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bright silver, black (15 16 17 18), gold (17 18) 14 15 16 17 18



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SPARCO TERRA
gold, light grey (16 17),
white (16 17)
white (16 17)
White (15 17)
White (15 17)
White (15 16 17)
White (15 16 17)
White, black (15 16 17 18), bronze (15 16 17 18)



KOSEI K4R light grey painted 15 16 17



































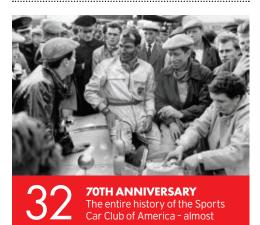






ON THE COVER

This month's cover celebrates the 70th anniversary of SCCA's first official meeting, which was held on Saturday, Feb. 26, 1944.







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

THIS MONTH IN FASTRACK **NEWS>**

The January issue o Fastrack news is now available for download from SCCA.com/fastrack. It is also available by mail via special subscription.

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CONTACT PATCH

PHILIP **Royle**

EDITOR, SPORTSCAR MAGAZINE

History in the Making

t the SportsCar office, just around the corner from my desk, sits a massive magazine archive. The archive contains nearly every issue of SportsCar magazine produced, dating back to SCCA's creation in 1944. Because SportsCar has not always been produced on a monthly basis, I have no clue how many issues of the magazine that is, but it has to be more than 700. Regardless, that's thousands of pages capturing SCCA's history - American motorsports history - as it happened. Flipping through any of those issues is an adventure through the Club's incredible 70 years.

To illustrate the point, I randomly grabbed the September-October 1957

If this issue teaches you anything, it should be that you are a part of

issue of SportsCar from the shelf. On the

A few pages later, near an

that it is not unreasonable to require that certain precautions be taken in events sanctioned and supervised by the Club

in the 1950s, the Club was pleading with its members to install racecar rollover protection. One suggested option was a roll bar tripod hidden in the headrest. At least they were wearing helmets.

"If I thought I was going to crash, I wouldn't be racing," seemed to be the general opinion back in those days.

Any issue of *SportsCar*, from any decade, is a slice of motorsports history and what a history! The SCCA has been the lifeblood of American motorsports for decades, and this year - this very month the Club celebrates its 70th anniversary.

Unfortunately, many SCCA members don't know the history of the Club. Consequently, we've assembled a historical primer. Starting on pg. 32, you'll find a glance at all of SCCA's 70 years in an article penned by SCCA Woolf Barnato Award winner Peter Hylton - who is also in this year's SCCA Hall of Fame class. From pages 38-46, we've duplicated the first issue of SportsCar, then called the Sportwagen, from March 1944. It's a fascinating read. Then, kicking off on pg. 50, SCCA stalwart and researcher extraordinaire Jeff Zurschmeide presents a snapshot of professional racing and the SCCA. From Can-Am to Trans Am and beyond, SCCA has defined professional racing in America.

If this issue teaches you anything, it should be that you are a part of something special. The SCCA isn't just a motorsports car club - it's the name in amateur and professional motorsports, and it has been for 70 years. It's your Club. Like Carroll Shelby, Mark Donohue, Roger Penske, John Fitch, and many others, you are what makes this Club special, and it's your job to keep this very special and important tradition going.



EARLY DAYS

In the 1950s, the Club was determined to make road racing safer through the inclusion of items like roll bars. In a 1957 issue of SportsCar. the Club suggested even the simplest roll bar design, a tripod, to keep drivers safe while not ruining the looks of the car.

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something special"

cover: SCCA motorsports icon Carroll Shelby piloting a Maserati at a Club race at VIR. Also in that issue was a feature on the SCCA's latest purchase: a clubhouse. For the first time in SCCA's history (so back then, the first time in 13 years), the SCCA had an office building, located in Westport, Conn., to operate out of.

advertisement for Lucas, "the world's most respected name in electrical equipment for British automobiles," was a feature on roll bar safety.

"Your Officers and Contest Board feel and its Regions," the author wrote. Back

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CLUB **VIEW**

LISA **NOBLE**

INTERIM PRESIDENT AND CEO OF SCCA INC.

avid Nokes gave me my first official Building Tomorrow's Legends appointment in the Club. I had been

"chiefing" events in Timing, Registration, and Pit and Grid throughout my teen years, and David thought I could manage the job as Divisional Administrator for Race Control. I'll always owe him a debt of gratitude.

That first DA assignment was an important step in my life; the learning stretched well beyond our events and Club. By teaching both very real skill sets and not so obvious life lessons, the SCCA experience has been my everyday university, as it undoubtedly has for many of you.

Our members have a strong tradition of mentoring. Regions grow by bringing in different people to keep local programs alive and fresh. Tech officials, registrars, Solo and race stewards and more pass the knowledge of their craft and love of the sport to the next rookie, and then the next. Garages across the country are places where drivers, mechanics. and wannabes collaborate, wrench, and plot for next season. Places where many of us learned how to make

You are in a position to reach out and pass around some SCCA lore - knowledge about our Club and sport"

machines tick one whole heck of a lot faster than they were ever meant to. So it has gone in the Club for 70 years.

"Building Tomorrow's Legends" is the focus of the 2014 SCCA National Convention in Charlotte, N.C., this coming March. This is the once a year opportunity to share our skills and knowledge on a National level. Service to the Club is a handshake to the past. It is an acknowledgement of those who went before to pave the way to make what we

YOUR MISSION

I have a job for you. Most likely, you are in a around some SCCA lore. l appoint you as the mentor who needs that knowledge. Find that person and pass it along. No excuses; get out there and start looking!

do possible; those who mentored us. We found our path by having someone who helped to show us that "it" was doable. The SCCA National Convention is an opportunity to pay it forward by sharing and teaching in the interactive sessions and taking advantage of the experience of our talented membership.

Getting new members is not a challenge for our organization keeping new members more than three years, however, is one of our biggest challenges. Research and best practices say that human connection is what keeps people committed year after year. To our wonderful core members who keep our programs and Regions going, I have a job for you: You are in a position to reach out and pass around some SCCA lore - knowledge about our Club and sport. I appoint you as the mentor to someone who needs that information. Find that person and pass it along. No excuses, get out there and start looking!

Where are you, rogue thinkers and revolutionaries? It's time to speak up! Are you the person who wants to see a different twist on what's being done now, to look at things a different way? Maybe you have a half-day event in mind, maybe a RallyCross format that hasn't been tried, or you and your pals want to run some PDX sessions in a fun format. I have a job for you: Don't wait for it to happen; call someone in your Region and ask how they can help you make it happen. Tell them I said for you to call.

With the strong base of our 70-year history supporting us, we can confidently face our future head on. Let's start with sharing best practices, good training, mentoring, pushing the envelope past the way we've always done things, and reinventing - by building tomorrow's legends.

Nothing compares to the SCCA not even close. We remain the best, and we're just getting started.

















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INSIDE THE BOARD

John **Walsh**

CHAIRMAN, SCCA BOARD OF DIRECTORS

With 70 years behind it, SCCA has a rich history in motorsports. Rallying, road racing, and "gymkhanas" (that cool East Asian word, borrowed to name early Solo events) were our Club's foundation.

Up here in the Finger Lakes of western New York, the roots are wide, as well as deep. Casually root through boxes at a yard sale, with no apparent connections to sports cars or racing, and you'll find all sorts of treasures - an official's badges from

The oddest thing I've stumbled across at a house sale was... two rolls of SCCA-themed wallpaper"

a past grand prix, a Zippo lighter with an enameled SCCA logo, a dash plaque from a National race. This is all interesting stuff, occupying someone's treasure drawer for years until it was time to clear things out.

The oddest thing I've stumbled across at a house sale was just this summer: two rolls of SCCA-themed wallpaper. Really - wallpaper! Not race posters, not programs glued together, but wallpaper rolls, surviving only for lack of an appropriate den or kid's bedroom wall. It includes names like Andretti, Hulme, Stewart, and Ickx. Events like Le Mans 24 Hour and Daytona are represented, but it appears to center around the Glen Sprints and the six-hour races at Watkins Glen in the mid 1970s. The artwork looks early to mid '70s too. The cars pictured have a definite Hot Wheels vibe.

That rich history of the Club has been well preserved, beyond wallpaper. Part of our preservation is

Leaving Tire Tracks and Footprints

RARE FIND

(BELOW) SCCAthemed wallpaper is not exactly what you expect to find at a yard sale, but it's out there, and it illustrates the impact SCCA has had on the world. recognizing our own legends in the SCCA Hall of Fame. The Hall of Fame's class of 2014 holds no mystery guests among those selected. Peter Hylton has long guarded our history, and now will be permanently part of it himself. Dan



Gurney inspired family admonishments of my own youthful transgressions on two or four wheels - "Hey, Dan Gurney, slow down a bit," still rings in my ears.

These two, and the rest of the class, are inspirations to us for their leadership, their sportsmanship, and their character. It's an honor to be in the same room with names like Bondurant, Barnes, Downing, Hubbard, Gurney, and Hylton.

What's really amazing is that you can put yourself in that room. The SCCA Hall of Fame induction ceremony will be held during 2014 National Convention in Charlotte. N.C. The Club is taking a new approach to our Annual Meeting. We've partnered with NTP in organizing the North American Motorsports Expo, a racing conference and trade show offering technology and information tailored for Club activities - Club Racing, Solo, RallyCross, and RoadRally - and enabling wider contact with all sports car motorsports communities. If you are active SCCA participant, there will be stuff for you to see and learn at the National Convention.

Club members, Regions, and Club staff are, right now, organizing programs that will interest all of our members. I guarantee that you will not find the Convention to just be a meeting of grumpy old Club Directors. Registration is now open - I hope you can join me there. Look for registration and program information under the "News" tab at SCCA.com.





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COUNTING CARS

Looking at the official 2013 car count numbers [January 2013 issue, Late Breaking], I can't help but think about recent statements made by the Club Racing Board that they're going to actively manage the racing classes in the future, rather than strictly adhering to the 2.5 car rule. Had the 2.5 rule not been suspended, we would currently have eight classes on probation, with several of those phasing out. Having raced for a few decades, swapping classes several times, I believe that perhaps the number of classes without high participation is a symptom, rather than the actual problem. I applaud the CRB's decision to try to get to the root of the problem rather than wasting time treating potentially misleading symptoms.

Stanley Johnson



COVERED

Hands down, the December 2013 cover of SportsCar is the best I've seen. I was at the National Championship Runoffs, and I still can't believe that it actually happened. The amount of effort put in by the workers to make that photo happen was unbelievable. I was standing near a couple of workers who were in the paddock by the entrance to pit lane, and they really had their hands full with the hundreds of cars coming at them, but not once did they panic. The cars flowed quickly and efficiently into place and then, just as quickly, the cars headed back to their



paddock spaces. This is a testament to every single SCCA volunteer in the Club, and shows why, as [Interim SCCA President and CEO] Lisa Noble has been saying in her column, we are the best.

Greg Dyer

What a great keepsake! The cover of National Championship Runoffs issue [December 2013] is fantastic! It's something I'll treasure for years, and not just because I'm on it. You should consider making a photo like this a tradition at every Runoffs. And I'm not saying that just because of the collectable nature of the cover. I spoke to many people that day, standing on the front straight at Road America, I probably never would have spoken to. I even hopped the wall and chatted with a few "wings and things" guys. It turns out,

us guys with fenders have a lot in common with those who race formula cars.

Michael Schroeder

DISQUALIFIED

I have been an SCCA member in the Colorado Region for a relatively short time, and I have never raced - only volunteered in Flagging and Communications. I read the December 2013 issue with great relish, taking in all the super photography and race reports from National Championship Runoffs. I feel I need to point out a serious problem with how race reporting is done, however. There were several races in which at least one disqualified car and driver was included in the "play by play" report, and the results. Only at the very end is it mentioned that there was a disqualification. The report on STU may have been the most egregious example. The 0.001sec finish was included as the margin of victory, and the exciting report thread focused mostly on Marc Hoover's skirmish with winner. Elivan Goulart. Much less was said about Joel Weinberger and Eric Heinrich, who really finished second and third. As it turned out, that was the real battle of the race.

SportsCar can certainly edit the stories and results to expunge the performances of people who had an unfair advantage. It may make for less exciting copy or put more pressure on the writers to keep notes on what happened deeper in the field, but it would be fairer to the people who played by the rules. Roger Buswell

Disqualification is a topic
SportsCar constantly wrestles
with. While we do try to minimize
the press a disqualified
competitor receives, sometimes
those competitors played such an
integral part of the race that not
including them would be an
egregious misrepresentation of
the race itself. As for leaving the
margin of victory in the STU race
as 0.001sec - well, that was an
error on our part. The actual STU
margin of victory was 1:29.815.

TRADITIONS

On the last page of *SportsCar's* January 2014 issue, you show a photo of the Tuftes pouring a bottle of champagne into the Woolf Barnato trophy. The fact is that for many years the tradition was to do just that, and then share a sip as a toast with past recipients and friends, all of whom had come forward and gathered around as a tribute. I've included a photo of Don Nixon, Lee Hall, Ruth Nixon (taking a large sip) and Clem Thompson, all enjoying the moment. The photo was from around 1971, I think. I barely got to hold the trophy long enough for a photo, so I would certainly like to see this tradition brought back, with SCCA paying for the champagne, of course. *Larry Dent, Woolf Barnato winner, 2008*



SportsCar magazine welcomes letters. The opinions expressed here are the opinions of the individual writers, and do not necessarily reflect those of SCCA or SportsCar. Letters should be under 150 words, and may be edited for length and style. SportsCar magazine and the SCCA reserve the right not to publish any letter.



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SPEC MUSTANG

Rules have been proposed for a Spec Mustang class, based on the 2005-'09 S197 Ford Mustang GT. The cars must meet GCR specs for Touring category cars, and will utilize a spec suspension and more. Proposed rules can be found at www.scca.com/clubracing.

SOLO'S ROAD TO LINCOLN 2014 SCHEDULE

The 2014 Tire Rack SCCA National Solo schedule, consisting of the Championship Tour, Match Tour, and ProSolo, has been announced. The schedule features a total of 27 events, spread out over the three formats, and reaching from coast to coast.

The Tire Rack Solo Championship Tour season kicks off March 15-16 in Cecil, Ga., at the South Georgia Motorsports Park. A traditional location on the Solo calendar, the event falls just one week after the SCCA National Convention and MSX Expo in Charlotte, N.C. – close enough for those across the country to attend both events.

The Tire Rack ProSolo National Series begins one week later at another much loved site, March 22-23 in Blytheville, Ark. Blytheville also appears at the end of the Championship Tour schedule, Sept. 27-28, just weeks after the Tire Rack Solo National Championships. The end of the season event will feature a permanent course beginning in 2014, to remain consistent moving forward, with

the local community working with SCCA to develop incentives and rewards for track record holders – by nature, a rarity in the Solo community.

The second season of the Tire Rack Match Tour begins April 12-13 in

The end of the season will feature a permanent course beginning in 2014, to remain consistent moving forward"

Wilmington, Ohio. The airport site is wide, smooth, and provides options for a variety of courses. The options available at Wilmington make the area a prime site for Solo competition, and the schedule reflects that. Wilmington is the only location on the schedule to host all three formats, as the ProSolo and Solo Championship Tours will visit on back-to-back weekends, July 26-27 and Aug. 2-3.

LINCOLN BOUND

Thousands of competitors will compete year round preparing for the National Championship in Lincoln, Neb. Packwood, Wash., hosts back-toback events in early July. The Championship Tour visits July 5-6, followed by the ProSolo on July 12-13. The Packwood site is legendary for its scenery and beauty, providing an excellent vacation destination.

Crows Landing, near Patterson, Calif., returns to the schedule in a big way after a 20-year absence. The large concrete pad, used in the past by both the military and the National Aeronautics and Space Administration (NASA) for training exercises, hosts a ProSolo on June 7-8, and a Championship Tour on June 14-15. The last SCCA National event held at the site was a ProSolo in 1994.

While an event "in Atlanta" has been on the schedule several times over the years, for the first time in recent history the event will occur in the city proper. Turner Field's parking lots have been secured for the May 17-18 Match Tour event.

Also returning is the Spring Nationals

P1 AND P2 TAKE FLIGHT

The December edition of the Club Racing technical bulletins offered great detail for Sports Racing competitors as the cars transition into the new P1 and P2 classes. Make sure to download and check the latest version of the GCR as the racing season is just around the corner.



at the Lincoln Airpark on Memorial Day weekend, featuring the ProSolo on Friday and Saturday, May 23-24, and the Championship Tour, May 25-26.

Collectively, the events make up the "Road to Lincoln" and the 42nd Tire Rack Solo National Championships. The weeklong event begins with the ProSolo Finale on Aug. 30-31, and the crowning of Solo's National Champions on Sept. 2-5 at the Lincoln Airpark in Lincoln, Neb.

TIRE RACK NATIONAL SOLO SCHEDULES

TIRE RACK PROSOLO NAT'L SERIES

March 22-23	Akansas Aeroplex, Blytheville, Ark.
April 12-13	El Toro Marine Base, Irvine, Calif.
April 26-27	FedEx Field, Largo, Md.
May 3-4	Mineral Wells Airport, Mineral Wells, Texas
May 23-24	Lincoln Airpark, Lincoln, Neb.
June 7-8	Crows Landing Air Facility, Patterson, Calit.
June 28-29	Toledo Express Airport, Toledo, Ohio
July 12-13	Former Hampton Mills Lumber Plant, Packwood, Wash.
July 26-27	Wilmington Airpark, Wilmington, Ohio
Aug. 30-31	Tire Rack ProSolo Finale, Lincoln Airpark, Lincoln, Neb.

TIRE RACK C	CHAMPIONSHIP TOUR
March 15-16	South Georgia Motorsports Park, Cecil, Ga.
March 29-30	Texas A&M Annex, College Station, Texas
April 5-6	Qualcomm Stadium, San Diego, Calif.
May 3-4	MetLife Stadium, E. Rutherford, N.J.
May 25-26	Lincoln Airpark, Lincoln, NE
June 14-15	Crows Landing Air Facility, Patterson, Calif.
July 5-6	Former Hampton Mills Lumbe Plant, Packwood, Wash.
Aug. 2-3	Wilmington Airpark, Wilmington, Ohio
Sept. 2-5	Tire Rack Solo National Championships, Lincoln Airpark, Lincoln, Neb.
Sept. 27-28	Arkansas Aeroplex, Blytheville, Ark.

TIRE RACK MATCH TOUR

TIREKACK	MAICHIOOK
April 12-13	Wilmington Airpark, Wilmington, Ohio
May 17-18	Turner Field, Atlanta, Ga.
June 7-8	Devens Airfield Police Training Facility, Ayer, Mass.
June 14-15	Pikes Peak International Raceway, Fountain, Colo.
July 5-6	Grissom Airpark, Peru, Ind.
Aug. 16-17	Milwaukee, Wis.
Oct. TBA	Western location to be

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

• • • • • • • • • • • • • • • • • • • •					
55-YEAR MEMBERS Name Emmett F Stains Raymond C Stone 50-YEAR MEMBERS	Date 1/1/1959 1/1/1959	Region Chicago Washington DC	Richard Moisant Steve Myers Marilyn S Randall Bruce K Trenery Russell J Wakeman	1/1/1979 1/1/1979 1/1/1979 1/1/1979 1/1/1979	Old Dominion Detroit Finger Lakes San Francisco Detroit
Name Don C Baker Hubert H Barber Robert J Flemming Ron G Gallmeyer Joseph A Hauser Barney M Powers Curtis R Rich George Simcoe Charles C Williams	Date 1/1/1964 1/1/1964 1/1/1964 1/1/1964 1/1/1964 1/1/1964 1/1/1964 1/1/1964	Region Steel Cities Central Florida Milwaukee Fort Wayne Washington DC Cincinnati Houston Life Members Kansas City	30-YEAR MEMBERS Name John M Callahan Sandra L Carreiro Susan M Dewitt Barry L Dewitt Charles Dykes Robert T Falkner Michael A Feher Bob Gill	Date 1/27/1984 1/16/1984 1/16/1984 1/16/1984 1/31/1984 1/27/1984 1/16/1984 1/23/1984	Region Florida San Francisco Detroit Detroit New England Central Carolinas Ohio Valley Central Carolinas
45-YEAR MEMBERS Name Richard C Booth Don Cameron Anthony L Dunne James R Farrar L James Ghilardi John R Kelley Bob Lembcke Bob Lembcke Tim Lyons Howard C Shedd Russell A Theus	Date 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969 1/1/1969	Region New England Central Florida Neohio Steel Cities San Francisco Kentucky Gulf Coast NE Oklahoma North Carolina Misery Bay Detroit	Thomas L Hoffman Jeanne W Hoffman Fran Olsen Houston Steven L Hudler Kirk Knestis James Morris Carl A.J. Rhodin John R Schaller Daniel M Schloss Edward Scolaro Thomas J Shaver Robert W Simons Timothy G Starkey William A Stevens	1/24/1984 1/24/1984 1/31/1984 1/31/1984 1/27/1984 1/27/1984 1/24/1984 1/24/1984 1/24/1984 1/24/1984 1/24/1984 1/24/1984 1/24/1984	Washington DC Washington DC Washington DC Detroit North Carolina Chicago San Francisco Central Florida Florida Central Florida Detroit Susquehanna Rio Grande Cincinnati
40-YEAR MEMBERS Name Dennis G Andrade	Date 1/1/1974	Region Northwest	William A Stevens Richard Paul Welty Maryann Worrell	1/23/1984 1/12/1984 1/13/1984	Ohio Valley Mohawk Hudson South Jersey
George J Bloeser Janalee N Bootz Janalee N Bootz Alan C Coleman Alan C Coleman James T Downey John P Hafkenschiel Douglas Hargrove Sharon K Huxtable	1/12/1974 1/1/1974 1/1/1974 1/1/1974 1/1/1974 1/1/1974 1/1/1974 1/1/1974	Philadelphia Kansas City Southern Indiana North Carolina Washington DC Western Michigan San Francisco San Francisco Wichita	25-YEAR MEMBERS Name Charles W Coker Pam Coleman Stephen A Doleshall Bob B Ely Sandy Entriken Morris Goldstein Lutrell Harms	Date 1/16/1989 1/31/1989 1/23/1989 1/10/1989 1/20/1989 1/16/1989 1/16/1989	Region Central Carolinas Atlanta San Francisco Continental Divide Salina San Francisco San Francisco

John M Zuccarelli III 35-YEAR MEMBERS

William G Lang

Michael P McHugh

Carolyn S Pryce

Carol Richardson

Steven H Scott MD

Thomas James Ward

Martin Zimmerman

John M Zuccarelli III

Michael Sauce

John K Spragg

C David Teal

Sharon Ward

Name	Date	Region
Stephen J Bernhardt	1/1/1979	Washington DC
Jim Blakewell	1/1/1979	Oklahoma
David L Bruce	1/1/1979	River Cities
Kevin John Burk	1/1/1979	Ohio Valley
Daniel B Collishaw	1/1/1979	Glen
Ellen De Simone	1/1/1979	Blackhawk Valley
Joseph J Druding	1/1/1979	South Jersey
Cheryl Lyn Farkas	1/1/1979	Washington DC
Angelo Ferro	1/1/1979	San Francisco
Jerry R Fifer	1/1/1979	South Carolina
Caryl R Forbish	1/1/1979	Oregon
Albert W Gast	1/1/1979	North Carolina
Berry Joel Griffin	1/1/1979	San Francisco
Carlos Alberto Lopez	1/1/1979	Florida
Michael C Mazoway	1/1/1979	Central New York

1/1/1974

1/1/1974

1/1/1974

1/1/1974

1/1/1974

1/1/1974

1/1/1974

1/1/1974

1/4/1974

1/1/1974

1/1/1974

1/1/1974

1/1/1974

Chicago

Texas

San Francisco

S West Virginia

Central Illinois

San Francisco

South Jersey

Washington DC

Washington DC

Chicago

Florida

Buccaneer

Des Moines Valley

Region
Washington DC
Oklahoma
River Cities
Ohio Valley
Glen
Blackhawk Valley
South Jersey
Washington DC
San Francisco
South Carolina
Oregon
North Carolina
San Francisco
Florida

Steve Zlotkin

Richard Paul Welty Maryann Worrell	1/12/1984 1/13/1984	Mohawk Hudson South Jersey
25-YEAR MEMBERS		
Name	Date	Region
Charles W Coker	1/16/1989	Central Carolinas
Pam Coleman	1/31/1989	Atlanta
Stephen A Doleshall	1/23/1989	San Francisco
Bob B Ely	1/10/1989	Continental Divide
Sandy Entriken	1/20/1989	Salina
Morris Goldstein	1/16/1989	San Francisco
Lutrell Harms	1/16/1989	San Francisco
Steven A Harris	1/10/1989	Kansas City
Douglas D Hendrickson	1/13/1989	Blackhawk Valley
Jerry W Hodges	1/19/1989	St Louis
Jerry Jenkins	1/1/1989	Oregon
Stuart J Kestenbaum	1/27/1989	Buccaneer
Stuart J Kestenbaum	1/27/1989	South Carolina
David A Laird	1/26/1989	San Diego
Dave Lancaster	1/31/1989	Neohio
Thomas Everett Lewis	1/23/1989	San Francisco
Wheeler McDougal Jr	1/10/1989	Central Illinois
John Francis Meaney	1/17/1989	Cal Club
Pilar Miranda	1/16/1989	San Francisco
Lawrence F Nichols	1/31/1989	Alabama
Alan R Nies	1/4/1989	Oregon
Robert W Phillips	1/17/1989	Des Moines Valley
Joseph Piscitello	1/6/1989	New England
Joseph L Quinn III	1/4/1989	Indianapolis
James A Rouse	1/16/1989	South Jersey
David Scaler	1/10/1989	N New Jersey
Paul P Schwartz	1/31/1989	Hawaii
Mark Sommer	1/25/1989	Northwestern Ohio
Thierry Thompson	1/30/1989	San Francisco
Bob Toler	1/31/1989	Central Carolinas
Mary Trivette	1/31/1989	Central Florida
Heyward K Wagner	1/9/1989	Atlanta
Mitchell P Wagner	1/9/1989	Atlanta
Thomas J Walter	1/31/1989	Delta
Roberta F West	1/13/1989	Mid South
Clayton B Westervelt	1/10/1989	N New Jersey

San Francisco

1/23/1989









ENGINE SPEC TABLE

The CRB's racing memo RM 13-13 lays out the guidelines for P1 engines and cars. In addition to weights and diameters for intake restrictors, there are instructions for the mounting of said restrictor. More info is at www.scca.com/clubracing.

MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our regions are currently experiencing solid growth!

Congratulations to the leaders and keep up the momentum. For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

REFERRAL LEADERS FOR NOVEMBER 2013

NAME	REFERRALS	REGION
Warren Leach	76	San Diego
Brian Ghidinelli	54	San Francisco
Jeremy McCauley	26	Allegheny Highlands
Carol Deborde	22	Reno
Gayle Jardine	21	Cal Club
Karen McCoy	18	Oregon
Meredith Evans	16	Oklahoma
Robert Crawford	14	Washington DC
Sydney Davis	14	Houston

There are 2.306 additional members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership)

(Category based on 2012 year end membership)			
REGION	GROWTH	RETENTION	
Jumbo Regions (800+):			
Houston	22.9%	82%	
Cal Club	7.6%	77%	
Milwaukee	6.9%	81%	
Large Regions (401-799):			
San Diego	19.3%	71%	
Land O' Lakes	15.3%	84%	
New York	14.5%	83%	
Medium Regions (200-400):			
Kansas	78.6%	79%	
Lone Star	35.2%	79%	
Continental Divide	21.7%	74%	
Small Regions (<200):			
Allegheny Highlands	65.2%	61%	
Montana	63.6%	67%	
Gulf Coast	37.8%	66%	

SCCA ACCEPTING RESUMES FOR PRESIDENT POSITION

The Sports Car Club of America is now accepting resumes for the Club's open President and CEO position. Resumes and salary requirements, as well as additional information, should be sent to **presidentsearch@scca.com** by Jan. 15, 2014. Qualified applicants seeking a more complete job description can obtain that, as well as request additional information, through the same address.

BOARD OF DIRECTORS ELECTION RESULTS

The results of the 2014 SCCA Board of Directors elections, which were held in four of SCCA's geographic areas, have been announced. Three new board members were elected, with one incumbent rejoining the Board for a second three-year term.

Incumbent Area 10 director John Walsh ran unopposed to retain his position on the Board of Directors.

Terry Hanushek won the Area 2 election topping Michael Collins and Stephen Hyatt.

Peter Zekert defeated Michael West for the Area 6 position.

In Area 12, Tere Pulliam defeated Bob Horansky.

WENDI ALLEN SOLO SCHOLARSHIP

Longtime SCCA Solo competitor and eight-time Solo National Champion Wendi Allen has established a scholarship fund for female competitors. Wendi's Solo career began in 1991 under the guidance of her husband Mark, also a Solo National Champion. With the exception of a break during the birth of twin daughters, Wendi had been a regular on the Solo scene for some 20 years.

In the last few years, Wendi has battled cancer, and on the heels of this battle Wendi decided to give something back to the Solo community that has given her so much, establishing the Wendi Allen Scholarship Fund. The scholarship will provide support including driver training, event support, and financial aid for two up-and-coming female drivers each season. A committee of top female drivers will select

the two lucky recipients.

HELPING HAND
Wendi Allen is assisting other female racers.



MEMBER BENEFITS

The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



Protect Your Home

Receive a \$100 Visa gift card, a free smoke and fire communicator, and free key fob remote from **ADT**.



DISH Network customers will receive a \$40 rebate check from SCCA with activation.



Hercke is offering SCCA members a 30-percent discount and free shipping.



RACER magazine offers a 44-percent savings off the cover price.

Through the **Volkswagen** Supplier Purchase Program, SCCA members can now lease or purchase a new Volkswagen at dealer invoice price.





20-percent discount on all **XPEL**Headlight Protection Kits and
Do-It-Yourself Paint Products.

For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Discounts" area at ams.scca.com.

BAJA CHALLENGE

In November 2013, Runoffs Champ Chad Gilsinger and multi-time Solo National Champ Mike Johnson took part in the Baja 1000 courtesy of BFGoodrich Tires. The two were paired up as part of a team in the Baja Challenge buggy class. While a solid effort found the team leading the class, a suspension failure sidelined them for 15 hours, bringing an end to their effort.





MSX EXPO FOR COMPETITORS

Traditionally, the SCCA National Convention has tended toward information for those organizing events, rather than competitors. Longtime National Convention attendees will remember SCCA University, where the SCCA focused several seminars toward the competitor education - but in the end, the vast majority of sessions were not driver oriented. The result has been a handful of competitors making the trek to the National Convention each year, but possibly not finding the information they were hoping to discover. In 2014, that changes.

That's not to say the SCCA National Convention is undergoing a radical overhaul. Rather, the 2014 National Convention will do what it does best: educate and inform SCCA's volunteer leadership and workers. Instead of adding a driver track to the already packed Convention schedule, the SCCA has partnered with the MSX Expo, which concentrates on the needs of competitors. Both the National Convention and MSX Expo will take place at the same time and at the same place, the Charlotte Convention Center in Charlotte, N.C., on March 7-9, 2014.

"The entire MSX conference is focused on the driver," says Chris Harar, Director of Marketing for National Trade Productions, the company assisting in this year's National Convention. "The conference starts with the MSX opening reception on Friday night, March 7, where full conference attendees will get a firsthand look at the latest products available to help win on the track.
Then, on Saturday and Sunday [March 8-9], attendees can take their pick from more than 25 expert-led sessions in the areas of technology, data acquisition, driving, and business."

There are two components to the MSX Expo: the conference and the exhibition. The MSX exhibition hall will feature more than 150 exhibitors showcasing products and services. Attendees will be able to meet the minds behind the products, ideas, trends, and services. The conference, meanwhile, is where SCCA's competitors might want to spend the bulk of their time.

The conference portion of the MSX Expo is made up of more than 20 sessions, each hosted by a motorsports expert. For example, Koni's Lee Grimes will lead sessions on shock and chassis setup, pro racer Charles Espenlaub will instruct on the correct use of safety gear, Guy Ankeny from Ankeny Racing Enterprises will be discussing the science and physics of dampers, Mazda's Dean Case will lead a session on sponsorship, and data experts Roger Caddell and Steve Hoelscher will each have sessions on utilizing your data acquisition systems.

But wait, as they say, there's more! In addition to those seminars and more, the MXS Expo also includes presentations by SCCA Pro Racing Champions Randy Pobst and Andy Pilgrim, both current Pirelli World Challenge GT competitors. Pobst's presentation, entitled "Racecraft: The Natural Laws of Passing" will take place Saturday, March 8, at noon, with Pilgrim taking the stage at the same time on Sunday with "Analyzing the Course/Distracted Driving Education."

"It's a one of a kind racing conference," says Harar. "MSX offers in-depth programming and education for amateur racing you won't find anywhere else."

SCCA members receive discounted registration to MSX, including free access to the exhibition hall, and a discounted rate for the conference portion of the show. For more information on the MSX Expo, visit www.msxexpo.com.

BUILDING TOMORROW'S LEGENDS

The 2014
SCCA National
Convention
runs alongside
the MSX Expo.
The two events
take place
concurrently, with
attendees being
able to jump back
and forth at will.
The National
Convention,
which will take
place Friday
through Sunday,
March 7-9, 2014,
as opposed to
the traditional
Thursday to
Saturday, includes
admission to the
Hall of Fame
Induction Banquet
on Saturday,
March 8. A
schedule for the
SCCA National
Convention
can be found at
www.scca.com/
convention, along
with complete
registration
information.



PRO TALK

the MSX Expo includes talks from a number of heavy hitters in motorsport, including Pirelli World Challenge GT racer Andy Pilgrim.







WORLD CHALLENGE TIRE TEST

On Dec. 6, 2013, the Pirelli World Challenge held a tire test at the Circuit of the Americas. Despite the cool weather, the test was a success, with more than 25 series teams participating. New fitments and compounds were tested for a number of classes.

2014 SCCA HALL OF FAME



The SCCA Hall of Fame was created in 2004 to preserve, protect, and record the history and accomplishments of the Club, and to recognize members who have made considerable contributions to the Club, be it through their service to the Club or accomplishments in competition. Every year, a series of legendary individuals are inducted into the Hall of Fame, and 2014 continues that tradition. The contributions that Kathy Barnes, Bob Bondurant, Dan Gurney, Dr. Bob Hubbard and Jim Downing, and Peter Hylton made to the motorsports industry as a whole - and to Sports Car Club

of America in particular - make each more than worthy of this recognition.

The newest members will be formally inducted during the Hall of Fame Induction Banquet presented by Mazda at the yearly SCCA National Convention on Saturday, March 8, in Charlotte, N.C. The accomplishments of the 2014 class, along with the previous Hall of Fame inductees, are the building blocks that have given the SCCA its elevated stature in the world of motorsports for 70 years.

To attend the Hall of Fame Induction Banquet, head to www.scca.com/convention and register.



KATHY BARNES

Kathy Barnes has helped shape the SCCA as a Director, a multiple National Championship winning Solo driver, a Solo event organizer, and a Club Racing steward, as well as a Region leader in the Northeast Division. During her time as Chair of the Solo Events Board, Barnes encouraged an open dialog between the SEB and participants. She developed a process to organize the more than 1,000 worker assignments at the Tire Rack Solo National Championships, a process that is still used today. Barnes was awarded the Solo Cup, the Solo program's highest honor, in 2001, and the Woolf Barnato Award, presented to the SCCA member who has made the most outstanding long-term contribution, in 2004.



BOB BONDURANT

Robert "Bob" Bondurant may be known by many for the driving school that bears his name, but before teaching his students how to go faster, Bondurant had already racked up victories at some of the world's most famous racing venues – including at Le Mans in 1964, teamed with co-inductee Dan Gurney and driving for 2013 Hall of Fame inductee Carroll Shelby. He also spent two full seasons representing America in the Formula 1 World Championship.

Bondurant began his racing career as a Club racer at the controls of a Corvette in Southern California, where he secured the B Production West Coast Championship and was also named the Corvette Driver of the Year. Bondurant's professional racing career came to an end following a crash in 1967, and he opened the Bob Bondurant School of High Performance Driving the following year. Thousands of past, current and future SCCA racers have earned their license through Bondurant's school.

ATLANTIC CHAMPIONSHIP SERIES

The SCCA Pro Racing Atlantic Championship Series has announced a five-event, 10-race calendar for the 2014 season, with stops at Road Atlanta, Watkins Glen, VIR, Mid-Ohio, and concluding at the new Thompson Speedway in Connecticut.





DR. ROBERT HUBBARD AND JIM DOWNING

Dr. Robert "Bob" Hubbard (right) and Jim Downing (left) may have saved more lives than any two people in the sport when they developed the Head and Neck Support (HANS) device in the mid-1980s, following the loss of a close friend to a basilar skull fracture. It wasn't, however, just the development by Hubbard, a biomechanical engineering professor at Michigan State with experience in the automotive industry, and Downing, a longtime SCCA Club and pro racer - the pair ushered the product into a slow-to-adapt motorsports industry through the 1990s and early 2000s until unfounded fears were dispelled and the device became an industry standard as necessary as helmets and seatbelts.



DAN GURNEY

A motorsports legend as a driver, engineer, and pioneer, Dan Gurney's mark on the sport as a driver, winning most of the world's most famous races, is matched only by the mark he left as an innovator. The "Gurney flap," full-faced helmet, and the ceremonial spraying of champagne after a win are all credited to Gurney, and remain commonplace for today's SCCA racers. Like most of the legendary road racers, Gurney began his driving career as an SCCA Club racer and, later in his career, won races as a driver and team owner in SCCA Trans Am and Can-Am competition.



PETER HYLTON

Peter Hylton's knowledge, experience, and enthusiasm for the SCCA have made him a champion of the organization, and preserved details of the Club's history that could have been lost to the ages. Among his accomplishments, Hylton was instrumental in the founding of the very Hall of Fame of which he now becomes enshrined. He held numerous leadership positions in the Indianapolis Region and served on the Club's Board of Directors. His role as SCCA's archivist helped countless individuals learn the history of their racecar, and uncover hidden jewels. Hylton has penned two books: Ghost Tracks: A Historical Look at America's Lost Road Racing Track and Sports Car Club of America 60 Years in Pictures. Not just focused on the past, Hylton directed the Indiana University - Purdue University Indianapolis' Motorsports Technology program to spread his motorsports knowledge and passion to college students, even bringing several to compete at the Runoffs.





POBST POSITION

Randy Pobst

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

Save the stick!" My friend Tucker has the t-shirt, though he's only 26. Good boy. The vast majority of today's new drivers will never learn to

Ave the stick!" My friend Tucker has the t-shirt, though he's only 26. Good boy. The vast majority of today's new drivers will never learn to clutch. Many will never even see an H-pattern shifter. The trans, they are a-changin', people. I grew up hating automatics, all just three speeds in my Driver's Ed years, except for the

Ton't be fooled by manual shift modes and... paddles on the wheel. Many...are just fancy old school automatics"

twootling Powerglide, like in my cool Grandma Pobst's clean 1966 Nova SS (she wisely sold it to the gas station man to avoid a car war in the family). Two gears? Really? I know, great for drag racers, but no, thanks – I like corners. I preferred smaller, lighter, more agile, sporty cars, of course – and, in those, the auto trannys were horrible: vague, slipping, lurching, and way slower, with poor mileage to boot.

Until very recently, slush-boxes would never be in the right gear until after the throttle was applied, and then it was with a fat hesitation and a great heave. Many are still that way. How can I be smooth with all that fuss?

Old school automatics are only good for two things: traffic jams and backing uphill. Oh, and one more: factory warranties. Imagine how many burned clutches and blown engines were replaced when the damage was done by just one simple driver goof (pre ECU-memory of your over revs).

Hang on, I just thought of another: putting your arm around your sweet thing. Talk about distracted driving. Though, in a stick it was fun to get her to change gears for you, if she was

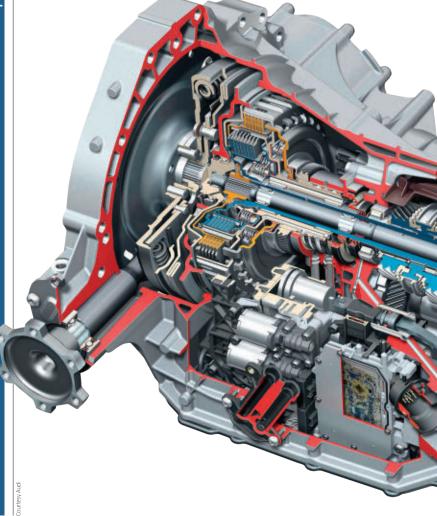
cool. In this age of expanding cars and what we used to call bucket seats, however, your date is now way over there on the other side of the console, checking her texts.

A smooth downshift used to be impossible with an auto, but all that began to change with the VW/Audi DSG about 10 years ago. This new generation box uses two clutches,



GASSSSSSS BRAKE!

For quickest times, go from full throttle to maximum braking as quickly as possible. The time between is wasted. Left-foot braking helps this. The straighter you are, the faster you can; the more you are turning, and the slower it must be. Many true racecars reward an aggressive pedal: having greater downforce and wheel rotation momentum at the start of a brake zone. However, street-based cars, with their soft suspensions, vacuum boosters, and especially factory ABS, often need a more gentle, lest we confuse the system.



electronically controlled, for instantly quick, smooth shifts, without lifting off the gas. It's great for turbos. I was driving SCCA Pro Racing World Challenge for Audi back then, and was at the launch of the Audi TT model in Texas. On a wonderful winding little road outside San Antonio, I realized that in Sport mode, this dang thing was doing everything I would have done, and doing it perfectly. The computer was so well tuned that it would do buttery-slick, rev-matched downshifts while I was braking, intimately reading my mind, then hold the gear if I chose to lift a moment before exiting back on full power. This is old news today, but at the time it was a revelation, and my hard-won skills immediately began to feel obsolete.

I also assumed that now all cars with that type of box would be so

good. Not the case. It depends on the programmers, even among VW and Audi models.

Don't be fooled by manual shift modes and, especially, paddles on the wheel. Many of these are just fancy old school automatics, dumb as everbut it is changing rapidly. Further, even 10 years later, I find that most sport or race-mode gearboxes still must be shifted manually to maximize track speed, but that TT was spot on way back when.

It is interesting to watch the progression among manufacturers as technology improves in this area. Most are still trying to catch up with Audi. The Porsche PDK is there, but the sport mode can be harsh, on purpose, I think, for "sporty" feel. No thanks, give me smooth. You must have heard by now, no stick in the new Porsche GT3; PDK only.

NORMAL

The new "normal" for transmissions is changing, with the likes of Volkswagen and Audi's DSG trannys (BELOW) becoming mainstream Ferrari has its dual-clutch figured out, and AMG does a terrific job of making the old school Mercedes torque-convertor feel like one, and sound so right. Everybody is scrambling. The new Corvette and Viper don't have it yet.

Pro and late-generation racecars all went sequential a few years ago, and the newest Porsche 991-version 911 racecar is paddle shift with intelligence, i.e.: no over revving downshifts allowed. This is a big step in racecars, with the technology again trickling down from the street, not vice versa. Pull the downshift lever by mistake, and nothing happens. In the manual sequential, a common beginner's error is to pull the lever for the first up shift, then push it for the next, like we've always done in our H-patterns. This gets you second when you wanted fourth, and you were already at redline. Cha-ching!

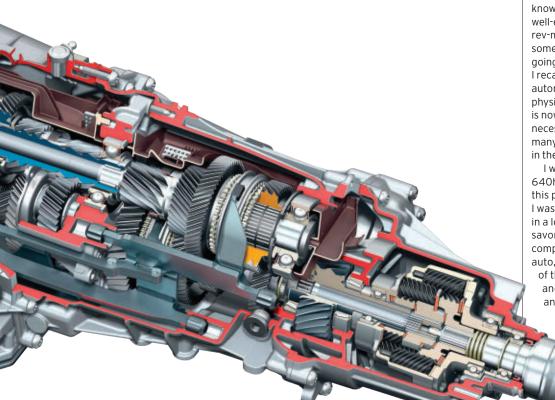
Another surprising factor is the great drop in physical effort with paddles; a mere flick of the finger. The videogame analogy is common. A sequential like my K-PAX Volvo requires an authoritative yank. At 30 times a lap, it's a workout.

The majority of you SCCA'ers still know the beauty and grace of a well-executed heel-and-toe, rev-match downshift, and will for some time, but on the road it is going the way of the buggy whip. As I recall, the GCR used to outlaw automatics, except for the physically challenged, but the DSG is now specifically legal. This is a necessary move, and we will see many more soon, probably starting in the "T" classes.

I was testing the neck-straining 640hp SRT Viper for *Motor Trend* this past summer, and I realized as I was H-shifting, it was my first time in a long time to do so, and I really savored it. My Volvo S60 R-design company car and all rentals are auto, and so are the great majority of the other new road testers,

and the racers are sequential and paddle! Friends, slipping the

clutch and blipping the throttle are quickly becoming the lost art of the hardcore enthusiast. •







TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



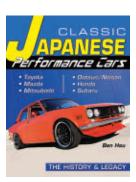
EIBACH ELITE SERIES SPRING

The new Eibach Elite Series Springs are designed for the rigors of racing. This spring series utilizes the highest tensile strength wire technology and has a slight barrel design, which allows for additional clearances. This technology delivers where you need it most: reduced un-sprung weight, maximum travel, and race-winning performance. www.eibach.com

ATI 2ZZ SUPER DAMPER

The 2ZZ 1.8L Toyota/Lotus Elise Super Damper is comprised of a 5.5-inch, six-rib billet aluminum shell, steel hub with keyway, and laser engraved timing marks. Its two dampers in one diameter elastomer design provides superior engine protection at all rpm and horsepower levels, while eliminating premature worn bearings, timing chain failures, and belt problems. www.atiracing.com





CLASSIC JAPANESE PERFORMANCE CARS

The Classic Japanese Performance Cars book recognizes many of the classic Japanese cars that are becoming popular with collectors and are great choices for vehicle restorations. If you are a Toyota, Mazda, Mitsubishi, Datsun, Honda, or Subaru fan, there is something for you in this book. www.cartechbooks.com/japanese-cars.com



ACT FR-S/BRZ XTREME CLUTCH

ACT introduces the SB8-XT clutch kit for the Scion FR-S and Subaru BRZ. This race clutch kit features the Xtreme pressure plate paired with an Xtreme Race disc. The Xtreme Race discs meet SFI Spec 1.1 and will hold 444lb-ft of torque. The XACT Prolite flywheel is a one-piece, forged chromemoly steel flywheel weighing just 10.5lbs. www.advancedclutch.com



FAST BIG MOUTH LS THROTTLE BODY

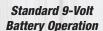
The FAST Blackout Big Mouth LT 92mm Throttle
Body for GM LS engines features a wrinkled
powder-coated body and large CNC machined
bore for maximum airflow. This unit uses a
double return spring and a standard GM TPS and
IAC. The progressive pulley aids drivability and is
perfect for converting LS motors to cable pull.

www.fuelairspark.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to SportsCar Top Gear, 17000 Red Hill Avenue, Suite B, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in SportsCar are not necessarily endorsed by SportsCar or the SCCA.

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SHIFTIN' GEARS

GET **INVOLVED**

The hectic holidays are behind us and it's time to enjoy the New Year. Your SCCA Foundation has many plans for 2014, with great opportunities for you to become involved in the charitable side of the Club. I know many of you give your time and money to the Foundation's causes throughout the year. All of these causes are very near and dear to all of us, and they need our help.

The SCCA Foundation has a couple of places where you can spend some of your time to give back to your community, your family, and your Club. In 2014, we anticipate SCCA Regions from all over the country will host Tire Rack Street Survival schools.

This is your opportunity to help save a teenager's life by helping them develop good driving skills"

This is an opportunity for you to help save a teenager's life by helping them develop good driving skills.

Being involved takes some time. To be a helper, you need to devote a day to help at an event. To be a driving instructor, you will spend 60 to 90 minutes online reviewing the curriculum for the school and then taking a quiz to test your knowledge of what is expected of a driving instructor. On the day of the event, it takes a full day at the Street Survival School to work with the teenage students. The reward for all involved is almost unimaginable - the feeling of helping a teen driver is incredible.

The Formula SAE program is another way of giving some of your time to help young engineering students work at their chosen field of study. The Formula SAE competition is part of a worldwide competition for colleges and their engineering programs. The two largest competitions in the world take place in the Untied States.

The largest of these competitions is in Southern Michigan in May at the





Michigan International Speedway. Over 350 volunteers help put on this four-day competition, and your SCCA Foundation has been involved for more than 15 years in Michigan. The second largest competition every year is in Lincoln, Neb., at the Lincoln Airpark. More than 200 workers are needed to help during this four-day competition.

The two events need our support with time but, more importantly, the colleges need our help and expertise. Colleges from all over the country participate in these two competitions, University of Texas at Arlington, Oregon State, Michigan State, Ohio State, University of Kansas, Louisville, UCLA, Clemson, Cornell, Texas Tech, University of Oklahoma, the Air Force



Academy, and many others. In total, there will be over 125 schools in Michigan and over 80 in Nebraska. Come spend a day at one of these events or a couple of evenings helping your local college so that you can have some fun and give something back.

When you look at a Formula SAE student you are looking at a potential SCCA member; a young person who enjoys being around cars and competition.

I ask that you to get involved in 2014. We have almost 60,000 members at any given time during the year - try to find the time to help your Club by being involved in 2014. Volunteer for a Street Survival school or help with one of the Formula SAE events. Beyond that, participate in your local Region's events, be it a Solo, Rally, RallyCross, track day, or Club race. I know you will feel better because you did something you truly enjoyed, being around friends, doing something with your car, and giving something back to your Club or community. Get involved, and have a great 2014! 0

INSTRUCTION

The Street Survival program needs volunteers, like you, to help teach teen drivers.



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PACESETTER

MIKE SAUCE LIVES A LIFE IN TUNE

When on stage with his band First Rush, singing I have an addiction, Mike Sauce is not talking about your typical rock n' roll tribulations of drugs, alcohol, and women; he's singing about SCCA. Though the song and his list of SCCA Club Racing wins tell of his need for speed, one could argue his real addiction is music.

