

SPORTSCAR



The SCCA Member Magazine



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Racing Rips Into 2014

PREVIEW The SCCA National Convention

NEW WORLD Behind the Scenes Look at Club Changes

A STEP FURTHER Making Your Racecar Even Safer



0 3>

COMPETITION TIRES



Racetrack/Autocross

BF Goodrich



g-Force R1

BF Goodrich



g-Force R1 S

Hankook



Ventus Z214

Hoosier



Sports Car
D.O.T. - Radial A6/R6

KUMHO TIRES



Ecsta V710

TOYO TIRES



Proxes R888

TOYO TIRES



Proxes RA1

TOYO TIRES



Proxes RR

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PZero Corsa System
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PZero Corsa System
Asimmetrico 2

Pirelli



PZero Corsa System
Direzionale

YOKOHAMA



ADVAN A048

Racetrack/Autocross - Wet

Hoosier



Radial Wet H20

Streetable Drag Racing Radials

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g-Force T/A Drag
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ON THE COVER

Sebring was the sight of some incredible battles and just a touch of controversy. Read more about it on pg. 31. cover photo by Michael Lilley.



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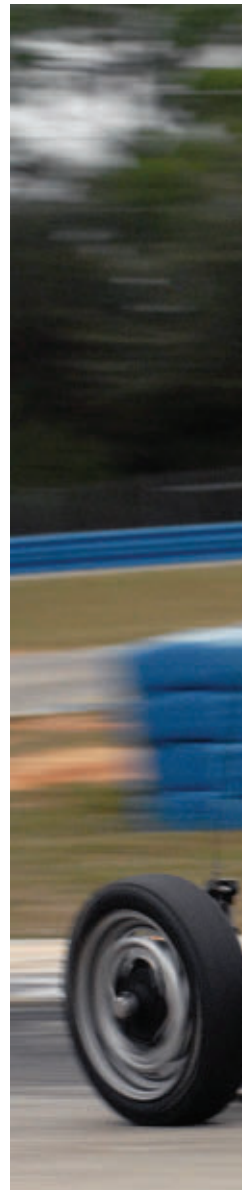
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SEBRING SUPER TOUR

The Club Racing season kicked off in January at Sebring Int'l Raceway, and we were there to bring you the action.



WINNING EDGE
More than 300 competitors traveled to Sebring in January to kick off the 2014 Club Racing season in style.

THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS • Meeting minutes
CLUB RACING • Board minutes • Technical Bulletins
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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS #540410)



CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Welcome to the future

Last issue, we featured a glimpse at SCCA's amazing 70-year history. The Club's past is something to be proud of, and being a member of the SCCA means it's your responsibility to continue traditions upheld by the likes of John Buffum, Dan Gurney, Phil Hill, Carroll Shelby, Mark Donohue, and - well - the list goes on. But while our past is important, our present and future are equally so - and to say that the Club is facing some exciting and challenging times would be a dramatic understatement. Consequently, in this issue we take a look at the present, and glance to the future.

I'm really excited about the MSX Expo. I highly recommend drivers attend MSX this year and the National Convention - that's what I'm doing"

These are interesting times for the Club. Solo's largest category is undergoing what some have called the biggest change in Solo's history, with Street soon taking the place of Stock. Club Racing, meanwhile, is heading into year two (or three, if you count the pilot year) of its overhaul, with the U.S. Majors Tour now completely replacing what we used to call "National" racing. The Time Trials program is also seeing incredible growth, and the road to a full competition license is being made easier with a pilot program called the Racing Experience.

To find out more about the changes at hand, as well as gain insight into how the updates to the programs occurred and what is anticipated for the coming years, we spoke to the people in the know, like Interim President and CEO of SCCA Lisa Noble and Chairman of the Board of Directors John Walsh. We also discussed the issues with those tasked with activating the programs, like Club Racing's Butch Kummer and Solo's Heyward Wagner. Read more starting on pg. 38.

