio
Oct 20-21* Nelson Ledges/Neohio
Cincinnati (513) 528-9217
Neohio (440) 933-8420
Ohio Valley (614) 846-1228
OVR/Cincy (614) 735-7561
SBR/DET (574) 286-1321
Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org
Apr 29 Blackhawk Raceway/Blackhawk, Chicago/Land O' Lakes, Milwaukee
May 26-27* Brainerd/Land O' Lakes
Jun 2-3* Milwaukee Mile/Milwaukee Region
Jul 7-8* Blackhawk Farms Raceway/Blackhawk Valley, Milwaukee
Aug 25-26* Road America/Chicago
Sep 1-2* Brainerd Int'l Raceway/Land O' Lakes
Oct 13-14 Blackhawk Farms Raceway/Chicago
Blackhawk Valley (815) 772-4881
Chicago (847) 729-2211
Land O' Lakes (952) 479-7467
Milwaukee (262) 241-8371

MIDWEST www.midiv.org
Mar 31-Apr 1* Memphis Int'l Raceway/Mid South
Apr 14 Hallett Motor Racing Circuit/NEOKla, Oklahoma, Wichita
May 5-6* Heartland Park Topeka/Kansas, Kan. City
May 19-20 Gateway Motorsports Park/St. Louis
Jun 2-3* Mid America Motoplex/Des Moines Valley
Jul 14 Heartland Park Topeka/Kansas, Kan. City
Jul 28-29 Gateway Motorsports Park/St. Louis
Aug 18-19* Motorsport Park Hastings/Nebraska
Des Moines Valley (316) 775-7625
Kansas, Kansas City (816) 795-8520
Mid South (901) 377-2849

Nebraska (402) 592-7918
NEOKla, Okla, Wichita (918) 744-6392
St. Louis (614) 249-6571

SOUTHWEST www.sowdivscca.org
Feb 25-26* MSR Houston/Houston
May 4-6* Texas Motor Speedway/Texas
May 26-27* Texas World Speedway/Lone Star
Jul 28-29* Eagles Canyon Raceway/Texas
Sep 1-2* MSR Houston/Houston
Oct 13-14* Eagles Canyon Raceway/Texas
Dec 8-9* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org
Mar 31-Apr 1* Pueblo Motorsports Park/Continental Divide
Apr 28-29* High Plains Raceway/Colorado
May 26-27* Pikes Peak Int'l Rowy/Cont. Divide
Jun 16 Pueblo Mtrspts Park/Continental Divide
Jul 21-22* Pikes Peak International Raceway/Continental Divide
Aug 4-5* Miller Motorsports Park/Utah
Aug 18-19* High Plains Raceway/Colorado
Sep 1-2* High Plains Raceway/Colorado
Oct 13-14* Pueblo Mtrspts Prk/Continental Divide
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org
Mar 16-18 Portland Int'l Raceway/Oregon
Mar 30-Apr 1* Thunderhill/San Francisco
Apr 27-29* Laguna Seca/San Francisco
Apr 28-29* Portland Int'l Raceway/Oregon
May 18-20 Portland Int'l Raceway/Oregon
May 26-29* Pacific Raceways/Northwest
Jun 7-10* Laguna Seca/San Francisco
Jun 15-17* Portland Int'l Raceway/Oregon
Jul 6-8* Infineon/San Francisco
Jul 28-29 Thunderhill/San Francisco
Aug 11-12* Portland Int'l Raceway/Oregon
Aug 31-Sep 2* Thunderhill/San Francisco
Sep 7-9*(triple) Portland Int'l Raceway/Oregon
Northwest (360) 8082
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org
Jan 20-22* Auto Club Speedway/Cal Club
Feb 25-26* Willow Springs/Cal Club
Mar 24-25 Buttonwillow/Cal Club
May 19-20* Buttonwillow/Cal Club
Jun 9-10* Auto Club Speedway/Cal Club
Sep 1-2* Buttonwillow/Cal Club
Oct 6-7* Buttonwillow/Cal Club
Cal Club (661) 304-9382

