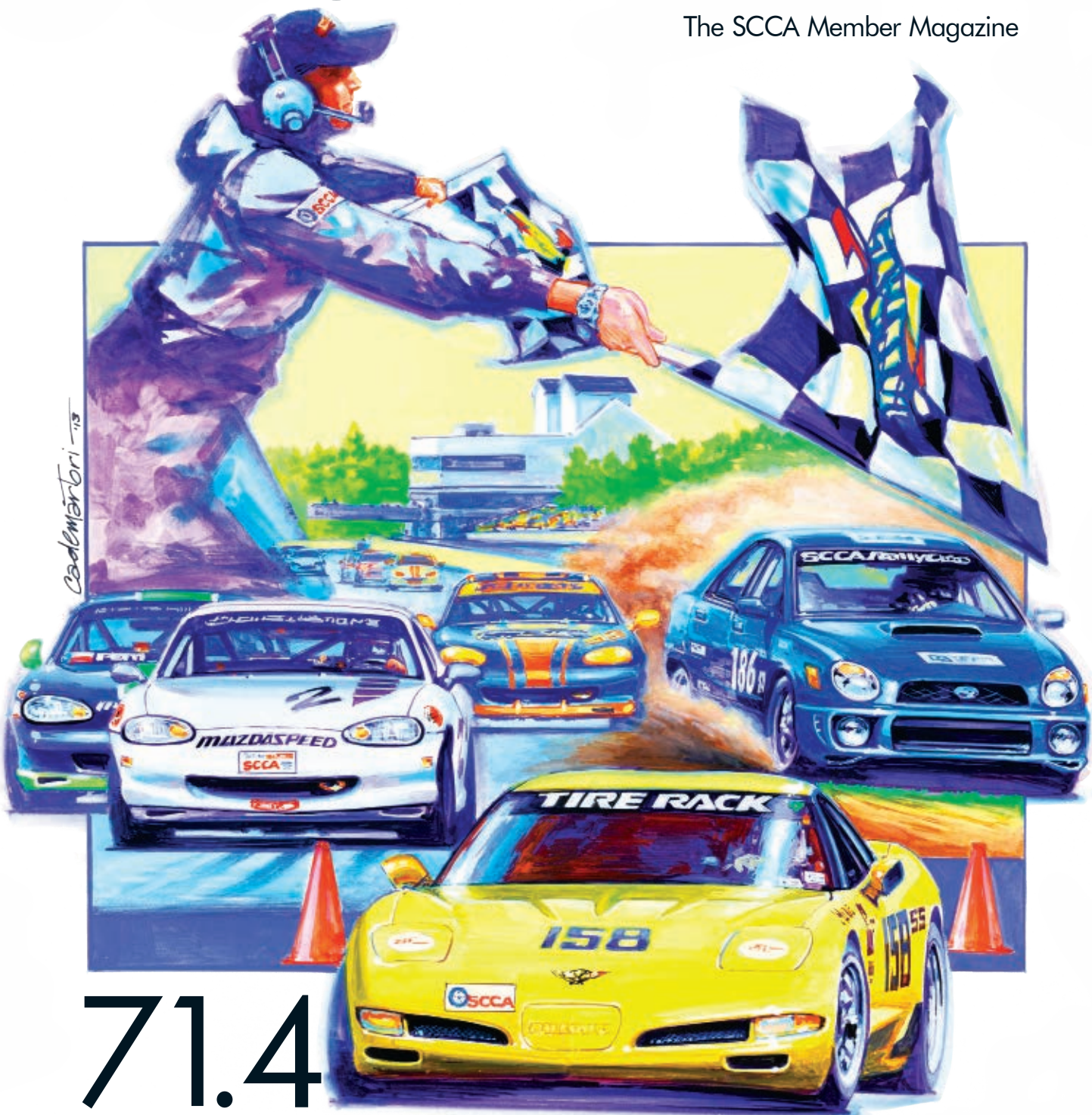


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71.4

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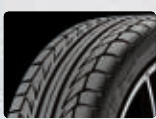
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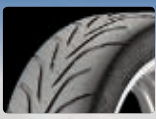
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g-Force R1-S Competition

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225/50 ZR-15167
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225/40 ZR-18246
235/40 ZR-18241
245/40 ZR-18255
255/45 ZR-18249
265/35 ZR-18300
275/35 ZR-18270
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285/30 ZR-18339
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305/35 ZR-18325
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335/35 ZR-18303
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305/30 ZR-19409
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315/30 ZR-20397

Proxes 1

235/40 ZR-18\$246
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255/40 ZR-18295
265/40 ZR-18295
295/35 ZR-18276
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255/45 ZR-19345
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285/30 ZR-19469
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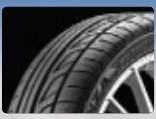
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245/45 ZR-17182
255/40 ZR-17183
245/45 ZR-18196
255/40 ZR-18209
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g-Force R1-S

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Potenza RE760 Sport

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205/55 R-16104
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225/55 R-16109
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225/45 R-18152
225/50 R-18145
245/40 R-18149
255/45 R-18161
265/45 R-18171
265/50 R-18163
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255/45 R-18169
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275/35 R-19217
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Potenza S-04 Pole Position

205/55 R-16\$133
205/45 R-17141
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215/45 R-17146
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245/45 R-17184
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265/40 R-17186
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285/30 R-20309

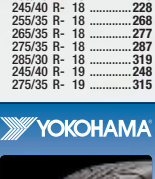
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Direzza ZII

185/60 R-14\$129
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195/55 R-15120
205/50 R-15114
205/55 R-16138
205/55 R-16140
225/45 R-16134
225/50 R-16145
205/45 R-17174
215/40 R-17167
215/45 R-17153
225/45 R-17164
235/40 R-17194
245/40 R-17184
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255/40 R-17184
225/40 R-18199
235/40 R-18213
235/45 R-18228
245/40 R-18228
255/35 R-18268
265/35 R-18277
275/35 R-18296
285/30 R-18319
245/40 R-19248
275/35 R-19315

YOKOHAMA



ADVAN Neova AD08

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205/55 R-16161
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205/45 R-17181
205/50 R-17178
215/40 R-17187
215/45 R-17194
225/45 R-17199
235/40 R-17215
235/45 R-17219
245/40 R-17236
245/45 R-17237
255/40 R-17244
215/45 R-18237
225/40 R-18234
225/45 R-18265
235/40 R-18265
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265/35 R-19309
265/40 R-19328
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275/35 R-19333
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PF01 bright silver

Black available for some applications.
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Size	Starting at	Weight (lbs.)
15x7	\$216	12.1
15x8	225	12.8-13.0
16x7	234	14.0
17x7	243	15.6-15.8
17x7.5	252	16.6-17.0
17x8	257	17.0-18.2
17x8.5	261	18.0-18.2
17x9	275	17.2-18.6
18x7.5	293	17.4-17.8
18x8	306	18.2-19.2
18x8.5	320	18.0-19.2
18x9	342	19.4
18x9.5	356	20.4-20.8
18x10.5	365	21.8-22.8

RC-G4 gold

Size	Starting at	Weight (lbs.)
15x6.5	\$256	16.9
15x7	261	17.3



RPF1 bright silver

Black and gold available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$169	8.4
15x7	179	9.5
16x7	221	13.2-14.0
16x8	230	14.5
17x7	230	14.5-15.0
17x7.5	239	15.0
17x8	243	14.5-16.0
17x8.5	248	16.0-16.5
17x9	239	15.0-15.9
17x9.5	266	16.5
17x10	275	17.0
18x7.5	229	17.0
18x8	293	18.0
18x8.5	306	19.0
18x9	333	19.3
18x9.5	342	18.6
18x10	324	18.5
18x10.5	365	19.0

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Assetto Gara black/bronze

Bright silver, matte graphite silver, white, red,
orange, green, blue, fuchsia and gold available
for some applications. Visit www.tirerack.com
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Size	Starting at	Weight (lbs.)
15x6.5	\$99	13.8-14.6
16x7	114	16.3-17.2
17x7	109	17.5-18.3
17x7.5	119	18.3-19.3
18x7.5	109	19.2-19.9
18x8	145	20.3-20.5

TR Motorsports



C1 light grey

Bright silver and black available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$94	12.8-13.0

15x7.5	104	13.2
15x8	104	13.0-14.6
16x6.5	118	14.4
16x7	123	15.2

C2 light grey

Bright silver and black available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
17x8.5	\$144	19.0

18x8	164	19.2-20.0
18x8.5	167	20.8-21.2

C3 light grey

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

Size	Starting at	Weight (lbs.)
17x9	\$129	TBD

C3M light grey (Mitsubishi only)

Also available in black and bright silver.
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pricing and availability.

Size	Starting at	Weight (lbs.)
15x9	\$104	15.6

17x9	229	15.4-15.5
17x9	219	16.0

OZ Italian company



Superforgiata polished/black

Also available in light grey.

Size	Starting at	Weight (lbs.)
19x8.5	\$1,391	16.5-17.5
19x9	1,402	18.3-18.4
19x10	1,414	17.7-19.9
19x11	1,437	19.0-21.0
19x12	1,484	20.0-20.7
20x8.5	1,565	TBD
20x11	1,623	TBD

Challenge black

Bright silver available for some applications.
Visit www.tirerack.com for sizes, pricing
and availability.

Size	Starting at	Weight (lbs.)
18x8.5	\$399	21.3
18x9	419	21.8-22.7
18x10	439	24.3
18x11	529	23.0-25.8
18x12	549	26.5-27.2
18x13	579	24.4



Alleggerita HLT anthracite

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

Size	Starting at	Weight (lbs.)
16x7	\$259	13.6
17x7	319	14.2-14.9
17x7.5	324	15.0-15.1
17x8	329	15.4-16.7
17x8.5	334	15.7-17.1
18x7	395	16.5-16.6
18x7.5	398	16.8
18x8	401	17.2-18.4
18x8.5	405	17.4-19.1
18x9	410	19.4
18x9.5	419	19.6
18x10	429	19.0-20.2
18x11	439	20.4
18x12	454	22.4-23.4

ENKEI TUNING SERIES



Kojin matte silver/black

Size	Starting at	Weight (lbs.)
17x8	\$195	TBD
17x9	210	TBD
18x8	225	TBD
18x8.5	233	TBD
18x9.5	248	TBD



Ultraleggera/Ultaleggera HLT bright silver/black

Matte graphite, gold, matte silver, white and
red available for some applications (some
special order). Visit www.tirerack.com for
sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$205	12.0-12.4
16x7	232	14.5-15.0
17x7	199	15.5-16.2
17x8	285	16.7-18.0
18x7	355	16.5-17.5
18x8	357	18.4-18.8
18x9	372	19.4-20.8
19x8	420	20.0-20.6
19x8.5	455	21.6-23.0
19x9	460	23.0-23.4
19x10	475	23.2-23.6
19x11	505	24.0-24.8
19x12	535	25.0-26.0
20x8.5	565	23.0-25.0
20x10	585	24.5-25.5
20x11	599	27.0
20x12	615	28.6

Kosel



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



K-1 silver

Size	Starting at	Weight (lbs.)
15x7	\$115	13.5
15x8	99	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	229	15.4-15.5
17x9	219	16.0



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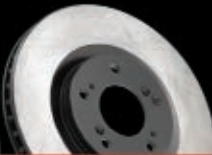


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ON THE COVER
This issue's incredible cover art was penned by renowned automotive artist Hector Cademartori.



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A professional racer's perspective on the SCCA



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THE JOURNEY BEGINS
All there is to know about being an SCCA member



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Our Club has nearly 70 years of amazing history

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CLUB RACING • Board minutes • Technical Bulletins
SOLO • Board minutes • Technical Bulletins
ROADRALLY • Board minutes
RALLYCROSS • Board minutes





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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Time to Start

Motorsports is in your future. You can't fight it. The fact that you're reading this magazine means you want to be involved in automotive competition. And once you finish reading this issue, you'll have enough knowledge to get out there and start doing what you've been dreaming of for so long.

Be it RoadRally, RallyCross, Solo, Club Racing, or volunteering, it's not difficult to get involved. I should know. When I was 20 years old, a friend took me to my first Solo event. While I didn't compete that day, I did at the Solo the following month; the month after that; and the month after that. Within a few years, I was filling in the time between Solo events by taking my daily driver to the racetrack; soon thereafter, I built my own racecar out of that same daily driver. At this point, I've

The fact that you're reading this magazine means you want to be involved in automotive competition"


competed in RoadRally, RallyCross, Time Trials, Solo, and Club Racing. Am I competitive in any of these? No - but I still love it.

That is the essence of the SCCA. This Club, with its 69 years of history, is made up of some 40,000 motorsports enthusiasts who got tired of dreaming, and decided to get involved. If you start reading this issue on this page, by the time you hit pg. 94 you'll know nearly all there is

to know about the SCCA. You'll have a taste of the Club's vast array of motorsports competition, the value it offers its members, the fact that this is a Club, and the history that built the SCCA into what it is today. Soon you'll be one of those who decided to get in on the action.

What is often forgotten is that, should you choose to do so, the SCCA is an excellent launching pad for heading to the professional ranks. Many professional road racers got their start in either SCCA Solo or Club Racing, and pretty much all of the corner workers you see on TV flagging pro races started at a Regional Club race. The SCCA even has a professional arm of the Club, SCCA Pro Racing, which sanctions a number of professional open- and closed-wheel series.

The pages that immediately follow include a letter from the president of the SCCA, as well as a note from the chairman of the SCCA Board of Directors. There's also a column from the SCCA Foundation, the charitable arm of the Club, and a story of success by Randy Pobst - one of those individuals I mentioned who started in Solo and now makes a living driving high-powered racecars for professional racing teams. From there, we walk you through how you can get involved.

If this sounds good, flip the page and continue reading. If you have any questions, don't hesitate to head to www.scca.com/contact to speak with someone at the SCCA National Office, or e-mail me at sportscar@racer.com. 



OPPORTUNITY KNOCKS

Don't let this opportunity pass you by. Now's the time to get involved.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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VANTAGE POINT

JEFF DAHNERT

PRESIDENT AND CEO OF SCCA INC.

Welcome

If you are reading this, you have decided that you have more than just a passing interest in motorsports. You have a sincere interest in learning how you can get involved and be a part of the action. The issue of *SportsCar* you hold in your hands is your roadmap to participating in the many programs that the Sports Car Club of America has to offer. This issue is dedicated to helping you identify where your passion lies and how to get started. It brings together, in one place, descriptions and insights into each of the Sports Car Club of America's many programs that are available to our members. Our Club was founded in 1944 and has grown to include a multitude of possibilities that offer beginners and veterans alike the outlets for their motorsports passions.

Motorsports, even at the amateur level, is serious business, and you'll find that one of the SCCA's highest values is safety"

I want to personally welcome you to the Club, and I hope you will find the right fit in one of our many areas of competition or event administration. I am always available, as are the rest of the staff and myriad volunteers, to answer questions and help you achieve your motorsports goals. The only thing that separates a brand-new beginner from the most successful of our long-term competitors is that they took the initiative and began participating, and so can you. Read through this issue, determine your path, and get involved!

Once you get started, keep reading *SportsCar* every month for insight and advice on how to improve your efforts. We present the latest on technology, product tests, and driving tips to get

you faster and more comfortable in your chosen area of participation. In addition to *SportsCar*, our members themselves are an amazing source of information, and they are all happy to share their experiences to help you improve. One of the things you will find is that our members love competition and they love to have good competition on the track, pad, or course. This means that they will go out of their way to help you do your best so that you can have a good experience and come back to compete again.