The imminent future, however, includes the SCCA National Convention, which kicks off on March 7 in Charlotte, N.C. For those on the fence about attending, flip to our preview on pg. 43. Here, we discuss a number of reasons you need to attend, as well as spell out the schedules for both the National Convention and the brand-new MSX Expo - an expo and conference targeted directly toward SCCA competitors. I've attended a number of National Conventions and, as a driver, I can say I've learned a lot - but I'm really excited about the MSX Expo. I highly recommend drivers attend MSX this year and the National Convention - that's what I'm doing.

Ultimately, however, the Club is about competition, and, believe it or not, the 2014 season got under way just three days into the New Year. The U.S. Majors Tour kicked into gear on Jan. 3-5 at Sebring International Raceway in Florida with a BFGoodrich Tires Super Tour - and what a start! With more than 300 entries, incredibly close competition, and just the right amount of controversy sprinkled into the mix, the road to the 2014 National Championship Runoffs has most certainly begun.

If racing in your neck of the woods hasn't begun - or even if it has - flip to pg. 48 for a look at some surprisingly affordable racecar cockpit safety updates. For this feature, we peered behind the metal of professional racing to unearth their secrets to driver safety, and were shocked as to how achievable and inexpensive many of their safety features were. From leg protection to right-side nets and fire suppression systems, a few hundred dollars can go a long way to making your competition car safer than it currently is.

If you haven't already, strap on your helmet, fasten your seatbelt, and get ready to turn the key to another great season of competition. 2014 is a year of racing you can't afford to miss, and it has only just begun. ☺

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RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Eric Prill

CONTRIBUTING EDITORS

Dee Duncan, Rocky Entriens, James Heine, Peter Hylton, Richard S. James, Jim Kearney, Don Knowles, R.A. McCormack, Randy Pobst, Tom Schultz

CORRESPONDENTS

NEDiv, Jeff Jacobs; SEDiv, Susan H. Young; GLDiv, Nancy Schillace; CENDiv, Jeff Cashmore; SWDiv, Sydney Davis; MWDiv, Eileen Waters; RMDiv, David Muramoto; NPDIV, Sherri Masterson; Club Racing, Jim Wheeler; National Solo, Paul Brown; RoadRally, Rick Beattie

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert Berrington, Irina Bouzenkova, Ken Brown, Rick Corwine, George Dwinell, Mako Koiwai, Dennis Murray, Barbara Protos, Mark Weber, John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ASSOCIATE PUBLISHERS

Wen Lai, Steve Bottom

SALES MANAGER Sophia Lopez

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING: R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.

17030 Red Hill Avenue

Irvine, CA 92614

(949) 417-6700 / Fax (949) 417-6116

E-mail sportscar@racer.com

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

niademarco@wrightsmedia.com

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CLUB VIEW

LISA NOBLE

INTERIM PRESIDENT AND CEO OF SCCA INC.

I've been attending the early season races at Sebring since 1979. Bill and I went to, what was then, Moroso at West Palm Beach, Fla., for our honeymoon that year. While not so lucky as to make every subsequent winter race, I sure have not missed many, including this year! As a little bit of past, present, and future perspective, it is comforting to see these races endure over the years, wonderful to continue to be able to compete, and exciting to see them grow under the Majors umbrella.

At that race 35 years ago, I was standing in the pits as a crewmember, a decade ago as a National Official for licensing and a driver, and now, representing the Club as CEO. Toss in working as a race official, driving instructor, Region Board member, Board of Directors member, and probably another job or two as well, and my experience could be the definition for how different participation can be in the Club.

THINGS HAVE CHANGED IN MOTORSPORTS

Back in those earlier days, the SCCA was one of the only gateways into amateur competition. If you wanted to participate we were that Club that must be joined. Now, we have competition from all directions, not just from motorsports but also competition from other activities that grab our attention. This makes it all the more important to build a welcoming Club that embraces those different levels of participation.