DRIVERS SCHOOLS

NORTHEAST www.nescca.com
Mar 23-25* Summit Point/Washington DC
Mar 31-Apr 1* NJMP/JRB-North New Jersey/South Jersey
May 25 New Hampshire Motor Speedway/New England
Jun 8 Lime Rock Park/New England

Oct 4-5 Watkins Glen/Glen
Finger Lakes (315) 597-9637
Glen (607) 739-2953
New England (508) 561-2188
South Jersey (609) 926-4842
Washington DC (800) 879-4722

SOUTHEAST www.sedivrcing.org
Feb 2-5* Roebing Road/Buccaneer
Apr 14-15 Daytona Int'l Speedway/Central Florida
Jul 21-22 Sebring-Short Course/Central Florida
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Florida (863) 385-2855

GREAT LAKES www.greatlakes-scca.org
May 11-13 Gingerman/Western Michigan
Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org
Apr 27-28 Blackhawk Raceway/Blackhawk, Chicago/Land O' Lakes, Milwaukee
Chicago (847) 729-2211

MIDWEST www.midiv.org
May 4-5* Heartland Park Topeka/Kansas, Kan. City

ROCKY MOUNTAIN www.coloradoscca.org
Apr 1 Pueblo Motorsports Park/Continental Divide
Apr 28 High Plains Raceway/Colorado

NORTHERN PACIFIC www.norpacscca.org
Feb 24-26 Thunderhill/San Francisco
Mar 16-18 Portland Int'l Raceway/Oregon
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org
Mar 24-25* Buttonwillow/Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School
 (800) 722-3669 www.racenow.com

Bob Bondurant School
 (800) 842-7223 www.bondurant.com

Bridgestone Racing Academy
 (905) 983-1114 www.race2000.com

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 (707) 939-7600 www.jimrussellusa.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 www.go4it-services.com

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www.raceschool.com

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Proformance Racing School
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www.proformanceracingschool.com

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Waterford Hills Road Racing Inc.
 (248) 623-0070 www.waterfordhills.com

TIME TRIALS

NORTHEAST www.nescca.com
Mar 10-11 PDX Summit Point/Washington DC
Jun 23 PDX Summit Point/Washington DC
Jul 30 PDX Summit Point/Washington DC
Jul 27-29 TT BeaverRun/Steel Cities

Aug 11-12 PDX TT Summit Point/Washington DC
Sep 22-23 PDX TT Summit Point/Washington DC
Sep 29-30 PDX TT Summit Point/Washington DC
Sep 29-30 PDX Nelson Ledges/Mahoning Valley
Mahoning Valley (330) 854-4889
Steel Cities (412) 831-0361
Washington DC (800) 879-4722

SOUTHEAST www.sedivrcing.org
Mar 10-11 PDX VIR/North Carolina
Mar 18 PDX Road Atlanta/Atlanta/Alabama
Mar 31-Apr 1 HC TBD/Central Carolinas
Mar 31-Apr 1 TT Little Talladega Gran Prix Raceway/Alabama, Tennessee Valley

Apr 14-15 PDX Daytona Int'l Speedway/Cen. Florida
May 19-20 PDX TT Road Atlanta/Atlanta
Jun 23-24 HC Robbinsville, N.C./Central Carolinas
Jul 15 PDX Road Atlanta/Atlanta

Jul 21-22 PDX Sebring-ShortCourse/Cen. Florida
Sep 15-16 CT Carolina Mtrspts Prk/South Carolina
Sep 15-16 PDX Carolina Mtrspts Prk/South Carolina
Sep 29-30 HC Scottsboro, Ala./Tennessee Valley

Nov 4 PDX Road Atlanta/Atlanta
Nov 10-11 TT Roebing Road/Buccaneer
Atlanta/Alabama (770) 455-7222

Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org
Jul 27 PDX Mid-Ohio Sports Car Course/Cincinnati
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 846-1228