If you ever have a problem or a comment, you should feel free to contact our office. You will find contact

information for all of the SCCA National Staff as well as the program boards and the Board of Directors on our Website, www.scca.com.

Motorsports, even at the amateur level, is serious business, and you'll find that one of the SCCA's highest values is safety. I can assure you that we have put everything we can into making our sport as safe as it can possibly be. We have almost 70 years of experience in hosting events that promote safe, fair, and exciting competition.

Once again, welcome to the SCCA! I hope to see you at an event soon and I also hope that you will find your place within our Club! 🏁

SWEET VICTORY
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D.E. Baker

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INSIDE THE BOARD

Lisa Noble

CHAIRMAN, SCCA BOARD OF DIRECTORS

There's a Place for Us...

Welcome to the Sports Car Club of America, the best amateur motorsports organization in the country! Wondering what you can do in the SCCA to feed your interest in motorsports? Or are you already a member and looking at options to participate within the Club? This new member issue of *SportsCar* magazine is the roadmap to help you find answers. I've included some links to our Website for further information and some fun videos, too.

I'm proud that we can offer the broadest range and over 2,000 opportunities for you to compete nationwide. Go to the "What Can I Do with My Car" feature on the Club's Website at www.scca.com/tour and click on an easy three-button quiz about your car. Select the year, make, and model to find the programs we offer that are tailored to what *you* drive. There are easy links to our worker specialties as well. Don't miss the "Join

"From the first time you turn a wheel to a National Championship, we have a place for you to drive"

Now!" button. It is your chance for a real-life motorsports experience.

From the first time you turn a wheel to a National Championship, we have a place for you to drive.

- Get down and dirty at an off-road RallyCross event where power slides and rooster tails are the name of the game. www.scca.com/rallycross, click "About RallyCross."
- Or challenge your skill and explore the limits of your car on parking lot blacktop at a Solo, SCCA's version of an autocross. www.scca.com/solo, click "Solo Overview."

- We can give you the chance to race in wheel-to-wheel competition at the best tracks and with some of the finest drivers in the country through Club Racing. www.scca.com/clubracing, click "Go Racing."
- On those same iconic tracks, you can use your street or competition car to drive coached laps in Time Trials. It is you against the clock! www.scca.com/clubracing, click "Time Trials."
- For truly easy access to an entry level "run what ya bring" day at the track, a Performance Driving Experience or PDX is for you. www.scca.com/clubracing, click "Performance Driving Experience."

There is another way to be an important part of the SCCA - shhh, it is very cool and not everyone knows about it. You don't need to own a racecar. You don't need a bucket of cash. You don't even need driving talent. If you like to crunch numbers, are interested in tech, think you might enjoy the challenge of trackside

action, or just want to be up close and personal with cars and drivers, there are places for you among our workers and officials - and it's easy to start! Check out www.scca.com/about and click "Get Involved." Don't be shy. Ask questions at membership@scca.com. We love to talk about the Club!

Of course, you can check us out on Facebook at www.facebook.com/sccaofficial. Join the thousands who have Liked the page to get a front row seat for watching great race videos, (also available on our YouTube channel), enter the GoPro video contest, brag about your car, or swap stories about your weekend motorsports adventures. It is a great place to connect with other enthusiasts.

There are nearly 70 years of tradition behind us, and we continue to innovate to serve our members. Many of the country's best racers started in the SCCA, America's largest amateur motorsports club. And with tens of thousands of full and weekend members, you'll find a place with us, too. 🏁

GETTING STARTED

The SCCA offers many ways to join the fun, from Solo (RIGHT) to Club Racing, Rally, and Volunteering.



Rupert Berrington

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POBST POSITION

Randy **Pobst**

2003, 2007, 2008, AND 2010 PIRELLI WORLD CHALLENGE GT CHAMPION

SCCA 'n' Me

I have been very fortunate – a long career making a living driving cars as fast as I can. For 10 years I've had factory contracts: Porsche, Audi, Mazda, and now Volvo. Living the dream, friends! My primary racing series right now is SCCA Pro Racing sanctioned (Pirelli World Challenge GT), and I began my life behind the wheel at SCCA Solo events. Just a

"I just happened to stumble onto an event in a giant local parking lot, and it turned out I could drive my own car"

college kid then with low funds and a strong desire to compete and be the best I could be. Well, in truth, I already thought I was. Or hoped I was (I wasn't yet). A phenom, you know? One of those rare, exceptionally talented people like Mozart or Lance Armstrong. Oh, wait, scratch that last one. Anyway, SCCA was the start for me. The Club has well-organized events that were the first step on a ladder to National and then Pro competition. On TV, baby!

Some folks love being around racing but for one reason or another would rather not actually be the one charging around the course, and they use SCCA to participate in creating and running the events as safety workers and officials. Corner flaggers have the best view ever, and are in the thick of the action. I am so thankful for them, for the races don't go on without them.

But me, "Ahhh jis wannah drahve fayst," like the goofy race movie said, so I started with Solo events, known generically as autocross, because I could afford it – barely – at 19 years of age; and, because it was so easy to get into. I just happened



Philip Boyle

VIDEO DATA

If you have the funds, data is a very valuable tool for improving your performance. But there is an often less expensive and more entertaining version available, which I urge you not to overlook: video. The best part? You can show your friends. Best part for your instructor? He doesn't have to risk his neck riding with you. Other bonuses? You don't have to risk your car letting someone else prove how good they are in your machine. Also, it's so easy. Just slap that camera in and go.

to stumble onto an event in a giant local parking lot, and it turned out I could drive my own car. Really? Right now? Yep, right here and now. Lucky for me, it was also the ideal place to learn to drive. Cornering flat-out at

20-60mph in wide-open paved areas feels so fast because you are on the tire-sliding limit, but with nothing to hit but a pylon.

Many racetrack turns are much higher speed, but can and will



extract a high price for mistakes. Since I was making my beginner mistakes at low speeds, I crashed into many traffic cones, but no cars. And no one could crash into me, either – a big deal.

A huge part of driving for speed is learning to control the inevitable slides; in other words, car control. In Solo, this experience happens with far less risk to your four-wheeled pride and joy. All it takes is a Sunday, too, so we can have some fun in a reasonable timeframe before jumping in to the deep end of the pool. And these events happen everywhere.

I went all the way to the Tire Rack Solo National Championships and ProSolos Finale, winning there. That path led directly to my road racing, when I finally had enough money and a few crazy friends to help, starting with the SCCA Pro Racing VW Cup. Today's equivalent is the

SCCA Pro Racing Mazda MX-5 Cup, same idea; put a roll cage in a street car and go get 'em.

Racing wheel to wheel is intense and demanding, and I have always loved the way it makes every fiber of my being get ripped with energy. It must be the adrenaline. It is a constant thrill, even after all these years.

In SCCA Club Racing, there are lots of classes and some amazing machines. Take your pick. For me, it has always been GT cars: Hot rods; Cranked versions of sporty street stuff. Great for mechanical types. A continuation of the storied history of modifying for more horsepower and better handling, with the stopwatch as an impartial judge. My favorite is that black art of handling. Suspension setup. The more I learn, the more I find there is to know. When's the next race? 🕒

SPEED RACER

Randy Pobst got his start in Solo, progressed through Club Racing, and now makes a living driving super fast Volvos in SCCA Pro Racing Pirelli World Challenge.



Kenneth Hawing

RANDY'S CHAMPIONSHIPS

SCCA PRO RACING:

- 2010 SCCA Pro Racing World Challenge GT
- 2008 SCCA Pro Racing World Challenge GT
- 2007 SCCA Pro Racing World Challenge GT
- 2003 SCCA Pro Racing World Challenge GT

OTHER PRO RACING TITLES:

- 2009 Koni Challenge ST Team, Manufacturers' Championship
- 2006 GT, Rolex 24 Hours of Daytona
- 2001 GT, Rolex 24 Hours of Daytona
- 1997 North America Touring Car Champion
- 1996 North America Touring Car Champion
- 1992 IMSA Firestone Touring class champion
- 1990 IMSA Firestone Touring class champion

SCCA NATIONAL CHAMPIONSHIP RUNOFFS:

- 1995 Showroom Stock A
- 1992 Showroom Stock C

SCCA SOLO NATIONAL CHAMPIONSHIPS:

- 1986 G Stock
- 1983 E Stock

SCCA PROSOLO NATIONAL SERIES:

- 1987 D Street Prepared
- 1986 F Stock

SCCA SOLO1 CHAMPIONSHIPS:

- 1987 C Sports Racer
- 1986 Improved Touring B



Barbara Photos

SHIFTIN' GEARS

THE SCCA FOUNDATION



The mission of the SCCA Foundation is to create, develop, and facilitate programs that foster awareness and an all-encompassing knowledge of automotive and competitive motorsports activity. The Foundation strives for the development of new programs that will benefit our membership, our youth, and the SCCA's historical preservation, and will keep Sports Car Club of America a brand name recognized by all. We

The SCCA has stepped up with a new coordinator for the Street Survival program

have made a concerted effort to be more visible in the last few years so that you and others will become more knowledgeable about, and invested in, our work.

We began 2012 with over 100 attendees at the very first Tire Rack Street Survival Summit; which was held the day after the SCCA National Convention. With the guidance of a new Coordinator and the Ambassador Group, the number of Tire Rack Street Survival events offered by SCCA regions grew from 27 to 37 with the number of clubs (SCCA, BMW chapters, Porsche Clubs, and

Tire Rack) sponsoring 93 events - the most ever! Although a bit short on volunteers, the new FSAE event in Lincoln, Neb., was a success and the 2013 event should be just as great. We continue to broaden the reach and the documentation of the SCCA's archives and to formalize a "home" for these valuable materials.

The new Foundation Website, www.sccaoundation.com, has been launched and we encourage each of you to visit regularly. Your suggestions regarding content are welcomed. And finally, an exciting new fundraising raffle for 2013 and a giving program, along with a plan to recognize those donating to the Foundation, has been formulated.

We anticipate a busy 2013 and hope that we can count on your support! We encourage those of you who have not contributed previously to seriously consider a gift.

For the generous support of your foundation, the SCCA Foundation Board of Directors offers our sincerest thanks. ☺

SCCA
FOUNDATION
Sports Car Club of America

STREET SURVIVAL

What an amazing year the Tire Rack Street Survival program had in 2012. In conjunction with the BMW Club, the Audi Club, and SCCA, there were a total 93 of these teen driver education events held across the country. 2012 was the biggest year ever for the number of events and the number of students. In 2012, the SCCA hosted 37 events, which was up 10 events over the previous year.

So what happened in 2012 to boost activity? Quite possibly it was the excitement generated by the SCCA regions that had been involved in the past wanting to host more. Also, the first Tire Rack Street Survival Summit, which was held following the 2012 SCCA National Convention, probably generated a lot of interest. More than 100 people attended the Summit, with more than 20 percent having never hosted a Street Survival event before. Finally, the SCCA has stepped up with a new coordinator for the Street Survival program and an advisory committee helps regions organize the events.

2012 was a success, but we are still just scratching the surface. We have new teen drivers getting their permits and licenses every day. The need for a defensive driving school is not going away. The SCCA Foundation is behind the Tire Rack Street Survival program 100 percent. This is our way as SCCA members to give something back to our communities. This program not only helps our children and grandchildren, it helps everyone.

Take the time to get involved in 2013. Let's host more than 100 schools overall in 2013, and have more than 45 SCCA schools this coming year. We have the infrastructure in place to support your efforts. Save a kid in 2013!

Regions Which Have Hosted a Tire Rack Street Survival Event:

Arctic Alaska	Mahoning Valley
Arizona Border	Milwaukee
Blackhawk Valley	Mississippi
Central Florida	Mohawk-Hudson
Chattanooga	Nebraska
Chicago	Northwest
Continental Divide	Northwestern Ohio
Des Moines Valley	Oregon
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Dennis Wood

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IT'S A CLUB

The SCCA is a club – in every sense of the word. 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 can run for elected positions. Regions are always looking for enthusiastic members to help out on boards and committees – and if you have the desire to take that further, there are national boards and committees you can apply for.

THE JOURNEY BEGINS

The World of the SCCA Starts Here...



The SCCA has probably been around longer than you think. The Club came into existence in 1944 with the goal of creating a club for sports car enthusiasts. Since that time, the SCCA has changed from a club of automotive enthusiasts to one dedicated to competition motorsports and, in that time, hundreds of thousands of people worldwide have joined the Club, most with dreams of getting closer to the exciting world of motorsports. And, truth be known, the SCCA is the best place to achieve those goals.

Since its creation, 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?

Currently, roughly 40,000 enthusiasts 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 – we have the world's best 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?

I No matter what you choose to do, your first weekend will be nerve wracking"

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



D.E. Bauer

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 benefit of membership, you'll also receive *SportsCar* magazine – the magazine you're currently reading.

The next thing you need to know is that no matter what you choose to do, your first weekend will be nerve wracking. You won't know what you're doing, you'll think you got everything

GET INVOLVED

You might think this is unobtainable right now, but the truth is it's easy to get involved.

NAVIGATING SCCA

SCCA.com is your portal to everything you need to know about the SCCA. But to completely understand what you will find on SCCA.com, and why some of the links lead you to Websites hosted by various SCCA regions, you need to know how the SCCA is structured.

The national Website for the Club is www.scca.com. It's where you will find competition programs, rules, news, and more from a national perspective. SCCA's 100+ regions, however, sometimes offer programs or classes tailored to meet the members in their specific area, so for that you'll find more information on the individual region's Website.

To find your local SCCA region, click the "Find Your Region" link on SCCA.com. 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 this person and he or she will get you headed in the right direction.

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

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 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, 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.

The "News" link offers the latest SCCA news, while the "Event" link will help you in discovering Regional and National events in your area. While you're on this page, note the link to the SCCA National Convention, SCCA's annual convention – as a member, you're invited to attend.

Other links to note include the "Forums" link, which leads you to exactly where you'd expect, and the "Contact Us" link, which lets you get in contact with the SCCA



National Office staff – if you have a membership question, just call or e-mail. The same holds true with technical services, Club Racing, Solo, and so on.

An important link to take note of 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.

But most important right now, if you're not an SCCA member and want to join, click the "Join Now" button on the homepage.



D.E. Baier

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. All you have to do is ask.

FINDING WHAT YOU NEED

No matter which part of the Club you’re talking about, there’s a rulebook containing everything you need to know. From the way an event is run to roll cage requirements to car classifications and modification allowances to mandatory sticker placement, it’s all in these rulebooks.

Several boards are responsible for

Every member at the event is not only *not* judging you, they’re willing to give you tons of free advice

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 racing. Potential rules changes and competition adjustments are published monthly in *Fastrack News* for member input, then eventually the national Board of Directors (BoD) either approves or rejects the recommendations based on input from both the individual boards and the membership. The results are then printed in



EASY TO DO

Getting involved with the SCCA is easy. Possibly the two best places to begin are with Volunteering (TOP LEFT) and Solo (RIGHT).

Fastrack news, which can be found at www.scca.com/fastrack around the 20th of each month.

If you want to suggest a rules change or competition adjustment for your class, you can contact the CRB by going to www.crb-scca.com, the SEB at www.seb-scca.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 ams.scca.com by clicking the directory link under the “Resources” tab. There, you will also find contact information for all 13 BoD members.

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



Perry Bennett



TWO KINDS
SCCA has two kinds of rally: RallyCross (MAIN) and RoadRally (BELOW). While very different, many members compete in both.