OUR SOCIETY HAS CHANGED

It is increasingly difficult to commit a weekend or even a full day to a single activity. Let's go out for coffee then a bike ride in the morning, possibly run a half-day Solo and then meet friends at a local watering hole. That is closer to the new dynamic of the way people

It all happens on day one

are choosing to spend their time - and the ways we interact with each other don't always happen face to face as they used to. Our social interaction media is varied and, in some cases, as important as the activity. "The experience is not complete until the story is told" is true for many of our Facebook and Twitter users.

OUR CLUB NEEDS TO CHANGE - AND IS

This is not a thing we do and it is finished. Change and growth must be ongoing. We have to find programs that give new members and old very easy and low hassle ways to step into "have fun with your car;" provide programs that meet a shortened time commitment; look at lower cost ways to enjoy motorsports; and provide an easy way for our members to share their SCCA experience.

In short, we must find the right programs, the best incentives, the most welcoming mentors to make the

"day one" experience so compelling that our new members won't think twice about stepping into day two or the next weekends that follow.

If we can make a great "day one" experience happen, all kinds of other good stuff happens: People participate in events more, and that makes competition deeper; our volunteer pool is stronger; we get to share our love for the sport and to watch it grow in others; they become better drivers, enjoy their cars more, and are safer on the road; it strengthens the financial model for our Regions and the Club as a whole.

Before they know it, our wonderful new members, who we have encouraged and shared our sport and passion with, will be bench racing right along with the best of us and writing articles about what it was like to have been in the Club 35 years ago! Nothing compares to the SCCA - not even close. We remain the best, and we're just getting started. 🎯

EARLY START

The 2014 Club Racing season kicked off at Sebring in early January, with more than 300 competitors. The Saturday evening party saw a number of giveaways, with Lisa Noble (right) on hand to assist with the presentations.



Mark Weber

Folks, the recession's over – REALLY!

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INSIDE THE BOARD

John Walsh

CHAIRMAN, SCCA BOARD OF DIRECTORS

The Role of the Board

As active Club members, *you* are always involved in the process of making things better. From planning monthly Region meetings to planning Club championship events, the one thing our members are constantly talking about is “better.” Go to the RallyCross National Championship, or the Tire Rack Solo National Championships, and you’ll see this spirit in our members. New leaders are constantly entering our programs, and those fresh members bring fresh eyes to our programs. Ask anyone active in Club program leadership; they’ll tell you that succession planning (training our replacements) is critical for the success of our Club. When it’s successful, those programs flourish.

One big elephant in the room, though, is overall Club governance.

I’ve asked the Board of Directors Planning Committee to review Club governance”

Is our current Board of Directors structure the best way to govern the Club? Forging agreement among 13 Directors is sometimes a huge task. Members will complain that the Board moves slowly, if at all, on change to our programs and operations. Management consultants will regularly tell us that we have too many people involved in the process of operating our Club. It’s also been legend for years that the best way to occupy the Board is to engage them in a debate over the allowable weight for Bugeye Sprite lug nuts – start them down that road and they’ll be occupied by minutia for months, so the story goes.

This is not a new discussion. If you have a casual conversation with any past Board member, or with any of the past Club presidents, the mention of “governance” will get you an eye roll and a soliloquy that starts with,

“Wow. Someday. Gotta fix that.”

The person then goes on to cite instances of a Board concerned about small tactics and “administrivia,” rather than big strategies.

Occasionally, the Club’s governance structure has taken different roads, as permitted by the Club’s bylaws. For a time, a smaller Executive Committee, made up of a smaller subset of elected Board members, operated the Club. While it was likely operationally efficient, it was not very popular among a portion of the membership.

That prior changes in governance haven’t yielded improved results isn’t a reason to ignore the need. We do need to shake up some traditions about how the Club has been run. It’s one more step in the process of banning the phrase, “We have always done it that way,” and a step toward, “Making it better.”

A major part of our job on the Board is to make sure the Club operates in the best possible way to serve its members. That is why the Board, the president, and the staff are in the process of reviewing how the staff is structured, *and* how the Board itself is structured. We expect our membership to have an opinion, and we want to hear what you have to say.