ROCKY MOUNTAIN www.coloradoscca.org
Mar 31-Apr 1* PDX CT Pueblo Motorsports Park/Continental Divide
Apr 28-29* PDX CT High Plains Raceway/Colorado
Jul 21-22* PDX CT Pikes Peak International Raceway/Continental Divide
Aug 18-19* PDX CT High Plains Raceway/Colorado
Oct 13-14* PDX CT Pueblo Motorsports Park/Continental Divide
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org
Apr 21 PDX CT TT Bremerton/Northwest
Jun 23 PDX CT TT Bremerton/Northwest
Sep 9 PDX CT TT Portland Int'l Raceway/Oregon
Northwest (360) 6082
Oregon (503) 224-9469

SOUTHERN PACIFIC www.scca-sopac.org
Mar 24-25 TT Buttonwillow/Cal Club
May 19-20 TT Buttonwillow/Cal Club
Oct 6-7 TT Buttonwillow/Cal Club
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA ProSolo

Apr 13-15 Maryland, TBA
Apr 20-22 Mineral Wells Arpt, Mineral Wells, Texas
May 4-6 El Toro Airfield, Irvine, Calif.
May 25-28 Lincoln Airpark, Lincoln, Neb.
Jun 8-11 Arkansas Aeroplex, Blytheville, Ark.
Jul 6-8 Hampton Mills, Packwood, Wash.
Jul 20-22 McGee Park, Farmington, N.M.
Jul 27-29 Toledo Express Airport, Toledo, Ohio

TIRE RACK® SCCA ProSolo FINALE

Aug 30-Sept 2 Lincoln Air Park, Lincoln, Neb.

TIRE RACK® SCCA SOLO NATIONAL TOUR

Mar 9-11 South Georgia Mtrspts Park, Cecil, Ga.
Mar 16-18 Texas A&M, College Station, Texas
Apr 27-29 Qualcomm Stadium, San Diego, Calif.
May 18-20 MetLife Stadium, East Rutherford, N.J.
May 25-28 Central States Championship – Lincoln Airpark, Lincoln, Neb.
Jun 8-11 Southern States Championship – Arkansas Aeroplex, Blytheville, Ark.
Jun 29-Jul 1 Western States Championship – Hampton Mills, Packwood, Wash.
Jul 13-15 Pikes Peak Int'l Raceway, Fountain, Colo.

Aug 3-5 Northern States Championship – Grissom AeroPlex, Peru, Ind.
Oct 27-28 Arkansas Aeroplex, Blytheville, Ark.

TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 4-7, Tire Rack SCCA Solo National Championships, Lincoln Air Park, Lincoln, Neb.

REGIONAL

Date Track/Region
 Phone numbers are for Region registrars

NORTHEAST www.nescca.com

Apr 1 Street Survival – Warminster Community Park/Philadelphia
Apr 15 Central Pa. Institute/Central Pennsylvania
Apr 21 Central Pa. Institute/Central Pennsylvania
May 6 Central Pa. Institute/Central Pennsylvania
May 27 Mid State Airport/Central Pennsylvania
Jun 10 Central Pa. Institute/Central Pennsylvania
Jun 23-24 Mid State Airport/Central Pennsylvania
Jul 8 Mid State Airport/Central Pennsylvania
Jul 21-22 Mid State Airport/Central Pennsylvania
Aug 5 Central Pa. Institute/Central Pennsylvania
Aug 25 Central Pa. Institute/Central Pennsylvania
Sep 16 Central Pa. Institute/Central Pennsylvania
Sep 30 Central Pa. Institute/Central Pennsylvania
Oct 7 Street Survival – Delaware Park/Philadelphia
Oct 13-14 Mid State Airport/Central Pennsylvania
Central Pennsylvania (814) 933-9428
Philadelphia (484) 949-4100

SOUTHEAST www.sedivracing.org

Jan 8 Hunt Army Stage Field/Wiregrass
Mar 4 Hutchinson Island/Buccaneer
Apr 1 Hutchinson Island/Buccaneer
May 6 Hutchinson Island/Buccaneer
Jun 10 Hutchinson Island/Buccaneer
Jul 8 Hutchinson Island/Buccaneer
Sep 16 Hutchinson Island/Buccaneer
Nov 14 Hutchinson Island/Buccaneer
Buccaneer (912) 398-0147
Wiregrass (334) 313-5769