Rupert Berrington

global view of the Club is for you, you can even run for a position on the BoD.

ON YOUR MARKS...

Ready to jump into your membership? A few pages deeper into this special issue of *SportsCar* is a decision tree, helping you choose which part of the Club is right for you. From there, we take you step by step through the details of each type 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 motorsport enthusiasts. ●



Philip Royce

FIVE TIPS TO LIVE BY

There are a lot of things someone new to the SCCA and competition 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 Drivers Schools, and there are a million books on racecar preparation; but there are things that the schools won't teach you and aren't printed in the books.

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.

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.

3. 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 finding 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.

4. 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 gadget and, instead, spend the money on the best safety equipment you can buy.

5. 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.

CLUB RACING & TIME TRIALS

This is wheel-to-wheel road racing, just like on TV. But don't be fooled – you don't need to be a pro to go Club Racing – you just need the desire to compete. The Time Trials program allows you to get on a racetrack without actually racing.

26



John W. Wilmoth

RALLYCROSS

Dodge cones in the dirt. While RallyCross takes place at relatively low speeds, don't kid yourself: this is tough. Speeds are typically kept under 60mph, making this safe enough to use your daily driver.

54



Philip Royle

ROADRALLY

RoadRally challenges your mind and your skills behind the wheel. This competition takes place on public roads at legal speeds, but the difficulty level is as high as anything you'll find in the Club.

46



Philip Royle

SOLO

Solo is where most people get their start in the SCCA. Here, you can compete in everything from your daily driver to an all-out racecar. The competition takes place in parking lots with speeds similar to those encountered on the highway.

38

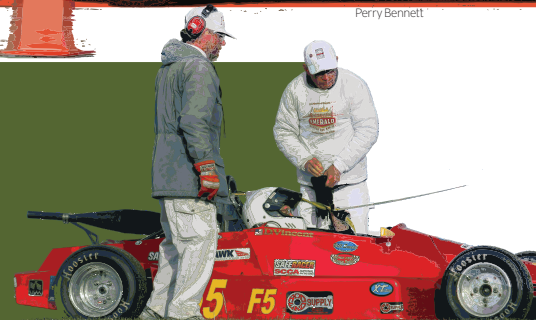


Perry Bennett

VOLUNTEERING

Called the best seat in the house, Volunteers are the ones who make all SCCA events possible. Volunteers are the first ones at the track and the last to leave. At the racetrack, they are also the first responders, keeping everyone safe.

62



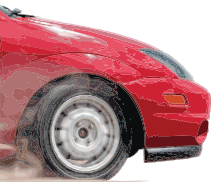
Jeff Loewe




IT'S YOUR CHOICE

An SCCA Membership Opens Up a World of Competition Motorsports

WORDS Philip Royle



The most difficult part of being an SCCA member is deciding what you want to do. In this Club, saying you're "into cars" is not enough. The SCCA is vast, offering something for everyone - and there's nothing saying you can't do it all. In fact, there are a number of members who do just that. But you have to start somewhere, and this page will help you figure out the first step.



Kicking off the list of SCCA competition is Club Racing. Like the racing you see on TV, Club Racing is wheel-to-wheel competition. SCCA's Club Racing program is made up of 28 National classes and a number of Regional classes. The difference between National and Regional Club Racing is not necessarily something you need to concern yourself with right now but, in a nutshell: National classes can compete at the SCCA National Championship Runoffs - SCCA's premier championship Club Racing event - while Regional classes cannot. That said, almost all Regionally classed racecars can also run in a National class, although they may not be as competitive. Find out more by turning to pg. 26.



Falling under the Club Racing banner is the Time Trials program. Like Club Racing, Time Trials takes place on the racetrack; unlike Club Racing, Time Trials allows people to participate in a daily driven car. There are four levels of Time Trials, offering everything from behind-the-wheel instruction to trying to log the fastest time around a track. Also included in Time Trials is the Hillclimbs program, which is similar to Time Trials but competes on closed sections of public road. More information can be found on pg. 54.

Solo (pg. 38) and RallyCross (pg. 54) have many similarities, but are also very different. Both involve competitors navigating a series of cones on a closed course, vying for the fastest time in their class. However, Solo takes place on asphalt or concrete lots (usually parking lots or airfields), while RallyCrosses are held on dirt or gravel lots. You can compete in both Solo and RallyCross in your daily driver, or you can choose to build a dedicated racecar.

Like Hillclimbs, RoadRally utilizes public roads. Unlike Hillclimbs, a RoadRally occurs while the roads are open to the public. Rather than high-speed competitions, RoadRally takes place at or below the speed limit, and observes all laws. During a RoadRally, however, competitors are pushed to the limit following a set of challenging instructions. More RoadRally information can be found on pg. 46.

The SCCA is built around automotive competition, but none of it could take place without Volunteers. While Solo, RallyCross, and RoadRally need Volunteers, the most visible Volunteers are involved with Club Racing and Time Trials. There, Volunteers are responsible for organizing and hosting events. It's often said that the Volunteers have the best seat in the house at a Club race - and once you're on a corner, mere feet from battling racecars, it's easy to see why. Sound interesting? Flip to pg. 62.

Now it's time for you to decide what you want to do. But remember, your SCCA membership includes access to it all. 🚦



CLUB RACING

How You Can Go Wheel-to-Wheel Racing

WORDS Richard James, Erin Cechal, and Philip Royle MAIN IMAGE Dennis Murray



GET STARTED

The Improved Touring category offers a lot of bang for the buck, and a large variety of cars are eligible to race there.

Wheel-to-wheel racing is in your future. We can tell – you’re reading this story. By the time you finish this article, you’ll understand just how achievable road racing in a real racecar can be. But let’s start with the basics.

SCCA road racing, which the Club calls Club Racing, is made of a variety of classes. Those classes cover everything from open-wheel racecars with big wings and wide tires to lightly modified, small displacement production sedans, and everything in between. Speeds vary, too, with some cars reaching velocities of upward of 180mph at some racetracks.

And, as you would expect, racing is not cheap. As the old adage goes, “Speed costs money. How fast do you want to go?” That said, SCCA Club Racing offers classes that almost anyone can afford. As much as a tube-frame GT-1 Corvette might come close to pegging out the cost meter, a Spec 7 or ITC car is the polar opposite. Then there’s also the possibility of renting racecars.

The first step to start your Club Racing journey 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. Despite all the information you’ll find here, the knowledge you gain has a tendency to spawn more questions. Fortunately, 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. A few good starter questions might include asking what the budget would be to buy that kind of racecar, what the annual racing budget is, and how good the



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 Drivers School, you'll need to take two Drivers 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, these schools will earn you either a Novice Permit or a Regional competition license.

The third method is a mentoring program. 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. This is, however, a fairly new program and might not yet be available in your area.

Finally, if you have previous racing experience or hold a competition license with another racing organization, that experience may help you on your way to obtaining 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.

Despite which route you choose, you'll also need some personal safety equipment, including a racing suit, shoes, gloves, helmet, and a head and neck restraint. More information about the requirements can be found in the GCR. Generally speaking, however, you'll need a driving suit that meets or exceeds SFI 3.2A/5 (fire resistant underwear must be worn with suits rated lower), FIA 1986, or SIA 8856-2000, and your helmet must hold a Snell 2005, SFI 31.1, FIA 8860-2004, or British Standards Institute BS6658-85 type A/FR or newer certification.

RACE WEEKEND

Once you've got the racecar, your personal equipment, and all the spares you need to keep the car running throughout the weekend (not to mention a way to get everything to the track), you need to understand the format of 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 (almost all U.S. Majors Tour weekends are Double Nationals).

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

WHAT IS THE GCR?

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. You can download a free copy by going to scca.com/clubracing and clicking on the "Cars and Rules" link.

Speeds vary, too, with some cars reaching velocities of upward of 180mph at some racetracks"

competition in that class is in your part 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.

YOU'LL NEED A LICENSE

Before you can race, the SCCA requires that you're fully educated on racing, so a competition license is required. A popular choice for obtaining a license is attending an SCCA Drivers School. Often, SCCA regions conduct a double Drivers



Barbara Photos

CLOSE QUARTERS

The action on track is fast paced, and the racing can be very close. If you work well under pressure and live for competition, Club Racing will get you revved up.



Mark Weber

ON SPEC

The Spec Racer Ford class is one of the most popular classes in Club Racing. If you choose to run here you can count on great competition and big fields.

U.S. MAJORS TOUR

For years, SCCA Club Racing has been divided into Regional and National racing. Generally speaking, Regional racing has a lower entry fee than National, but National racing offers more contingency programs (scca.com/clubracing and click the "Contingencies" link) and a path to the National Championship Runoffs. Starting in 2013, however, there is the U.S. Majors Tour. While all Majors are currently also Nationals, the Majors program offers its own path to the Runoffs. Find out more at sccamajors.com.



Paul Weber

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 (registration can point you in the right direction). But before leaving registration, grab a copy of the weekend's schedule and any other

The differences in cars are removed from the equation and the drivers shine"

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 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,

WORDS OF ADVICE

As a new Club racer, you may find yourself intimidated by one or both of the following: time and money. Andrew Robertson, a rising star from Houston Region, can tell you from experience that you'll work your way through both.

The time investment required in Club Racing goes well beyond seat time. Robertson recalls how daunting car preparation seemed initially, but the more he learned, the more efficiently his time was spent and enjoyed.

"Most people think car racing just involves going to the track, but it's so much more than that, and that can be a good thing or a negative thing depending on how you look at it," Robertson says.

"Personally, it's something that I've come to love; learning about the car. I didn't realize that I would gain that much knowledge."

For this reason, Robertson suggests your first Club Racing car be one you already have working knowledge of. If that's not an option, pick a class that's straightforward and comes with a large support group, like Spec Miata or Spec Racer Ford. He's found the SCCA community extremely welcoming and eager to help.

Racing bills can be equally as daunting as car prep. While Robertson has done a bit of groundwork to approach sponsors, he's found Club Racing's current contingency program is just as lucrative.

"The contingency program for National level drivers is very, very

good," he says. "For example, I have a contingency deal with Hoosier and if I win two National races in one weekend, I win a set of tires. That goes a long way to offset costs."

Once you have your calendar and budget set, Robertson has one last piece of advice: "Make sure that you're modest and know that when you're new, you have a lot to learn."



Patty Fox Photography

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SPEEDING
The Spec Miata class is wildly popular; the cars are quick, reliable, and fun to drive.

Rick Corwine

STRESS-FREE RACING

There are several things you'll want to do before each session, be it practice, qualifying, or the race. 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 calm. Second, hydrate and nourish. On a warm day – or even a cold one – your energy is going to drag by the end of the race or qualifying session. Staying hydrated and properly nourished will greatly reduce the possibility of an exhaustion-driven mistake.

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.

If the first session of the day was practice, there will be a qualifying session later in the day. There's no need to set any records in practice or qualifying – go as fast as you are comfortable going. 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 the loss of qualifying times or disqualification from the race. 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.

If at any time during the weekend you have a question, don't hesitate to turn to the person next to you in the

Make sure that you're modest and know that when you're new, you have a lot to learn "

ANDREW ROBERTSON

paddock and ask. Everyone at the event knows what you're going through – they had that first race experience at some point, too. Most are happy to share tips and pass on their knowledge.

But if you're afraid of getting in the

way of other racers (after all, SCCA has mixed class racing, which means multiple classes are on the track racing at the same time), fear not. Speed and comfort with driving in traffic will come with time. For your first time out, your best bet is to drive within your comfort zone and keep an eye on your mirrors. You will probably be lapped, maybe even by the leaders in your own class. Don't be embarrassed by that. Hold your line, don't make any unpredictable moves, and you'll have nothing to be ashamed of at the end of the day.

WORK SPACE

Picking a paddock space near your friends or competitors with like cars can be invaluable in a time of need.



Sydney Davis



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Dennis Wood

WINNING

Work hard and the rewards can be great. Beyond the emotional high there are contingency programs in place that can really pay off if you run at the front of the pack.

THE NEXT STEP

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

"The contingency program for National level drivers is very, very good"

ANDREW ROBERTSON

currently being hosted at Road America in Elkhart Lake, Wis., every September. At the Runoffs, those who qualify through the SafeRacer National Racing Series or U.S. Majors Tour 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 all of this can be found at www.scca.com/clubracing. 🏁



Paul Webb

PICKING A CLASS

With SCCA Club Racing, there are enough categories of classes to find what you're looking for, and within those categories are usually multiple classes. Here's a brief breakdown of the categories but, as always, check the General Competition Rules & Specification (GCR) – found on www.scca.com/ clubracing under the "cars and rules" link – for more details on each class.

IMPROVED TOURING

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.

TOURING & B-SPEC

Touring has classes allowing very few modifications to the stock production-based car, while other Touring classes allow for suspension modifications and – in the case of T1 – even allow wings. From the Corvettes and Vipers to Mustangs and Civics, Touring is an exciting category. Wrapped into Touring is B-Spec, which sees near-stock Honda Fits battle Mazda 2s, Fiat 500s, and the like.

SUPER TOURING

With two classes, the Super Touring category fits many cars, and has a very open rule set. Be it the fastest of the ST classes (STU), the slowest (STL), Super Touring

cars allow motor swaps and big aero to make these cars perform.

AMERICAN SEDAN

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.

PRODUCTION

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

GRAND TOURING

Better known as GT, these cars are serious race machinery. GT cars are either heavily modified production cars or, more commonly, tubeframe, purpose-built racecars with composite bodies designed to look like their road car counterparts.

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 or Formula Atlantics, there's an open-wheel car for every budget.

SPORTS RACING

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.

SPEC CLASSES

(Spec Miata, Formula Mazda, Formula Enterprises, Spec Racer Ford) Among SCCA's most popular classes are the ones with spec rules, where the differences in cars are removed from the equation and the drivers shine. Spec Miata (SM), Spec Racer Ford (SRF), Formula Mazda (FM), and Formula Enterprises (FE) are all spec classes.

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. Look for these special classes when you visit your local track.

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TIME TRIALS & HILLCLIMBS

From the Track to the Hills – You Can Even Compete in Your Street Car

WORDS Richard S. James and Philip Royle MAIN IMAGE D.E. Baer



On the SCCA organizational chart, Time Trials and Hillclimbs seat within the Club Racing portion of the Club – and it's easy to see why. Both Hillclimbs and Time Trials welcome full-fledge racecars and, like Club Racing, Time Trials takes place at the racetrack. Where Time Trials and Hillclimbs differ starkly from Club Racing, however, is you have the option of competing in your daily driver. In fact, in these two programs, it's encouraged.

There are four levels within the Time Trials program. Performance Driving Experience (PDX) is level one, level two is Club Trials, and the

third level is Track Trials. Each of these levels raises the bar on performance and speed. While being listed as the fourth level of Time Trials, Hillclimbs is really its own animal. Hillclimbs take competitors 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.

Time Trials offers a level for everyone, and offers a sensible progression from one to the

other. If you require more speed but aren't looking for wheel-to-wheel racing, then Time Trials is 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 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.

**DO IT**

The SCCA makes getting on track with your street car very easy. And while sports cars are welcome, you don't need a Porsche to enter.

LEVEL 1: PDX

The purpose of PDX events is to offer instruction in driving technique. That means classroom time before track time, and the availability of licensed instructors for every participant. 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 instruction, no timing is allowed.

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.

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.

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, it's time for 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.