I’ve asked the Board of Directors Planning Committee to review Club governance and provide some recommendations. The Board has also made an outreach to other Clubs – not-for-profits that are engaged in sporting and recreational activities like the SCCA – to see how they operate, to see what we can learn from them, and how they govern themselves. Whether they are 5,000 members or 185,000 members, they have the same challenges we do – to serve their membership, grow the organization, and make their programs thrive.

Some of those clubs have a hybrid approach – elected Board members, who then appoint additional members, with specific expertise, to Board seats. Would this be good for us? We don’t know, but we’re definitely going to study it, and you’ll see some recommendations in the next year.

This isn’t a pitch for longer terms for Directors; rather we want to make the best use of our Directors’ time and talents. Currently, Directors “time out” from the Board just as they get a handle on how the Club operates. It also hurts our “institutional memory.” The Board is regularly finding that it is rehashing topics that have been hashed by previous Boards, but no tracks or knowledge have transferred forward. It’s like we start from scratch every four to six years. That doesn’t serve anyone well.

It’s also not an argument to remake our membership-directed Club into a business that dictates to its customers. We’re a Club and we intend to remain a Club.

What we do need to do is capture skills and knowledge in a way that allows continuity of efforts, and consistency of theme. We want to make sure our Club has the structure in place to efficiently manage our competition programs, has the ability to embrace change when necessary, and has the right skills and energy, all the way from members active in their home Region through the National Board of Directors.

Who we really want to hear from is our membership. We expect to hear from you on this matter. Does our current Board structure deliver what our members and our Regions need? As Board members, are we to be tactical managers, strategic players, or simply representatives for our membership? What do you think? 🗳️



BYLAWS

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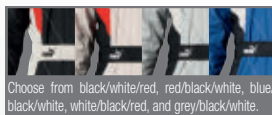
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ANNIVERSARY ISSUE

Wow! What a pleasant surprise to find in the mail. Having first joined the club in 1967, I was fortunate enough to have been present at many of the historic events mentioned in [the February 2014 issue of *SportsCar*]. Great memories and great times!

During my 17-year career as a member of the SCCA National Staff, I was exposed to much more of the history of the Club and the people who made it great. This year's Hall of Fame class holds many memories for me, like taking the infamous "E-ticket" ride with Bob Bondurant in a 15-passenger van at his driving school - he went faster in that thing than I did all weekend in a racecar. Watching Dan Gurney compete in Trans Am at Road America and then sitting on the pit lane guardrail at day's end and just talking to him. Presenting Kathy Barnes with a Silver Pylon at the 25th Tire Rack Solo National Championships when she was the event Chairperson. Having the honor to present Dr. Bob Hubbard with the Snively Award in 1997 for the creation of the HANS Device, long before most people knew of him or his contribution and what it would mean to all of motorsports. Knowing Pete Hylton since his first SCCA event at IRP when he was a tall, skinny kid in Timing and Scoring with hair on the top of his head instead of the bottom. He and I became close friends over many years, and I still have the original "Dear



Uncle Dougie" letter he penned bemoaning the myriad changes in the early days of Showroom Stock Car classifications

I had the honor of escorting Ted Robertson at the Club's 50th Annual Meeting in Boston and personally thanking him for what he and his six fellow founders had created, and I asked if he ever

envisioned what the Club would become and would accomplish. He smiled and said, "Never, in all of my dreams".

I have held an original copy of the 1944 *The Sportswagen* and will forever remember that moment.

Thanks to the Club, I have made thousands of friends over

the years and will continue to be proud to be a member of the SCCA family.