GREAT LAKES www.greatlakes-scca.org

Feb 26 Walesboro Airport/Columbus Club
Mar 25 Walesboro Airport/Columbus Club
Columbus Club (317) 796-0123

SOUTHWEST www.sowdivscca.org

Feb 4-5 New Orleans Mtrspts Park/Delta
Feb 5 Royal Purple Raceway/Houston
Mar 3-4 New Orleans Mtrspts Park/Delta
Apr 15 New Orleans Mtrspts Park/Delta
May 6 New Orleans Mtrspts Park/Delta
Jun 3 New Orleans Mtrspts Park/Delta
Delta www.delta-scca.org
Houston (281) 782-7512

ROCKY MOUNTAIN www.coloradoscca.org

Jan 14 Front Range Airport/Colorado
Feb 18 Front Range Airport/Colorado
Mar 24 Front Range Airport/Colorado
Apr 29 Front Range Airport/Colorado
Jun 9 Front Range Airport/Colorado
Jul 29 Front Range Airport/Colorado
Aug 19 Front Range Airport/Colorado
Sep 29 Front Range Airport/Colorado
Nov 4 Front Range Airport/Colorado
Colorado (970) 568-9671

NORTHERN PACIFIC www.norpacscca.org

Feb 19 Oracle Arena/San Francisco
Mar 11 Marina Airport/San Francisco
Mar 11 Street Survival – Portland Int'l Raceway/Oregon
Mar 25 Oracle Arena/San Francisco
Apr 1 Marina Airport/San Francisco
Apr 15 Oracle Arena/San Francisco
Apr 29 Oracle Arena/San Francisco
May 5 Street Survival – Reno-Stead Airport/Reno
May 6 Oracle Arena/San Francisco
Jun 3 Oracle Arena/San Francisco
Jun 10 Oracle Arena/San Francisco
Jul 29 Oracle Arena/San Francisco
Sep 30 Street Survival – Portland Int'l Raceway/Oregon
Oregon (503) 327-8990
Reno (775) 267-4845
San Francisco www.sfrscca.com

SOUTHERN PACIFIC www.scca-sopac.org

Jan 7 Aloha Stadium/Hawaii
Jan 22 Aloha Stadium/Hawaii
Jan 22 Maui Raceway Park/Hawaii
Feb 4 Firebird Int'l Raceway/Arizona
Feb 5 Aloha Stadium/Hawaii
Feb 26 Maui Raceway Park/Hawaii
Feb 26 Marana Regional Airport/Arizona Border
Feb 26 Hilo Srag Strip/Big Island of Hawaii
Mar 4 Firebird Int'l Raceway/Arizona
Mar 4 Aloha Stadium/Hawaii
Mar 18 Aloha Stadium/Hawaii
Mar 18 Hilo Drag Strip/Big Island of Hawaii
Mar 24 Marana Regional Airport/Arizona Border
Mar 25 Maui Raceway Park/Hawaii
Apr 15 Firebird Int'l Raceway/Arizona
Apr 15 Aloha Stadium/Hawaii
Apr 22 Maui Raceway Park/Hawaii
Apr 22 Marana Regional Airport/Arizona Border
May 13 Firebird Int'l Raceway/Arizona
May 20 Maui Raceway Park/Hawaii
May 20 Marana Regional Airport/Arizona Border
Jun 24 Marana Regional Airport/Arizona Border
Jun 24 Maui Raceway Park/Hawaii
Jul 22 Maui Raceway Park/Hawaii
Jul 29 Marana Regional Airport/Arizona Border
Aug 26 Marana Regional Airport/Arizona Border
Aug 26 Maui Raceway Park/Hawaii
Sep 26 Firebird Int'l Raceway/Arizona
Sep 23 Maui Raceway Park/Hawaii