Sauce's love for music was born out of sibling rivalry. His older brother had a bone disease and spent a lot of time in the hospital as a kid. When someone brought in a guitar for his brother to play to pass the time and find some cheer, Sauce was sure he could play the guitar better than his brother. For the most part, he taught himself to play, knowing that lessons would not teach him the soul he needed to perform the James Brown and Smokey Robinson music he loved.

"I took one lesson and decided I didn't need to take lessons anymore, because they wanted me to learn music," Sauce laughs. "I just wanted to shake my butt and get girls."

He would eventually learn to read music the traditional way so he could teach others, but is lucky to be blessed with a natural ear and strumming talent. He played with friends in high

They wanted me to learn music. I just wanted to shake my butt and get girls"

MIKE SAUCE

school and reconnected with a former band mate in college when a new group was looking for a guitarist who could sing. The group became known as Rush in the summer of 1971.

While attending the University of Texas at Arlington as a pre-law student, Sauce and Rush played several times a week while he studied and worked.

"When you're 19 or 20 years old, you stay out until 2 a.m., then go to school in the morning and work in

THE RUSH

Mike Sauce has spent his fair share of time behind the wheel of his FF, finishing third at the SCCA Runoffs in 2000, and fourth in 1994 and 2008 (BELOW).



went in and talked to them. They said they'd been together a couple months and they had a record deal. At that time we'd been together a couple years. They made it stick and we didn't, so we changed our name to "First Rush."

the afternoon and you're just fine,"

Sauce recalls. "That's what I did for

years. I did what I had to do because

I didn't want my parents to have to

He ended up 30 hours short

of attending law school, but did

score a recording contract with

an original song in a contest.

However, by then, there was a

which you may have guessed.

Polydor Records after submitting

subtle change in the band's name,

"We were playing in Dallas and we

went down the street to see who was

playing and it was a band called 'Rush'

pay for anything."

After two years playing with heavy hitters like AC/DC, Fleetwood Mac, Ted Nugent, and Peter Frampton, First Rush dissolved along with the band's record contract in 1979. Disillusioned with the music industry, Sauce kept playing locally. With the money he made from playing music he was able to open a shop, Sports Car Performance, in Arlington.

"I had a racecar shop where I kept my racecar, this little Triumph Spitfire," Sauce says. "After the Polydor deal

FAST FACTS

- SCCA REGION: Texas Region
- MEMBER SINCE: 1974
- FAVORITE AUTHOR: W. Milliken
- LAST BOOK READ: Racecar Vehicle Dynamics
- FAVORITE ENTERTAINER: Will Ferrell
- FAVORITE MOVIE: Le Mans with Steve McQueen
- FAVORITE TV SHOW: Big Bang Theory
- FAVORITE FOOD: Meat and potatoes
- FAVORITE NON-SCCA ACTIVITY: Playing in a rock band
- FIRST CAR OWNED: 1963 Ford Falcon
- FAVORITE CAR OWNED: 1975 March FB ex Gilles Villenueve, James Hunt, Dorsey Schroeder
- CURRENT DAILY DRIVER: 2006 F250 pickup
- FAVORITE RACE DRIVER: Harry Sauce because we learned to race together.
- MOST INFLUENTIAL PERSON IN MY LIFE: Three people, my wife, my father, and my brother Harry. My father taught me the importance of integrity, honesty, and family. My brother was always my biggest fan and helped me meet the challenges of music, racing, and life in general. My wife has kept me grounded and has supported me through the last 25 years. Every year with her is a blessing.



urtesy Mike Sauce



went sour and the band broke up, I just started going there and working on my racecar. I got to play with a local band at night and during the day I'd go to the shop and work on my car. After a while, friends started bringing me cars to fix, so I started fixing cars. One thing led to another and here I am with an 8,000sq-ft shop!"

And quite a unique shop it is, because there can't be many equipped with a full recording studio, which is coming in handy now that four of the original five members of First Rush have reunited.

While serving on the SCCA Board of Directors for the Southwest Division, the topic was brought up of Sauce creating a song about SCCA. He's since written a piece called *I Have an*

Addiction, which you may have heard performed at 50th National Championship Runoffs at Road America in September 2013, where First Rush rocked the Friday night party. While Sauce didn't compete at this year's Runoffs, he has been to the big show some 25 times, finishing fourth in 1994 and 2008 in a Formula F, and getting on the podium in 2000.

You can find the song on the band's Website, and you can buy their new album, *It's About Time*, on iTunes, but you won't hear many more songs about racing. First Rush's latest material is about growing older and wiser.

"We're some spiritual guys," Sauce says. "We all have about 60 years of experience in this life, and when you do that, you know the answers to questions you'd never thought you'd know. Experience is such a great teacher. I was taught at a young age to respect my elders. I was always interested in talking to older people because they have such experience from their time on this earth. I'm getting to the age that I'm starting to understand things that I didn't realize I understood. A lot of songs we write are about that."

Expect to hear more new music from First Rush in 2014 as they head back to the recording studio over the holidays - and the next time you need to feed your addiction of soulful rock n' roll, you may not need to look much farther than an SCCA Club Racing event.

THE DRIVE

Mike Sauce and his band First Rush have performed at a plethora of venues, including SCCA events. First Rush played at the final year the Runoffs was at Mid-Ohio, and, more recently, played at the 50th Runoffs celebration at Road America (ABOVE and LEFT).



INSIDE TRACK

GENE PETERSEN IS SOUTHERN PACIFIC DIVISION'S SCRUTINEER WORKER OF THE YEAR

caught up with Gene "Geno"
Petersen on a Sunday in November.
He and his wife, Lois, who also works tech, were at an Indian reservation for a car show. They were promoting the SCCA and getting ready to watch the U.S Grand Prix on the casino's big screen. Geno grew up in Iowa but he's been in the desert now for 34 years. "You don't get me out of here for too long," he says.

Just 25 years ago, Geno and Lois were lusting to attend the initial F1 race in Phoenix, but it was pricey. A friend was going as an SCCA corner worker. "He said that his admission

I'd see a lot of ways things were done right, and I saw a lot of wrong approaches as well"

GENE PETERSON

was free, he got the best seat in the house, and there was a beer party afterwards" remembers Geno. They didn't get to Phoenix for the F1 race, but the seed was planted. Come January 1990, Geno convinced Lois that they needed to join the SCCA, and he <1>was</1> at the Firebird National.

They needed help in tech, and that was fine with him. "That's where my heart was anyway," says Geno. He had been a mechanic for years, and later worked on helicopters in the Army. While immersed in the world of scrutineering, Geno also began work on a barn-find Formula Vee project: a 1960s vintage RCA. He raced it a few years, but it was not the hot lick. In 1997, Lois bought him a new Mysterian Vee kit, and he did it right. A friend painted it with a special paint called Chrome Illusion. "It was an absolutely trippy color," he laughs. "We called it 'Trout' because depending on the angle it was either purple or blue or rose." He took it to the SCCA National Championship Runoffs in 2000 and years later it still competes at the event.

"Working in tech really helped me



with building that car, I'd see a lot of ways things were done right, and I saw a lot of wrong approaches as well." The very first car he ever tech'd was a Formula Vee. "I remember thinking that this is something I could actually afford." One of most memorable cars he tech'd was a brand-new Rocketsports Jaguar GT-1, which was presented to tech in 2002 and was to be P.L. Newman's last Runoffs ride. The car was pristine, and when it came time to pound a number on the roll cage, everyone took a step back. "I said I'd do it and I began hammering away on the punches to affix the logbook number. I heard someone behind me ask, 'What is he doing?' and I turned around to see Paul talking with his crew chief. I asked him if he had a problem with it, and he thought for a moment and said, 'Screw it, it's Gentilozzi's car.' We all had a chuckle and he came over and shook my hand."

By 1995, Geno and Lois were getting curious about the Runoffs and made the long trip to Mid-Ohio, which was hosting the classic for the second time. They have now worked 19 Runoffs in a row. Geno is the formula car category chief, and he and his compatriot Fred Clark keep a close eye on the Formula Vee brigade.

He was surprised to hear that he had won the BFGoodrich Tires Worker of the Year Award for Southern Pacific Division. "It is a real honor to be in same league with the other winners." One of whom was his wife, Lois. "Lois won back in 1998, so this has been some time coming." But Geno went her one better - he won the allexpenses paid trip to Sebring, courtesy BFGoodrich. Everything comes to he who waits.

HARD WORKER

Gene Petersen (center) was presented with the BFGoodrich Tires Worker of the Year Award for Southern Pacific Division at the 2013 National Championship Runoffs, by BFGoodrich's Pete Calhoun (right) and then-President of the SCCA Jeff Dahnert (left).

SERENITY NOW GARAGE

Geno runs an automatic door business in Phoenix. Originally he was very hands-on, but as the business grew he became glued to his computer, running the show. On nights and weekends you can find him at Petersen Motorsports, a warehouse where he cares for a number of racecars, including his Spec 7. "It is like formula Vee – you can't buy a win." He also works on a number of FVs, RX7s, an ITB Rabbit, and a Trans Am car. He says it's not a big money maker, but he gets his hands-on fix and it helps pay for his racing. "I still love building a racecar almost more than racing it."



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FIRSTGEAR



TRENT HINDMAN HAS MOTORSPORTS IN HIS BLOOD

Trent Hindman celebrated his 18th birthday this past September winning the silver medal in GT-2 at the National Championship Runoffs. It capped a dazzling year in which he dominated the class, scoring eight wins - including a win at the Chicago Region June Sprints - grabbing nine poles and setting eight fastest laps along the way.

With these results, Trent looks ready to turn pro, except he's already been there, done that - but he's ready to do it again. He represents an increasing reality for young drivers in which the line between pro and amateur racing are routinely crossed in the pursuit of racing dreams. While competing in Club Racing in 2013, he also ran five events in the Continental Tire Sports Car Challenge (best finish of fourth) and if the necessary sponsors can be rounded up, his plans are to concentrate on running the full series in 2014. But don't be surprised to see him sneak in some SCCA competition.

As is so often the case with racing prodigies, Trent began when he was five years old. "I originally started riding dirt bikes, ripping around our front yard on a Suzuki JR50," he says. "I had a cousin who was a few years older than I was who raced bikes at Raceway Park in Englishtown, N.J. He ended up hurting himself pretty badly, so when I was 8 [years old] my mom decided that it would be best to pull the plug on my motocross career and instead try go-kart racing. After years of karting on a regional and national level, I found myself in a Skip Barber Formula Ford in 2010 and 2011. During 2012, I ran the USF2000 Championship series and had a difficult year, although I really did learn a lot. When the opportunity arose, I decided to





A huge mistake I made... was beating myself up over a bad result"

TRENT HINDMAN

go sports car racing for 2013 with Fall-Line Motorsports, and we haven't looked back since."

What Trent modestly leaves out of this remembrance is winning seven podiums in the Skip Barber summer series in 2010 when he was just 14, then at 15 coming in second in Barber's National Championship, winning the Formula Ford Ontario Championship, and being selected for Team USA and traveling to England for the Formula Ford Festival. In 2012, Trent turned pro, driving for Cape Motorsports in the USF2000 series, where he finished fifth in the points with two podiums.

For drivers of any age, finishing fifth in the points in the competition cauldron of F2000 racing would be considered a success, much less for a 16-year-old in his first season, but there was also the harsh reality of being punted into the weeds in each of his first two races. For someone so young and so used to winning, it was indeed a "difficult year."

"A huge mistake I made...was beating myself up over a bad result or a wreck," he says. "That costly mistake in my thinking led to an entire season of poor racing in which I was hurt by my own bad mentality after each incident. My advice to any young driver is to keep your head clear, because what's done is done. Let it go."

Taking stock after the 2012 season, Trent's parents, Kim and Doug, decided that moving to sports car racing would be the best next step for their son. "We got in touch with an established team - Fall-Line Motorsports based in Chicago - and they advised us that SCCA would be a great way to learn the ropes of a car with fenders," says Trent. "Since I had never driven anything but open-wheel cars, I knew I had a lot to learn. It was the best career decision we have ever made."

While racing is his overriding passion, complete with Website (trenthindman.com), Trent is now a freshman at a community college in New Jersey. Because of a family friend's illness, he has also been working with the National Kidney Foundation, and last September helped them hold a charity auction of race memorabilia at the Lime Rock Park CTSCC race weekend.

Asked for one word to describe Trent, British expatriate Mike Harvey, the Fall-Line team manager, thinks for a moment and then enthuses, "Brilliant!" Harvey's plan is to be very deliberate in aiding Trent's paths between Club and pro racing; which is why SCCA has almost certainly not seen the last of this talented teenage driver.

THE PINTO CONNECTION

"Even though
I originally started
out riding dirt
bikes," says Trent
Hindman, "my
father was a
boat racer, so
I think racing and
the obsession
with cars and
basically anything
with a motor is
in the blood.

"One of my first memories is walking downstairs when I was very young, finding my dad awake at the crack of dawn Sunday mornings watching the Formula 1 races. He was a big Hakkinen fan and I always liked Schumy."

Doug Hindman retired from boat racing in 1986, well before his son was born. He began with Jersey Speed Skiffs, building these flat-bottom boats powered with outboard motors in his garage (he is a successful general contractor by trade).

Doug soon succumbed to the allure - and speed - of hydroplanes, racing in a class powered by 2000cc Ford Pinto engines, exactly the same motor Trent would drive years later at the Formula Ford Festival in England and one that powers some of SCCA's Formula cars to this day. What goes around comes around.



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70 YEARS OF SCCA

Take a Walk through the Club's Incredible History WORDS Pete Hylton

EARLY DAYS

(ABOVE) Briggs Cunningham sits in a car of his own creation, a Cunningham C4R, at the start of the 1952 GP at Watkins Glen. (RIGHT) The grid from the original 1948 Watkins Glen road race.

n Saturday evening, Feb. 26,1944, seven car enthusiasts from Boston, Mass., met at the home of Chapin Wallour with the intent of forming a new club specifically for those with an interest in the new breed of automobile that many were calling "sport cars." These cars provided a more enjoyable driving experience than the run-of-the-mill vehicles of the day. These sport cars



tended to be lighter, faster, and handle better than those developed for mere transportation. However, they also tended to have a rougher ride, fewer driver and passenger amenities, and when driven hard, required a bit more maintenance and repair. Thus these cars were not destined to be the choice of the common driver. Instead, they would find a place only in the hearts of those who enjoyed



a Club emblem, which used a stylized wheel and tire. As the story goes, the emblem was sketched from the wheels on Robertson's Mercer Raceabout, which was sitting outside. The logo was adopted and remains the SCCA logo today, 70 years later. The Club immediately began a newsletter, which the founders named *The Sportwagen*. The name was chosen because it seemed to be the most commonly used term, worldwide, for cars of a sporting nature. Volume 1, Issue 1 was sent out in March 1944 as a stapled packet of mimeographed pages.

The earliest record of an event that actually involved cars, as opposed to being purely social, was the first weekend in May 1944, when the weather in Boston turned unexpectedly pleasant, and a number of phone calls rounded up some early members for a tour. It began at the Wallour estate and traveled crosscountry to the Charlie Fisher estate.

Things began to grow and change in 1945. The most obvious change was in the name of the SCCA newsletter, which became *SportsCar* - as it remains today. Second was that Russ Sceli started up a



The earliest record of an event that actually involved cars, as opposed to being purely social, was...May 1944"

driving for the fun, or "sport," of it.

At that first meeting, a draft constitution, which had been prepared by Ted Robertson, was reviewed. The constitution required that a member own at least one sport car and that if a member sold his car to a non-member without first offering it to the other members, he was to be dismissed. Dismissal would also occur if any member sold his last sport car and was no longer an owner.

The constitution was adopted that evening and Robertson was elected the first president of the new Sports Car Club of America. Wallour was elected vice president and presented a draft design of new chapter, or "region," in Hartford, Conn., and was appointed the first "Regional Executive," overseeing activities in his local area.

On July 22, 1945, members of the SCCA gathered at Thompson Speedway, a half-mile, paved oval with 15-degree banking, for the Club's first speed event. Timed runs from both a flying and standing start were conducted, with George Weaver's Bugatti turning the fastest lap in both formats.

In 1947, on June 22, SCCA conducted its first true race, at Langhorne, Pa. It was a preliminary event to the AAA Big Car races that afternoon. Seven Mercers and one Mercedes took to the one-mile dirt



OVAL TIME
Thompson Raceway
in Thompson, Conn.,
was the site of some
of SCCA's earliest
track day exploits.

oval for a five-lap sprint in front of about 35,000 fans. Alec Ulmann won in a Mercer, giving the crowd a look at a completely different kind of racecar than they were used to. Not long after, on July 26, the biggest SCCA time trial event to date was held at the oval track at Thompson Speedway in Connecticut. A variety of timed runs were made for all cars, along with gymkhana-type handling challenges and a few two-car pursuits. Another type of time trial debuted that summer, with single car runs up the Fairfield Hillclimb in Connecticut.

Things got serious in 1948, when it was announced that SCCA would organize a "Grand Prix" for sports cars at Watkins Glen, N.Y., in October. Cameron Argetsinger was appointed General Chairman of the event and Bill Milliken was named as Chairman of the Technical Race Committee. After months of preparation, the course was laid out down the main street of the village, and then it wound around local country roads and through the park that contains the scenic gorge for which the town was named. Frank Griswold won the main event, driving an Alfa-Romeo with an average speed of 63.7mph over the eight-lap, 52-mile race.

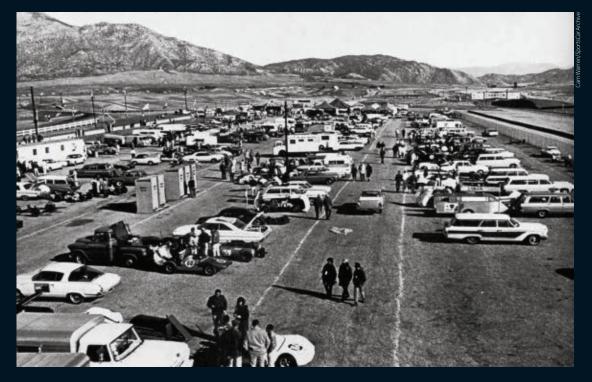
By 1951, there were enough drivers competing and enough races on the schedule that the SCCA was able to conduct a National Championship series.

UP TO SPEED

(LEFT) The international success of SCCA members like John Fitch (to the right of Stirling Moss, following a win in Dundrod, Ireland) contributed greatly to the stature of American racers and the SCCA. (BELOW) SCCA member Bill Lloyd used the back straight at Thompson Raceway to stretch the legs of his Maserati in 1955.







RUNOFFS#1

The paddock at the first ARRC, now known as the Runoffs, was held in 1964 at Riverside Raceway in Riverside, Calif.



FIRST WINS (ABOVE) Lew

Kerr was the first competitor to take the checker and a victory lap at the Runoffs. (BOTTOM) at the 1964 championship, H Production saw 13 competitors, all driving Sprites.

Drivers could score points toward this championship by competing in any class in any event anywhere around the country, including races, time trials, hillclimbs, and rally events. John Fitch was the winner of that initial championship. Connecticut's Thompson Speedway was the only purpose-built road racing track in the 1951 series, and the first such track used by SCCA. The 1951 track utilized a quarter-mile oval inside of a half-mile oval. The event consisted of two-lap time trials around the large oval followed by four-car match races in which cars ran clockwise around the outer oval, then made a sharp turn onto the inner oval and ran three quarters of a lap before making another sharp turn onto the outer oval again. This formed a sort of mini road course that included a pair of quite challenging corners.

Also in 1951, one race, virtually forgotten today, changed the perception of the SCCA beyond our national borders. Argentina had an internationally recognized racing program in that era. A number of top drivers, led by Juan Manuel Fangio, had come from the South American country. Speed Age magazine and Road and Track, America's top racing publications of that time, included regular coverage of the racing activities south of the equator. An invitation was sent to the SCCA president from the Automovil Club Argentino, inviting the American club to send a team of cars and drivers to Buenos Aires to compete in a challenge race between the two countries. The inspiration for this was the Pan American Games being hosted in Argentina. When Fitch took the checkered flag at the end of 40 laps, there were U.S. drivers in first, second, sixth, and seventh.

This early international expedition was one of the events that led to the growing recognition of the SCCA in particular, and



American sports car racers in general, as being world class. Fitch went on to gain international acclaim racing in Europe along with Briggs Cunningham, another SCCA member who built the first American cars to challenge the Europeans at the highest levels.

For 1953, the shape of road racing in America changed. The 1952 Watkins Glen main event had been cut short at two laps when SCCA President Fred Wacker sideswiped the crowd on the main straight, killing a small boy and sending

[John] Fitch went on to gain international acclaim racing in Europe along with Briggs Cunningham"

several other people to the hospital. It had become obvious that street racing was no longer acceptable, and permanent road racing facilities were needed. While early circuits such as Road America and the Watkins Glen Grand Prix Circuit were designed, in the interim it was America's airports that supplied the racing circuits that kept SCCA alive into the sixties.

By 1954, there were enough SCCA races and racers that National Championships began to be awarded in each class. However, competing for one of these titles still required a driver to travel



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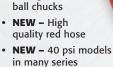
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PRESS ON

One of the longest running events in SCCA history is the the Press on Regardless Rally. This event started as a RoadRally in 1949 (1958 event pictured), turned into a Pro Rally. and has since returned to its roots as a challenging RoadRally.

FIRSTS

(ABOVE, CENTER) The first Solo National Championships was held in 1973, with questionable results. The event has since turned into one of the largest amateur motorsportsports events in the world. (RIGHT) in 1984, SCCA entered the racecar manufacturing business, producing the Sports Renault - which has since become the Spec Racer Ford.

around the country to events. Also in 1954, the SCCA President's Cup was inaugurated and was presented to the Club's top competitor, with the inaugural award presented to Bill Spear by U.S. President Dwight Eisenhower. The cross-country format for determining the national champions lasted until 1964 when SCCA divided the country into geographic divisions and allowed drivers to compete for points only within their division. The top competitors from all the divisions came together for an event in the fall that became known as the SCCA National Championship Runoffs.

While other organizations were hosting professional races in the United States, SCCA continued to adhere to a strictly amateur policy, even suspending the license of drivers who ran events for money. This led to an extremely divisive year in 1961 as various elements of the SCCA Board of Governors held to the traditional position supporting amateurism, while a more liberal wing of the Club felt that SCCA should embrace professionalism. In the end, the Board voted to not only allow SCCA drivers to compete for money, but also to begin sanctioning professional SCCA events in 1962. This led to creation of the United States Road Racing Championship (USRRC) in 1963, the Trans-American Championship (Trans Am) series in 1966, the Canadian-American Challenge Cup (Can-Am) series in 1966, and the SCCA Continental Championship series in 1967.

The Club's first events back in 1944 had been simple tours where members drove their cars at legal speeds on public roads. These evolved into the sport of



RoadRally which, by 1958, was large enough to merit its own SCCA National Championship. Rally eventually diverged into two types of competition: Time-Speed-Distance (TSD) events run on public roads, using either simple or convoluted instructions depending on individual taste; and Performance Rally (Pro Rally), which was essentially a race on limited access roads over rough terrain.

The granddaddy of all SCCA Rallies is the Press On Regardless (POR), run since 1949 on some of the most challenging roads in northern Michigan. The event has been run as a TSD rally. an SCCA Pro Rally, and an international rally championship event at various times during its existence.

The early single car, against-the-clock events, known as time trials, also evolved. First they led to gymkhana events, which required precision driving through tight courses, and then into a Solo events series, beginning in 1968. Solos were divided into two categories with Solo I being high-speed events run on race circuits, and Solo II, which could be run at relatively low speeds in local parking lots. The first National Solo championship event was held in 1973.

The 1970s saw major changes in the professional side of the Club, as the highly successful Can-Am series fell on hard times due to the cost of maintaining and racing virtually unlimited cars; and the series was discontinued in 1974. The Continental Championship only lasted two more years. and died after the 1976 season. The cars from this series were recycled, covered with new fully enveloped bodies, and used to create the second generation Can-Am, which produced some truly great racing until it also perished in 1986. Only Trans Am remained healthy through these times, although it was joined by a new production sedan based series, which became known

The Club's first events back in 1944 had been simple tours where members drove their cars at legal speeds"

as World Challenge, in 1984.

In 1984, SCCA also moved into a new arena of activity, marketing its own racecar, initially know as a Spec Renault, and later as a Spec Racer. This car would become the most popular purpose-built racecar in American history with well over 800 of them built and raced.

In the late 1990s, Trans Am, the longest running professional road racing series in SCCA history, was turned over to an outside operations group; eventually ending its 41-year run in 2006 (the series was re-launched in 2009). Meanwhile, in 2004, the Club discontinued participation in Pro Rally due to safety and insurability.

The SCCA Hall of Fame was initiated in 2005, with the intent of honoring those individuals who had made a significant mark in the sports car world through their SCCA involvement.

In 2014, the SCCA celebrates 70 years of existence, having survived growing pains, uncertainty about what its direction should be, political turmoil (both internal and external), fuel shortages, economic crises, unexpected leadership changes, classes and series that grew to huge success and then dwindled to nonexistence, and a host of challenges in keeping up with a changing society and membership. Yet it remains, just as it was in 1944, an organization for those who enjoy cars that are, quite simply, fun to drive.