LEVEL 3: TRACK TRIALS

Club Trials move the entire program up a notch. Whereas courses for Club Trials may feature straights shortened by a chicane at the beginning of the straight, Track Trials

Each level has a different requirement for car preparation, safety equipment, and driver licensing"

THE RULES

Much like other forms of competition within the SCCA, the Time Trials program offers its own rulebook, and everything you need to know about the program can be found in the Time Trials Rules. These rules can be downloaded as individual files, broken down by level. Before your first event, 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 safety.

**ALL YOU NEED**

The requirements for getting on track at something like a PDX are very few. If you already have a car, the only other thing you'll need is a helmet.

**ANYTHING
WILL DO**

If you're looking for on-track driver instruction in your daily driven car, SCCA's PDX program is for you.

D.E. Baker

**ASK
QUESTIONS**

Many SCCA regions will release information prior to the event with information about how the weekend will be structured. 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. Many region Websites also offer forums, where you can pose all of your questions and have them answered by people in your area.

usually use the track configuration as it sits - this means that the speeds are higher.

That also means the licensing and safety requirements go up a notch as well. All drivers must hold either a Time Trials novice permit or Time

"It's all-out driving on what is usually a public road, and the quickest person from point A to point B wins"

Trials competition license (some events require a full Club Racing competition license). 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.


LEVEL 4: HILLCLIMBS

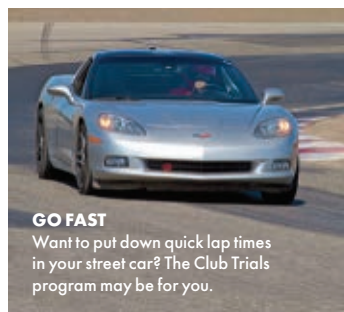
Hillclimbs, the fourth level of the Time Trials program, was once a staple of

automotive competition in the U.S., and it's still very popular in many parts of the world. However, finding an SCCA Hillclimb near you may prove challenging. Part of the trouble is 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 is one of the last forms of the sport that truly harkens back to racing's roots. It offers a level of excitement not found anywhere else. 

**GO FAST**

Want to put down quick lap times in your street car? The Club Trials program may be for you.

D.E. Baker

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MOTUL

SOLO

Some Might See a Sea of Cones in a Parking Lot – We See Intense Competition

WORDS Richard S. James, Erin Cechal, and Philip Royle

MAIN IMAGE Rupert Berrington

KNOW 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 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.



Want to push the limits of car control, and do so with almost no risk to you or your car? Then Solo is for you. But while the concept is simple (drive as fast as you can around a series of traffic cones in a parking lot), the execution is easier said than done. While your top speed will rarely exceed 60mph, it will be the fastest, most adrenaline-pumping 60mph you will have ever experienced. And the best part: You can do it in the car you already own!

To compete in a Solo event, you need three items: a driver's license, a safe car, and a helmet – and helmets can often be borrowed at the event.

The definition of a safe car is also quite simple – if your car is not going to fall apart, the battery is secure, and your brakes work, your car probably passes muster.

Some areas of the country have Solo schools designed for rookies, and in 2013 the SCCA even launched the nationwide Tire Rack Starting Line Solo school for people completely new to Solo. But that's not to say you *need* to attend a school to start competing. All you need are a few helpful tips.

WHAT IT IS

An SCCA Solo event involves precision driving. Ultimately, the

"A mentor is huge in this process if you have questions about rules or what to do"

TRISTAN LITTLEHALE

closer you can get to the cones while keeping your car at the limits of traction will determine how fast you are. Throwing a wrench in the works is that Solo courses are 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

**EASE OF ENTRY**

The Stock category makes it easy to take the car you drive on a daily basis, like this Audi, and compete with minimal modifications.

construction zones - mark the course. While these cones are relatively soft and generally don't damage the car should you topple one, you still want to avoid the cones as each cone is an additional two seconds added to your time - and in the world of Solo, two seconds can be an eternity.

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.

MOD IT

(TOP RIGHT) The Modified category is made up of formula and sports racing cars. A retired Club Racing car or home built special are a perfect fit for this creative environment.



Perry Bennett

YOUR FIRST WEEKEND

Four parts make up a Solo event: registration, tech inspection and drivers' meeting; the course walk; competing; and working.

Registration involves paying your entry fee and giving them your

pertinent information. If this is your first event, let them know that and they'll help guide you through the process. 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.

WORDS OF ADVICE

One of the advantages of Solo is its ease of entry. It doesn't take much more than your own street car to get started - many regions even have loaner helmets. That said, STU National Champion Tristan Littlehale tells Solo newcomers to do their homework.

The San Francisco Region member admits he made a rookie mistake when he started four years ago: He bought the car he *thought* he wanted to run. Though he's certainly made the most of his decision to run a BMW M3, taking the STU title in his first trip to the Tire Rack Solo National Championships last year, he still regrets not purchasing a 3-Series instead.

"Race the car you have and maximize the potential it has to offer before you decide you need a new car because it's the fastest or the highest horsepower," Littlehale advises. "Once you get into this sport and you start talking to people, you'll figure out what car you want to buy for the sport and choose the class accordingly."

Your homework assignment continues when it comes time to compete. Littlehale can't

emphasize enough how important it is to be prepared for your event; mistakes happen when you're late, rushed, and stressing out.

"It's all about practice and being



Paul Tran

prepared," Littlehale says. "To do well on an exam you need to study; to do well in autocross, prepare yourself for it by making sure you get a good night's sleep, and wake up early so you're not rushing."

Doing your homework is easier when you have a teacher, which has been key in Littlehale's success.

"Get a mentor," he says. "A mentor is huge in this process if you have questions about rules or what to do. Even if you don't find a mentor, a mentor will probably find you if you keep showing up at events. Basically, you'll create friendships that will last a lifetime from this."



Rupert Berrington

STARTING LINE SCHOOL

Starting in 2013, the SCCA joined forces with the Evolution Performance Driving School to offer a nationwide tour of Solo schools targeted toward people new to the sport. The cost is minimal for what you get. Included in the price of entry is not only professional instruction but also a one-year SCCA membership, a helmet, a free entry into a Regional event as well as a National Series event, and more. Head to sccastarting-line.com for more information.

After registration comes tech inspection (ask at registration if you're unsure where tech is located). Take your car to the inspection area where they will check a few safety items, like throttle return, that the wheels are snug, tires are in good condition, the battery is properly restrained, and the brake pedal is firm.

Prior to tech, however, you should do some car prep. For now, that means removing loose items from your car, taping numbers onto the side of your car (registration will often assign you a car number), and adjusting tire pressures.

Before the competition, 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, as the course changes for every event - and considering cones are often the only course markings, Solo courses can be tough to read on the fly. You'll want to walk the course at least twice - more if time permits.



Perry Bennett

Prior to tech, however, you should do some car prep. For now, that means removing loose items from your car"

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. For your first event, however, don't concern yourself too much with the "correct" line to drive - you'll have your hands full just staying on course.

The competition portion 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, setting up the course, and picking up the cones that get knocked over are all competitors. 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.

Whether you work before or after your runs, 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.



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GENERATIONS

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Perry Bennett

BECOME A CHAMPION

The Biggest event of the year for the Solo community is the Tire Rack Solo National Championships. The event is held each year at the Lincoln Airpark in Lincoln, Neb., in September and attracts 1,200 competitors over the course of four days of competition. There, you'll see the best of the best do battle – and winning a championship by 0.001 sec is not unheard of. Find out more by heading to www.scca.com/solo and clicking the "Tire Rack Solo National Championships" link.

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.

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 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.

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.

In addition to wheels and tires, you need the things that go along with changing them – jacks, jack stands,



Rupert Berrington

Ready to take it up a level, there are the National series such as the Tire Rack ProSolo National Series"

and a 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 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 a full day on site, so be prepared. You'll also want good walking shoes for the course walk and chasing cones, should that be your work assignment.

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 could also modify your car a little, 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 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 National Series and Tire Rack Solo Championship Tour. 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 Championship Tours are also

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**WORK AND PLAY**

Every participant will be given a work assignment of some type. None are overly difficult or physically demanding, but they are all important.

MOTORHEAD

If you are a serious motorhead, a trip through the paddock at an event can be a treat due to the wide variety of machines competing.



Rupert Berrington

TIRE PRESSURES

You'll probably want to bump your tire pressures up from what you use on the street. 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. For heavy vehicles or front-wheel-drive cars, you might want to add a couple psi just to be safe.

Z You might even want to venture to the Tire Rack Solo National Championships to test yourself against the best"

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. 🚗

THE CLASSES

Knowing the basic rules for the classes will help determine what class your car competes in. 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, weigh the rules and decide what suits you best.

STOCK

In the Stock classes, 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.

STREET TOURING

Street Touring is designed to accommodate cars with common, bolt-on modifications, such as different suspension parts and cold-air intakes. All tires must have a tread wear rating of 140 or above.

STREET PREPARED

This class takes things 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.

STREET MODIFIED

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 also the wildest of the classes that runs on DOT-approved tires.

PREPARED

Prepared moves you into pure racing machinery. Prepared cars usually have no interiors, racing slicks, and may even be tubeframe cars with fiberglass bodies.

MODIFIED

Modified is everything from a pure, purpose-built racecar 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.

KARTS

There are karts for adults and karts for kids. Kart Modified are 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.

REGIONAL CLASSES

Some regions may implement their own classes, such as vintage classes for older cars and even beginner or rookie classes for new competitors. Check your local region's Website for more information.

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ROADRALLY

SCCA's Most Challenging Competition on Public Streets

WORDS Rick Beattie MAIN IMAGE Philip Royle



INTERESTING DESTINATIONS

RoadRally leads competitors to areas they've never been, all the while challenging their skills (MAIN and TOP RIGHT).

Sports car fans are constantly looking for a great drive in their cars. And, like the petroleum companies, whose efforts to convince you to give their product a try in order to avoid motor hesitation, we're hopeful that some good stories, the promise of great competition, and several pages of explanation can end any hesitation you might have about giving SCCA RoadRally a try.

But before we dive in, it should be noted that RoadRallies within the SCCA are not the unlimited speed professional rallies that are run on closed courses. Rather, these SCCA

RoadRallies 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 hundreds of miles and lasting from a few hours to many days.

THE CONCEPT

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,

"RoadRally's goal is to repeat as precisely as possible what someone else did over a specific route"

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



Ken Dwinell

Unlike Club Racing, Solo, and RallyCross, where the goal is to finish ahead of - or with a quicker time than - the competition, RoadRally's goal is to repeat as precisely as possible what someone else did over a specific route. To make it possible, the course purposely avoids high-traffic routes and concentrates on roads with great scenery, quick turns or a long stretch of smooth gravel far from the everyday drive.

Instead of looking for the best way through a corner or watching the efforts of other competitors, the rallyist attempts with careful course following and precise timing, to repeat what 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.

DON'T GET LOST

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 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, found 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 a Regional RoadRally run about four or six pages.

While the Route Instructions contain the actual turn-by-turn directions for where you are going, the "Generals," as they are called, explain how the instructions are to be executed.

The Generals should 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 hurt you in the final standing.

The Generals contain an explanation of: roads, priorities, the main road, mileages, signs and landmarks, speeds, route instructions,



Philip Royle

controls (open, passage, and DIYC - Do-it-Yourself Controls), scoring, and a glossary.

The roads portion of the Generals explains which roads are used or not used. It discusses in some detail the status of unpaved roads, dead ends, private roads, driveways, and so on.

A section of the Generals describes how the course was measured and where the official mileages will be placed in the instructions. A signs and landmarks section describes which signs are used and where they can be located. There is a similar discussion for landmarks that are observed along the rally route. Careful reading of

MORE INFO

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

This link is also where you can find your local region and discover where the nearest RoadRally is so you can give it a shot. There is a RoadRally almost every weekend and in every season, in at least one SCCA region. And to read more about RoadRally, just head to scca.com/rally and click the "RoadRally" link.

SIMPLE SOLUTIONS

(LEFT) While RoadRally does allow the use of certain specialty clocks, often the best solutions are the most simple.

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 the timing aspect of Course and Tour rallies but retains the keen observation aspect of course events.



ANY CAR WILL DO
You don't need a sports car to compete in RoadRally. Wagons (MAIN) and SUVs (BELOW) can win.

Philip Royce

A HISTORY LESSON

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 its e-newsletter from an early 1900s article in the Richmond, Va., newspaper in which the American Automobile Association, in an effort to promote the use of the automobile, sponsored an automobile "rally" in eastern Virginia, from Washington D.C. to Richmond.

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

these last two sections is 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, and RoadRallies often take advantage of this.

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,

"On timed events, RoadRally clocks are synchronized to radio station WWV, the national time standard"

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 most typical. At an open control, stop past the control vehicle so as not to block the official's line of sight to the timing line. 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 just completed.

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

Like golf (or motorsports), the low

score wins in RoadRally. The scoring section of the general instructions lists the penalties. The penalty for arriving early at a control is the same as arriving late - one point per hundredth of a minute to a certain maximum. Wrong answers 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.

BE 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 advantages become apparent.

On most RoadRallies, 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."



Ken Dornell



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Philip Royce

ENJOY THE DRIVE

While all RoadRallies take place on public roads at legal speeds, that doesn't mean you don't need excellent driving skills.

The rallymaster measured the course using his odometer. It is unlikely that your odometer will show 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

Ask for help from fellow competitors or RoadRally committee members who aren't busy"

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 to use your mileage, there is another set of corrections that need to be made. You must also use *your* speed. To do that, 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.

Now you can use your mileage and your speed to stay on time. For any location ahead of your current position, multiply your

YOUR FIRST EVENT

There really isn't much to bring to your first RoadRally. Paper, pens and pencils, highlighters, clipboard, simple four-function calculator for the TSD RoadRallies, 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 RoadRallies run in classes based on the type of equipment used to measure distance and calculate 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, look for a "stock" class that typically permits only basic equipment.

In addition to the entry 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 what you need for the event.

Look everything over, including the route instructions, and ask questions. Ask for help from fellow competitors or RoadRally committee members who aren't busy with their own paperwork.

Before you start, make sure you have a full tank of gas. It's one less worry when you are unsure whether you are still on course.

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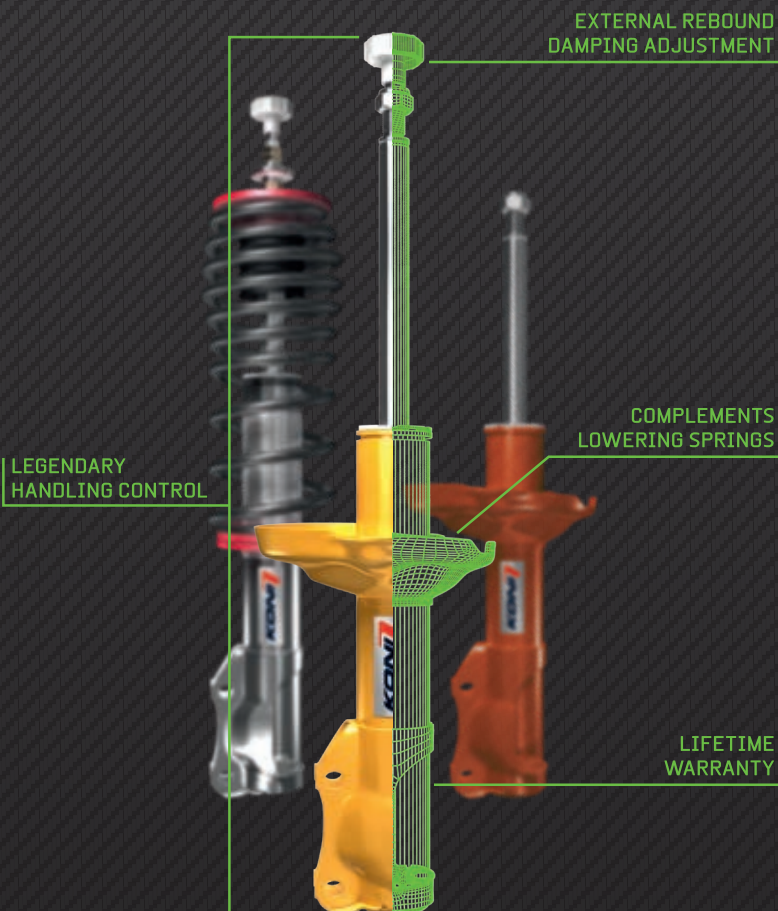


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CHECK POINT
RoadRally
check points are
easy to spot.