Sep 30

Marana Regional Airport/Arizona Border
Oct 14 Firebird Int'l Raceway/Arizona
Oct 27-28 Marana Regional Airport/Arizona Border
Oct 28 Maui Raceway Park/Hawaii
Nov 18 Firebird Int'l Raceway/Arizona
Nov 18 Marana Regional Airport/Arizona Border
Dec 1-2 Firebird Int'l Raceway/Arizona
Dec 9 Marana Regional Airport/Arizona Border
Arizona kkempvet@aol.com
Arizona Border (520) 907-4797
Hawaii (808) 283-1705

ROADRALLY

NATIONAL

Mar 10 NT Desert Skies/Arizona Border
Mar 11 NC Desert Sands/Arizona Border
Arizona Border (520) 664-0906

REGIONAL

NORTHEAST www.nescca.com

Mar 31 March Lamb XV/South Jersey
Apr 1 The March Lion/South Jersey
Apr 29 Spring Fling/South Jersey
South Jersey (856) 228-9249

SOUTHWEST www.sowdivscca.org

Mar 17 Wild Irish Roads Rally/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC www.scca-sopac.org

Feb 3 First Friday Niter/Cal Club
Mar 2 First Friday Niter/Cal Club
Apr 6 First Friday Niter/Cal Club
May 4 First Friday Niter/Cal Club
Jun 1 First Friday Niter/Cal Club
Cal Club (310) 372-7168

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

Oct. 5-7 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

NORTHEAST www.nescca.com

Jan 15 4538 Caledonia Rd./Finger Lakes
Feb 19 4538 Caledonia Rd./Finger Lakes
Mar 18 Summit Point/Washington DC
Apr 14-15 Summit Point/Washington DC
May 20 Summit Point/Washington DC
Jun 10 Summit Point/Washington DC
Sep 8-9 Summit Point/Washington DC
Oct 21 Summit Point/Washington DC
Nov 11 Summit Point/Washington DC
Finger Lakes (585) 281-2510
Washington DC (800) 879-4722

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Toll-Free (800) 770-2055
 Main (785) 357-SCCA (7222)
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 Club Racing (785) 232-7229
 Solo (785) 232-7658
 Rally (785) 357-7259
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 Club Racing Technical Assistance (785) 379-8324
 SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAx: (785) 232-7228; Web site: www.scca.com
 Pro Racing info and results: www.sccapro.com

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 (678) 366-2100; pcreighton@scca.com

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- AUTOPOWER Cages, Restraints
- BELL, PYROTECT, SIMPSON Helmets, Driving Suits, Safety Gear
- BLINDAPEX In-car Timing Display
- CHATTERBOX Intercoms
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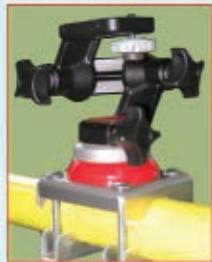


Blind Apex Display

Hot Lap Lti Timer System



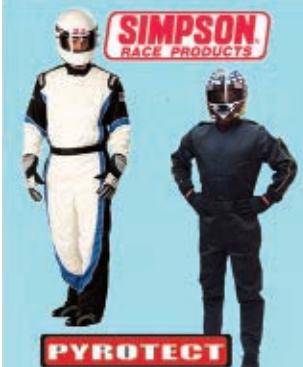
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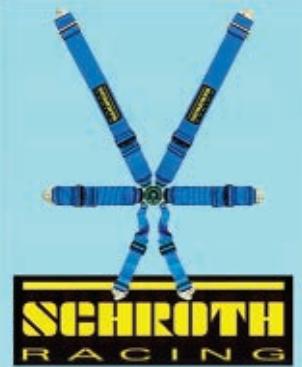
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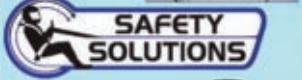