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the SPORTWAGEN

Published by and for The Sports Car Club of America

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Vice-Pres. &: Chapin Wallour Editor 140 Mt. Vernon St.

Boston 8, Mass.

Sec.-Treas: Everett M. Dickinson

142 Chestnut St. Boston 8, Mass.

VOL. 1 No. 1

March 1944

The Sports Car Club of America

The necessity for the existence of a sports car club in this country has become increasingly obvious during the last few years. The existing car clubs have concerned themselves entirely with the preservation of veteran motor cars, a worthy objective.

There are among us, however, those whose interests vary somewhat from this concept. The vintage sports car has now become sufficiently rare as to warrant an organization devoted wholeheartedly to its care and preservation. In view of this condition, the Sports Car Club of America has been founded.

Definition of a Sports Car

Before going further, a definition of what the club considers a sports car is in order. We can not apply the term in the way it is used in England, where many cars of this classification exist. Our definition, therefore, includes any quality car which was built primarily for sports motoring as opposed to mere transportation. In other words, any car which rates higher than average in construction and engineering and which preferably, has open body work.

In view of the difficulty of formulating a closer definition, it will be the duty of the club officers to pass on the eligibility of any particular car.

Incidentally, the club is primarily interested in the preservation of sports cars built subsequent to 1914, as older cars are not suitable for the events planned by the club, and are also amply cared for by the other car clubs.

Secretary's Report

On Saturday evening, February 26th, 1944, the first meeting of a group of sports car owners, for the purpose of forming a club to foster the preservation of sports cars was held at the home of Chapin Wallour, 140 Mt. Vernon St., Boston.

The following owners were present:

Everett M. Dickinson John F. Duby Arnold H. Engborg Theodore F. Robertson George F. Schulz Robert E. Townsend Chapin Wallour

Robert Townsend was made Chairman pro tem of the meeting and presided.

Ted Robertson, after careful study of the subject, prepared a constitution for the consideration of the group, and after brief discussion, it was adopted.

Subsequently, nominations were in order for the officers, and the following were duly nominated and elected:

Theodore F. Robertson, President Chapin Wallour, Vice-President Everett M. Dickinson, Secretary-Treasurer

A club emblem, designed by Chapin Wallour, was accepted at the meeting.

After the business of the meeting was concluded, the members were entertained by the showing of pictures of many of the well known Townsend slides of sports cars, both colored and black and white.



Founder Members and their Cars

- Dickinson, Everett M. 142 Chestnut St., Boston 8, Mass.

 Duesenberg "J" double cowl Phaeton
- Duby, John F. 44 Narragansett Rd., Quincy 69, Mass.
 Blackhawk double cowl Phaeton
 Lancia Lambda 5th. series Roadster
 Kissel Speedster
 Mercer series 5 Sporting
- Engborg, Arnold H. 20 Bedford St., Lexington 73, Mass. Stutz DV 52 Sports Tourer
- Robertson, Theodore F. 37 St. Mary's St., Boston 15, Mass.
 Mercer Series 4 Raceabout
- Schulz, George F. 136 Beacon St., Boston, Mass.

 Isotta Fraschini type 8A Castagna Convertible Coupe
 McFarlan Roadster
 Mercer Series 5 Raceabout
 Mercer series 5 Sporting
- Townsend, Robert E. 189 Beacon St., Boston, Mass.
 Mercer series 5 Raceabout
- Wallour, Chapin 140 Mt. Vernon St., Boston 8, Mass.
 Rolls Royce Phantom I Ascot Phaeton

New Members and their Cars

- Fisher, Charles P. 2 Brimmer St., Boston 8, Mass.

 Bentley 3 litre Red Label Vanden Plas Sports Tourer

 Duesenberg "A" Fleetwood Sports Phaeton

 Rolls Royce Silver Ghost Holbrook Roadster
- McKittrick, Archie M. 37 Hersey St., Hingham, Mass. Stutz "S" Bearcat

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The "SPORTWAGEN"

has been chosen as the title of the club publication as being the \underline{single} name most commonly applied to sports cars especially in the parts of the world where these cars are best known.

It is planned to publish the "Sportwagen" on the first of every month. It is, therefore, a most important club activity. It will be well to save your copies as a protective, filing folder type, cover suitably inscribed, is in the making.

the Emblem

mentioned in the Secretary's Report, is a Rudge Whitworth wheel with black tire, red brake drum, and bright metal knock-off hub, spokes, and rim. Around the tire, also in bright metal, is the inscription "Sports Car Club of America" in plain black lettering. The overall diameter is to be about three inches.

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SPORTS CAR CLUB OF AMERICA

CONSTITUTION

ARTICLE I - NAME

The name of the Club shall be the Sports Car Club of America.

ARTICLE II - PURPOSE

The purpose of the club shall be to further the preservation and operation of sports cars, to act as an authentic source of information thereupon, and to provide events for these cars and their owners.

ARTICLE III - MEMBERSHIP

Membership in the Club shall be restricted to owners of sports cars who are duly proposed to the Officers by one member in good standing and seconded by another member in good standing, who are elected by unanimous vote of the Officers and who have paid such annual dues as are required within thirty days following notification of election. The dues shall be Three dollars annually, for the calendar year.

ARTICLE IV - DISMISSAL

Any member may be immediately dismissed from membership in the Club by a unanimous vote of the Officers for any one of the following reasons:

- l. Disposing of a sports car to a non-member without either first advertising the car for sale in a Club publication or notifying the Officers at least 10 days prior to the disposal of said car.
- 2. Breaking up a sports car or permitting the breaking up of a sports car without the approval of the Officers.
- 3. Having a knowledge of the breaking up or possible breaking up of a sports car and failing to notify an Officer within a reasonable period of time.
- 4. Acquiring a sports car, or being instrumental in the acquisition of a sports car by another person with the knowledge that another member had been the first to state his intention to acquire said car and had not been allowed 30 days after so stating his intention in which to acquire said car.
- 5. Being obviously at fault in an accident which resulted in damage to one or more members' sports car-S through negligence or incompetence.
 - 6. Voluntarily disposing of one's last remaining sports car.



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ARTICLE V - OFFICERS

The Officers shall be elected by the members at the Annual Meeting, for a term of one year, and shall be three in number: President, Vice-President, and Secretary-Treasurer. The Vice-President shall be the editor of the club publication. The Officers are empowered to make all decisions and interpretations in respect to regulations und the conduct of events, and to pass on all matters of concern to the Club as a whole.

ARTICLE VI - MEETINGS

There shall be an Annual Meeting of the Club at a time and place designated in advance by the Officers. The Annual Meeting shall include the election of Officers for the ensuing year, and any Club business consistent with this Constitution. A quorum at the Annual Meeting shall consist of seven members. There shall be no voting by proxy at the Annual Meeting. Other meetings may be called at the discretion of the officers.

ARTICLE VII - REGIONS

To facilitate the handling of Club affairs in any region, a Regional Executive may be appointed for that region by the Officers. Regional Executives Shall be representatives of the Officers in their respective regions, and be subject to the control of the Officers in all their Club affairs.

ARTICLE IX — CHANGES TO AND AMENDMENTS TO THE CONSTITUTION

The Constitution may be changed or amended only by a petition of 10 or more members that has been unanimously approved by the Officers and thereafter ratified and approved by 75 per cent of the members present at the next Meeting.





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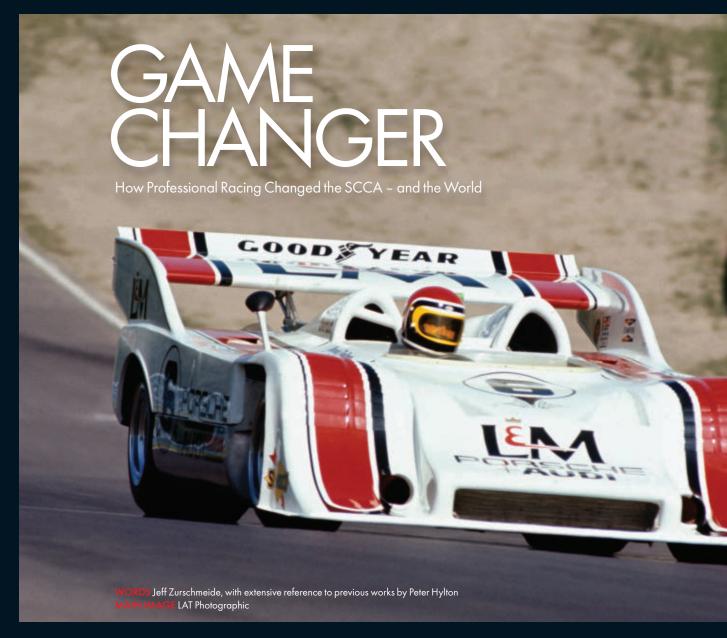
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ne thing most racers take for granted is that the SCCA is permanent, and pretty much the same as it's always been. We may lobby the various committees and boards for rule changes, we might question the Board of Directors, and we might notice that popular classes and cars come and go over the years. But when you get right down to it, it sometimes appears that SCCA doesn't change very much. It's only when you step back and take a deeper look at SCCA's history that you see the profound changes that have happened inside the Club, and the effect that those

changes have had on the state of sports car racing in North America and around the world.

In the modern era, SCCA Pro Racing is another entity that seems to have been around for forever. Some longtime members will recall when SCCA Pro was spun off into its own corporate entity back in 1993, but even before that, SCCA Pro was working, sanctioning some of the great series of the 1960s, '70s, and '80s. To really get a sense of the impact of SCCA Pro Racing, you have to go back to the 1950s and understand the Club as it was in that era.

PURITY OF ESSENCE AND THE FIGHT FOR THE SOUL OF SCCA

From the time it was founded in 1944 through the late 1950s, the SCCA stood for excellence in amateur racing. Sports car racing was very much a rich man's game in those days, and the attitude of the Club leaders was the same as you'd find at any country club golf championship or sailing regatta that the essential nature of the Club would be spoiled if a cash prize was part of any event.

Jack Hinkle, a member of SCCA's Board of Governors in 1958, stated the position eloquently: "I feel this



Le Mans killed 84 people (including Levegh) and injured 120 more. That put an end to AAA involvement in racing, leaving NASCAR and SCCA as the primary sanctioning bodies in operation. Both the Automobile Competition Committee for the United States (ACCUS) and the United States Auto Club (USAC) were formed in 1956. ACCUS was founded to govern auto racing in America on behalf of the FIA. USAC was specifically formed by Tony Hulman of Indianapolis Motor Speedway to sanction Championship, Sprint, and Midget open-wheel racing on oval tracks.

When USAC announced that they would expand into the sports car road-racing scene in 1958, it spawned a battle for the soul of SCCA and control of the development of road racing in America. The struggle that followed was unlike anything seen since that era, and could easily have destroyed the Club.

To combat the possibility of drivers supporting the USAC series, the SCCA Board of Governors announced in 1960 that, "Members who participate in events, unless specifically exempted by the Board of Governors, at which prize money, travel expense, appearance money, etc., or any other valuable remuneration is offered or given to participants shall immediately forfeit their membership privilege."

The response to this was just what anyone would have expected from a bunch of headstrong racers. Some

SCCA bought some time and breathing room to ...create what would become legendary sports car racing"

drivers competed under different names in the two organizations, some simply said goodbye to SCCA, and some supported the Board.

Before it was all over, FIA and ACCUS revoked the licenses of all drivers who held SCCA memberships, the SCCA Board of Governors and some of the Regions engaged in an internal and external battle of press releases and legal actions, and the whole structure of SCCA was thrown into turmoil. The result of all that was a turning point for the Club and American motorsports: SCCA took the plunge into professional racing.

GLORY DAYS OF THE U.S. ROAD

At the beginning of the 1962 season, SCCA and USAC were in hot competition for the loyalty of drivers and event sanctions, but SCCA still had no organized series for competition – just a bunch of varying events with international status.

That situation changed for 1963 with the introduction of the U.S. Road Racing Championship - a national professional series for sports racers (then known as Modified category cars) in divisions of over and under 2-liter engines, and grand touring cars. The new series was instantly popular and, by the end of the 1963 season, USAC threw in the towel and returned its focus to oval track open-wheel racing.

With the success of the USRRC. SCCA bought some time and breathing room to imagine and create what would become a legendary sports car racing program. The USRRC brought in drivers and builders who would build their careers in SCCA Pro Racing. Bob Holbert drove a Porsche to the Drivers' Championship in Modifieds, while the new Shelby American Cobra entries won the GT Manufacturers' Title in 1963 and 1964. The GT classes awarded no Drivers' Championship, but drew notable winners including Steve McQueen, Bob Bondurant, and Roger Penske.

Formula 1 driver Jim Hall brought his Chaparral team to the USRRC Modified class and won the 1964 Drivers' Championship. George Follmer drove a Lotus-Porsche to the Drivers' Championship in 1965. Mark Donohue (himself a 1961 SCCA National Champion) won the USRRC Drivers' Championship for Roger

NEXT GENERATION

Can-Am's influence was present even into the 1990s, as Carrol Shelby stood on the grid in 1992 at the inaugural Dodge. Shelby Pro Series.



organization should be a simon-pure amateur organization. Let us be the best racing outfit in the country. Our personnel, our flags, our ambulance, our everything, puts on the race.... This is an amateur Club, and for my vote it should stay an amateur Club."

The pure amateur spirit of SCCA was admirable, but the rest of the racing world was moving into a new era. Since the dawn of auto racing, the American Automobile Association had sanctioned professional competition in America – the same AAA that makes maps and sells insurance today. But Pierre Levegh's crash in the 1955 24 Hours of





MUSCLE CARS

Trans Am, one of SCCA's first professional racing series, started in the mid-1960s and is still racing today. Here, Elliott Forbes-Robinson takes the win at Trois Rivieres in 1982. (RIGHT) The Escort **Endurance Series of** the 1980s turned into World Challenge in the '90s. One of the early surprise entries in the World Challenge series was the Lotus Esprit of Michael Brockman.

Penske Racing in 1967 driving a Lola T70 and again in 1968 at the wheel of a McLaren M6A. Three-time SCCA National Champion Skip Barber was also in the hunt in the 1967 USRRC.

SCCA discontinued the USRRC at the end of the 1968 season, but not because it was failing. The concepts proven in the USRRC had been expanded and the result of that expansion would bring SCCA Pro Racing its greatest years yet.

THE CANADIAN-AMERICAN

In the fall of 1966, the Canadian Automobile Sport Clubs and SCCA combined forces to host a series of six races for FIA Group 7 cars - these were similar to the modified sports racing cars running in the USRRC, but without restrictions on engine size - or much of anything else.

The winners of the 1966 series show the potential – John Surtees won half the races. In the remaining contests, Mark Donohue driving for Roger Penske, Dan Gurney in partnership with Carroll Shelby, and Phil Hill driving for Chaparral, each claimed a single victory.

The following year, 1967, was even stronger for Can-Am, with 18 drivers



participating in another fall series.
McLaren dominated; with Denny
Hulme winning five of the six races,
while 1966 champ Surtees won the
last race of the season. It was at the
1967 Can-Am race at Watkins Glen
that Bob Bondurant suffered the
devastating accident that nearly claimed
his life. The 1968 Can-Am series
continued McLaren's dominance, with
Hulme taking three races while Bruce
McLaren, Donohue, and John Cannon
each claimed a single victory - though
all were driving McLaren cars.

With the USRRC now in the history books, the 1969 Can-Am series dominated the world of sports racing in America, and McLaren dominated the Can-Am series. Every race was won by a McLaren car, with Bruce McLaren claiming six victories to Denny Hulme's five. That streak continued into 1970, with McLaren's team winning nine out of 10 races. Tony Dean claimed that 10th race in a Porsche 908 at Road Atlanta.

Peter Revson, George Follmer, Mark Donohue, and Jackie Oliver claimed the 1971-'74 championships before the Can-Am series took a two-vear hiatus to come to grips with the changing scene in the mid-'70s. But the impact on SCCA had been made - building success on success; SCCA had been vaulted into the major leagues of professional racing.

At the same time that the Can-Am series was being established, SCCA Executive Director (what we would now call President) John Bishop established the Trans American Sedan Championship as a two-class series for Grand Touring cars in Club Racing's A and B Sedan groups. The USRRC had abandoned its production car classes at the end of the 1965 season, and Trans Am was the replacement series for those drivers.

Originally envisioned as a manufacturer's series, Trans Am did not award a Drivers' Championship until 1972, but the series was always hard-fought between the pony cars of Chevrolet, Ford, Dodge, AMC, and the Pontiac Trans Am that took its name from the series (paying SCCA handsomely for the privilege). There was also a class for small-displacement cars, and this saw some epic battles between Alfa Romeo, BMW, Porsche, Lotus, and Datsun.

Trans Am, in its various forms, became the longest-running professional road racing series in American history - competing every year until 2005 and holding an abbreviated series in 2006. The series returned in 2009 under new management, but with SCCA Pro Racing remaining as the sanctioning body.

Like Can-Am, the list of Trans Am champions and team owners is a who's who of great racing drivers - from Paul Newman to Mark Donohue, John Morton, Bob Tullius, Parnelli Jones, Greg Pickett, and Tommy Kendall, to name a few.

Beyond an impressive list of drivers, both Trans Am and Can-Am effected huge changes throughout SCCA, from the opportunity for SCCA Club drivers and officials to make the jump to professional racing, to the way that SCCA Regions and the National program ran racing events, and in the relative focus of Club management. It was impossible to ignore the amount of money that Pro Racing brought to the Club - including royalty payments from Pontiac for the use of the Trans Am name. As so often happens, success brought a whole new basket of problems to the SCCA table.

In 1969, matters came to a head when a plan to merge SCCA with USAC was revealed. Larry Dent, the Regional Executive of Fort Wayne Region, stated that the "professional tail is now wagging the Club dog." Member outcry was vast and the results were almost as tumultuous as the previous fight over professional versus amateur status. The proposed merger was scuttled, but before this round was over, Dent had his membership temporarily suspended and several national employees departed, including Executive Director John Bishop.

Bishop's departure was perhaps the most profound event in the history of professional sports car racing in America, because Bishop had previously become friends with NASCAR's owner, Bill France Sr., and with his departure

The list of Trans Am champions and team owners is a who's who of great racing drivers"

from SCCA he partnered with France to form the International Motor Sports Association (IMSA).

While Bishop always insisted that IMSA was not designed to compete with SCCA, the two entities maintained a strong rivalry with a host of similar series over the years as IMSA grew into an internationally significant sanctioning body.

The third major SCCA Pro effort to get its start in the late 1960s was a series for SCCA Club Racing Formula A, B, and C cars. Originally named the SCCA Grand Prix, the series was also known as the Continental Championship, and then Formula 5000. After the Formula 5000 series ended, the cars were



literally morphed into the second generation of the Can-Am series while SCCA Pro Racing moved on to the Formula Super Vees as the openwheel series of choice.

The SCCA Grand Prix offered formula car drivers a chance to move up into the big leagues of Pro Racing. The 1967 Pro Racing season saw five races with the three-class format, but in 1968 the Formula A class was changed to allow a 5.0-liter American V8 engine, and the racing community responded. Drivers such as Mark Donohue and George Follmer participated while maintaining their Can-Am and Trans Am efforts, along with notables such as the Smothers Brothers, Mario Andretti, Al Unser Sr., Tony Adamowicz, Monte Shelton, Brian Redman, Jacky Ickx, Jacques Villeneuve, and Nick Craw, who would later become President of SCCA.

The classes for Formula B and C were discontinued after 1972, but the interest in Formula 5000 remained strong until the middle of the decade. At that time, Volkswagen was stepping up to support Formula Super Vee with the new water-cooled engines derived from its successful Rabbit and Scirocco production cars - and these, too, received their own SCCA Pro series using the newly minted Showroom Stock category rules.

As SCCA Pro Racing's Formula Super Vee took off to birth a new generation of open-wheel champions, the Lola cars that had dominated the Formula 5000 series were offered a chance to adopt closed-wheel sports racer bodywork and compete in the revived Can-Am series starting in 1977. The revived series has never received the recognition that the first incarnation delivered, though it lasted a year longer than the first iteration

THINK DIFFERENT SCCA has never been one to shy away from "different" pro racing series, like the pro truck series of the late 1980s, where the likes of Tommy Archer cut their teeth.



THE RIGHT FORMULA

Open wheel series like Super Vee (ABOVE) attracted a number of talented drivers, like CCA Pro Racing hot-shoe Johnny O'Connell (BOTTOM RIGHT).

and saw many great drivers take championships, including Al Unser Jr., Geoff Brabham, Jacques Villeneuve, and Jacky Ickx. At its height, the second-generation Can-Am cars based on the Formula 5000 design were faster than the monumental powerhouses of the first generation.

SCCA PRO SPINS OFF

In addition to the series previously mentioned, SCCA Pro Racing sanctioned the first year of the CART series in 1979, because the CART organization did not yet have standing to sanction races under ACCUS. And, as the 1980s got under way with Trans Am, the second generation of Can-Am, and Formula Super Vee all running

Pro Racing's business model called for a different structure of decision making"

strong, former SCCA Grand Prix competitor Nick Craw was hired as President of SCCA in 1983.

Craw oversaw a number of changes to SCCA Pro and Club Racing, such as the introduction of the Spec Racer (originally known as the Sports Renault). On the pro side, Craw oversaw the establishment of the Playboy United States Endurance Cup in 1985, which became the Escort Endurance Championship from 1986 to 1989, and thereafter was known as World Challenge.

Additionally, SCCA Pro Racing sanctioned the Corvette Challenge in 1988 and 1989 before folding the Corvettes into World Challenge in 1990. There was also a brief foray into professional pickup truck racing in 1988 and 1989 - well before NASCAR got into that game.





SUPER VEE

In 1969, then Special Vehicles Manager for Volkswagen of America Josef Hopen worked with SCCA to sanction the new Formula Super Vee class under SCCA Pro Racing, with the first race taking place in 1970 – even though no cars actually existed at that time. In one form or another, Super Vee ran from 1970 through 1990.

In the early 1990s, President Craw realized that Pro Racing and Club Racing had diverged substantially, and saw the way to let each develop naturally.

"It was my initiative to spin off SCCA Pro Racing as a separate, for-profit company," Craw explains. "At the time, SCCA Pro Racing was earning profits considerably larger than SCCA Inc., from Trans Am, World Challenge, street races, Formula 1, etc., and we were advised that to protect SCCA's tax exempt status, Pro Racing should be a separate, taxable company, albeit still wholly owned by SCCA. In addition, Pro Racing's business model called for a different structure of decision making, a different culture, and the need to be insulated from the politics of SCCA."

Ironically, the idea of spinning off SCCA Pro Racing was a big part of



and financial resources to pursue those series the way they needed to be done," says SCCA Pro Racing President Tom Campbell. "We've made a shift in our business plan to being a service provider to promoters who are running pro racing programs themselves. Basically, we provide sanction and operations support services." Consequently, SCCA Pro Racing has once again become a profitable entity.

The new role for SCCA Pro Racing means that organizations such as the Trans Am Race Company and WC Vision, which control Trans Am and Pirelli World Challenge, respectively, have taken over the financial risks for their series.

"We're trying to grow the business in the new business model, finding new customers looking for a sanctioning and race operations body that has the experience and resources to provide them with the services they need to start their own series," says Campbell. "Global Rallycross is a perfect example. They needed FIA sanction, so they came to us."

After 50 years of SCCA Pro Racing, the business of professional racing in America would hardly be recognizable to the governing board of SCCA that first authorized the Club's participation. Then again, the Club itself would hardly be recognizable to those visionaries - both having matured and found a way to live side by side and benefit each other and the sport.

by side and benefit each other and the sport.

This article would not have been possible without extensive reference to Peter Hylton's excellent book on the history of SCCA, The Gentlemen's Club. If it is ever reprinted, every

SCCA member should buy a copy.

what had caused the rift between the SCCA Board of Governors and John Bishop back in 1969.

"I tried, somewhat successfully I think, to establish that both [Pro Racing and Club Racing] were there to support each other," says Craw, "Club Racing provided a ladder for drivers, officials, and workers to migrate upward into the pro world, while Pro could relieve some of the pressure on Club to earn a profit. Also, having SCCA Pro Racing meant that drivers, officials, and workers had the opportunity to remain in SCCA-sanctioned events rather than having to move away to another organization."

TOUGH TIMES AND THE FUTURE

Spinning off into a separate corporation allowed SCCA Pro Racing to experiment with various series, with

less pressure from the Club side of the organization. From the middle-1990s to the present, SCCA Pro Racing has sanctioned series as diverse as Pro Spec Racer, Formula 1600 and 2000, Formula SCCA and Enterprises, Formula Atlantic, Formula 1000, Formula Drift, Stars of Tomorrow, SRT Viper Cup, Pro Spec Miata, MX-5 Cup, and, most recently, Global Rallycross.

In the years since spinning off, SCCA Pro Racing has had good times and bad - for several years requiring loans from the Club to remain in operation. However, in recent years, SCCA Pro Racing has found stability and profitability.

"The difficulty we were having in running our own series, including Trans Am, Pro Spec Racer Ford, and Pro Formula Enterprises series, was that we just didn't have the marketing

BIG POWER

(ABOVE) With big motors, wide tires, and incredibly fast lap times, Formula 5000 was a series anyone could love.