Philip Royce

THE RULEBOOK

As with all other forms of SCCA competition, 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 scca.com/rally under the “Cars and Rules” link.

In the RRRs, you’ll also find mention of the USRRC, or the United States Road Rally 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.

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

“When the driver reaches that future mileage, the navigator records the time and compares it to the calculated time”

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.

Contestants “buy time” by recording how late they are up to 19.5 minutes on a form provided by the RoadRally 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 running “on” that minute.

The discussion of timing may sound 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 to keep you on-time.

If you don’t hesitate to give it a try, those zeros (RoadRally’s perfect score) and some hardware will be yours in no time. ●

THE MAIN ROAD

The “main road” can be very difficult to understand. 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 for many new contestants 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.

It wouldn’t hurt to practice finding “the main road” on your way to the event.



Ken Dwyer

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RALLYCROSS NATIONAL C'SHIP

RallyCross National Championship is where RallyCross competitors compete for the coveted 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. To find out more about the championship event, head to scca.com/rallycross and click on the "RallyCross National Championship" link on the left.

RALLYCROSS

Fun in the Dirt Has Never Been Easier

WORDS Bryan Tippens, Erin Cechal, and Philip Royle MAIN IMAGE Wayne Flynn



With the dirt flying and cars sliding through the cones, RallyCross is really one of the most exciting motorsport competitions SCCA hosts. On top of that is the fact that the RallyCross community is incredibly active and supportive of the sport. Combine these facts and it's easy to see why this is one of the hottest areas of growth within the Club.

Run on dirt, gravel, mud, and sometimes including short tarmac sections, at speeds less than 60mph, RallyCross is a very affordable form of extreme dirt racing in which having the

most expensive equipment and well-prepared car does not ensure victory. In fact, National Championship titles have been won in daily drivers. That said, RallyCross can also act as a launching pad for other motorsports, with some attempting Hill Climbs and stage rally.

RallyCross courses are technically challenging for all cars and are run at speeds that may seem slow from the sidelines, 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

"RallyCross can also act as a launching pad for other motorsports, with some attempting Hill-climbs and stage rally"

cause damage to a vehicle, and they're designed so the average street car can endure the challenges presented with only the fear of the car getting dirty.

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. You will receive several runs over the course of a competition, although that number will vary from region to region, and event to event.

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 so they can concentrate on memorization. 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

DIRTY WORK

While it bears a striking resemblance to a Solo event, a RallyCross introduces the ever-changing surface element. To be successful here you need to adapt quickly.



Courtesy Alex Reinkordt

WORDS OF ADVICE

To be quick in RallyCross, you must start slow. SCCA RallyCross is a lesson in patience, says Alex Reinkordt, who began competing in 2010 after attending the 2009 RallyCross National Championship.

Checking out an event before you dive in, like Reinkordt did, is highly recommended. He points out that you can even go for a ride-along to get a sense of the speed and procedures.

The 26-year-old Nebraska Region member is also a proponent of the buddy system when it comes to RallyCross; not just in terms of a driver, but also pairing your RallyCross program with some Solo events for more seat time.

"I shared [driving duties] with my friend," Reinkordt recalls. "We set up his car for RallyCross and mine for Solo and entered every single event of the year as a two-driver car. We doubled up for everything and got way more seat time and feedback. That was a huge benefit."

Reinkordt discourages newcomers from investing heavily in car modifications when they first start. Instead, invest in what he calls "the driver mod" - in other words, get experience.

"I got good advice to give it a go with whatever I had," Reinkordt says. "At that point, I just had one car, a '99 Impreza, bone stock on all-season tires. I had that same car setup for a while, but it ended up being pretty good. It forced me to learn car control."

Besides a driving school, if there is something newcomers should put on their shopping list right away, Reinkordt has one suggestion. "A really bang-for-your-buck upgrade is some decent winter weather tires," he says. "We see those on cars in Modified instead of rally tires sometimes. They're pretty accessible to almost anyone and they give you a good performance bump starting out."



Rupert Berrington

IT PAYS TO COMPETE

SCCA offers a variety of contingency programs, allowing competitors to recoup some of their costs. You can find a list of available contingency programs on scca.com/rallycross under the "Contingencies" link. Note that most contingencies require an annual registration prior to the event and the placement of sponsor stickers on the car.

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.

WHAT TO KNOW

RallyCross is cheap and easy, but there are things you need to know. First, everyone works at a RallyCross. 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. This is 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 fastest drivers almost unanimously say that being slow and relaxed in the car equals fast on the course"

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. If you opt for gravel tires, you'll probably run a much lower tire pressure range due to the stiff construction of the sidewall.

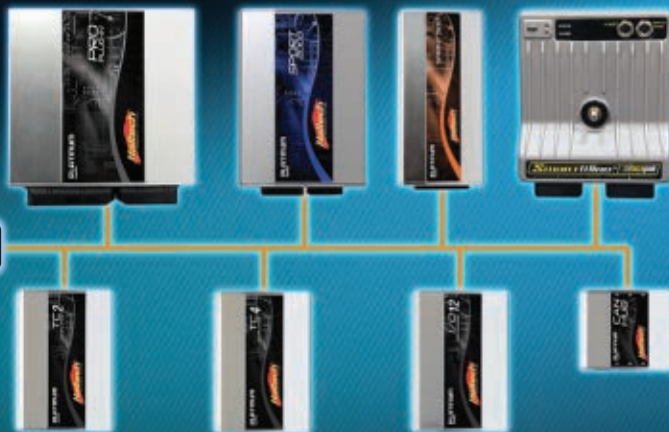
Budget for event registration and gas. Usually, \$50 for a Regional (more for a two-day National) will get you by. Aside from carrying lunch money, a car wash fund might really help. Plan to spend up to \$20 at a spray and wash after an especially muddy event. Also, be courteous and rinse the floor as you leave the car wash, and be sensitive to the way 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.



Rupert Berrington

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CAR NUMBERS

All cars must have numbers and class letter in order to compete. Magnetic number can be made or purchased from a variety of places and offer great flexibility should someone at the event already have the number you were planning to run. However, magnetic numbers are not necessary – affordable options include white shoe polish on the windows, thick tape on the doors, or printing out numbers on white paper and taping those to your car.



Rupert Berrington



GET A GRIP

Just like with its pavement racing counterparts, tires are perhaps the most important modification you can make to your car in the quest for quicker laps.

Wayne Flynn

PICKING A CLASS

There are only a handful of classes in RallyCross, and each is spelled out succinctly in the RallyCross Rules. If you are confused as to which class you should run, 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- (SF), rear- (SR) and all-wheel-drive (SA) categories for

A really bang-for-your-buck upgrade is some decent winter weather tires"

ALEX REINKORDT

Stock, Prepared (PF, PR, and PA), and Modified (MF, MR, and MA).

Here are a couple rules of thumb for easy classing: 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; Modified involves cars with more modifications.

If you are still unsure, ask at registration or tech and if they can't help, they will undoubtedly be able to point you to someone who can.

YOUR FIRST EVENT

More than likely, your local SCCA region's Website will have more information about the event, including a location, start time and more. On the day of competition, you will need a helmet, generally with the Snell SA2000 or M2000 rating or newer. 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).

ALL SHAPES

Most any car that can successfully pass the tech inspection can compete at a RallyCross.



Wayne Flynn

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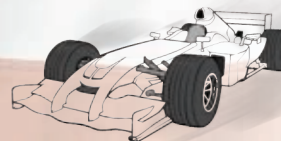
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TAKE A WALK

A course walk is typically the best method to get familiar with a course before the competition. Make mental notes of where you want to place the car during your run, but be ready to adjust on the fly should course conditions change.

Rupert Berrington

THE RULES

RallyCross has rules, and you'll need to be familiar with them before competing. The 2013 rules can be found online at scca.com/rallycross. Look for updates and news about the rules every month in *Fastrack*, available at scca.com/fastrack.

Event registration is usually easy to find, and you'll need to go there once you've signed the waiver at the entrance to the facility. At registration, 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.

Your car will then go through tech. Tech Inspection will sometimes be

“Find the line you think you will drive, but remember to be flexible during competition.”

performed wherever your car is parked, and sometimes at a specific location. Ask at registration for the procedure. Tech will check items like your car's wheel bearings for excessive play and that the battery is secure. Tech will also look for loose items in the vehicle, 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 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.

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. 🟡

CHECK IT OUT

Making sure your car is mechanically sound and meets the safety requirements set forth in the RallyCross Rules will make tech a breeze



Rupert Berrington

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- Alex Job
2012 Sebring 12 Hour Race Champion



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VOLUNTEERING

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WORDS Jeff Zurschmeide and Erin Cechal MAIN IMAGE Dave Green



GETTING STARTED

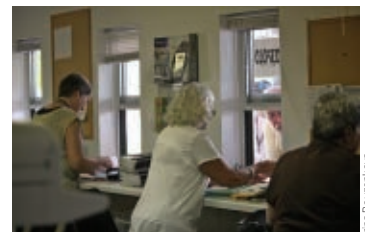
(ABOVE) Being an SCCA Starter is a challenging position. (RIGHT) Those who volunteer in Registration are some of the few who get to see racers outside of their racecars.

The word “professional” gets thrown around a lot in the racing world. It’s a status that many people aspire to achieve, because it means the best in the field – the ones you can depend on to get the job done right. And, when it comes to road racing in America, SCCA’s racing officials are the acknowledged experts.

From Formula 1 in Austin to ALMS in Monterey, and right through to every Regional Drivers School in the country, SCCA race officials are the gold standard of professional racing officials, even though the work is all done on a volunteer basis. 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. The payoff comes in the satisfaction and pride in a job well done, and the knowledge that racing simply could not happen without SCCA officials.

New SCCA members often wonder how to land a coveted position as a racing official. Many of us got our start by approaching an SCCA volunteer at a racing event and asking, “How did you get this job?” In fact, it’s still just as easy as that. All you have to do is



Irma Bouzenkova

show up and say hello. Any SCCA member in good standing is welcome to get started learning a specialty – and SCCA accepts anyone who wants to join.

But there’s still plenty that’s good to know before you make your decision



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.

Club Racing is where the majority of SCCA's volunteers do their work. It's often the case that active participants in RoadRally, RallyCross, and Solo also participate in Club Racing, since the events are often held on different weekends. 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're wondering, you can always volunteer in Club Racing no matter where you live - it's just that

If you live near a major racetrack, your region probably organizes Club Racing events"

about what role you wish to fulfill within the Club - and it's all broken down for you right here.

THE VENUE

Depending on where you live, your local SCCA region may put on a variety of different events. If you 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.

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.

PICKING 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 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.



Ken Brown

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 volunteer spot 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 by clicking the "Find Your Region" link).

Here's a brief list of the kinds 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.

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.

KEEPERS OF THE TRACK

SCCA workers are essential for keeping racers safe. This includes everything from getting drivers to safety to ensuring the racing surface is clear of fluids and debris (ABOVE).

PROS PRACTICE

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 a couple of years you might 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.



D.E. Beyer

Emergency: If you have fire and rescue training, medical training, 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 more: These positions 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.

YOUR EXPECTATIONS

The rhythm of a Club Racing event varies from region to region and event to event, but in general your participation as a volunteer

"If you don't like that specialty for some reason, try a different one"
BREANNA HEILICHER

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,

WORDS OF ADVICE

Becoming a dedicated SCCA worker is all about finding your niche, says Land O' Lakes Region member Breanna Heilicher. After trying several specialties, the 23-year-old found her niche in Fire and Rescue, where the constant trackside action kept her occupied all day. Heilicher encourages new workers to ask themselves: What skill set are you bringing to the table?

Are you a people person and can you keep cool when rushed? Registration could be your niche. Have excellent memory recall? That will come in handy in Timing and Scoring. Mechanically inclined? Give Tech a try. Are you organized, with good communications skills? Grid could be a great fit. Do you have a high attention span with eyes in the back of your head? Flagging and Communications will be a breeze.

Whichever post you pick for your first event, don't be discouraged if you decide it's not for you.

"Be open and willing to learn," Heilicher says. "Have fun and roll with it. If you don't like that specialty for some reason, try a different one before you give up. There are definitely traits that you have that will be more than a bonus to the specialty, and there's also something that you'll be able to take away."

Giving up your weekend to work for free may not sound like a lot of fun at first, but Heilicher points out that one of the best benefits of working, besides the worker parties, is developing a second family at the racetrack. Pretty soon it's not a job; it's catching up with old friends.



Courtesy Ashley Berg

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Sun, March 3	Sebring International Raceway, Sebring, Fla.	Sat, Aug. 17	The Mid-Ohio Sports Car Course, Lexington, Ohio
Sun, May 19	Canadian Tire Motorsport Park, Bowmanville, Ont. CA	Sun, Sept. 1	Brainerd International Raceway, Brainerd, Minn.
Sat, May 25	Lime Rock Park, Lime Rock, Conn.	Sun, Sept. 29	Virginia International Raceway, Danville, Va.
Sat, June 9	Watkins Glen International, Watkins Glen, N.Y.	Sun, Nov. 3	Road Atlanta, Flowery Branch, Ga.
Fri, June 21	Road America, Elkhart Lake, Wis.	Sun, Nov. 17	Daytona International Raceway, Daytona, Fla.
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REGIONAL, DIVISIONAL, NATIONAL

SCCA is a national club that is divided into geographic divisions. Those divisions are then split into the individual geographic regions. At each level of SCCA's organization, there are experienced and dedicated volunteers who lead their specialties.

Over time, experienced volunteers may be asked to devote some time as the specialty chief within the region, and then divisional or national administrator of their specialty. These duties are mostly administrative – handling licensing requests and event scheduling – but there is also a strong element of leadership at each level.

Regional chiefs are responsible for training and development of the individuals in their specialty. At the divisional level, the administrator is expected to visit each region to ensure consistency and quality in the specialty, and to communicate what's happening in the division. At the national level, administrators come together at the National Championship Runoffs, Solo, and RallyCross National Championship events, and key RoadRally events to lead their specialty in these premiere events.



Jeff Loewe

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

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.

A HAPPY VOLUNTEER

It's well known that SCCA volunteers invest a huge amount of time and energy in the Club, and sometimes people end up suffering from burnout. That's easy to avoid if you follow some simple rules:

- Don't bite off more than you can chew. There's always more that needs to be done, and while it's tempting to try 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

Mix up your volunteering to keep yourself fresh and broaden your experience"

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



Ken Brown

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ELITE SPECIALTIES

For the most part, any SCCA member can join any specialty. However, there are a couple of specialties that require extensive experience. Club Racing 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.