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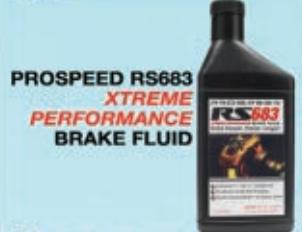
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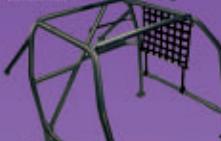
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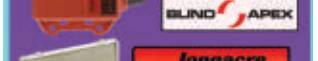
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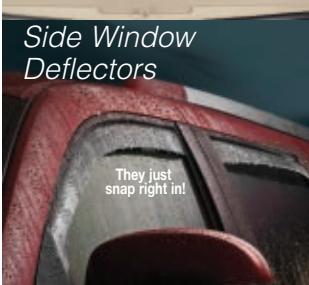
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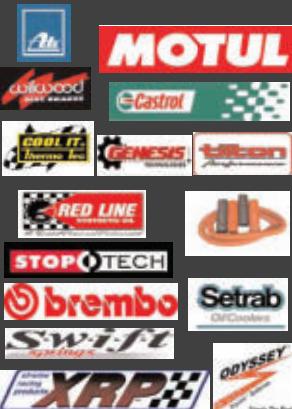


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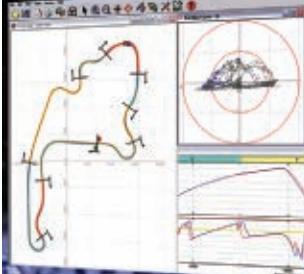
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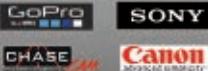
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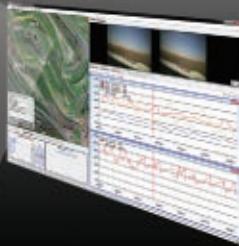
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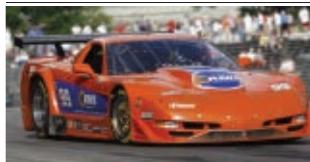
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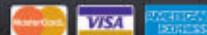
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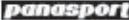
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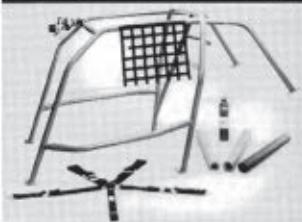
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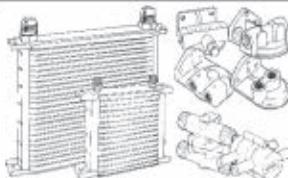


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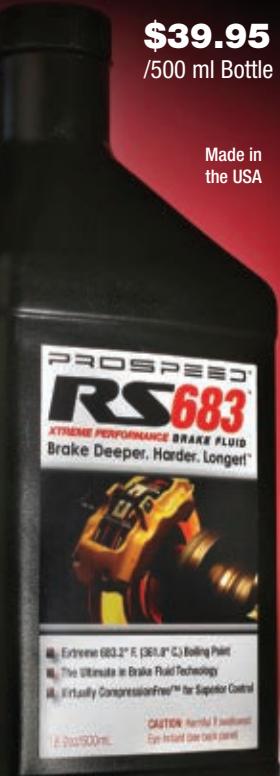
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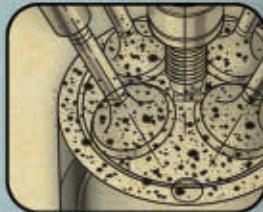
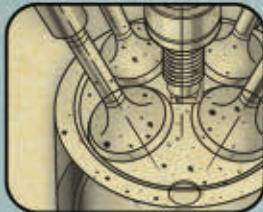
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Looking
Back

Peter Hylton
SCCA Historian
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The History of the SCCA

WHEN YOU FIRST DISCOVERED THE SCCA, it was probably because you had developed an interest in some form of sports car competition. Perhaps a friend had convinced you to come out to a local SCCA region's Solo event and race your way around the pylons in your daily driver. Maybe the guy (or gal) down the street told you about their Club Racing exploits at the last neighborhood cookout and convinced you to come crew for them at the races the next weekend. Or maybe you went to a professional racing weekend where SCCA classes were running and you got caught up in the excitement of being part of a real racing organization. I doubt, however, that anyone has ever joined the SCCA because of their historical interests – which is a shame really, because SCCA has an important place in the history of American motorsports.