ALL-STAR TEAM

SCCA Pro Racing Unveils Its Inaugural Professional Racing All-Star Team

WINNER'S EDGE

Joining SCCA
Pro Racing's AllStar Team takes
determination, skill,
a great crew, and a
lot of speed. Drivers
like Trans Am 2
competitor Cameron
Lawrence (ABOVE)
put together an
incredible year, and
joined the elite few.

ast month, we brought you a behind-the-scenes look at what it took to win in a number of SCCA Pro Racing's toughest series in 2013. This month, we wrap it up with two more SCCA Pro Racing-sanctioned series: the historic Trans Am (pg. 56) and the newest addition to the family, Global Rallycross (pg. 60).

New for 2013, SCCA Pro Racing decided to crown an All-Star Team based on performance during the 2013 competition season. Those who made the cut are the best and brightest in the series sanctioned by SCCA Pro. On the list, you'll find everything from seasoned factory drivers like Cadillac pilot Johnny O'Connell, to spec series up-and-comers like Kenton Koch, to Tim Minor, who showed there's no talent age cutoff when it comes to open-wheel racing.

Who will be on the All-Star Team in 2014? Right now, it's anyone's game. All of the drivers and teams are currently prepping for the challenges ahead, putting the finishing touches on their racecars and planning their strategies -

and not a one of them are anticipating anything less than a spectacular year. If the 2013 season taught us anything, however, it's that all bets are off until the final checkered flag flies, and that sticking to a single strategy season long can often yield disaster come the final race of the season.

So read on and learn the tricks that took four Trans Am drivers to professional racing victory, one GRC competitor to an international title, and put 12 top-notch road racers on SCCA Pro Racing's All-Star Team.

Output

Description:

SCCA PRO RACING ALL-STAR TEAM

WORLD CHALLENGE



GT: JOHNNY O'CONNELL

Johnny O'Connell was strong from the start of the Pirelli World Challenge GT season on the streets of St. Petersburg, Fla., where he captured a pair of podium finishes. Following some tough luck at Long Beach and Circuit of the Americas, O'Connell steadily climbed back into the championship battle. However, the title wasn't decided until the final round of the season, where O'Connell powered through the field to stand on the top step of the podium and take the overall championship.



TC: RYAN WINCHESTER

Touring Car has always proven to be a tough nut to crack, and it took Ryan Winchester a year to figure out how to pull off a championshipwinning season. In 2013, Winchester was the model of consistency in a class that features closely matched, fender-rubbing racing. The result? He bookended 2013 with a pair of wins, racking up 11 podiums in the other 12 races.



TA: DOUG PETERSON

Throughout 2013, Doug Peterson showed that being consistently fast is the best way to ensure a championship. That said, he was no slouch; in nine races of the 10-race TA season, he scored no lower than second (the only exception was his ninth-place finish in the penultimate round at Road Atlanta where his car suffered a mechanical failure). Thanks to his consistency earlier in the season, however, Peterson had all but secured the class title



TA3 AMERICAN MUSCLE: CHUCK CASSARO

While this is Chuck Cassaro's second consecutive Trans Am class championship, what may make the 2013 championship more memorable is the adversity he had to overcome. A heavy collision with a trackside barrier at Brainerd International Raceway, which resulted in Cassaro being transported to a local hospital, proved not to alter his title hopes. He wasted no time returning to the series to seal the championship.





MX-5 CUP: CHRISTIAN SZYMCZAK

Christian Szymczak was part of what would end up being a two-man battle for the Playboy Mazda MX-5 Cup title. After scoring the season opening win at Sebring, Elliott Skeer won the second race of the doubleheader event. The wins followed that pattern for the next six races, until Szymczak finished second with Skeer in third at the Coronado Festival of Speed. At the final two races, Szymczak played it smart, running clean races and clinching the title

F1600 & F2000



F1600: JAKE EIDSON

Jake Eidson started the 2013 season of the F1600 Formula F Championship Series strong with a pair of second-place finishes, but hit his stride with his win during the second race at Road Atlanta. From there, he never looked back, totaling seven wins and 11 podiums during the season. Eidson ended the year with an impressive 59-point cushion over the second place finisher.



GTS: LAWSON ASCHENBACH

Surrounded by a new team, Lawson Aschenbach showed serious speed throughout 2013 in GTS. He came to terms quickly with his new team and scored a podium in the second race of the season at St. Pete. He kept himself near the top of the GTS leader board, capitalizing on the misfortunes that befell then-championship leader Jack Baldwin at Sonoma. Aschenbach then drove the GTS title home with a strong end to the season, scoring a win at Houston.



TCB: ROBBIE DAVIS

Robbie Davis took home what proved to be the closest of the Pirelli World Challenge championship battles in 2013. Throughout the TCB season, he did enough to stay in the title fight picture, although it did cost him a fender or two. In the end, he was able to seal the deal in Houston with eighth- and seventhplace finishes - and the TCB title.



by that time.

TA2: CAMERON LAWRENCE

Cameron Lawrence had a charmed TA2 year in 2013, notching eight wins and two secondplace finishes throughout the 10-race TA2 campaign. Lawrence was able to keep from putting a tire wrong throughout the entire year, starting each race on the front row, and powering to impressive finish after impressive finish. A true championship run.



TA3 INTERNATIONAL: DAVID SEUSS

Throughout the season, David Seuss showed why he deserved the TA3 International championship title. Seuss crossed the line first in six of the seven Trans Am races in which he ran. He also earned five pole positions throughout the season.



by four points.

SKIP BARBER MAZDASPEED PRO CHALLENGE: KENTON KOCH

Kenton Koch was the dominant driver of the class, winning nine races and earning 11 poles in the 12 race Skip Barber Mazdaspeed Pro Challenge season. His incredible year was blemished only by a sixth-place finish at Canadian Tire Motorsport Park, and a secondplace starting and finishing position in the first race at Road Atlanta, Not a bad year, at all.



F2000: TIM MINOR

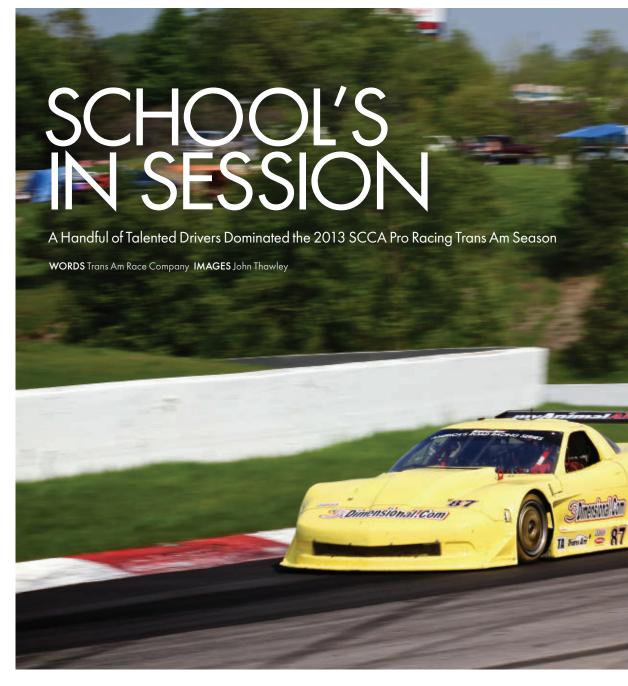
Tim Minor proved that youth is not as important as some might think in an openwheel series, taking the overall F2000 Championship Series title by 164 points. As a single carteam, Minor was both the driver and mechanic. That type of situation stands in stark contrast to the multiple car teams that field numerous young, up and coming drivers looking to further their racing careers. This underdog tallied 13 podiums, including nine wins, in 14 races.

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Trans Am



oug Peterson put his stamp on the 2013 SCCA Pro Racing Trans Am championship early, clinching the title long before the final checker flew. The numbers say it all: Peterson powered his 3Dimensional.com Chevrolet Corvette to a total of five victories and eight podiums - one of the most impressive season-long performances in Trans Am history. Roughly halfway through the

season it became apparent that Peterson's championship was all but secure, barring catastrophic points attrition; but Peterson did more than simply wait for the numbers game to complete the cycle. He continued his early season streak of excellence into the second half of the season, never taking a race for granted or showing any signs of complacency.

"I learned the consistency from

Simon [Gregg] last year," Peterson says. "Simon [the 2012 Trans Am champion] was very methodical and made sure he finished each race, and I decided I could do that as well. So, I brought the throttle back a little bit, and the car has been excellent this year - last year we were sorting out a few things. Now I just drive at my pace, at a speed I can go without making a mistake, and this is the result."



TO THE TOP

Doug Peterson was determined to win the 2013 Trans Am Drivers' Championship – a feat he accomplished before the final round of the season. Peterson's 2013 season began with a victory at Sebring International Raceway right where his 2012 season ended - with a victory, that time at Road Atlanta. Peterson's momentum only continued, he claimed victory at Canadian Tire Motorsport Park shortly thereafter, replicating his results once again.

A waterlogged Lime Rock Park saw Peterson finish second to

teammate Paul Fix, but Peterson quickly rebounded with consecutive victories at Watkins Glen and Road America. Mid-Ohio Sports Car course saw Peterson finish second, but Brainerd International Raceway put him once again atop the race results. He then rattled off yet another podium placement at VIRginia International Raceway, boosting his total to eight podiums in eight races for 2013.

Then came the weekend of coronation: all Peterson had to do was take to the track at Road Atlanta, the penultimate round of the 2013 season, and coast to a championship title. As real champions often do, Peterson hit the track with every intention of racing for the victory; however, a power steering failure quickly saw his podium streak snapped. After a quick repair in the pits, Peterson returned to the circuit with the same vigor and determination as if he was racing for that lead. Crossing the stripe under that checkered flag, the race result may not have been what he set out for, but he was the 2013 Trans Am champion.

The title marks the third for Tony Ave Racing in just four years and helps secure the team's position as one of the finest in the Trans Am paddock. But almost as if to pound a message home to all other Trans Am competitors, Peterson wrapped the season with a win at the final round of the season. Talk about putting your stamp on a season.

I just drive at my pace, at a speed I can go without making a mistake, and this is the result"

DOUG PETERSON

TRANS AM 2

Usually great achievement takes place only after a lifetime of honing your craft in the pursuit of excellence. It comes after picking yourself up time and time again after failure. It comes after decades of building upon your given natural talent. But that's just usually - and this is Cameron Lawrence.

As Lawrence crossed the finish



TA3 INTERNATIONAL

Production performance has always played a role in the legacy of Trans Am, and engrained within that is an iconic make: Porsche. While not the fire-breathing Detroit muscle that makes up so much of the Trans Am legacy, Porsche has always had a role to play in American road racing.

In the 2013 Trans Am season, David Seuss, and compatriot Tim Gray, put their Porsches to the test throughout the year. Seuss sat behind the driver's seat of the Northern Light Porsche 996 GT3 a total of seven times, taking six victories

Seuss' success saw him clinch the TA3 International title a round early at the Road Atlanta, much to his surprise.

"I hadn't been counting points," says Seuss. "I really had no idea when they announced it on podium. It's a great feeling, and I'm very proud to be associated with our current and prior champions.

"I genuinely love this series," he says. "I love what it stands for and how this truly is a family of competitors. We should never lose sight of that as Trans Am grows and becomes more and more successful – trends that we're seeing now. We have great racing, great drivers, and great people in this series, and I'm proud to consider myself one of them."





ON FIRE

Cameron Lawrence's 2013 TA2 season was spectacular, with him claiming the TA2 Drivers' Championship title long before the final checker flew.

line at VIRginia International Raceway round of the Trans Am series in his TA2 Ctek/MotorState/ NorthStar/Bay Investments/ Outofthelife Chevrolet Camaro, he secured his sixth win of the 2013 Trans Am season and, at the age of 21, became the 2013 TA2 champion and the youngest Trans Am Champion ever. Keep in mind, there were another two rounds still left in the season.

Over the course of the year, Lawrence has put in masterful performance after masterful performance, displaying poise and patience well beyond his limited years. In all ways he has become

It was definitely a tough battle -we had a lot of great competitors who are super fast"

CHUCK CASSARO

one of the most complete drivers in Trans Am, an individual with plenty of natural talent behind the wheel, tempered and shaped by hours of devotion to his vocation.

If you were to trace back Lawrence's title to its roots, somewhere along the way you'd find the Trans Am race at Watkins Glen in 2012. There, Lawrence, a talented but unproven driver in Trans Am, joined up with Miller Racing - led by Trans Am veteran Mike Miller. The merger put one of the strongest teams in the then-fledgling TA2 class together with an up-and-coming driver. Also, and very importantly, the move teamed Lawrence up with Pete Halsmer.

Over the next season, the two worked and raced side by side, becoming the most dominant duo in TA2 - often with Halsmer leading the way and Lawrence improving race by race. Then, at the 2012 Road Atlanta race, Lawrence claimed his first TA2 victory. In that moment, the dam broke, and Lawrence never looked back.

The 2013 season began with a record number of TA2 entries at Sebring International Raceway. Unfazed, Lawrence put on a master class, dominating the race and leading from start to finish, destroying the track record in his wake.

Most of his 2013 victories were not ground-pounding mad dashes from start to finish, however. Lawrence remained patient throughout the year, saving his car until the moment was right, pushing his opponents to their limits and then making his move. Lawrence has become a complete driver, well versed in all aspects of his craft.



TA3 AMERICAN MUSCLE

At the conclusion of the final round of the Trans Am series, Chuck Cassaro stood on the bottom step of the podium in third place, smile emblazoned across his face. He had not won the race, nor set the fast lap for the session. Still, Cassaro knew he was the 2013 TA3 American Muscle Champion, successfully defending his 2012 title.

"It feels great," Cassaro says.
"I went into this year wanting to
do back-to-back championships,
and I was able to seal it at the end
of the year. It was definitely a
tough battle – we had a lot of
great competitors who are super
fast and outstanding drivers.
I look forward to more battles
next year."

Cassaro's title defense was put to the test when Cassaro was transported to the hospital after a nasty collision at Brainerd International Raceway, where his Mustang hit the wall at full speed.

That setback didn't stop
Cassaro, however, as he made it
to the following round of the series
in a backup car. His determination
resulted in a solid points lead
going into the final race weekend,
needing to complete only half of
the laps to secure his
championship. But, as champions
often do, he overachieved,
finishing on the podium and
retaining the title to end the year in
spectacular fashion.











POWER HOUSE

Once Toomas
Heikkinen got the
hang of things, the
2013 season turned
into his playing
field, with Heikkinen
claiming the title
before season's end.

WORDS Jason Isley IMAGES Matt Kalish

In 2013, the Global Rallycross Championship (GRC) became the latest member of the SCCA Pro Racing family, bringing SCCA Pro in to sanction and support events as the relatively new series continued to grow and expand. That year, the series schedule included 10 stops, with four of those happening in conjunction with the X Games in Brazil, Spain, and a double event in Germany.

Up first was Foz Do Iguacu, Brazil, where series guest driver Scott Speed showed he was a quick study in going from pavement racing to a combined asphalt and dirt course, posting the second quickest qualifying time on his way to his first GRC win. Round two in Barcelona, Spain, however, was canceled due to rain. Even with sophisticated AWD systems in place, the GRC cars could not get around the mud-bogged track, necessitating the cancelation.

The series marched on to Munich, Germany, for a doubleheader, where



Liam Doran pulled off the upset, winning in his first outing with the LD Motorsports Mini Countryman - which, by comparison, is much less powerful than the Fords that dominate the series - making him the first two-time winner in series history, his first coming at the Los Angeles X Games in 2011.

The second half of the Munich swing marked a turning point in the series -the point where Toomas Heikkinen began his domination. Heikkinen qualified first in his OlsbergMSE Ford Fiesta and never looked back, claiming a flag-to-flag win.

Following Munich, Heikkinen turned the GRC season into a run for second place - he'd reserved the top spot for himself. Heikkinen won the next four stops in glorious fashion. No matter the continent, state, or track, Heikkinen was out front.

No one challenged Heikkinen until the round at Charlotte Motor Speedway, where Speed scored his second win of the season. While Heikkinen finished third, it was enough to lock up the 2013 SCCA Pro Racing Global Rallycross championship, and the \$20,000 Sylvania Silverstar zXe Cup bonus.

"It's been a great year," Heikkinen heading into the final round in Las Vegas, Nev., knowing the series title was already his. "Of course I want to be on the podium still - that's what I'm looking for, and that is our goal."

While Heikkinen didn't have to win



the final rounds, every team was hunting for a gold medal finish, and Heikennen was not about to rest on his laurels. In qualifying, Tanner Foust set the pace in his OlsbergsMSE Ford Fiesta, but a jumped start sent him to the penalty box. This poor move opened the door for Ken Block, in his Hoonigan Racing Division Ford Fiesta, to record his first series win. "It feels really good," says Block. "It's been a bit of a tough year - I've had the speed but just haven't had the luck in the first turn." That win also secured third place in the championship standings for Block.

Heikkinen missed the podium in Vegas, his first time doing so the entire 2013 season.

Defending and two-time GRC Champ Foust failed to score a win all season, but consistency found him finishing the season in second place overall. The *Top Gear* television host also picked up the Fan Favorite Award presented by Royal Purple.

Other awards included Ford taking the Manufacturers Championship, on the strength of nine wins, and Bucky Lasek getting the inaugural GRC Sportsmanship Award.

GRC BY THE NUMBERS DRIVERS' CHAMPIONSHIP Toomas Heikkinen 169 pts Tanner Foust 123 3 Ken Block 115 Brian Deegan 106 Scott Speed 94 **DRIVER WINS** Scott Speed Ken Block Liam Doran MANUFACTURERS' **CHAMPIONSHIP** FORD 344 PTS **SUBARU 146** DODGE **132**

HOON AGAIN

Tanner Foust (RIGHT) and Ken Block (TOP RIGHT) spent the tail end of the season chasing overall winner Toomas Heikkinen.

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SUPER POWER

SPO was a five-car race, with Joseph Freda powering his way to the win. To quote Shakespeare: All's well that ends well. That phrase certainly applied to this year's running of the Atlanta Region American Road Race of Champions presented by Grassroots Motorsports at Road Atlanta. The car count at this, the 20th running of the event, was expected to receive a boost this year, in part due to the addition of an SCCA Pro Racing Trans Am race, and quite a few Trans Am competitors also entered the ARRC for the additional track time. Consequently, the entry numbers for the Nov. 1-3

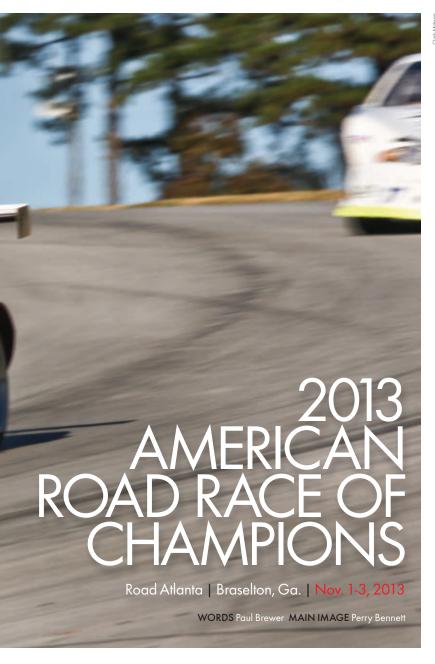
event didn't disappoint. The PRO-IT race alone had competitors from 16 states. In all, 24 states as well as Canada were represented - a strong showing, indeed.

Mother Nature decided to test competitors by starting the Friday qualifying sessions with cold temperatures and rain. Road Atlanta is a challenging course in the best of weather. Throw in the wet stuff with streams across the track at the bottom of the Esses and at Turn 10, and separation of the real racers and the

Mother Nature decided to test competitors by starting the Friday qualifying sessons with cold...and rain"

dilettantes occurs quickly. The first four qualifying sessions of the day had to deal with a very slick racing surface.

Just as the track was getting fast, the group seven big bore racers began their session. After several hot laps, a TA2 competitor lost his brakes at



Turn 6 and exited track left at high speed. He didn't slow on the slick grass, and his speed took him through the tire barrier and broke the retaining wall. The session was black flagged and the lunch break began early, as repairs took more than an hour. The driver, Bob Stretch, was not seriously injured and returned to the track to watch the remainder of the weekend. When qualifying cranked up again, the black flags continued to fly, as competitors were having problems keeping out of the "kitty litter."

Friday's final on-track activity is traditionally the PRO-IT race, and it usually kicks off the weekend with a large field and spirited racing. With 43 starters, including several past champions, this race was a spectacular way to ignite the race weekend.

Cliff Brown, undefeated at Road Atlanta in ISM for several years, and his frequent nemesis, Danny Steyn, led the large field to the green flag, and it didn't take long for the action to heat up. Three wide at Turn 10 on the first lap was indicative of the heat. Brown got



ON PACE
Jim Downing may
have only had
one other CSR
competitor, but
that didn't stop him
from hammering
out impressive
laps, pacing some
10 sec faster than
second place.

booted back to 12th on lap two while Mauricio Montana moved his ITS BMW into the lead. Steyn and Montana swapped the lead several times, when suddenly there was Brown, up to third place, in their mirrors on lap nine! Montana then dropped back in the field with mechanical problems. There was a second safety car period, bunching the cars up, but this race belonged to Brown and Steyn, who ran nose to tail to the checkered flag with Brown winning by 0.415sec over Steyn.

Mother Nature was much nicer Saturday, giving the competitors great weather. Group one consisted of SRF and a variety of Production and IT classes. Even though the fastest qualifying time was posted by David Brand in STU, SRFs started first in a split start for safety reasons. The SRF start was clean, but the second group was a tad ragged with Brand taking a big lead at the green. The faster SPU entries caught, and passed, the SRF group mid race and Brand won by a large margin. The SRF race was a dandy between winner John Greene and Dana Webster, as was STL's between eventual winner John Linger and Joseph Catania.

Group two was a split start of ITA and ITC, with a lone ITT. The ITA group put on a spirited race, with second qualifier Thomas Lyman jumping Garrett Dunn at Turn 1 on lap one. Ken Kennard moved up from fourth for a three-way battle with lots of side-by-

RUNAWAY

Zsolt Ferenczy was the class of the ITS field, taking a commanding victory.







REMEMBERING A MEMBER

The Central Florida Camaro Club wanted to commemorate the life of their recently passed member, Phil Simms. Simms was a longtime SCCA competitor and the 2006 GT1 National Champion. Simms raced Trans Am as well as Club races, and his widow, Donna, recalled that her husband always said Road Atlanta was his favorite track Atlanta Region partnered with the Atlanta Camaro Club and helped organize a road trip to the 2013 ARRC and Trans Am race, where they performed a missing man formation lap. They also set up a Camaro corral with some really sharp examples of the brand Simms would have side action that lasted the entire race. Lyman, Kennard, Dunn was the eventual podium. William Perry checked out on the ITC field and Paul Brewer took the ITT win.

Group three was the fast openwheel formula classes and the Sports Racer classes. J.R. Osborne in his very fast FB led from the start with a 21-second win over second-place Jim Downing's CSR. Alan McCallum tried a banzai move at Turn 10 on the final lap for second overall, but was held off by Downing. McCallum was later disqualified by the stewards, giving the FA win to Jeff Dongieux.

Two safety car periods kept the field bunched and helped produce a really close finish in several classes"

Everyone was looking forward to group four's rematch of the Steyn vs. Brown SM faceoff from Friday's PRO-IT race. The same scenario existed: a large field, several former champions, and the Brown vs. Steyn competition. Brown qualified on poll, but Steyn jumped him on lap one and they ran nose to tail until Brown and Dan Tiley pulled off a double pass to get by Steyn at Turn 10 on lap eight.



BIG MUSCLEMike Schlickenmeyer ran to the ITO victory.

Steyn made short work of getting back by Tiley on the next lap, but Brown had pulled out a good margin. As frequently happens in SM, traffic played a role and Steyn caught Brown at Turn 10, and then passed him into Turn 1 on the final lap. Steyn took Brown all the way track left at Turn 10 to prevent a pass, but Brown pulled it off anyway. However, Steyn had more momentum and passed Brown once more under the bridge to take the win by 0.773sec. Brown's unbeaten Road Atlanta streak ended in the most competitive race of the weekend.

Group five was another split start, with F6 in the first group and various small formula cars in the second. Pole winner, W. Clint McMahan, pulled his F6 off at Turn 5 on the pace lap, handing Matt Strand the point. Two safety car periods kept the field bunched and helped produce a really close finish in

several classes. Jim Lee checked out with the overall and FC win; Doug Voss and Ed Midgeley had a great FF battle until Midgeley slid off and into the barrier in Turn 1; CF was a war between eventual class winner Steve Brooks and Donald Baggett. Matt Strand and Chris Ross had a good battle in F6 with Strand taking the class gold.

Group six featured the top IT classes led by Trevor Degiovanni's strong run to pole. Mark Domo in ITR gave ITS competitor Degiovanni some competition until the latter part of the race. David Kim in his ITS Z car moved by Domo at the bridge on lap 18 to snatch second overall. Gary Wilson snagged the IT7 win with Michael Kamalian winning ITB. Perhaps the best matchup in this race was the ITS battle between Willy Church and Shane Ferguson, until Ferguson pulled out with a broken half shaft.



FLYIN' MIATA
Danny Steyn took the SM win over 25 others.