Starters are generally selected from the top performers in the Flagging and Communications specialty. They need keen eyes and rock-solid judgment in a time-critical specialty.

Stewards represent the authority of SCCA and the interests of every driver and volunteer at an event. In their capacity as executive officials and judges of rule violations, Stewards are often called upon to adjudicate vitally important disputes. The job may look easy, but in fact it's among the hardest in racing. Stewards are most often selected from the ranks of experienced racing drivers who have also gained experience in one or more volunteer specialties.

If your goal is to become a Starter or Steward, speak to the chiefs of those specialties in your region and ask about a training program.



TECH SHED
(MAIN) Scrutineers ensure all racers are playing fair. (BELOW) Worker meetings are an excellent place to meet other likeminded people, as well as to ask questions.

Philip Royce


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 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



Dave Green

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.

For even more information on how to get your start as an SCCA volunteer, head to www.scca.com/about and click "Get Involved." 

GOING PRO

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 the 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. The first step is to get started in your local region.



Walt Kuhn / LAT

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SCCA PRO RACING

If Your Future Involves Professional Racing, SCCA Is for You

WORDS Jason Isley

Competition comes in all shapes and sizes, and the SCCA is happy to help you scratch that itch. While the Club is largely focused on amateur competition, there are also several professional racing series run 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 United States. Without SCCA Pro Racing, Trans Am as we know it would not exist, and Can-Am might have never happened. Racing stars like Parnelli Jones, Mark Donohue, Bobby Rahal, Tommy

Kendall, Dan Gurney, and Boris Said have all raced among the SCCA Pro Racing ranks. Modern day heroes like Peter Cunningham, Randy Pobst, Johnny O'Connell, Tony Ave, and Simon Gregg fight tooth and nail to stay at the front of pack, while upstarts like Mike Skeen, Andy Lee, and Michael Cooper work to take them down.

SCCA Pro Racing currently sanctions a number of series, including Pirelli World Challenge, Trans Am, Playboy Mazda MX-5 Cup, the F2000 Championship Series, and the F1600 Formula F Championship Series. Combined, these series run the gamut

from wildly modified production cars to tube-frame, 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, or GT-2, 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 and GT-2 Club Racing cars easily fit into one of the historic racing series



Mark Weber



Jeff Loeve



Kenneth Hawking



Dennis Valet



Dennis Valet

WORLD CHALLENGE

Pirelli World Challenge features GT, GTS, Touring Car, and Touring Car B-Spec. GT features high-powered cars like the Porsche GT3 Cup, Viper, and Corvette. GTS sees Mustangs and Camaros take on sedans like the Acura TSX and Kia Optima. Touring Car pits sport compacts, like the Mazdaspeed 3 and Honda Civic Si, against each other. In Touring Car B-Spec, subcompacts, like the Honda Fit, Mazda 2, and Mini Cooper, meet on track.

TRANS AM

The SCCA Pro Racing Trans Am series dates back to 1966, making it one of the oldest series in North America. Trans Am features multi-class racing, all of which include purpose built tubeframe racecars boasting huge motors and even bigger power.

MX-5 CUP

The Playboy Mazda MX-5 Cup utilizes the third iteration of the popular Mazda MX-5, all prepared to a strict set of specifications battling for the win. Since the cars are all but identical, it's up to the drivers to prove who is the best.

F2000 CHAMPIONSHIP SERIES

Based on Club Racing's Formula Continental, the F2000 Championship Series keeps tight reigns on the class rules to ensure the racing is nothing less than spectacular. With every race weekend being a doubleheader, competitors get a big bang for their buck.

F1600 FORMULA F CHAMPIONSHIP SERIES

The F1600 Formula F Championship Series utilizes the very popular Formula F Club Racing platform, with only minor variances, making it very easy for Club racers to enter this pro series.

classes. If you've built a Spec MX-5 for Club Racing, you can run with MX-5 Cup. When it comes to open-wheel competition, Formula Continentals are welcome to join the F2000 Championship Series, while Formula F racers can try their hand at the F1600 Formula F Championship Series.

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. Being successful at this level takes a great deal of skill and dedication.

If the idea of sliding behind the wheel of a modern sports car and taking on some of the best drivers in the country appeals to you, World Challenge might be the place for you. Here you will find highly strung factory built racecars, highly modified muscle cars and even tuned up economy cars. There are four classes in World Challenge, offering a wide range of speed and budget options to suit your needs.

Does it take 800hp, a tube-frame chassis, and a silhouette body to get you revved up? Look no further than Trans Am. These purpose-built racecars are all business - and while this is one of the oldest series in North America, these cars sport the state of the art in racing technology.

If you have the skills behind the wheel but don't fancy yourself an engineer, take a look at MX-5 Cup. These spec cars offer close racing, and since the cars are identical you are not as likely to get beat in the garage. Great driving is the key to success in MX-5 Cup.

For some, the allure of open-wheel racing is strong, with aspirations of IndyCar or Formula 1 - and there's a place in SCCA Pro Racing for you, too. The F2000 Championship Series and F1600 Formula F Championship Series are a great fit for Club racers looking to move up the open-wheel ladder.

If any these pique your interest, head to www.sccaproracing.com for more details. There, you will find contact information and rulebooks to get you on your way. For some of these series, you will also find information on where you can watch the series on TV, online, or in person. 📍

CALENDAR

SPORTS CAR CLUB OF AMERICA APRIL 2013
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 22-24 St. Petersburg, Fla.
(GT, GTS double)

Apr 19-21 Long Beach, Calif. (GT, GTS)

May 17-19 Circuit of the Americas,
Texas (GT, GTS double) (TC, TCB double)

May 31-Jun 2 Detroit Belle Isle, Mich.
(GT, GTS double)

Jul 4-6 Lime Rock, Conn.

(GT, GTS double) (TC, TCB double)

Jul 12-14 Streets of Toronto, Can.

(GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course,
Ohio (GT, GTS) (TC, TCB double)

Aug 24-26 Sonoma Raceway, Calif.
(GT, GTS) (TC, TCB double)

Oct 4-6 Houston Grand Prix, Texas
(GT, GTS) (TC, TCB double)



TRANS-AM SERIES

gotransam.com

Mar 3 Sebring Int'l Raceway, Fla.

May 19 CTMP, Ontario, Canada

May 25 Lime Rock Park, Conn.

Jun 9 Watkins Glen, N.Y.

Jun 21 Road America, Wis.

Aug 17 Mid-Ohio, Ohio

Sep 1 Brainerd Int'l Raceway, Minn.

Sep 29 VIRginia Int'l Raceway, Va.

Nov 3 Road Atlanta, Ga.

Nov. 17 Daytona Int'l Raceway, Fla.



PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Mar 13-15 Sebring Int'l Raceway, Fla.
(double)

May 5-11 Mazda Raceway, Calif.
(double)

Jun 14-16 Mid-Ohio Sports Car Course,
Ohio (double)

Jul 19-21 Canadian Tire Motorsports
Park, Canada (double)

Sep 20-22 Coronado Naval Base, Calif.

Oct 4-6 Houston Street Course, Texas

Oct 16-18 Road Atlanta, Ga.



F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va.

May 9-11 Road Atlanta, Ga.

May 24-25 Lime Rock, Conn.

Jun 27-29 Watkins Glen, N.Y.

Jul 26-28 Mid-Ohio, Ohio

Aug 9-11 Mid-Ohio, Ohio

Aug 23-25 Summit Point, W.Va.
(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va.

May 9-11 Road Atlanta, Ga.

May 24-25 Lime Rock, Conn.

Jul 26-28 Mid-Ohio, Ohio

Aug 9-11 Mid-Ohio, Ohio

Aug 23-25 Summit Point, W.Va.
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PRO RACING BATTLES

The 2013 Pirelli World Challenge season should be even better than the last.

Mark Weber

CLUB RACING



Date Track/Region

Phone numbers are for region registrars

NATIONAL

NORTHEAST nediv.com

May 4-5* Majors - Summit Point/
Washington DC

May 30-Jun 2* Majors - NJMP/
South Jersey

Jul 5-7* Majors & Super Tour -
Watkins Glen/Finger Lakes

Aug 3-4* PIRC/Steel Cities

Aug 8-11 Pocono/Tri-Region

Finger Lakes (585) 328-2617

Glen (607) 425-4339

Jersey Racing Board

(609) 926-4842

Mahoning Valley (330) 418-3328

New England (508) 561-2188

NNJR, Tri Region (860) 678-8356

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region (609) 352-1757

Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Feb 23-24 Roebbling Road/Buccaneer

Mar 15-17* Majors - Road Atlanta/
Atlanta

Apr 19-21* Majors & Super Tour -
VIR/North Carolina

May 18-19* Road Atlanta/Atlanta

Aug 30-Sep 1* Barber Motorsport
Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460

Buccaneer (912) 897-1944

Central Florida (407) 568-6902

Florida (561) 318-1383

North Carolina (800) 342-7390

GREAT LAKES greatlakes-scca.org

May 24-26* T Majors - Michigan Int'l
Speedway/Western Michigan

May 31-Jun 2* Majors & Super Tour -
Mid Ohio/Ohio Valley

Jul 6-7 R Nelson Ledges/Neohio

Jul 13-14* Majors - Gingerman

Raceway/South Bend, Detroit

Cincinnati (513) 528-9217

Neohio (216) 390-2856

Ohio Valley (614) 735-7561

South Bend/Detroit

(586) 725-3057

Western Michigan (269) 217-2489

CENTRAL cendiv-scca.org

May 4-5 Blackhawk Farms Raceway/
Blackhawk Valley

May 24-26* Brainerd/Land O' Lakes

May 18-19 Autobahn Country Club/
Chicago

Jun 14-16 Majors - Road America/
Chicago

Jun 28-30 Blackhawk Farms
Raceway/Milwaukee

Jul 27-28 Road America/Milwaukee

Blackhawk Valley (815) 772-4881

Chicago (847) 729-2211

Land O' Lakes (507) 451-1841

Milwaukee (262) 957-0041

MIDWEST midiv.org

Mar 23-24* Memphis Int'l Raceway/
Mid South

Apr 6-7* Super Tour - Hallett Motor
Racing Circuit/NeOkla, Okla, Wichita

May 4-5* Kansas Speedway/Kansas,
Kansas City

May 17-19* Iowa Speedway/Des Moines
Valley

Jun 1-2* Heartland Park Topeka/
Kansas, Kansas City

Jul 6-7* Mid America Motorplex/
Nebraska

Aug 3-4* Majors - Gateway

Motorsports Park/St. Louis

Des Moines Valley (316) 775-7627

Kansas, Kan City (816) 795-8520

Mid South (901) 377-2849

Nebraska (402) 592-7918

NeOkla, Okla, Wichita

(918) 744-6392

St. Louis (314) 6571

SOUTHWEST sowdivscca.org

Feb 22-24* MSR Houston/Houston

Mar 8-10* Majors & Super Tour -

Circuit of the Americas/Lone Star

Apr 27-28* Eagles Canyon/Texas

May 25-26* Texas World Speedway/
Lone Star

ROCKY MOUNTAIN coloradoscca.org

May 4-5* High Plains Rcw/Colorado

May 25-26* Majors - Pikes Peak Int'l
Raceway/Continental Divide

Jul 6-7* Majors - High Plains Raceway/
Colorado

Aug 10-11* Miller Mtrspts Park/Utah

Aug 31-Sep 1* High Plains Rcw/Utah
Utah (801) 835-9036

NORTHERN PACIFIC norpacscsa.org

Mar 23-24* Thunderhill/San Francisco

May 25-27* Pacific Raceways/
Northwest

Jun 14-16 Portland Int'l Rcw/Oregon

Jul 5-7* Majors & Super Tour -

Portland Int'l Rcw/Oregon

Jul 5-7* Sonoma Raceway/
San Francisco

Northwest (360) 479-6082

Oregon (503) 224-9469

Reno (775) 267-4845

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Feb 23-24* Willow Springs/Cal Club

Mar 16-17* Inde Motorsports Ranch/
Arizona

Apr 27-28* Majors - Buttonwillow/Cal
Club

Jun 8-9* Auto Club Speedway/
Cal Club

Aug 31-Sep 1* Buttonwillow/Cal Club

Cal Club (661) 304-9382

Arizona (480) 832-1327

Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 16-22 Road America, Elkhart Lake, Wis.