Doug Reed

AGING AND RACING

We read Randy Pobst's column [Jan. 2014 issue, *Racing Aging*] with amusement. When you put four drivers in the same car on the same track for 24 hours, all excuses go out the window. Somebody will be the fastest. Endurance racing is especially conducive to this. We believe Jim Briody (SCCA member since 1965) holds the world record for the most 24-hour races of any driver. His scorecard: 71 24-hour races, 21 wins, and 37 podiums. He has trophies from Zolder, Spa, Silverstone, Dubai, Barcelona, Hungaroring, and, of course, Nelson Ledges, Ohio. He has led the 24 Hours of Nürburgring four times only to have a co-driver snatch defeat from the jaws of victory with three hours to go. Jim will turn 70 years old this year and works out six days a week. There are only a handful of drivers who have been faster than him. This year, one co-driver's day job was racing around the 'Ring testing Porsches. He was part of the handful - by .012sec on a 15-mile track. So, yes, we believe old age and treachery will beat youth and exuberance. So I said, "You must be slowing down old man."

Pat Briody

UNBRIDLED HONESTY

I've never been one to mince words, so I generally don't like those who do. For the last few issues, I have been entertained by Jim Wheeler, Chairman of the Club Racing Board, and his column in *SportsCar*. The January issue made me chuckle as he called conspiracy theorists about some of the CRB programs "Web wonks." Fantastic! Anyone who calls it like they see with this kind of colorful verbiage is OK in my book. That said, I'm still not signing up for the U.S. Majors Tour number registration.

"Grant" Grantham

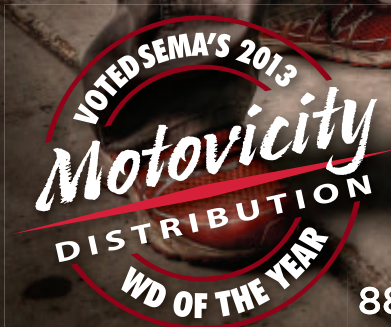


STRUGGLING PAYS OFF

It was refreshing to read about Greg McCance [Jan. 2014 issue, *Leaving the Line*]. I'm glad I'm not the only one who runs into constant problems, so I'm even happier that it can, eventually, work out in the end. In 2013, I broke a transmission, a differential, a wheel, and a door (don't ask), all in the hopes of eventually making it to the Tire Rack Solo National Championships in Lincoln, Neb. Unfortunately, with every break, my budget got smaller, and I was left with the reality that if I did go, I'd be sleeping in my car. I decided if I couldn't even afford a Motel 6, I shouldn't go. After reading McCance's tale of waking up with a bear staring him down, I'm thinking I made the right decision. *-Bret Stanley*



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LATE BREAKING



Rupert Barrington

RALLYCROSS RULES UPDATE

The SCCA Board of Directors approved the updated RallyCross rules at its December 2013 meeting. The 2014 rules include a few modest changes that went into effect Jan. 1, 2014. The complete rulebook is available at www.scca.com/rallycross.



Jeff Loewie

BFGOODRICH TIRES SUPER TOUR RETURNS

The 2014 SCCA U.S. Majors Tour Schedule will be headlined once again by six BFGoodrich Tires Super Tour events, stretching from coast to coast. The Super Tour kicked off at Sebring International Raceway on Jan. 3-5 (coverage of that event can be found on pg. 32 of this issue), Round two of the Super Tour came Feb. 7-9 at NOLA Motorsports Park in Louisiana. The series then moves to Road Atlanta, March 21-23, before making its West Coast appearance at Thunderhill Raceway Park on April 12-13. The penultimate round takes place May 30-June 1, at the Mid-Ohio Sports Car Course in Lexington, Ohio, with the final stop at Watkins Glen International on Independence Day weekend.

Like last year, each Super Tour will feature victory laps and podium ceremonies, championship points, and media coverage on SCCA.com with notes and statistics on the Club's play-by-play Twitter account,

@SCCALive. In addition, Super Tours will feature live streaming audio from the track's public address announcer and coverage in *SportsCar*. BFGoodrich Tires will randomly give away one set of tires to a driver in attendance at the Saturday night party at each of the six weekends. Five different volunteer

Super Tour events have seen growth each of the first three seasons"

PETER CALHOUN

workers in attendance at each of the six events will earn \$100 as door prizes.