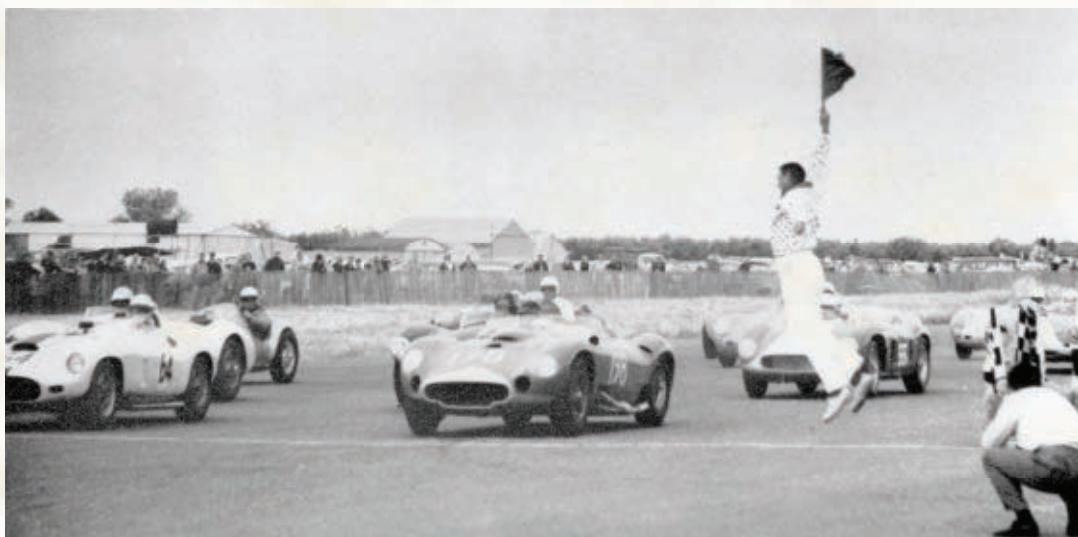
It was SCCA members like John Fitch and Briggs Cunningham who first went to Europe and proved that American cars and drivers could compete head to head with Europe's best. It was SCCA members like Cameron Argetsinger and Bill Milliken who brought European style road racing to America at Watkins Glen,

N.Y., in 1948. It was SCCA member Alec Ulmann who brought the Europeans themselves to America for the Sebring endurance races and the first U.S. Grand Prix. It was SCCA visionaries like Tracy Bird and John Bishop who guided SCCA from a strictly amateur organization to one that staged the premier road racing series in U.S. history like the Can-Am and Trans-Am series of the 1960s and '70s. It was SCCA members like Cliff Tuft of Road America fame who built the first permanent road racing tracks in this country. And it was designer/builder/drivers like Jim Hall and Dan Gurney who reshaped the technology of racecars with innovations that rocked the motorsports world. It was SCCA's Donna Mae Mimms who, in 1963, became the first woman to win a U.S. racing National Championship in her pink Austin-Healey. It was a single Club member, Larry Dent, who proved that SCCA is, and forever shall be, a membership-driven Club when he almost single handedly brought a stop to the near merger of SCCA and the United States Auto Club in the 1960s. Many American racing heavyweights, like Roger Penske and Michael Andretti, began their careers as drivers in the SCCA amateur ranks.

I have been proud to be a part of documenting some of SCCA's history in the 60th Anniversary photo album, *The Gentlemen's Club*, about the first 30 years of the Club, and in the two popular books on our old racetracks, *Ghost Tracks* and *More Ghost Tracks*. The interest in these and the many historical articles that have been published in *SportsCar* prove that, although you probably did not join SCCA because of an interest in its history, often you find yourself drawn to it because the Club has played such a key role in the growth of auto racing in this country.

I remember a magazine ad from years ago, in which a Triumph Spitfire sat alongside a World War II Spitfire aircraft, with a strikingly attractive young lady sitting on the back of the car. The ad caption read "You get the car, the girl...and a piece of history." I like to believe that when you get your SCCA membership card you get the fellowship of the Club, you get the excitement of the competition and you, in fact, become a piece of America's racing history.

SCCA's history books are packed with classic images of American racing – like this photo from 1958. Here, Carl Block excitedly waves the green flag to start a race which includes racing great Dan Gurney (center).



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