REGIONAL

NORTHEAST nediv.com

Apr 13-14 Summit Pnt/Washington DC

Apr 20-21* NHMS/New England

Apr 20-21 R PIRC/Steel Cities

Apr 26-27* NJMP/Jersey Racing Board

May 10-12 Pocono/NNJR, Tri

May 18-19* Nelson Ledges/Mahoning Valley

May 25-26* NHMS/New England

May 25-26* Watkins Glen/Glen

Jun 8-9 Summit Point/Washington DC

Jun 21-22 Lime Rock/New England

Jun 22-23 Nelson Ledges/Finger Lakes

Jun 28-30 NJMP/Jersey Racing Board

Jul 13-14 Summit Pnt/Washington DC

Jul 20-21 Watkins Glen/Glen

Jul 26-28 NJMP/Jersey Racing Board

Aug 3-4* PIRC/Steel Cities

Aug 3-4 Summit Point/Washington DC

Aug 10-11* NHMS/New England

Aug 16-18 NJMP/Jersey Racing Board

Aug 31-Sep 2 Summit Pnt/Wash. DC

Sep 7-8* NHMS/New England

Sep 14-15 Watkins Glen/Finger Lakes

Sep 28-29* Nelson Ledges/Mahoning Valley

Oct 5-6 Summit Point/Washington DC

Oct 5-6* Watkins Glen/Glen

Oct 18-20 NJMP/Jersey Racing Board

Finger Lakes (315) 597-9637

Glen (607) 425-4339

Jersey Racing Board

(609) 926-4842

Mahoning Valley (330) 418-3328

New England (508) 561-2188

NNJR, Tri Region (860) 678-8356

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region (609) 352-1757

Washington DC (301) 572-7444

SOUTHEAST sediv.racing.org

Feb 9-10 Sebring/Central Florida

Feb 23-24 Roebbling Road/Buccaneer

Mar 9-10** VIR/North Carolina

Mar 15-17 Road Atlanta/Atlanta

Mar 30-31** Carolina Motorsports

Park/South Carolina

Apr 5-7 Roebbling Road/Buccaneer

Apr 5-7* PBIR/Florida

Apr 27-28* Roebbling Road/Buccaneer

May 4-5** Daytona/Central Florida

May 11-12* VIR/North Carolina

Mar 15-17* Road Atlanta/Atlanta

May 18-19** PBIR/Florida

May 18-19** Road Atlanta/Atlanta

May 25-26** Carolina Motorsports

Park/South Carolina

Jun 1-2 Sebring/Central Florida

Jun 8-9** Homestead/Florida

Jul 6-7** Roebbling Road/Buccaneer

Jul 13-14** Road Atlanta/Atlanta

Jul 20-21* Sebring/Central Florida

Aug 10-11* Daytona/Central Florida

Aug 17-18** Charlotte Motor

Speedway/Central Carolinas

Aug 30-Sep 1** Barber Motorsport

Park/Alabama, Atlanta

Aug 31-Sep 1* Sebring/Central Florida

Sep 14-15** Homestead/Florida

Sep 28-29** Daytona/Central Florida

Oct 5-6** Roebbling Road/Buccaneer

Oct 19-20** VIR/North Carolina

Oct 19-20 Sebring/Central Florida

Oct 25-26** VIR/North Carolina

Nov 1-3** Road Atlanta/Atlanta

Nov 9-10** PBIR/Florida

Nov 30-Dec 1 Sebring/Central Florida

Atlanta/Alabama (770) 472-0460

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org

Jun 14-16 R T Mid Ohio/Ohio Valley

Jul 6-7 Nelson Ledges/Neohio

Jul 27-28* Grattan/Western Michigan

Aug 10-11 R Mid Ohio/Cincinnati

Aug 31-Sep 1* Mid Ohio/Ohio Valley

Oct 5-6* Mid Ohio/Ohio Valley

Oct 19-20 (quad) Nelson Ledges/

Neohio

Cincinnati (513) 528-9217

Neohio (216) 390-2856

Ohio Valley (614) 735-7561

Western Michigan (269) 217-2489

CENTRAL cendiv-scca.org

Apr 19-20 Blackhawk Farms Raceway/

Milwaukee

May 24-26* Brainerd/Land O' Lakes

Jun 1-2* Milwaukee Mile/Milwaukee

Aug 24-25 Road America/Chicago

Aug 31- Sep 1* Brainerd/Land O' Lakes

Oct 12-13* Blackhawk Farms/Chicago

Blackhawk Valley (815) 772-4881

Chicago (847) 729-2211

Land O' Lakes (507) 451-1841

Milwaukee (262) 957-0041

MIDWEST midiv.org

Mar 23-24* Memphis Int'l Raceway/

Mid South

Apr 19-20* Gateway Motorsports

Park/St. Louis

May 4-5* Kansas Speedway/Kansas,

Kansas City

May 17-19* Iowa Speedway/Des Moines

Valley

Jun 1-2* Heartland Park Topeka/

Kansas, Kansas City

Jul 6-7* Mid America Motorplex/

Nebraska

Oct 19-20* Gateway Motorsports

Park/St. Louis

Des Moines Valley (316) 775-7627

Kansas, Kan City (816) 795-8520

Mid South (901) 377-2849

Nebraska (402) 592-7918

NeOkla, Okla, Wichita

(918) 744-6392

St. Louis (314) 6571

SOUTHWEST sowdivscca.org

Feb 22-24* MSR Houston/Houston

Apr 27-28* Eagles Canyon/Texas

May 25-26* Texas World Speedway/

Lone Star

Nov 2-3* Texas World Speedway/Texas

Dec 7-8* MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org

May 4-5* High Plains Rcwy/Colorado

Aug 10-11* Miller Mtrspts Park/Utah

Aug 31-Sep 1* High Plains Rcwy/Utah

Oct 12-13* Pueblo Mtrsports Park/Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Mar 15-16* Portland Int'l Rcwy/Oregon

Mar 23-24* Thunderhill/San Francisco

Apr 13-14* The Ridge Motorsports

Park/Northwest

Apr 13-14* Mazda Raceway Laguna

Seca/San Francisco

May 4-5* Portland Int'l Rcwy/Oregon

May 25-27 Pacific Raceways/

Northwest

May 25-26* Thunderhill/San Francisco

Seca/San Francisco

Jun 7-9* Mazda Raceway Laguna

Seca/San Francisco

Jun 14-16*v Portland Int'l Rcwy/

Oregon

Jul 5-7 R Portland Int'l Rcwy/Oregon

Jul 5-7* Sonoma Raceway/

San Francisco

Jul 27-28* the Ridge Motorsports

Park/Northwest

Sep 21-22* Thunderhill/San Francisco

Sep 28-29 (triple) Portland Int'l Rcwy/

Oregon

Northwest (360) 479-6082

Oregon (503) 224-9469

Reno (775) 267-4845

San Francisco (530) 934-4455



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P.O. Box 19400, Topeka, KS 66619-0400

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Main (785) 357-SCCA [7222]

Pro Racing (785) 357-7223

Club Racing (785) 232-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or

(785) 357-7222, x357

Club Racing Technical Assistance

(785) 379-8324

SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; scca.com

Pro Racing info/results: sccapro.com

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(262) 724-3346; blindstrand@scca.com

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(817) 877-2837; rdjones@scca.com

Area 8: **Bill Kephart**

4735 Centennial Blvd.,



Bertil Roos

SOUTHERN PACIFIC scca-sopac.org
Feb 23-24* Willow Springs/Cal Club
Mar 16-17* Inde Motorsports Ranch/Arizona
Mar 23-24** Buttonwillow/Cal Club
Apr 6-7* Chuckwalla/San Diego, Arizona
Jun 8-9* Auto Club Speedway/Cal Club
Aug 31- Sep 1* Buttonwillow/Cal Club
Oct 5-6* Buttonwillow/Cal Club
Oct 19-20 (triple) Inde Motorsports Ranch/Arizona
Arizona (480) 832-1327
Cal Club (661) 304-9382

DRIVERS SCHOOLS

NORTHEAST nediv.com
Mar 23-24 Summit Point/Wash. DC
Apr 19-21 PIRC/Steel Cities
May 24 NHMS/New England
Oct 4 Watkins Glen/Glen
Glen (607) 425-4339
New England (508) 561-2188
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org
Apr 13-14 Daytona/Central Florida
Jul 20-21 Sebring/Central Florida
Buccaneer (912) 897-1944
Central Florida (407) 568-6902

CENTRAL cendiv-scca.org
Apr 19-20* Blackhawk Farms Raceway/Milwaukee
Milwaukee (262) 957-0041

MIDWEST midiv.org
Apr 19-20* Gateway Motorsports Park/St. Louis
St. Louis (314) 6571

SOUTHWEST sowdivscca.org
Aug 17-18 CT/PDX MSR Houston/Houston

NORTHERN PACIFIC norpacscca.org
Mar 8-10 Thunderhill/San Francisco
Mar 15-16 Portland Int'l Rwy/Oregon
Jun 29-30 Reno-Fernley Rwy/Reno
Oregon (503) 224-9469
Reno (775) 267-4845
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org
Mar 21-23* Buttonwillow/Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL
Bertil Roos Racing School
 (800) 722-3669 racenow.com
Bob Bondurant School
 (800) 842-7223 bondurant.com

Bridgestone Racing Academy
 (905) 983-1114 race2000.com
The Jim Russell Racing Schools
 (707) 939-7600 jimrussellusa.com
Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com
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 (860) 435-1300 skipbarber.com

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allenberggracingschools.com
MSR Houston
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Porsche Sport Driving School
 (888) 204-7474 porschedriving.com
Spring Mountain Advanced Driving School
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springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School
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FAAST Performance Driving School
 EAST: (877) 266-4429,
 WEST: (719) 761-1372 faast.com
Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com
Pro Drive Racing School
 (503) 285-4449 prodrive.net
ProFormance Racing School
 (253) 630-5130
proformanceracingschool.com
Sports Car Driving Experience
 (800) 453-5506
corvetteracingschool.com
Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com
Mar 9-10 PDX Summit Point/Wash. DC
Apr 6-7 PDX Summit Point/Wash. DC
May 18 CT/PDX Nelson Ledges/
 Mahoning Valley
Sep 21-22 PDX Summit Pnt/Wash. DC
Sep 28-29 PDX Nelson Ledges/
 Mahoning Valley
Mahoning Valley (330) 418-3328
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org
Mar 15-17 PDX Road Atlanta/Atlanta
Apr 13-14 PDX Daytona Int'l Speedway/
 Central Florida
Apr 13-14 TT/PDX Talladega/AL TVR
May 18-19 TT/PDX Road Atlanta/
 Atlanta
Jun 15-16 HC Chasing the Dragon/
 Central Carolinas
Jul 13-14 PDX Road Atlanta/Atlanta
Jul 20-21 PDX Sebring/Central Florida

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

Aug 3-4 HC Chasing the Dragon/
 Central Carolinas
Aug 31-Sep 1 PDX Sebring/Central Florida
Sep 14-15 TT/PDX/CT Carolina
 Motorsports Park/South Carolina
Sep 28-30 HC Crow Mountain/
 Tennessee Valley
Oct 19-20 TT/PDX Talladega/Alabama,
 Tennessee Valley
Nov 1-3 PDX Road Atlanta/Atlanta
Nov 16-17 TT Roebling Road/Buccaneer
 Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
South Carolina (704) 575-5960
Talladega TT PDX (205) 422-1417

GREAT LAKES greatlakes-scca.org
Aug 9-10 CT/PDX Mid Ohio/Cincinnati
Aug 31-Sep 1 PDX Mid Ohio/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 735-7561

CENTRAL cendiv-scca.org
May 18-19 PDX Autobahn Country
 Club/Chicago
Chicago (847) 729-2211

SOUTHWEST sowdivscca.org
Feb 22-24 PDX MSR Houston/Houston
Apr 27 PDX Eagles Canyon/Texas
Aug 17-18 CT/PDX MSR Houston/
 Houston
Dec 7-8 PDX MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org
May 4-5 CT/PDX High Plains Rwy/
 Colorado
Aug 31-Sep 1 CT/PDX High Plains
 Raceway/Utah
Oct 12-13 CT/PDX Pueblo Motorsports
 Park/Utah
Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org
May 4-5 CT/PDX/TT Reno-Fernley
 Raceway/Reno
Jun 1-2 CT/PDX/TT Reno-Fernley
 Raceway/Reno
Jun 22 CT/PDX/TT Bremerton
 Motorsports Park/Northwest
Jun 29-30 CT/PDX/TT Reno-Fernley
 Raceway/Reno
Aug 3 CT/PDX/TT Bremerton
 Motorsports Park/Northwest
Aug 24-25 CT/PDX/TT Reno-Fernley
 Raceway/Reno
Sep 28-29 CT/PDX/TT Reno-Fernley
 Raceway/Reno
Oct 6 CT/PDX/TT The Ridge
 Motorsports Park/Northwest
Oct 12 PDX Reno-Fernley Rwy/Reno
Northwest (360) 479-6082
Oregon (503) 224-9469
Reno (775) 267-4845
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org
Mar 23-24 TT Buttonwillow/Cal Club
Oct 5-6 TT Buttonwillow/Cal Club
Cal Club (661) 304-9382
Arizona (480) 832-1327

SOLO

TIRE RACK® SCCA ProSolo
Apr 6-7 El Toro Airfield, Irvine, Calif.
Apr 13-14 Mineral Wells Airport, Mineral
 Wells, Texas
Apr 20-21 New Meadowlands, East
 Rutherford, N.J.
May 24-25 Spring Nationals, Lincoln
 Airpark, Lincoln, Neb.
Jun 8-9 FedEx Field, Washington D.C.
Jun 29-30 McGee Park, Farmington
 Park, N.M.
Jul 4-5 Summer Nationals, Arkansas
 Aeroplex, Blythville, Ark.
July 20-21 Hampton Mills, Packwood,
 Wash.
Jul 27-28 Toledo Express Airport,
 Toledo, Ohio

TIRE RACK® SCCA ProSolo FINALE

Aug 31-Sep 1 Lincoln Airpark, Lincoln,
 Neb.

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Mar 23-24 Texas A&M, College Station,
 Texas
Mar 30-31 Qualcomm Stadium, San
 Diego, Calif.
Apr 27-28 Dover Downs, Dover, Del.
May 26-27 Spring Nationals, Lincoln
 Airpark, Lincoln, Neb.
Jul 6-7 Summer Nationals, Arkansas
 Aeroplex, Blythville, Ark.
Jul 13-14 Hampton Mills, Packwood,
 Wash.
Aug 3-4 Wilmington Airpark,
 Wilmington, Ohio

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 3-6 Lincoln Airpark, Lincoln, Neb.

TIRE RACK® MATCH TOUR

Mar 16-17 South Georgia Motorsports
 Park, Adel, Ga.
Apr 6-7 Wilmington Airpark,
 Wilmington, Ohio
May 11-12 St. George Airport, St.
 George, Utah
Jun 1-2 Grissom Aeroplex, Peru, Ind.
Jun 15-16 Minerals Wells Airport,
 Mineral Wells, Texas
Jun 22-23 Pikes Peak Int'l Raceway,
 Fountain, Colo.
Jul 13-14 Miller Park, Milwaukee, Wis.
Oct. TBD Devens Airfield, Ayer, Mass

REGIONAL

Date Track/Region
Phone numbers are for Region registrars



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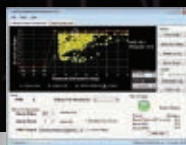


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SOLO HEAVEN

Solo's championship event takes place Sept. 3-6, 2013.



Perry Bennett

NORTHEAST nediv.com

Mar 3 Bader Field/South Jersey
Mar 24 Bader Field/South Jersey
Apr 13 FedEx Field/Washington DC
Apr 14 Bader Field/South Jersey
May 5 Bader Field/South Jersey
Jun 22 Bader Field/South Jersey
Jun 30 FedEx Field/Washington DC
Jul 14 Bader Field/South Jersey
Jul 28 FedEx Field/Washington DC
Aug 4 FedEx Field/Washington DC
Aug 11 Bader Field/South Jersey
Sep 15 Bader Field/South Jersey
Sep 22 FedEx Field/Washington DC
Oct 6 FedEx Field/Washington DC
Oct 12 Bader Field/South Jersey
Oct 27 Bader Field/South Jersey
Nov 17 Bader Field/South Jersey
South Jersey (856) 534-5301
Washington DC (571) 594-9362

SOUTHEAST sedivrracing.org

Mar 10 Hunt Army Stagetld/Wiregrass
Mar 19 Tire Rack Street Survival, Seminole State College/Central Florida
Apr 14 Hunt Army Stagetld/Wiregrass
Apr 14 James Ward Ag Cntr/Tennessee
Apr 27 Hoover Metropolitan Stadium/Alabama
Apr 28 Twin Fountains Rcwty/Tenn
May 4 Oak Mountain Amphitheater/Ala
May 10 Hunt Army Stagetld/Wiregrass
May 19 Music City Raceway/Tennessee
Jun 1 Oak Mountain Amphitheater/Ala
Jun 16 James Ward Ag Cntr/Tennessee
Jun 29-30 Oak Mountain Amphitheater/Alabama
Jul 14 James Ward Ag Cntr/Tennessee
Jul 27 Oak Mountain Amphitheater/Alabama
Aug 11 Oak Mountain Amphitheater/Alabama
Aug 11 Music City Raceway/Tennessee
Sep 15 Oak Mountain Amphitheater/Alabama
Sep 15 Twin Fountains Raceway/Tenn
Sep 29 James Ward Ag ricultural Center/Tennessee
Oct 20 Oak Mountain Amphitheater/Alabama
Oct 26-27 Twin Fountains Raceway/Tennessee
Nov 3 Oak Mountain Amphitheater/Alabama
Nov 10 Music City Raceway/Tennessee
Dec 14 Oak Mountain Amphitheater/Alabama

Alabama (334-444-0699)
Central Florida (386) 562-0004
Tennessee (615) 474-5313
Wiregrass sccawiregrass.org

GREAT LAKES greatlakes-scca.org

Mar 23-24 Walesboro Airport/Columbus Club
Apr 20-21 Walesboro Airport/Columbus Club
May 11 Walesboro Arprt/Columbus Club
May 27 Wisboro Arprt/Columbus Club
Jun 16 Wisboro Arprt/Columbus Club
Jul 14 Walesboro Arprt/Columbus Club
Jul 27 Wisboro Arprt/Columbus Club
Aug 25 Wisboro Arprt/Columbus Club
Sep 14-15 Walesboro Airport/Columbus Club
Oct 6 Walesboro Arprt/Columbus Club
Nov 3 Walesboro Arprt/Columbus Club
Columbus Club (317) 535-5353