BFGoodrich Tires will also give away a Bell helmet, custom painted to the winner's design by Indocil Art, at the National Championship Runoffs. Finalists will be the drivers scoring the most points at BFGoodrich Tire Super Tour events in six Club Racing categories (Big Bore, Small Bore, Big

RACE TIME

The BFGoodrich Tires Super Tour returns for 2014 with six events. The Super Tour includes expanded event coverage and special prizes.

Formula/Prototype, Small Formula, Spec Racing and Touring).

"BFGoodrich Tires is proud to again partner with the SCCA in support of the premier events on the Club Racing calendar, culminating with the 51st Runoffs at Mazda Raceway Laguna Seca," says Peter Calhoun, Motorsports Manager at BFGoodrich Tires. "The Super Tour events have seen growth each of the first three seasons and 2014 should be no exception with the quality of venues included on the calendar."

2014 BFGOODRICH TIRES SUPER TOUR SCHEDULE

DATE	LOCATION
Jan. 1-3	Sebring International Raceway, Fla.
Feb. 7-9	NOLA Motorsports Ranch, La.
March 21-23	Road Atlanta, Ga.
April 12-13	Thunderhill Raceway Park, Calif.
May 30-June 1	Mid-Ohio Sports Car Course, Ohio
July 4-6	Watkins Glen International, N.Y.

GENTLEMAN DRIVERS

New for the 2014 SCCA Pro Racing Pirelli World Challenge season is the GT-A driver classification. GT-A will acknowledge the gentleman sports car drivers that race in the GT class. The GT-A driver who accumulates the most points will be awarded the GT-A Championship and the inaugural Sportsman Cup presented by B.R.M Chronographs.



Mark Weber

SCCA CLUB RACING CONTINGENCY PAYS BIG

The 2014 SCCA Club Racing season is poised to significantly pay out for competitors participating in the U.S. Majors Tour and Regional racing contingency programs. Seven auto manufacturers will be offering cash prizes based on finishing position for the U.S. Majors Tour: Mazda North American Operations, Ford Racing, Honda Performance Development, Toyota/TRD, Scion Racing, Nissan Motorsports, and Mini USA; with a number of these automakers posting awards for racers at the Regional racing level, as well.

Mazda, the official vehicle of SCCA, will offer awards to the top three finishers in the eligible classes. Additionally, a bonus will be added for a Conference Championship, and the Regional program will award the Divisional point leaders for the top three

At Majors events, Hoosier will provide tires to a Spec Miata race winner, as well as second through eighth. In all other eligible classes, a Majors winners and second place will earn tires. Additionally, Hoosier will be the spec tire for Regional Spec Miata. As such, the top two finishers will earn free tires. While the SM Divisional Champions will also pick up an award.

Kumho is offering awards to Regional racers in the form of product credits for the top three. Hankook will also post a program with details to be announced.

Hawk Performance, the official brake products of SCCA, will once again offer support, but is in the process of finalizing its program. Meanwhile, Carbotech will provide certificates to podium finishers fulfilling the eligibility requirements.

SafeRacer, the official safety provider of SCCA, will support Majors racing by offering a certificate to the Nationwide Points Champion in all classes. Summit Racing Equipment will be offering certificates to the top two finishers at all Majors races. GoPro, the official camera of SCCA, will be giving a HERO3 camera to one driver at each SCCA BFGoodrich Tires Super Tour event for having the "GoPro Hero Moment" of the weekend.

Details on all contingency programs, including how to register, can be found at www.scca.com/clubracing. Drivers should be sure to have the necessary paperwork submitted before their first event.

I At the Regional level, select Improved Touring podium finishers can cash in on manufacturer awards"

positions at the end of the season.

Honda will once again support racers competing under their banner, as well as that of Acura, in selected classes in Majors and Regional competition. At the Regional level, select Improved Touring podium finishers can cash in on manufacturer awards at the American Road Race of Champions event.