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COMING TOGETHER

Racers of Datsun Z cars in the Southeast know that there is one goto guy for advice or mentoring: John Williams. Williams was recently diagnosed with a serious health issue that will rack up large medical bills. When word got out, SCCA members sprang into action. Memorabilia was auctioned, donations were made, and one driver donated his entire PRO-IT championship check to assist Other members pledged to send donations when they returned home. Williams has been a great asset to the SCCA, and it is inspiring to see our membership take care of one of their own.



HARD AT WORK
Dedicated workers
kept the drivers
safe all weekend.



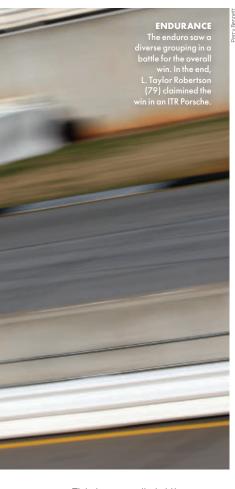
There were a number of factors that made Group seven one of the more highly anticipated races of the weekend. For one thing, the big-bore ground pounders are fun to hear. Another was 16-year-old Nick Hazelwood qualifying second to Mike Skeen and ahead of veteran Simon Gregg, proving he had speed. The GTA competition was intriguing, too, with Randy Walker, Bob Davis, and Butch Kummer within 0.7sec of each other on the grid. SPO's top two

qualifiers were separated by the GT2 of Randy Kinsland.

The GTA polesitter Randy Walker didn't start the race, so Davis and Kummer were likely to duke it out for the win. On the first attempt at a green flag, polesitter Skeen took Hazelwood all the way to the grass, so the start was waved off. When the race went green, the ITO entry of Jarrod Smith dropped right-side wheels off exiting Turn 10A, which appeared to damage his fuel cell supports. As Smith spun exiting Turn 10B, the rear of his car was a fireball and his fuel cell was fully detached from the car and sliding along the track surface trailing significant flame. Smith hastily exited the car and the corner workers did an incredible job dousing the fire. The race was black flagged and would become a timed race.

At the restart, Matt Isbell hit the Turn 3 wall in his SPO car, which brought out the safety car. When the racing began again, Skeen checked out on Hazelwood and Gregg, who were having a spirited dice with Gregg getting by for second. After two laps of trailing Gregg, Hazelwood waited way too late on braking for Turn 10, punting Gregg off track. Hazelwood managed to restart his car and continue, but as Gregg was in a dangerous position, the race ended early with Skeen taking the overall win. Kummer and Bob Davis had a spirited duel, with Davis winning GTA on track, but Kummer winning in the tech shed. Hazelwood, meanwhile, was also disqualified his contact with Gregg.

Next on tap was an interesting event created by Atlanta Region.
Group 10 was the "Luck of the Draw SM" race. The grid was set by using a driver's best qualifying time from any group in which they were competing. Then the grid was inverted - the result was a rematch of the Brown/Steyn show. There was a purse involved, but that, too, would be awarded in a different fashion. Drivers earned tickets for things such as their final finishing position, leading laps, and so



CLUB RACER

Steve Brooks took the CF win.

Steyn entered in which he didn't challenge for the win, dropping out after just four laps. The top three overall finishers were ITR, SM, and SRF drivers. Talk about diversity. L. Taylor Robertson, Burdzy, and John Ayres shared the podium and sprayed the bubbly.

The Atlanta Region's volunteers should have tons of praise heaped on them for the way they managed this year's event. This year's event was, without a doubt, top notch. The Friday and Saturday night socials were well attended and the food was outstanding. Volunteers even deep fried potato chips on Friday and grilled

Group 10 was the 'Luck of the Draw SM' race.
The grid was set by using a driver's best qualifying time from any group"

pork shanks Saturday night. A.J. Schramm and his team did a superb job. All corner stations worked wonders, too, with a special shout out to the Turn 10 crew led by Lance Snyder. They had everything - including fire and rain - thrown at them and they handled it like pros. Even the Sunday quiet time PDX ran like a well-oiled machine.

Plans are already in process for the 21st running of the ARRC. If you haven't attended, do yourself a favor and make plans to be at Road Atlanta in November 2014.



PRODUCING RESULTSFP was won by John Mark Gray.

on. Tickets were pulled at the conclusion of the event with 45 percent of the pot for first, 25 percent of the pot for second, and reduced percentages through fifth place.

When the race began, polesitter Bill Rowland was booted off track on lap one. Leslie Pitner led the first two laps and ran a solid race. This was the first time she had led a race and she was beyond excited after the event. As expected, Steyn and Brown quickly worked their way through the pack. Dillon Machavern hung onto second for several laps, but with four laps left it was a three-car battle as Voytek Burdzy joined the fray. Steyn was relegated to third on the penultimate lap, but on the final run through Turn 10, Burdzy and Brown fought, perhaps too hard, for the lead, allowing Steyn to tuck inside exiting Turn 10B and take the win over Brown and Burdzy by 0.132sec.

The finale of the ARRC is the 2.5-hour enduro. Thirty-five entries took the green flag - this was also the only event

RESULTS

ARRC REGIONAL | Atlanta Region Road Atlanta | Nov. 1-3, 2013

GTI: (4 starters) 1. Mike Skeen 1:21.131; 2. Richard Bridgette; 3. Simon Gregg; GT2: (3 starters) 1. Adam Andretti 1:31.084; 2. Randy Kinsland; 3. Chris Knebs; GTL: (1 starter) no finishers; GTA: (7 starters) 1. Butch Kummer 1:32.921; 2. Andrew Trought; 3. Andrew Rains;

A5: (2 starters) 1. Dainton Brooks 1:41.864; 2. Kenneth Raines; EP: (1 starter) 1. Mike Munson 1:46.227; FP: (4 starters) 1. John Mark Gray 1:47.418; 2. Durward Simpson; no other finishers; HP: (2 starters) 1. Mike Alexander 2:03.104; 2. Patrick Harris:

STU: (2 starters) 1. David Brand 1:36.734; 2. Tom Lyttle; STL: (5 starters) 1. John Linger 1:45.936; 2. Joseph Catania; 3. Lucas Catania; SPO: (5 starters) 1. Joseph Freda 1:30.128; 2. Jeff Hinkle; 3. Harry Hinkle; SPU: (group 1, 3 starters) 1. Jim Kelloww 1:37.369; 2. Mark Mangiafico; no other finishers; SPU: (group 7, 1 starter) 1. Tad Segars 1:47.366; T1: (4 starters) 1. Jerry Onks 1:34.392; 2. Tim Myers; 3. Robert Korzen; SM: (group 1, 1 starter) 1. John Wechsler 1:45.463; SM: (group 4, 44 starters) 1. Danny Steyn 1:43.920; 2. Cliff Brown; 3. Mark Drennan; SSM: (1 starter) 1. Ken Anderson 1:55.254;

ITR: (1 starter) 1. Mark Domo 1:44.290; ITS: (7 starters) 1. Trever Degiovanni 1:43.882; 2.David Kim 3. James Slechta; ITA: (12 starters) 1. Thomas Lyman 1:44.023; 2. Ken Kannard; 3. Garret Dunn; ITB: (1 starter) 1. Michael Kamalian 1:49.037; ITC: (4 starters) 1. William Perry 1:52.001; 2. Ken Steagal; 3. Michael Alexander; IT7: (4 starters) 1. Gary Wilson 1:48.935; 2. Tom Lyttle; 3. Steve Tynor; ITT: (1 starter) 1. Paul Brewer 1:52.613; ITX: (2 starters) 1. Michael Kolf 1:48.886; 2. Matt Reppert; ITO: (3 starters) 1. Mike Schlickenmeyer 1:41.893; 2. Bryan Killingbeck; no other finishers;

FA: (3 starters) 1. Jeff Dongieux 1:22.038; 2. Bob Corliss; no other finishers; FB: (5 starters) 1. J.R. Osborne 1:19.660; 2. Jose Gerardo; 3. Jason Slahor; FC: (4 starters) 1. Jim Lee 1:31.176; 2. Jason Cherry; 3. Marc Stern; FE: (2 starters) 1. Tilden Kinlaw 1:28.420; 2. Curt Harrelson; FF: (2 starters) 1. Doug Voss 1:35.276; 2. Ed Midgeley; CF: (4 starters) 1. Steve Brooks 1:36.308; 2. Donald Baggett; 3. Kevin Brumbaugh; FM: (4 starters) 1. Beau Borders 1:28.759; 2. David Obenauer; 3. Quill Briggs; FS: (5 starters) 1. Craig Haltom 1:26.846; 2. Corey Lind; 3. Scott Woodruff; FV: (2 starters) 1. Patrick Crider 1:47.162; 2. Matthew Guzowski 1:52.817; F5: (1 starter) 1. Don Napier 1:48.341; F6: (9 starters) 1. Matt Strand 1:35.121; 2. Chris Ross; 3. Thomas Edwards;

CSR: (2 starters) 1. Jim Downing 1:20.743; 2. Bailey Monette; DSR: (2 starters) 1. Tom Kaufman 1:23.970; 2. Garry Crook; ASR: (1 starter) no finishers; SRF: (18 starters) 1. John Greene 1:41.361; 2. Dana Webster; 3. Jean-Luc Liverato.

PRO-IT

ISM: (27 starters) 1. Cliff Brown 1:44.638; 2. Danny Steyn; 3. Andrew Charbonneau; ITS: (5 starters) 1. Zsolt Ferenczy 1:45.616; 2. James Slechta; 3. David Kim; ITA: (8 starters) 1. Ted Thorp 1:45.370; 2. Owen Schefer; 3. Mike Conrad; ITR: (2 starters) 1. Mark Domo 1:45.293; 2. James Green; ITX: (1 starter) 1. Bowie Gray Jr. 1:51.507.

LUCK OF THE DRAW SM

SM: (26 starters) 1. Danny Steyn 1:44.053; 2. Cliff Brown; 3. Voytek Burdzy.

ECR SERIES

ITR: (2 starters) 1. L. Taylor Robertson 1:41.534; 2. James Green; SM: (15 starters) 1. Voytek Burdzy 1:44.498; 2. Dillon Machavern; 3. Joseph Strong; SRF: (2 starters) 1. John Ayres 1:43.228; 2. Matt Bruski; ITS: (4 starters) 1. Alfred McPeters 1:45.015; 2. Zsolt Ferenczy; 3. Ben Slechta; ITA: (8 starters) 1. David O'Maley 1:44.677; 2. Kevin Mailey; 3. Derek Luney; ITX: (1 starter) 1. Bowie Gray Jr. 1:49.430; STL: (1 starter) 1. Jon Sewell 1:48.619; ITB: (1 starter) 1. Matthew Douglas 1:50.296; ITC: (1 starter) 1. John Fine 1:55.071.

(Manufacturer data unavailable for all classes)





SERIES REPORTS

Sports Car Club of America 02/2014

Reports from SCCA's Competition Series



for a summary of the rules changes in an upcoming *Leaving the Line*.

The Match Tour series is still quite new, and as such will be seeing some sizeable revisions of the rules. As with the ProSolo rules, the changes were being debated and finalized at the time of this writing, so those will be covered in this column once everything is finalized.

The late season Blytheville Solo Championship Tour will see a permanent course that will be used for one day of competition each year. That

Anyone with Facebook friends will have heard about the test event that happened in 2013"

LEAVING THE LINE NATIONAL SOLO by Paul Brown

THE 2014 SEASON

The 2014 Tire Rack Solo and ProSolo National schedules are out, with a lot of similarities to the 2013 season - with the usual tweaks applied. Nine ProSolos plus the Finale, nine Championship Tour events plus the Tire Rack Solo National Championships, and six Tire Rack Match Tours are scheduled for this season. You can find the compete schedule listed in this issue's *Late Breaking* section, as well as online at www.scca.com/solo.

There are at least five weekends that will see conflicts between National events, but they are of the sort that should not have any affect on participation. For example, the ProSolo at El Toro in Irvine, Calif., will happen on the same weekend as the Match Tour in Wilmington, Ohio. There is little chance someone was going to compete in both events. The two SCCA rigs, however, will be kept busy in 2014 driving around the country, as this year the emphasis is on trying to maximize participation at the expense of some extra mileage.

Competitors out west seem to prefer events happening on back-toback weekends, so that's what they're getting once more in 2014. One year, the San Diego Solo Tour and Los Angeles ProSolo were separated, and Howard Duncan, SCCA's Vice President of Rally/Solo and Special Programs, heard several complaints. On the flip side, if the ProSolos in Washington DC and East Rutherford, N.J., are not separated by a number of weeks, he also hears complaints. This year's schedule might make Duncan's phone ring, as the Washington DC and New Jersey events are just a week apart.

As it turns out, the DC and New Jersey weekends are a good example of where minimum mileage did not win out. The support rig in Washington DC will head to Mineral Wells, Texas, while the support rig for the New Jersey event will be the one that was used in Ohio earlier in the month.

While the ProSolo rules updates for 2014 were still in development at the time of this writing, one detail we did know was that the idea of the Zone Championships has been dropped. That championship never really developed as planned, and actually had some unforeseen negative side effects, such as competitors who ran two events during the season, but those two events ended up being in different Zones. Look

MATCH TOUR RULES

The Match Tour concept is to provide good, fun competition to the local hotshoe and not-so-hot shoe - more than the veteran ProSolo champ. The trick is writing rules that accomplish that. Early reports of the 2014 rules revision sound like Sunday will end up being all bracket competition, and all competitors will be involved in those brackets. Envision ProSolo, where the Bonus Challenge is the big deal, and everyone who didn't qualify for the Super Challenge gets to play; but more on that in another column.



allows for year-to-year comparisons, class records, and such. We do need some rules stability for that to be of much use, but once the Street category settles down a bit; hopefully we will have some of that stability.

Many of you may have noticed that the Summer Nationals is not on the schedule this year. Blytheville, meanwhile, will host a ProSolo in March, then its Championship Tour late in September, both of which should have a great chance of more pleasant weather than what would be expected in July.

The really big news is our return to the Crows Landing site in California. Anyone with Facebook friends will have heard about the test event that happened in 2013, where the Club needed to know if the site was still viable, and the site management needed to know if we were a bunch of complete crazies they really didn't want to encourage to come to town. Well, the site is still good, and we have been invited back.

For those who aren't familiar with the site, it's a huge expanse of concrete. How huge? The pilot events for SCCA's PDX program ran there. Yes, it's large enough to lay out a viable road course on its giant rectangle of concrete. The climate in the area does not chew up concrete like that of Kansas and Nebraska, although no one has accused the surface of being tire friendly.

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ON RALLYING

ROADRALLY
by Rick Regitie

COVERED BRIDGES

In picking RoadRally dates, late autumn is probably not the first choice. The leaves may be down and the days are short, but some landscape features don't change. With probably 200 covered bridges between them, Rally organizers in Vermont and Ohio take advantage of the sights around them in early November or late October.

It's the "between" season in Vermont. The leaf-lookers are gone and the skiers haven't started getting their equipment out from under the basement stairs.

But for the 47th year, New England Region's **Ted Goddard** took the first weekend in November for the Vermont Covered Bridge rally.

This year **Mike Mazoway** and his navigator **Frank Beyer** were able to keep their total to just 41 points in a first overall and first in Class E win. Together, they've run the event a couple dozen times and have a fair take on what makes it noteworthy. Mazoway started with the theory that "Covered Bridge is just a lot of fun," and Beyer was easily able to prove it.

It's not a challenging event to drive, but Beyer explains that "Goddard has always incorporated a bunch of smooth dirt roads that I enjoy riding on and the combination of Vermont/New Hampshire mountain vistas – easily viewable with the leaves off the trees by the first weekend in November – present a course that rarely gets boring for the driver."

Mazoway picked his "Subaru Crosstrek, a truly mundane commuter vehicle," for this year's competition. "This car is not high powered nor is it known for its sporting suspension. I had no trouble maintaining the average speeds and the only real sporting driving I had to do was when we got caught behind a local that put us down about 60."

Beyer warned not to let the easy drive lull you in. "Goddard's wonderful 'situations' - not traps, you understand - inevitably catch all of us at one point or another."

Matt Kennedy and Josh Ling may have heeded Beyer's advice as their 356 points gave them the Class S win while **David Baker** and **Kathleen Mattice** took Class D honors with 786 points.

Beyer did a good job of summing up the appeal. "The combination of headquarters, stopping for a relaxing lunch, reasonable speeds, and scenic course add up to all the things that got me hooked on Rallying 45 years ago. The automatic pause for traveling through a covered bridge [a tradition handed down from old timers to rookies]; the average speeds out to six decimal places; the coveted Vermont Marble Exhibit trophies: where can you find throwbacks like this?



STUCK
A roadblock led to a necessary
13.50-minute time allowance.

VERMONT TOW TRUCKS

The fall of 2013 brought a number of road blocks on SCCA RoadRally courses Contestants on Vermont Covered Bridge needed a 13.50-minute time allowance to make up for a pair of tow trucks blocking the beginning of the afternoon section for the successful extraction of a Toyota Rav4 from the bottom of a ravine a few dozen feet below. They put the time to good use, critiquing the process and retelling "fish stories" of off-road trips where their driving skills eliminated the need for the wrecker.

"The event usually brings out a group of old friends in New England and gives us a chance to get caught up and tell old Rally lies in front of a new audience."

Leaf-lookers become leaf-peepers in the Midwest, but Rally folks in Neohio Region enjoy pretty much the same things. Their Covered Bridges rally ran the last Sunday in October.

The rally started in Ashtabula County, Ohio, about as far northeast as there is in that state. That county has, by one count, 16 covered bridges.

The team of **Pat Hoffmanbeck** and **Janis Ford** gathered just 107 points in a first in Class S and first overall win on Rallymaster **Bill Stewart**'s event.

First in Class L went to Matt Fisher and Bruce Fisher with 226 points, Jen Addair and Tom Addair with Chip Laveck and Cindy Laveck taking Class T with 866 points, while Pat Geary and Sue Geary

Bill Stewart always puts together a very enjoyable route, which is never the same"

JANIS FORD

HOW MANY COVERED BRIDGES?

The Internet may be a great source of information, but a current count of covered bridges that the various links agree on is hard to come by. Of the 10,000 built in the United States, a 1980 list claimed 893 still standing. The top six states in num of covered bridges were 231 in Pennsylvania, 157 in Ohio, 103 in Indiana, 100 in Vermont, 54 in Oregon, 52 in New Hampshire, and three interstate bridges linking Vermont and New Hampshire. Floods, rot, fires (including arson) and vandalism have taken a toll. More current Pennsylvan<u>ia and</u> Ohio count 15 to

20 percent fewer.

were first in Class N with 2,061 points. Class T is a non-championship, multiple-navigator touring class.

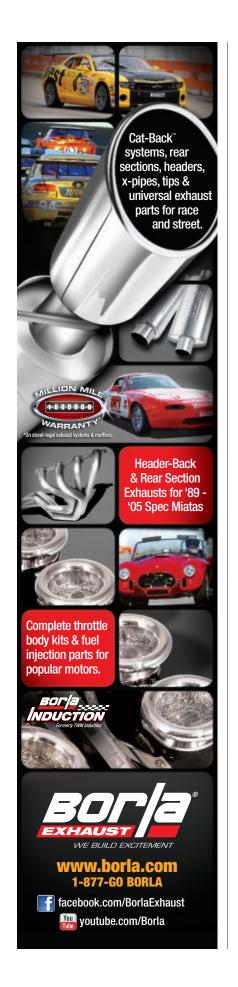
It's a Rally similar to the Vermont event, in that scenery and navigating are more important than driving skills. **Dave Sellers**, Ford's usual Rally driver, confirmed that it is a "navigator's Rally."

In her description, Ford said "I love Rallying and I love bridging. This Rally lets me enjoy two of my favorite activities at the same time.

"It would be hard to beat the combination of gorgeous covered bridges, beautiful fall foliage and RoadRally. Bill Stewart always puts together a very enjoyable route, which is never the same from year to year. This year there were many roads on the route that I don't think I've ever seen before."

Lunch was at Covered Bridge Pizza, where the dining room is in an historic covered bridge converted into a restaurant.

Like Vermont, Ford can add a memorable tale, albeit not from this year. Once, "the route ran through a town that was doing [afternoon] trick-or-treating at the time. Wow. There were kids in costumes, people and cars [everywhere]. Picture an anthill with swarming ants and you've got the right idea. That was really something to see."



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WORKING TOGETHER

DIVISIONAL CLUB RACING SERIES ANNOUNCED

With the introduction of the Majors program changing the face of National-level Club Racing, the Division leadership looked for a creative way to continue the strong tradition of NESCCA racing within the Division.

"The idea was to create a series that is all-inclusive, all GCR classes plus Regional-only classes that can compete on the best tracks the Northeast has to offer, against the highest level of competition," explains **Chris Mosley**, Chair of the Divisional Race Committee.

Thanks to the cooperation of all participating Regions, the 2014

Divisional Racing Series will take place at eight great tracks: Summit Point, NHMS, Pitt Race, NJMP, Nelson Ledges, Pocono, Watkins Glen, and Lime Rock Park. Many of these tracks draw racers from outside the Division due to their historical significance and thrilling driving. "There is a lot of excitement about the new series," says Mosley, as the Division leadership continues to field sponsor inquiries.

Mosley explains that in addition to providing for a Divisional Race Series Championship, the program will provide an alternate route to the SCCA National Championship Runoffs for drivers who cannot make the Majors events. The top three finishers in each nationally eligible class, and the top-five finishers in SM and SRF, will earn invitations to the Runoffs. Divisional Championships will be determined based on the best five weekends, or 10 races, with a four-weekend, eight-race minimum to qualify for a series trophy.

DIVISIONS AND REGIONS

The SCCA is divided into Divisions and within those boundaries are Regions.
You can find your SCCA Division and Region by going to SCCA.com.

NESCCA AWARDS PRESENTED

"Working together" also applies to the Division awards presented at the mini-convention in Pittsburgh, recognizing the efforts of workers, drivers, and their crews to produce excellent results all year long. The NESCCA Worker of the Year was presented to Judy Bloesser in recognition of her work in Timing and Scoring and other areas at events in 2013. NESCCA Rookie of the Year went to **Kurt Rezzetano** in recognition of his second-place finish at the Runoffs in T2. The NESCCA Driver of the Year was presented to Robert **Lentz**, who took the SafeRacer pole position and finished second by just 0.007sec at the Runoffs in GTL.

AQUILANTE INDUCTED INTO RRDC

We would be remiss in not recognizing the significant accomplishment by NEDIV driver **Andrew Aquilante** in winning the GT2 and T1 National



Championships at the 2013 Runoffs, starting from the pole for both races. His accomplishments as a driver were further recognized this winter by his induction into the Road Racing Drivers Club. Anyone who has seen the Aguilante crew in action knows these kinds of results are the product of great team effort, working together to achieve excellence in every event they enter.

NEW AREA 2 DIRECTOR

Nearly 1,600 members in Area 2 participated in the voting for the person who would represent our interests on the SCCA National Board of Directors for the next three years. Replacing Jerry Wanarka, who termed out, Terry Hanushek will be working together with the other Directors to set the direction for our Club and its programs for the next several years.

We were fortunate to have three terrific candidates to choose from for this election, each with a special passion and history of service to the Club and the Division. Our thanks go out to Mike Collins and Steve Hyatt for their willingness to contribute in such a meaningful way. Thank you, also, to all the members who showed they cared enough to learn about the candidates and participate in the voting process.

CONTACT

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ROOKIE OF THE YEAR The NESCCA Rookie of the Year award was presented to Philadelphia Region's Kurt Rezzetano, celebrating his successful 201<u>3</u> Club Racing season, where he ultimately finished second in T2 at the Runoffs.

GROWTH The historic
Daytona circuit will grow with the "Daytona Rising" front grandstands project.



2014 NATIONAL **CONVENTION NEARS**

Charlotte, N.C., is the largest city in North Carolina, founded in 1768. The city is home to the NASCAR Hall of Fame, UNC Charlotte, Davidson College, and the Charlotte Motor Speedway - and on March 7-9, 2014, you can add the SCCA National Convention and MSX Expo to that list. Consequently, every SEDiv member should consider attending since it's now in our back yard.

This high-energy event features sessions geared toward Regional, Divisional, and National leadership, specialties, and drivers. The National Convention fee is \$295, which includes access to all Convention sessions, the



SCCA Hall of Fame Banquet, and the show floor of the new MSX Expo.

The sessions at the Convention are informative and entertaining for all SCCA members. Full group sessions include the SCCA Annual Meeting, various town halls, convention kickoff. and many awards sessions. There will also be a number of panels and discussions covering all aspects of Club Racing, Solo, and Rally programs. A full track will also be devoted to Region leadership.

The MSX Expo will feature exhibitors, racing legends, tech seminars, live demos, banquets, and special events. Head to scca.com/convention and msxexpo.com for more information.

WHILE YOU'RE THERE

While you are at the National Convention, your family can enjoy touring and shopping in the Queen City. Just opened in 2010, NASCAR's Hall of Fame features the High Octane Theater, Glory Road (racecars on exhibit), video gallery, Buffalo Wild Wings food, shopping, and more. It was designed as a high-tech venue to educate and entertain fans and non-fans alike. The Hall's latest interactive exhibit is "Lights. Camera. NASCAR." The movie exhibit showcases more than 40 artifacts from movies like Greased Lightning, Days of Thunder, and even Cars and Herbie. From costumes, scripts, and cars, Hollywood and racing come to life. There's even a Hudson Hornet custom built as a tribute to actor and SCCA racer Paul Newman. Best of all, the NASCAR Hall of Fame is adjacent to the Charlotte Convention Center.