MIDWEST midiv.org

Apr 13-14 Millington Jetport/Mid South
Apr 18-19 Millington Jtprt/Mid South
Jun 8-9 Millington Jetport/Mid South
Aug 3-4 Millington Jetport/Mid South
Sep 21-22 Millington Jtprt/Mid South
Nov 2-3 Millington Jetport/Mid South
Mid South (901) 493-2986

SOUTHWEST sowdivscca.org

Mar 2-3 NOLF Waldron Field/South Texas Border
Apr 6 Houston Police Academy/Houston
Apr 6-7 NOLF Waldron Field/South Texas Border
Apr 28 Texas Motor Speedway/Texas
May 4 Royal Purple Raceway/Houston
May 4-5 NOLF Waldron Field/South Texas Border
May 19 Texas Motor Speedway/Texas
Jun 1-2 NOLF Waldron Field/South Texas Border
Jun 2 Houston Police Academy/Houston
Jun 23 Texas Motor Speedway/Texas
Jul 6-7 NOLF Waldron Field/South Texas Border
Jul 28 Dallas Raceway/Texas
Aug 3-4 NOLF Waldron Field/South Texas Border
Aug 18 Dallas Raceway/Texas
Sep 7-8 NOLF Waldron Field/South Texas Border
Sep 29 Texas Motor Speedway/Texas
Oct 5-6 NOLF Waldron Field/South Texas Border
Oct 20 Mineral Wells Airport/Texas
Nov 2-3 NOLF Waldron Field/South Texas Border
Nov 17 Dallas Raceway/Texas
Dec 7-8 NOLF Waldron Field/South Texas Border
Houston (281) 782-7512
South Texas Brdr (361) 980-8000
Texas (214) 697-5771

ROCKY MOUNTAIN coloradoscca.org

Feb 17 Front Range Airport/Colorado
Mar 23 Front Range Airport/Colorado
Apr 28 Front Range Airport/Colorado
May 11 Front Range Airport/Colorado
Jun 8-9 Front Range Airport/Colorado
Jul 13-14 Front Range Airport/Colorado
Jul 28 Front Range Airport/Colorado
Aug 18 Front Range Airport/Colorado
Sep 29 Front Range Airport/Colorado
Nov 10 Front Range Airport/Colorado
Colorado (970) 980-9970
Pan American (915) 540-1723

NORTHERN PACIFIC norpacscca.org

Mar 10 Marina Airport/San Francisco
Mar 17 Oracle Arena & McAfee Coliseum/San Francisco
Apr 13-14 Mather Airport/San Francisco, Sacramento
Apr 21 Oracle Arena & McAfee Coliseum/San Francisco
May 5 Oracle Arena & McAfee Coliseum/San Francisco
May 11 Tire Rack Street Survival, Montana Expo Park/Montana
Jun 1-2 Mather Airport/San Francisco, Sacramento
Jun 9 Oracle Arena & McAfee Coliseum/San Francisco
Jun 30 Marina Airport/San Francisco
Jul 21 Oracle Arena & McAfee Coliseum/San Francisco
Aug 18 Marina Airport/San Francisco
Montana montanastreetssurvival@gmail.com
San Francisco www.sfrscca.org
SF, Sacramento (916) 687-1146

SOUTHERN PACIFIC scca-sopac.org

Feb 10 Aloha Stadium/Hawaii
Mar 17 Firebird Int'l Raceway/Arizona
Mar 31 Aloha Stadium/Hawaii
Mar 24 Marana Regional Airport/Arizona Border
Apr 14 Aloha Stadium/Hawaii
Apr 28 Marana Regional Airport/Arizona Border
May 19 Marana Regional Airport/Arizona Border
Jun 23 Marana Regional Airport/Arizona Border
Jul 14 Aloha Stadium/Hawaii
Jul 28 Marana Regional Airport/Arizona Border
Jan 28 Aloha Stadium/Hawaii
Aug 11 Aloha Stadium/Hawaii
Aug 25 Marana Regional Airport/Arizona Border
Aug 25 Aloha Stadium/Hawaii
Sep 22 Marana Regional Airport/Arizona Border
Oct 26-27 Marana Regional Airport/Arizona Border
Nov 24 Marana Regional Airport/Arizona Border
Dec 15 Marana Regional Airport/Arizona Border
Arizona kkempvet@aol.com
Arizona Border random1@cox.net
Hawaii (808) 283-1705
Hawaii-Aloha (808) 349-8813

ROAD RALLY

NATIONAL

2013 date to be announced

REGIONAL

Date Track/Region

NORTHEAST nediv.com

Mar 9 Absolute Zero Tour/Central N.Y.
Central N.Y. rallydr@gmail.com

GREAT LAKES greatlakes-scca.org

Apr 20 Badger Burrow Tour/Milwaukee
Milwaukee jay.johannes@smartsensorsystems.com

CENTRAL cendiv-scca.org

Mar 17 Davis-Hutchens Tour Rally/Southern Indiana
Mar 23 Minnesota Valley Winter Tour/Land O' Lakes
Land O' Lakes (952) 381-2759
Southern Indiana (812) 476-6216

SOUTHERN PACIFIC scca-sopac.org

Mar 1 First Friday Niter/Cal Club
Apr 5 First Friday Niter/Cal Club
Apr 27 The Spring Classic/Cal Club
Cal Club (310) 372-7168



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NATIONAL CHAMPIONSHIP

Oct 4-6 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

Date Track/Region

GREAT LAKES greatlakes-scca.org

Mar 10 Linwood, Mich./Saginaw Valley
Saginaw Valley (616) 443-4529

SOUTHWEST sowdivscca.org

Mar 23-24 Texas World Speedway/Lone Star
Apr 28 NOLA Motorsports/Delta
May 25 NOLA Motorsports/Delta
Jun 8 NOLA Motorsports/Delta
Jul 20 NOLA Motorsports/Delta
Aug 24-25 NOLA Motorsports/Delta
Delta dcuccia.dc@gmail.com
Lone Star info@texasrallysport.com



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TIPS FROM THE PROS AT BONDURANT

Your top drivers have very good head movement. As they come into a corner, you will see their heads turn to see where that apex is, that exit, before their hands ever move on the wheel.

*—Johnny O'Connell,
Bondurant
instructor and
professional
racing champion*



Bob Bondurant

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Bondurant Road Course, Ariz.

www.bondurant.com
(800) 842-7223

Bondurant Enterprises consists of the Bob Bondurant School of High Performance Driving, one of the largest driving schools in North America for more than 44 years. It features a 15-turn, 1.6-mile road course, an eight-acre asphalt pad for advanced training, and more than 200 race-prepared vehicles, sedans and open-wheel cars.

Situated on Firebird Raceway's 450 acres of excitement located on the Gila River Indian Community in Phoenix, Ariz., the purpose-built facility has access to three additional racetracks, a watersports lake and three skid pads.

Bob Bondurant, an internationally recognized leader in advanced driving training, opened the school in 1968.

Bondurant SuperKart School, located on the facility, offers two karting tracks with state-of-the-art equipment and training, while Bondurant Trackside is the premier leader in OEM events, showcasing manufacturer's vehicles.



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- 5 speed Elite sequential gearbox
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- Multiple track configurations
- Track has wide runoffs and few guardrails
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- "Double Racedays" offer very high value



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- Corporate Events — exciting & budget friendly
- Just outside Toronto near Lake Ontario



8

Evolution Performance Driving School

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In 2013, Evolution Performance Driving Schools will be celebrating 21 years of developing better drivers. From 16-year-old novices all the way up to seasoned motorsport veterans, our National Champion team of instructors will provide useful feedback in the areas that need it the most. We focus on your mental skills and especially visual recognition skills that are shared in all forms of driving, whether in your daily driver or a fully prepped racing car.

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TIPS FROM THE PROS AT BONDURANT

I'm huge on technique. If a person has not mastered heel-and-toe downshifting, take the money from a set of tires [and] come to Bondurant so you can master heel-and-toe. You cannot be an adequate racecar driver, much less a great racecar driver, if that's not like breathing.

—Johnny O'Connell,
Bondurant
instructor and
professional
racing champion



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www.msrhouston.com

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9

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5

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Portland International Raceway, OR

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Multiple venues

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Ron Fellows Performance Driving School

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www.RaceSpringMountain.com
(800) 391-6891



6

Simraceway Performance Driving Center

Sonoma Raceway, CA

www.simraceway.com/pdc
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The Simraceway Performance Driving Center is Northern California's premier racing school.

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TIPS FROM THE PROS AT BONDURANT

Most people are too aggressive on their controls. They don't roll the steering in, they throw it in. They hit the pedals, they don't squeeze them. Work on your smoothness.

—Johnny O'Connell,
Bondurant
instructor and
professional
racing champion



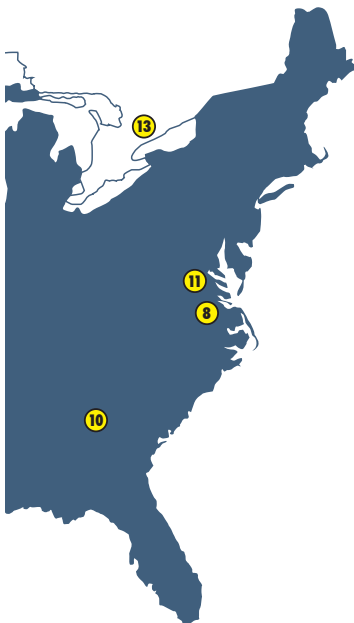
10

Skip Barber Racing School

Multiple venues

www.skipbarber.com
(866) 932-1949

For 37 years, Skip Barber Racing School has been the leader in automotive education and



entertainment, with base locations at Road Atlanta, Lime Rock Park, Mazda Raceway Laguna Seca and Sebring International Raceway.

In the Mazda Driving and High Performance Driving Schools, students practice slides and recoveries on a skid pad, threshold braking, lane-toss exercises and accident avoidance. Skip Barber Racing Schools have long been on any auto enthusiast's bucket list, allowing them to learn speedy skills at the same place as most of today's pros. In addition to the Skip Barber Racing Schools and the Skip Barber Driving Schools, the company owns and operates four prestigious open-wheel and Mazda MX-5, equal-car racing championships — for amateur and professional competitors. Skip Barber Racing School launched the auto racing careers of Ryan Hunter-Reay, Marco Andretti, Jeff Gordon, A.J. Allmendinger, Raphael Matos, Conor Daly and many more.

Sports Car Driving Experience

Multiple venues

www.sportscardrivingexperience.com
(800) 453-5506



11

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info@trackdaze.com

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12

Waterford Hills Road Racing

Oakland County Sportsmen's Club, MI

www.Waterfordhills.com
(248) 623-0070

The Waterford Hills Drivers School is an accredited SCCA "Double School," earning an SCCA or Waterford Hills novice permit upon successful completion.

For more than 50 years we have offered a competition drivers school that places importance on wheel-to-wheel track time and quality student/instructor time. We strive to maintain a student to teacher ratio of 2:1.

Our track is a challenging 1.5 miles of turns and elevation changes. There's an old adage: If you can drive here, you can drive anywhere.

The school consists of two parts:

1. "Classroom." One full day of instruction focusing on safety, preparation and protocol of any racetrack.
2. "On-Track." two full days of learning car control, competitive driving and the line. Practice starts, side by side, and even a 10-lap practice race are included.

Waterford Hills also offers a "Returning Drivers Program" for current or past drivers to improve their skills under the direction of our senior instructors.

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— Bob Bondurant

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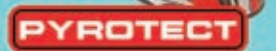
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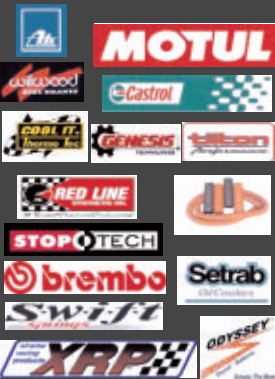


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MEMBERSHIP THAT LASTS A LIFETIME

There is a good chance that the reason you joined the SCCA is not because of a motorsports article in the media or a commercial on TV, or even because you stumbled upon an SCCA competition event. Rather, there is a strong likelihood that you joined because of the guy or gal next door, who shared with you some story of his or her Club Racing, Soloing, or rallying exploits. And there is an equally good chance that they invited you to come along as a member of their crew, as their navigator, or to run your car alongside theirs against the cones and the clock. Be careful, this sport – and that guy or gal – is likely to become a part of your life.

I recently I bumped into Turner Woodard during lunch, the man who got me involved in the SCCA, some 40 years ago. On that fateful day in the 1970s, I saw a pickup with an open trailer, and a Bobsy sports racer pull in to a Texaco gas station two miles from Indianapolis Raceway Park (now Lucas Oil Raceway). I had never seen a car like that before, and I pulled in just to get a look. I ended up with an invitation to follow the team to the raceway where they were doing a test session on the 2.5-mile road course. The rest, quite literally, is history.

I loved the car. I loved the track. I was adopted by the team. I was hooked. Unfortunately, I was also under age to get into the pits or work on corners. To get around this, I contacted Sue Zobbe, who became my “SCCA mom” and taught me everything there was to know about Timing and Scoring, where my age did not matter. Four decades later, I have been a Club Racer, a Soloist, a rallyist, a regional official, a national director, and the SCCA’s resident historian. Proving, that once you find this Club, finding your place – or places – in it is easy; and rewarding. It brought about some of the best times of my life.

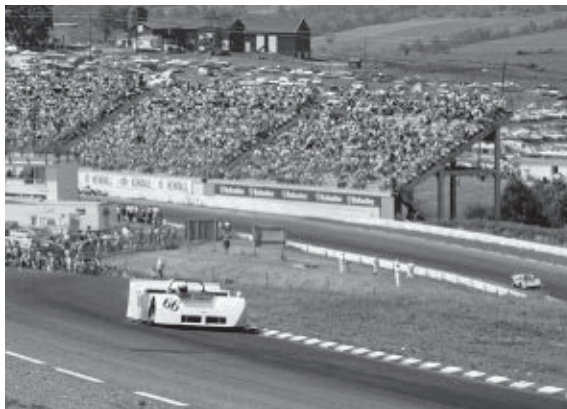
It was great to bump into Turner again. That day, his mechanic even walked me through the shop where his racecars are still lovingly maintained. Which only proves that for both of us, and for you, joining the SCCA is a lifelong experience of friends, fast cars, and fun times. 🍷



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BRINGING EXCITEMENT

Formula Junior was an inexpensive open-wheel racing series created in the late 1950s in Europe. In 1959, the SCCA brought the cars to America. Here, four time SCCA Champion Walt Hansgen pilots a Formula Junior car on his way to victory. The following year, Hansgen made his Formula 1 debut.



LAT

UNBRIDLED PERFORMANCE

SCCA’s Can-Am pro series is one of the highlights of the Club’s amazing history. This all-but-unlimited series attracted a number of ace drivers, like Formula 1 champion Jackie Stewart, seen here piloting a Jim Hall creation, the infamous Chaparral 2J, at Watkins Glen in 1970.



SportsCar archive

INSPIRED POWER

The success of Can-Am spawned the F5000 series, which SCCA was happy to bring to U.S. shores. These open-wheel racecars featured a maximum of 5-liter displacement motors producing around 500hp. The series attracted many competitors, including Can-Am and Trans Am driver Sam Posey. Here, Posey (34), battles Brett Lunger at a 1972 race in Monterey, Calif.



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