Want to visit an actual working track? The Charlotte Motor Speedway offers its "Feel the Thrill" Speedway Tour (similar to the behind the scenes Daytona tour.) The tour includes a van ride around the track.

The Charlotte area includes quite an array of other attractions, too, from Revolutionary War history and Southern hospitality, to universities. It should be an inspiring place for our National Convention.

DAYTONA RISING

Daytona's \$400 million rebuilding of the front grandstands is going up as the track continues to operate. Sixty-five million pounds of concrete has been poured, and the steel is rising. Live

webcams reveal the action, and can be viewed at **www.daytonarising.com**. The massive project is not expected to impact SCCA events at Daytona. However, please stay alert to possible parking and entrance changes, just in case. Our 2014 SIC is scheduled for Daytona on Sept. 27-28, 2014.

DON'T MISS THE ACTION

A couple of notable events to remember include the Double Drivers School and Tire Rack Solo Championship Tour. The Hyler Craft Memorial Double Drivers School will be held Feb. 21-23, 2014, at Roebling. Meanwhile, on March 15-16, 2014, the Tire Rack Solo Championship Tour will hit Cecil, Ga.

CHECKERED FLAG: TOM CONDON

Tom Condon, Central Florida Region's former Chief of Tech, passed away at age 69. His family requests that memorials be sent to the Boy Scouts of America, or the Sharing Center of Altamonte Springs.

CONTACT

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SAFETY FAST

As Club members and racers, we want things fast - and that is exactly how things happened in October at Nelson Ledges. "SCCA corner marshals are trained to watch traffic in both directions from the relative safety of a flag station," recounts Cincy Region member Todd Cholmondeley. "At the bare minimum, there are two people per station with one individual manning the yellow Flagging and Communications [position] with their back to traffic. When in this position, a person is placing his or her life in the hands of someone they may or may not know.

"The individual in position to watch oncoming traffic silently takes responsibility for the yellow flagger's safety," Cholmondeley continues. "And so I did that October morning, looking forward to going home early after a long season. But fate had other



plans, as a Corvette bore down on our station. I grabbed "Pinto" **Dave Gills** from where he stood right in front of me and made a mad dash to safety, as the car cleared the tire wall. After giving Dave one last push, I turned and dove for cover.

"I heard wood being smashed as part of the shelter disintegrated, and [I] remember the feeling of pain as something struck the right side of my head. I lay on my stomach next to my corner station, and my mind could not comprehend what had just happened. Seconds before, I had been standing at my blue flag position watching a parade of cars go by in a very boring race - the kind of race that can lull you into a false sense of security.

"As I rolled over and found my busted up sunglasses, I could see Dave scrambling to get his headset on to call in the emergency we had just experienced. Then I saw the Corvette upside down on the tire wall, not 20 feet from where I was sitting.

"As I got to my feet and assessed my aching head, my thoughts turned to the driver still trapped in an upside down car. Before I knew it, I was digging through tires and freeing him.

"The Corvette had experienced a mechanical failure that caused the car to veer sharply to the right, straight at our flag station. Thankfully the driver and Dave avoided any injuries.

"While Dave and the driver got away without a scratch, I ended my day at the hospital receiving stitches for a cut on my head as a reminder of just how fast things can happen. Five seconds is all it took for a routine day to almost turn into a tragedy.

"Remembering three simple rules every SCCA volunteer should know probably saved the lives of Dave and myself: Always watch oncoming traffic, turning around for even a quick glance can be fatal; keep your fellow marshals within an arm's length for a fast escape; [and] when in doubt, bail out, for it is far better to be safe than very sorry."

SILENT AUCTION RESULTS

Cincy Region's Silent Auction for ALS in memory of **Judy Cowie** was a giant success. "Thank you to everyone in the Cincinnati Region and all the good folks in racing for your continued support of the Silent Auction at the IT SPEC*tacular at Mid-Ohio in August," says Bob Cowie. "Judy always referred to the racing community as her second family. The outpouring of donations from the second family grew our efforts to a new record. All auction proceeds go to the ALS Association Central and Southern Ohio to fight Amyotrophic Lateral Sclerosis [Lou Gerig's Disease]." Cowie is currently accepting items for the Silent Auction 2014.

Great River Region presented Jim Kettelkamp with the region's Driver of the Year Award for his

accomplishments

GREAT YEAR

CONTACT

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AWARD TIME

Winter in the CENDiv area brings both snow and cold weather. It also brings our region awards banquets and retrospectives of our collective season. Blackhawk Valley Region held its banquet on Saturday, Nov. 9. The 2013 award winners included: Member of the Year, Sherri Kulawinski; Worker of the Year, Susan Green; Driver of the Year, Darrel Padberg; Kasik Award (Helping Others, Sportsmanship), Paul Meier; and the RE Award, Pam Kewley.

That same day, Milwaukee Region also held its banquet, this time at the Italian Community Center. Jason
Frank was the Soloist of the Year,
Suzanne Schwalbach the Solo Rookie of the Year, Mark McKnight won the Earl Krause Hard Charger Award, and Rob Bedelis claimed the Dean Rhode Solo Service award.

On the road racing side, **Mike Sturm** won the Janitors Cup, **Daniel Krueger** the Susie Bonneau Award, **William Banner** the Kopiske Award, **Daniel Krueger** the Uihlein Sportsmanship

Award, and **Tracey Gauper** the Wuestoff Award for meritorious service.

Great River Region held its banquet on Saturday, Nov. 16. Driver of the Year honors went to **Jim Kettelkamp** for qualifying for the SCCA National Championship Runoffs using his Miata in both Spec Miata and Super Touring Light. The Rookie of the Year title went to T2 competitor **Matt Slavens**, while **Adam Moore** claimed the Cindy Podaril Member of the Year Award.

Land O'Lakes Region **Kathy Gillen** sent in the following information about **Samantha Silver**, the region's Club Racing Driver of the Year. "Samantha joined SCCA a couple of years ago and has become very passionate about racing. She's enthusiastic and grateful to her dad for getting her involved in the sport."

Sharon West was Land O' Lakes Region Worker of the Year. "Sharon is the always smiling face you see in registration," says Gillen. "She has answers to all your questions and does everything in her power to help you – unless you try to break the rules! Sharon is a long-term member of the SCCA. She crewed for her husband Harvey West for many years and has worked in just about all the various jobs at the track, from grid to corner to registration."

Other awards include the Brooke Kinnard Award that went to Steve Barkley, the Skogmo Memorial (most improved driver) went to John Brown Jr., the Sportsmanship Award was awarded to Brent Carlson, the Judy Krause Award (outstanding worker) went to Sharon West, Carrie Carlson collected the Crew Member of the Year Award, Club Racing Rookie of the Year honors went to Phil Magney, Matt **Sweet** was presented with the RallyCross Driver of the Year Award, Solo Driver of the Year Award went to Adrian Cepoi, Trevor Jones claimed the Solo Rookie of the Year Award, the Team West Award went to Jim and Kathy Gillen, and Service awards went to Brian Chabot and John Hertsgaard.

lowa Region held its banquet on Dec. 7 at Gwen's in Lisbon, Iowa. The yearend, overall Solo Stock class trophy went to **Mark Brichacek**, Touring was won by **Mike Holzinger**, Prepared by **David Price**, and Mod by **Bryan Packingham**. Soloist and Worker of the Year went to **Mike Holzinger**. The region also participates in the Iowa Challenge, where each of the neighboring regions hosts an event, and season-long points

are kept. For the fourth year in a row, lowa Region triumphed over Great River Region and Des Moines Valley Region. The award for most cones hit during the season went to **Aaron Breitbach** with 38, which was 20 more than second-place **Del Long**.

CONTACT

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.....

FRIENDLY RIVALRY

About 40 years ago, when Bruce Bettinger joined the SCCA, there was a Solo "challenge" between Oklahoma and Wichita Regions. According to Bettinger, it was a pretty simple concept: "One year we would go to Oklahoma City and the next year they would come to Wichita." The challenge was set up as a head-to-head competition between the best local autocrossers. "The host Region would match the visiting team with their best and then the two ran against each other with the winner taking a point to their Region," he explains. "Whichever Region won the majority of these contests won the challenge. Back then, I think we had maybe just 15 classes, so the matchup was easy to set up. As far as I could tell, all of us who participated had a good time."

Over time, the event seemed to disappear - that is, until Bettinger, now the RE of Wichita Region, started talking to folks over in Salina Region about putting on a similar event.

THE CHALLENGE
Wichita and
Salina Region's
RE Challenge pits
Solo competitors
from the two
Regions against
each other
in a friendly
competition.
Salina Region
RE Bill Dayton
(left) and Wichita
Region RE Bruce
Bettinger (right)
revived the
competition for
the 2013 season.



"Nothing serious," he says about the early discussions. However, the talks progressed to the point that in 2013 he issued a formal Challenge to the Salina RE **Bill Dayton**.

Salina Region liked the idea, and everyone began working out the details. The idea of hosting the event every other year was scrapped, and they decided instead to hold two rounds, one hosted by each region. "The main goal of the RE Challenge is to foster friendships between the Regions, but there is an element of competition, as well," says Dayton. The first round of the competition was held July 14, 2013, in Salina, and the finale was Nov. 10, 2013, at the former Naval Air Base near Yoder, which saw SCCA Club Racing years ago.

The next problem to be worked out was how to set up the head-to-head groups. "With all the classes that we have now, and the fact that Salina ran one group of classes and Wichita another, we had a real problem," says Bettinger. "The solution was to just run a normal Solo and each Region would earn whatever points their drivers won."

With the format set and the rules agreed upon, how did things turn out? "Wichita, as the visitors, won the first round," says Bettinger. "The first calculation of the points had the results very close, but after Salina reviewed these results, Wichita moved farther ahead. Round two, hosted by Wichita, brought on more of the same. The competition wasn't very close, which made for a bit of a downer, but the whole concept of the event was to get members of the two Regions together, to make new friends, and to visit with old ones. This part of the event worked great. The worst part of round two was that I designed the course and it was a stinker. Much tighter than I wanted, even being a Miata driver."

Both Dayton and Bettinger will no longer be their Region's REs, but they plan to pass the event on and hope that the new REs will build on the concept, finding a way to balance the scoring so as not to favor the larger Region. "No matter what they come up with, Bill and I can be pleased we created an event where we had a good time, got to do a little trash talking, [and] enjoyed each other," says Bettinger.

If you'd like more details about the RE Challenge, you can chat with Dayton and Bettinger at the MiDiv Convention on Jan. 31-Feb. 1 at the Ramada Plaza



Hotel and Oasis Convention Center in Springfield, Mo. You can find more information about the MiDiv Convention at www.midiv.org.

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STRONG SHOWING AT THE RUNOFFS

Southwest Division had a successful 2013 National Championship Runoffs at Road America in September 2013. Marking the 50th running of the event, this year's Runoffs featured nearly the largest field in history. Here are some highlights from this year's SWDiv participants.

Darryl Wills once again returned to the top spot, winning the Formula Mazda National Championship. Last year's National Champion, **Allan McCallum**, took home fourth, while Stuart Rettie took home fifth.

Matthew Reynolds was a busy one juggling SM and EP, taking seventh and fourth, respectively. Reynolds actually drove to the top spot in EP, but controversy knocked him to fourth following the race. Protests and penalties are never pleasant for any of the parties involved, but we're all sure Reynolds will be back next year, ready to make that championship finish stick.

Brian Wisler bounced back from a dismal qualifying to gain 41 positions and take home the Hard Charger Award in SM, while Steve Ott capped his strong week by taking home the bronze in Formula B after starting seventh. Kevin Rich took home fifth place in GT-1, while fellow Texas Region member David Fershtand took home seventh. Denny Stripling and Keith Verges scored top 10 finishes in SRF bringing home eighth and 10th, respectively, and Steven Zink brought home ninth after starting 11th in T4.

Congratulations to all who attended, as racers, crew, and workers.

SCCA RALLYCROSS RETURNS TO TEXAS

Houston Region's **Mike Jiang** stepped up to the plate and has taken the reins of the local RallyCross program in Texas.



"For me, it all started two years ago at an autocross," Jiang says. "A member was talking about a form of autocross that takes place on dirt. My mind jumped to the many YouTube videos of WRC cars flying down a rally stage."

Shortly thereafter, Jiang borrowed a 2012 Ford Focus, with WRC livery done through the use of painter's tape, and was ready to make his first run at Brianne Corn Raceway in Maxwell, Texas. After catching the bug, he bought a 2000 Subaru Impreza Outback Sport off Craig's List.

"Fun is the main factor to RallyCross," says Jiang. "Where else can you feel like a WRC driver on an autocross budget? Most importantly, here in Texas we like to party, and the RallyCross group has become my extended family. We help each other when our car is giving us attitude; we lend each other our cars to drive to see how we can get better. I am proud to say that I am part of the RallyCross family here in Texas."

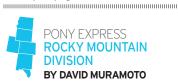
Jiang volunteered to take over the Houston Region RallyCross program in hopes of growing interest and expanding the program across the state.

"Next year, there will be a year-long championship that will involve RallyCross drivers from all over Texas, Louisiana, Oklahoma, and more," Jiang explains. "We will have events in San Marcos, Houston, and hopefully Dallas. Come join the fun and come get dirty!"

Drivers interested in getting involved or looking for a schedule of upcoming events can visit the Facebook page of Texas-area SCCA RallyCross by, appropriately enough, searching for "Texas SCCA RallyCross" on Facebook.

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NO GREAT SALT RACE FOR 2014

BACK ON TOP

Darryl Wills stood

atop the podium

once more at the

2013 Runoffs,

where he collected his third National

Championship title.

Perhaps one of the biggest surprises of the fall season came from Utah Region Club Racing Director Dave Kizerian, who made it known that the Great Salt Race would not be held in 2014. "It is with a heavy heart that I announce there will be no 2014 Utah Region SCCA Great Salt Race, and we will not be coordinating volunteers for the Utah Grand Prix [pro race]," he says. "Entries for the Great Salt Race have been declining for the past three years, and we reached a point where continuing was no longer feasible. I'd like to thank everyone [who] has participated and volunteered to put these events on for the past eight years."

The loss of Miller Motorsports Park from the RMDiv calendar is a significant one. The track, located just south of Salt Lake City, Utah, remains a wonderful road racing facility with multiple configurations. Despite a picturesque setting with the Wasatch Mountain range in the distance, Utah Region continued to have difficulty attracting a strong entry. RMDiv spans such a wide geographical area that not all racers were willing to make the long tow. Utah Region hoped to attract more West Coast entries, but that proved problematic as well. The Great Salt Race was kept alive by Utah Region members like Kizerian and Jon Lee, who deserve credit for their longstanding efforts. The unfortunate decision leaves RMDiv with only two active road racing regions: Colorado and Continental Divide Regions.

2013 RMDIV CONVENTION

This annual RMDiv Convention was held Nov. 9 at the Club Auto facility in Lakewood, Colo. Beyond going over the upcoming RMDiv and U.S. Majors

NO. 82

NOT JUST A NUMBER. THE YEAR JEFF WAS BORN. TO RACE.



When Jeff Bartz was born in 1982 it happened to be on his older brother's birthday. It also happened to be on the very same day his cousin was born. In the same hospital. So when Jeff's passion for fast found him joining SCCA to compete in Autocross, choosing his number was easy. He was born with it.



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Tour Mid-States Conference race schedules for 2014, much of the discussion focused on efforts to make the RMDiv series more attractive and compelling. Feedback from holding four races in a single weekend (which was tried at the last Continental Divide Region event of 2013) was positive, and discussions about how to improve the show and cut costs ensued.

Area 8 Director Bill Kephart gave a report on issues being debated on the National stage, including how to retain and recruit members, class consolidations, and the successful rollout of the Majors series. Colorado Region BoD member Jim Leithauser explained that the move of the High Plains Raceway Majors race from the July 4 weekend to early May was done after getting feedback from racers tired of traveling on a holiday weekend, together with the heat in the middle of summer. All in all, the town hall section of this conference was a very interactive discussion with many members of the audience expressing strong opinions on a wide variety of topics. A catered meal was served afterward and, besides being very good, also led to one of the highlights of the convention.

Current T3 competitor Jason Ott introduced an old friend he had raced with earlier in his RMDiv racing days. Beyond a career in professional racing, drifting, rally, and TV, Tanner Foust gave a fascinating look at what was behind the scenes in everything from stunt driving to European racing. Did you know he once drove shuttle buses at the Beaver Creek ski area? Apparently even those can be drifted! He talked about why he broadened his career across a range of motorsports to create a path to success. A story from his most recent Global Rallycross event in Las Vegas, Nev., also held interest to an audience of racers, as he talked about why a careful study of the starting procedures and a blazing start in the final still resulted in a stop-and-go penalty. Faust then recalled how characters such as Rich Dahl, Danny Collins, and Jim Christian started him on a path to an amazing career in motorsports.

Foust combined a heady mix of wit, enthusiasm and insight to keep the audience enthralled and laughing for over an hour. He answered a wide range of questions, which made it clear his considerable driving skills and knowledge have not been given full range on TV shows such as the U.S.



version of *Top Gear*, where he serves as a host. Ultimately, he impressed on so many levels – it was the capper to one of the best RMDiv conventions in recent history.

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JOINING FORCES

After four years of contemplation and planning by Northern Pacific Division, Arctic Alaska Region member **Cheryl Babbe** and Southern Pacific Division, Hawaii Region member **Avery Tsui**, the competition was reality. On Nov. 16-17, 2013, five members of Hawaii Region, equipped with "arctic gear" and some wool socks from Alaska, joined 11 local Alaskans, and the Inaugural E Komo Mai Qunsha Rally Challenge was on!

The two-day event started on Saturday with the E Komo Mai Qunsha RallyCross at the Alaska State Fairgrounds in Palmer, AK. The RallyCross best raw time went to Tsui, narrowly beating car owner Bill Demming from Arctic Alaska Region. On Sunday, the second part of the challenge was the Ravens and Qunsha RoadRally in Anchorage, AK. Expert Class winners went to the team of Elayn Man and Erik Oder and Novice Class team winners was awarded to Bob and Margo Wesley.

This event would have been difficult for the Hawaii Region members Tsui, **Michael Pacquin**, Man, **Chris Carris**, and ENTERTAINER
Tanner Foust can
be found starring
on TV shows and
representing
America in
competitions like
SCCA Pro Racing's
Global Rallycross.
Foust also made
an appearance at
the 2013 RMDiv
Convention, where
he entertained
the crowd with his

Taro Nobusawa to participate in without Alaska members loaning their cars. A tip of the hat to those loaning their cars and providing housing for the visitors goes to Demming, **Rebecca Bastien**, **Evan Townsend**, **Kevin Cose**, and Babbe.

Many Alaskans often travel to Hawaii, so it's only fitting that the two regions become "sister regions." The plan is to come together again on March 21-22, 2014, for another challenge.

NOT THE FIRST TIME

This is the second time that NorPac and SoPac have teamed up together for a shared event. The first was Northwest Region and Big Island of Hawaii Region pairing for Double Regional Club races for several years, ending in 2011 at Bremerton. It's great that the divisions work together to host these events.

With the new Majors Club Racing program, NorPac and SoPac are again teaming up to make up the Western Conference. With the restructure of the Club Racing licensing program, all SCCA full competition license holders can earn points to qualify for the 2014 SCCA National Championship Runoffs. If you need information on this program, check the NorPac Website under Club Racing for information, or ask the Region registrars.

KEEPING UP TRADITION

Bringing 15 year olds into the Club Racing program has proven to be a great move by the SCCA. It has brought a new group of very talented kids out of karting and other areas into SCCA.

Recently, San Francisco Region's **Brett Hope** sold a Caracal FV to **Dan Pipal** for his son **Jake Pipal**. This car has been in the San Francisco Region for more than 25 years, and was previously owned by **Colin Cross**, who won a few championships in it. It has made appearances at the Runoffs, and **Jon Fogarty**, who runs in the Grand-Am pro series, got his racing start in this car.

Jake Pipal is now making a name for himself in this great Formula Vee. With multiple wins in 2013, he took the San Francisco Region FV championship this year, claiming the region's Rookie of the Year Award along the way. Jake's father, as well as other members of the family, including the late Will Pool, also have great racing records in San Francisco Region. Along with this car and the talented family, watch for Jake to do well in the race to

























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the 2014 Runoffs at Mazda Raceway Laguna Seca. Follow more on Jake's racing career at his Website,

www.jakepipal28.com

And, finally, thank you to those who are sending me e-mails with information about what's going on around the Division. Keep them coming. But remember, my deadlines are two months or more prior to you seeing it in your mailbox!

CONTACT

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SOLO TIME

The 2014 Tire Rack National Solo schedules have been finalized and, as expected, the traveling show will visit some of our favorite SPDiv sites. The West Coast swing will start off with the Tire Rack Solo Championship Tour at Qualcomm Stadium April 5-6. The spring date and large lot always make for a great event, attracting competitors from near and far.

After the Tour, the next big event will be in Irvine, Calif., at the ever-popular El Toro Marine base for the Tire Rack ProSolo on April 12-13. This expansive site never disappoints when it comes to course layout possibilities and length.

Just as exciting is the news that our friends in NPDiv will once again have a location capable of hosting these big Solo events, and we will see a Solo Championship Tour and ProSolo visit our northern neighbor in 2014. The Crows Landing Air Facility is just about 300 miles north of Los Angeles, Calif.,

CHECKERED
FLAG
In November
2013, Spec Racer
Ford competitor
and Cal Club
Region member
Bill Jucha lost his
fight with cancer.



making it a relatively easy jaunt for those from SPDiv looking to hit more events. A ProSolo will visit the site on June 7-8, followed closely by the Solo Championship Tour on June 14-15.

A Tire Rack Match Tour is also probably going to make a Western stop in October 2014, but no location or date has been announced. Keep an eye on www.scca.com/solo for up-to-date information.

RUNOFFS READY

With the National Championship Runoffs visiting the West Coast for the first time in more than 40 years, it pays to prepare early. Cal Club Region has moved its annual Super School up one month, to February, helping to make it possible for new Club racers to get a competition license and get the track time necessary to qualify for the Runoffs. The Super School is set for Feb. 6-8. Visit www.calclub.com for more details.

If you can't make the Cal Club Super School, don't fret - we have a number of SCCA accredited schools in our Division that can help get you on track. The Fast Lane School, Bob Bondurant School, Allen Berg Racing School, and Spring Mountain Advance Driving School are all in our Division and can get you on track in short order. Visit www.scca.com/clubracing for a complete listing of SCCA accredited driving schools.

In the October edition of this column, I gave you the details for the two paths to the Runoffs: via the Majors and through a Divisional route. Now those schedules have been released, making it easy to plot your course.

The U.S. Majors Tour Western
Conference kicks off with a double
event at Auto Club Speedway in
Fontana, Calif., on Jan. 17-19. The
Majors then heads east to Wilcox,
Ariz., at Inde Motorsports Ranch on
Feb. 22-23. On April 12-13, the U.S.
Majors Tour heads north to
Thunderhill Raceway Park in Willows,
Calif., with a quick turnaround for the
Buttonwillow, Calif., on April 26-27.

The Northwest swing of the Western Conference kicks off at Pacific Raceways in Kent, Wash., on May 24-25, and wraps up on Independence Day weekend at Portland International Raceway in Portland, Ore.

If you decided to take the Divisional route to the Runoffs, there are four

dates to mark on your calendar. The first SPDiv Divisional will take place at Willow Springs in Rosamond, Calif., on March 22-23, hosted by Cal Club. The month of May will be busy, with stops at Inde on May 3-4, and Chuckwalla Valley Raceway in Desert Center, Calif., on May 17-18, hosted by the Arizona and San Diego Regions, respectively. The final Divisional will take place June 7-8 at Auto Club Speedway, courtesy of Cal Club.

CHECKERED FLAG: BILL JUCHA

In November 2013, Cal Club Region lost friend and racer **Bill Jucha**. Jucha joined the Club in 1968, and was a fierce Spec Racer Ford competitor. The following excerpt comes from Bill's wife, **Patti Jucha**:

I have some very sad news. It is with overwhelming grief that I let you know that Bill lost a more than courageous battle with stomach cancer on Saturday [Nov. 16]. While I am saddened beyond measure that I have lost my best friend, there is some relief in knowing that he is finally at peace and he is no longer suffering.

My apologies for sending this kind of news...and for not letting any of you know that he was even sick. If you know Bill, you know how private he was. He asked that only family be told about his illness, and I honored and respected that. We fought the fight together, and even at the very end, it was just the two of us - the way it always was.

This terrible journey began a year ago when he was feeling tired, but it was only after several months of incredible pain and three hospital stays that the cancer was discovered. We were as shocked as I imagine all of you are, as Bill was the epitome of eating right, exercising, and living a stress free life. By the time it was discovered, it was Stage IV and had metastasized to other organs - the norm with stomach cancer. Chemotherapy gave him six months we did not think he had, but in the end, the cancer won, as it usually does.

Per his wishes, Bill will be cremated and his ashes spread over the Sierra Nevada Mountains between Lone Pine and Tehachapi. •

CONTACT

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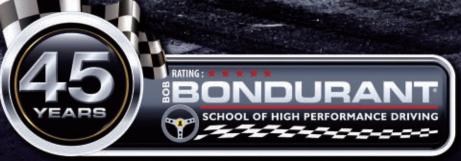
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- 2 Never miss your apex! (See tip No.1) It's the most important part of the corner. Cheat on your homework, cheat on your taxes...but never cheat on your apex.
- 3 Great racing drivers are minimalists. They put the least amount of inputs into the car as possible. Small movements of the steering and smooth applications of the pedals will always result in faster lap times.
- 4 Get proper training.
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- Johnny O'Connell,
 Bondurant instructor
 and professional
 racing champion





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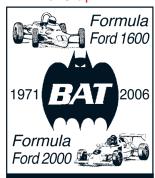


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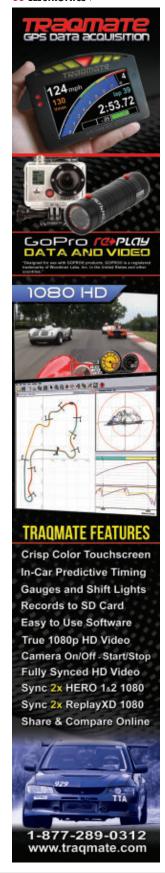
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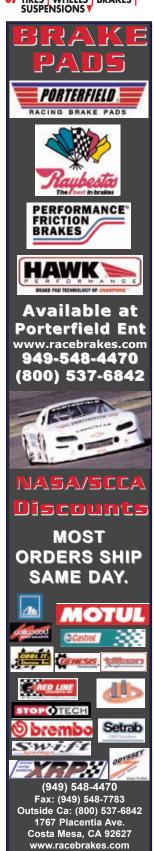
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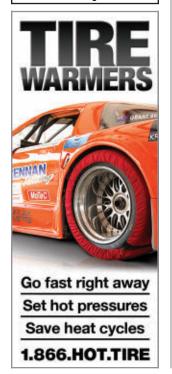


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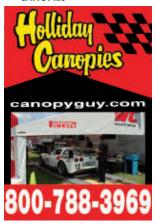
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23 PRODUCTION BASED | GT V



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(GT, GT-A, GTS double) May 30-Jun 1 New Jersey

Motorsports Park, N.J. (TC, TC-A, TCB double)

Jun 19-21 Road America, Wis. (GT, GT-A, GTS, TC, TC-A, TCB double) Jul 18-20 Streets of Toronto, Can. (GT, GT-A, GTS double)

Aug 1-3 Mid-Ohio Sports Car Course, Ohio (GT, GT-A, GTS, TC, TC-A, TCB

Aug 22-24 Sonoma Raceway, Calif. (GT, GT-A, GTS double)

Aug 30-31 Brainerd Int'l Rcwy, Minn. (TC, TC-A, TCB double)

Sep 12-13 Miller Motorsports Park, Utah

(GT, GT-A, GTS single) (TC, TC-A, TCB double)



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2014 schedule to be announced



PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Mar 12-14 Sebring Int'l Rcwy, Fla May 2-4 Mazda Raceway, Calif. Jun 27-29 Grand Prix of Houston,

Jul 11-13 Canadian Tire Motorsports Park, Canada

Aug 8-10 Road America, Wis. Oct 1-3 Road Atlanta, Ga. (all events double weekends)

championship **F2000 CHAMPIONSHIP**

f2000championshipseries.com Apr 11-13 Road Atlanta, Ga.

May 16-18 Watkins Glen Int'l, N.Y. **Jun 6-8** VIRginial Int'l Rcwy, Va. Jul 4-6 Mid-Ohio, Ohio

Aug 1-3 Pittsburgh Int'l Race Cmplx,

Aug 29-31 Thompson Speedway Road Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y. (all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga. May 16-18 Watkins Glen Int'l, N.Y. Jun 6-8 VIRginial Int'l Rcwy, Va.

Jul 4-6 Mid-Ohio, Ohio Aug 1-3 Pittsburgh Int'l Race Cmplx,

Aug 29-31 Thompson Speedway Road Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y. (all events double weekends)



ATLANTIC championship ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com Apr 11-13 Road Atlanta, Ga. May 16-18 Watkins Glen Int'l, N.Y. Jun 6-8 VIRginial Int'l Rcwy, Va. Jul 4-6 Mid-Ohio, Ohio Aug 29-31 Thompson Speedway Road Course, Conn. (all events double weekends)

GLOBAL RALLYCROSS CHAMPIONSHIP

global-rallycross.com 2014 schedule to be announced





Date Track/Region Phone numbers are for region registrars

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Jan 3-5 Sebring Int'l Raceway, Sebring, Fla.

Jan 10-12 Palm Beach Int'l Raceway, Jupiter, Fla. Mar 21-23 Road Atlanta, Braselton,

Ga. Apr 18-20 VIRginia Int'l raceway,

Alton, Va. Jun 6-8 New Jersey Motorsports Park, Millville, N.J.

Jul 4-6 Watkins Glen Int'l, Watkins Glen, N.Y.

Aug 1-3 Summit Point Motorsports Park, Summit Point, Va.

MID-STATES CONFERENCE

Feb 7-9 NOLA Motorsports Park, Avondale, La.

Mar 15-16 Eagles Canyon Raceway, Decatur, Texas

Apr 5-6 Hallett Motor Racing Circuit, Jennings, Okla.

May 3-4 High Plains Raceway, Byers, Colo.

May 24-25 Pueblo Motorsports Park, Pueblo, Colo.

Aug 30-31 Heartland Park topeka, Topeka, Kan.

NORTHERN CONFERENCE

May 2-4 Blackhawk Farms, South Beloit, III.

May 30-Jun 1 Mid-Ohio Sports Car Course/Lexington, Ohio Jun 13-15 Road America, Elkhart

Lake, Wis. Jul 12-13 Gingerman Raceway, South Haven, Mich.

Jul 26-27 Road America, Elkhart

Aug 23-24 Grattan Raceway, Belding, Mich.

WESTERN CONFERENCE

Jan 17-19 Auto Club Speedway, Fontana, Calif.

Feb 22-23 Inde Motorsports Ranch, Wilcox, Az.

Apr 12-13 Thunderhill Raceway Park, Willows, Calif. Apr 26-27 Buttonwillow Raceway

Park, Buttonwillow, Calif. May 24-25 Pacific Raceway, Kent, Wash.

Jun 6-8 (Invitational) Mazda Raceway, Calif.

Jul 4-6 Portland Int'l Raceway, Portland, Ore.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct. 6-12, 2014 Mazda Raceway Laguna Seca, Monterey, Calif.

DIVISIONAL/REGIONAL

NORTHEAST nediv.com

Apr 12-13 Ro* Summit Point/Wash. DC Apr 25-26 #* NJMP/Jersey Racing Board

May 24-25 Ro* New Hampshire Motor Speedway/New England May 31-Jun 1 NJMP/Jersey Racing Board

Jun 14-15 * Pitt Race/Steel Cities Jun 21-22 Summit Point/Wash. DC Jun 20-21 Lime Rock/New England Jun 21-22 * Nelson Ledges/Finger

Jun 28-29 Ro* NJMP/Jersey Racing Board

Jul 11-13 * New Hampshire Motor Speedway/New England Jul 12-13 Summit Point/Wash. DC Jul 19-20 Watkins Glen/Glen Jul 26-27 Ro* Nelson Ledges/

Mahoning Valley **Aug 9-10 *** New Hampshire Motor Speedway/New England Aug 9-10 Ro Pocono/Tri-Region Race

Group Aug 15-17 * NJMP/Jersey Racing

Board

Aug 28-29 * Thompson Speedway/ Jersey Racing Board Aug 30-Sep 1 * Summit Point/

Washington DC Sep 6-7 Ro* New Hampshire Motor

Speedway/New England Sep 13-14 Ro* Watkins Glen/Finger Lakes

Sep 26-27 Ro * Lime Rock/New York Sep 27-28 * Nelson Ledges/ Mahoning Valley

Oct 3-5 * New Hampshire Motor Speedway/New England Oct 5-6 # Watkins Glen/Glen

Oct 4-5 Summit Point/Wash. DC Oct 17-18 * NJMP/Jersey Racing Board Finger Lakes (Nelson)

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SOUTHEAST sedivracing.org Feb 8-9 Sebring/Central Florida Mar 1-2 # VIR/North Carolina Mar 29-30 *# Palm Beach Int'I/ Florida

Mar 29-30 Ro*# Carolina Motorsport Park/South Carolina

Apr 26-27 Ro* Roebling Road/ Buccaneer

May 3-4 Ro*# Daytona Int'l Speedway/Central Florida May 10-11 * VIR/North Carolina May 17-18 *# PBIR/Florida May 17-18 Ro Road Atlanta/Atlanta May 24-25 *# Carolina Motorsports Park/Central Carolinas

May 31-Jun 1 Sebring/Central Florida Jun 21-22 Ro*# Homestead/Florida Jun 28-29 Ro*# Roebling Road/ Buccaneer

Jul 12-13 *# Road Atlanta/Atlanta Jul 19-20 # Sebring/Central Florida Aug 9-10 * Daytona/Central Florida Aug 16-17 Ro*# Charlotte Motor Speedway/Central Carolinas Aug 30-31 Ro* Barber Motorsports Park/Alabama, Tennessee Aug 30-31 # Sebring/Central Florida Sep 13-14 *# Homestead/Florida Sep 27-28 # Daytona/Central Florida Sep 27-28 # Roebling Road/ Buccaneer

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GREAT LAKES greatlakes-scca.org 2014 schedule to be announced

CENTRAL cendiv-scca.org

Apr 26-27 Ro* Blackhawk Farms/ Chicago, Milwaukee

May 24-25 Ro* Brainerd Int'I/Land O' Lakes

Jun 28-29 Ro* Blackhawk Farms/ Blackhawk Valley, Milwaukee Jul 5-6 D Brainerd Int'I/Land O' Lakes

Aug 30-31 Ro* Brainerd Int'I/Land O' Lakes

Sep 20-21 Ro* Road America/ Chicago

Oct 18-19 Ro* Blackhawk Farms/ Chicago

Blackhawk Valley TBD Chicago/Milwaukee TBD Land O' Lakes TBD

MIDWEST midiv.org

2014 schedule to be announced



SOUTHWEST sowdivscca.org Jan 25-26 Ro* Motorsport Ranch Cresson/Texas

May 3-4 Ro* MSR Houston/Houston May 24-25 Ro* Texas World Speedway/Lone Star

Aug 23-24 Ro* MSR Houston/ Houston

Nov 8-9 Ro* Texas World Speedway/ Texas

Dec 6-7 Ro* MSR Houston/Houston Houston (281) 373-3960 Lone Star TBD Texas TBD

ROCKY MOUNTAIN coloradoscca.org Jul 5-6 Ro* High Plains Rcwy/

Colorado Aug 30-31 Ro* High Plains Rcwy/

Colorado Sep 20-21 D* Pikes Peak

International/Continental Divide Colorado anniedew@msn.com Cont. Divide anniedew@msn.com

All dates/events subject to change

* = Double Event #=Enduro Ro= Runoffs qualifier r = Restricted + = Addition/Change v = Vintage HC = Hill Climb T = Tentative CT = Club Trial TT = Track Trial PDX = Performance Driving Experience RR = Regional RoadRally R= Regional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour NC = National Course RT = Regional Tour CR = Course Rally SR = Social Rally

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

FOR CHANGES

Club Racing: (785) 232-7229 Solo RoadRally: (785) 232-7656 RallvCross: (785) 357-7259

NORTHERN PACIFIC norpacscca.org

Mar 8-9 Ro* Thunderhill/San Francisco

Mar 23-24 Ro* Portland Int'l

Raceway/Oregon Mar 28-30 Ro* Mazda Raceway/San

May 10-11 Ro* Portland Int'l Raceway/

Oregon

May 17-18 Ro* Thunderhill/San Francisco

Jun 6-8 Ro* Mazda Raceway/San Francisco

Jun 13-15 Ro* Portland Int'l Raceway/ Oregon

Jun 21-22 Ro* Thunderhill/San Francisco

Jul 5-6 Ro* Sonoma Raceway/San Francisco

Jun 12-13 Ro* The Ridge Motorsports Park/Northwest

Aug 9-10 Ro* The Ridge Motorsports Park/Northwest

Aug 22-24 Ro (triple) Portland Int'l Raceway/Oregon

Sep 12-14 Ro* Mazda Raceway/San Francisco

Northwest (360) 479-6082 Oregon (503) 224-9469 San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Feb 8-9 * Buttonwillow/Cal Club Mar 1-2 * Wild Horse Pass East/Ariz. Mar 22-23 Ro* Willow Springs/ Cal Club

May 3-4 Ro* Inde/Arizona May 17-18 Ro* Chuckwalla/San Diego Jun 7-8 Ro* Auto Club Speedway/Cal

Club Sep 13-14 * Buttonwillow/Cal Club Oct 11-12 * Inde/Arizona Oct 25-26 * Buttonwillow/Cal Club

Arizona (480) 832-1327 Cal Club (661) 304-3468 San Diego TBD

STREET SURVIVAL SCHOOLS

NORTHERN PACIFIC norpacscca.org Mar 9 Portland Int'l Raceway/Oregon Oct 12 Portland Int'l Raceway/Oregon Oregon (503) 327-8990

DRIVERS SCHOOLS

NORTHEAST nediv.com

Mar 22-23 NJMP/Jersey Racing

Mar 29-30 Summit Point/Wash. DC May 23 New Hampshire Motor Speedway/New England

Oct 3 Watkins Glen/Glen Glen (607) 425-4339

Jersey Racing Board (609) 784-5316

New England (508) 561-2188 Washington DC (301) 572-7444

SOUTHEAST sedivracing.org Feb 21-22 # Roebling Road/

Buccaneer Apr 12-13 Dayton Int'l Speedway/ Central Florida

Jul 19-20 Sebring/Central Florida Buccaneer (704) 575-5960 **Central Florida** (407) 568-6902

CENTRAL cendiv-scca.org

Apr 25 Blackhawk Farms/Chicago, Milwaukee

Chicago/Milwaukee TBD



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VP Marketing/Communications ERIC PRILL

PRO RACING STAFF President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE Sports Car Club of America, Inc.

P.O. Box 19400, Topeka, KS 66619-0400 NATIONAL OFFICE INFO. HOURS

Mon-Fri, 8 a.m. to 5 p.m. Central time

NATIONAL PHONE NUMBERS Toll-Free (800) 770-2055

Pro Racing (785) 357-7223 Solo (785) 232-7656 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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(281) 324-6664; dhelman@scca.com Area 8: Bill Kephart 4735 Centennial Blvd.

Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com

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Area 11: Michael Lewis 18781 Heritage Drive, Poway, CA 92064 (760) 291-1261; mlewis@scca.com

Area 12: **Tere Pulliam** 10 Northwood Springs Dr. Oxford, GA 30054 (678) 697-9755; tpulliam@scca.com

Area 13: **Todd Butler** P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



SOUTHWEST sowdivscca.org
Jan 25-26 Motorsport Ranch
Cresson/Texas

Texas TBD

NORTHERN PACIFIC norpacscca.org Mar 22-23 * Portland Int'l Raceway/ Oregon

Oregon (503) 224-9469

SOUTHERN PACIFIC scca-sopac.org Feb 7-8 * Buttonwillow/Cal Club Cal Club (661) 304-3468

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

Skip Barber Racing School (860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School (888) 722-3220 allenbergracingschools.com

MSR Houston (281) 369-0677 msrhouston.com

Porsche Sport Driving School (888) 204-7474 porschedriving.com

Spring Mountain Advanced Driving School (888) VET-4FUN springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School (866) 511-7606 birperformance.com

FAASST Performance Driving School EAST: (877) 266-4429, WEST: (719) 761-1372 faasst.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 15-16 PDX Summit Point/Wash.
DC

Apr 19-20 PDX Summit Point/Wash. DC

May 3-4 PDX Summit Point/Wash. DC May 24-25 TT Summit Point/Blue Mountain

Jun 14-15 HC Weatherly, Pa./NE Penn. **Jun 28-29 HC** Reading, Pa./Blue Mountain

Jul 12-13 HC Laurel Run, Pa./NE Penn.

Jul 19-20 PDX Summit Point/Wash. DC **Jul 26-27 PDX/CT** Nelson Ledges/Mahoning Valley

Aug 2-3 HC Flintstone, Md./Steel Cities Aug 16-17 HC Reading, Pa./Blue Mountain

Aug 30-31 HC Summit Motorsports/ Steel Cities

Sep 13-14 HC Weatherly, Pa./NE Penn **Sep 20-21 PDX** Summit Point/Wash. DC

Sep 27-28 PDX/CT Nelson Ledges/ Mahoning Valley

Oct 3 (Club Racing Experience) Watkins Glen/Glen

Blue Mountain (610) 804-9047 **Glen** (607) 425-4339

Mahoning Valley (330) 418-3328 NE Pennsylvania (610) 863-4709 Steel Cities (Flintstone)

(301) 729-2407 Steel Cities (Summit)

(301) 729-2407

SOUTHEAST sedivracing.org

Mar 31-23 PDX Road Atlanta/Atlanta Mar 22-23 HC Robbinsville, N.C./ Central Carolinas

Apr 12-13 PDX Daytona Int'l Speedway/Central Florida Apr 12-13 PDX/TT Talladega/

Alabama, Tennessee

May 17-18 PDX/TT Road Atlanta/
Atlanta

May 31-Jun 1 PDX Sebring/Central Florida

Jul 12-13 HC TBD/Central Carolinas Jul 12-13 PDX Road Atlanta/Atlanta Jul 19-20 PDX Sebring/Central

Florida **Aug 15 PDX** Charlotte Motor

Speedway/Central Carolinas **Aug 30-31 TT** Barber/Alabama,

Tennessee

Aug 30-31 PDX Sebring/Central

Florida **Sep 13-14 HC** Robbinsville, N.C./

Central Carolinas
Oct 4-5 TT/PDX Talladega/Alabama,

Tennessee
Oct 11-12 TT/PDX Atlanta Motorpsorts
Park/Atlanta

Oct 30-Nov 2 PDX Road Atlanta/ Atlanta

Nov 15-16 TT Roebling Road/ Buccaneer

Alabama, Tenn (205) 422-1417 Atlanta (770) 472-0460 Central Carolinas (828) 684-2696 Central Florida (407) 568-6902 SOUTHWEST sowdivscca.org
Jan 25-26 PDX Motorsport Ranch
Cresson/Texas
May 3-4 PDX/CT MSR Houston/

Houston Texas

Aug 23-24 PDX/CT MSR Houston/

Houston (281) 373-3961 Texas TBD

SOUTHERN PACIFIC scca-sopac.org Feb 7-8 CT Buttonwillow/Cal Club Cal Club (661) 304-3468



SOLO

TIRE RACK SCCA PROSOLO

Mar 22-23 Arkansas Aeroplex, Ark.
Apr 12-13 El Toro Base, Calif.
Apr 26-27 FedEx Field, Washington DC
May 3-4 Mineral Wells Airport, Texas
May 23-24 Lincoln Airpark, Neb.
Jun 7-8 Crows Landing, Calif.
Jun 28-29 Toledo Express Airport,
Ohio

Jul 12-13 Hampton Mills, Wash. **Jul 26-27** Wilmington Airpark, Ohio

TIRE RACK SCCA PROSOLO FINALE

Aug 30-31 2014 Lincoln, Neb.

TIRE RACK* SCCA SOLO CHAMPIONSHIP TOUR

Mar 15-16 South Georgia Motorsports Park, Ga.

Mar 29-30 Texas A&M Annex, Texas Apr 5-6 Qualcomm Stadium, Calif. May 3-4 MetLife Stadium, N.J. May 25-26 Lincoln Airpark, Neb. Jun 14-15 Crows Landing Air Facility,

Jul 5-6 Hampton Mills Lumber Plant, Wash.

Aug. 2-3 Wilmington Airpark, Ohio **Sep 27-28** Arkansas Aeroplex, Ark.

TIRE RACK* SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 2-5, 2014 Lincoln Airpark, Lincoln, Neb.

TIRE RACK MATCH TOUR

Apr 12-13 Wilmington Airpark, Ohio May 17-18 Turner Field, Ga. Jun 7-8 Devens Airfield, Mass. Jun 14-15 Pike Peak Int'l Raceway, Colo. Jul 5-6 Grissom Airpark, Ind. Aug 16-17 Miller Park, Wis. Oct 18-19 St. George Airport, Utah

REGIONAL

Date Track/Region Phone numbers are for Region registrars NORTHEAST nediv.com

2014 schedule to be announced

SOUTHEAST sedivracing.org
Dec 1 Eastgate Towne Center/
Chattanooga

Dec 14 Oak Mountain Amphitheater/ Alabama

Alabama (334-444-0699 **Chattanooga** (706) 506-5259

GREAT LAKES greatlakes-scca.org
2014 schedule to be announced

2014 schedule to be announced

CENTRAL cendiv-scca.org

2014 schedule to be announced

MIDWEST midiv.org

Jan 4-5 Mississippi Coliseum/ Mississippi

Mississippi (601) 441-0088

SOUTHWEST sowdivscca.org

Dec 7-8 NOLF Waldron Field/South

Texas Border

South Texas Brdr (361) 980-8000

ROCKY MOUNTAIN coloradoscca.org
Jan 11 Front Range Airport/Colorado
Mar 16 Front Range Airport/Colorado
Apr 27 Front Range Airport/Colorado
May 10 Front Range Airport/Colorado
Jun 1 Front Range Airport/Colorado
Jul 12-13 Front Range Airport/
Colorado

Aug 17 Front Range Airport/Colorado Sep 28 Front Range Airport/Colorado Nov 3 Front Range Airport/Colorado Colorado (414) 218-1594

SOUTHERN PACIFIC scca-sopac.org

Jan 5 Aloha Stadium/Hawaii **Jan 19** Aloha Stadium/Hawaii

Jan 26 Maui/Hawaii Feb 2 Aloha Stadium/Hawaii

Feb 23 Aloha Stadium/Hawaii Feb 23 Maui/Hawaii

Mar 16 Aloha Stadium/Hawaii Mar 23 Maui/Hawaii

Apr 6 Aloha Stadium/Hawaii

Apr 27 Maui/Hawaii May 18 Maui/Hawaii

Jun 22 Maui/Hawaii Jul 27 Maui/Hawaii

Aug 24 Maui/Hawaii

Sep 28 Maui/Hawaii Oct 26 Maui/Hawaii

Hawaii Aloha www.sccahawaii.org **Hawaii** (808) 281-3654

ROAD RALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Mar 22 NC Steel Haul/Steel Cities Mar 23 NT Laurel Run/Steel Cities Dec 7 NT Yucatan Winter Safari/ Land O' Lakes

RALLYCROSS

NATIONAL CHAMPIONSHIP Oct 3-5, 2014 I-80 Raceway, Greenwood, Neb.

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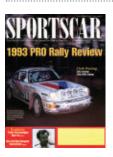
ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO.

FEBRUARY 2004

- The popular Ghost Track series brought SCCA members memories of race tracks long gone.
- A story entitled Triumph and Tragedy about SCCA Pro Rally's 2004 season unwittingly foreshadowed the eventual end of professional rallying in the SCCA.



20 YEARS AGO...

FEBRUARY 1994

- It was announced that Carl Haas had been reelected as the Chairman of the SCCA Board of Directors.
- · Peter Cunningham was featured, showcasing his very diverse competition background, from ice racing to rallying to Club Racing and professional road racing.



30 YEARS AGO.

FEBRUARY 1984

- The Board of Directors and Club Racing Board announced that no 1984 model cars would be classed in SS, except for certain cars in SSGT.
- The SCCA had received deposits for 172 Sports Renaults, which had recently been announced.



40 YFARS AGO.

FEBRUARY 1974

 The energy crisis of the 1970s was in full swing. An article discussed legislation that was being considered by the government which could have ended all motorsports for 1974. The article stated that despite the potentially grim future, "we will survive."



50 YEARS AGO...

FEBRUARY 1964

 A member letter stated that, in his opinion, double-dipping Club Racing entries should not be allowed. "I think a class C Modified entrant would be justified in protesting an A Production Sting Ray running in C Modified solely on the grounds that the car is a production car...."



CADDY'S FRESHMAN YEAR

The February 2004 issue of SportsCar announced Cadillac would enter SCCA $\hbox{Pro Racing's World Challenge GT. That year, the team fielded two cars, one driven}$ by Max Angelelli and the other by Andy Pilgrim. The team picked up a total of four wins in 2004, with Pilgrim claiming the overall title in 2005.



CAN-AM FAN

In the February 1984 issue, a wrap-up of the 1983 season included photos of Milt Minter in the Escort-Chevy that ran the driver on one pontoon and the motor in the other. It's hard not to love Can-Am.



RECORD SETTER

The February 1974 issue covered the 1973 Champion Spark Plug Road Racing Classic, where Jerry Hansen claimed two more National Championship titles (Formula A pictured). Over the course of his SCCA career, Hansen logged 27 National Championships and 25 Runoffs pole positions, seven of which were consequtive. Overall, he had a 72.9-percent winning percentage at the Runoffs







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