Nissan Motorsports will also offer payouts for podium finishers in the Majors. Toyota's program is limited to Regional Runoffs qualifying races, while Mini and Scion will apply to all Regional events. Ford Racing will support Club Racing, with details on its program to be announced at a later date.

BFGoodrich Tires, the official street tire of SCCA and sponsor of the BFGoodrich Tires Super Tour, will award tires to Majors race winners and the runners up sporting the brand in eligible classes. A bonus will be given out at each of the Super Tour events.



D.E. Beer

CASH IN

Top finishers will be rewarded well in 2014.



Mark Weber

WORLD CHALLENGE LINEUP EXPANDS

The SCCA Pro Racing Pirelli World Challenge Championship has introduced the new Touring Car A class, along with cost containment and cost reduction initiatives for Touring Car and the Touring Car B-Spec classes for the 2014 season. The TCA class places an emphasis on maintaining cost effectiveness while providing an easy avenue to entry into professional racing. Performance modifications are limited to stock sealed motors and stock transmissions, limited suspension modifications, StopTech front brakes and stock bodywork with no composites. Examples of eligible cars include the Honda Civic Si, Mazda MX-5, Ford Focus, and Scion FR-S.

The series has reduced entry fees for the TCB class in 2014, and introduces rewards weight to aid in balancing competition. In addition, a new Pirelli P Zero tire will be used for TC/TCA and TCB in 2014. The tire is projected to wear over two race weekends instead of one.

The series has also announced a "P Zero Dollars" program. Teams that prepay a full season receive \$200 P Zero Dollars for each event, which totals \$1,400 in P Zero Dollars that can be used to purchase tires. Teams that pre-pay four races receive \$100 per race weekend, and teams that enter on a race-to-race basis receive \$50 per race weekend.

MAKE IT EASY

Cost containment and reduction efforts in 2014 should make it easier for more racers to transition to the SCCA Pro Racing Pirelli World Challenge series.



RALLYCROSS CONTINGENCY

Subaru was inadvertently left off the list of contingency sponsors for the 2013 RallyCross National Championship in the December issue of *SportsCar*. Winning Subaru drivers picked up \$1,250; second and third earned \$750 and \$500.

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 DECEMBER 2013

NAME	REFERRALS	REGION
Warren Leach	93	San Diego
Brian Ghidinelli	56	San Francisco
Jeremy McCauley	26	Allegheny Highlands
Carol DeBorde	22	Reno
Gayle Jardine	22	Cal Club
Karen McCoy	18	Oregon
Meredith Evans	16	Oklahoma
Robert Crawford	15	Washington DC
Sydney Davis	15	Houston
Brian Mason	13	Kentucky

There are 2,388 additional members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership)

REGION NAME	GROWTH	RETENTION
Jumbo Regions (800+):		
Houston	22.9%	79%
Cal Club	8.2%	76%
Detroit	4.4%	78%
Large Regions (401-799):		
San Diego	21.9%	69%
Land O' Lakes	14.4%	82%
New York	12.6%	80%
Medium Regions (200-400):		
Kansas	76.4%	76%
Lone Star	36.6%	77%
Reno	20.7%	70%
Small Regions (<200):		
Allegheny Highlands	63.0%	59%
Montana	60.6%	61%
Tennessee Valley	32.4%	81%



GROWING FAST

With strong fields and an expanded schedule, 2014 looks to be a banner year for Trans Am.

TRANS AM EXPANDS IN 2014

The 2014 SCCA Pro Racing Trans Am Championship will feature an expanded 11-event schedule, with the possibility of a 12th date being added. "We firmly believe that we have assembled for our drivers and fans one of the best schedules in road racing, with venues that will allow for the continued growth and success of the Trans Am series," says John Clagett, President of the Trans Am Race Company. "In these 11 tracks we have some traditional homes of Trans Am and other new exciting venues. In working with these tracks and partners, we feel that Trans Am is now, more than ever, capable of delivering a level of racing worthy of the Trans Am legacy that everyone can appreciate and enjoy."

2014 TRANS AM SCHEDULE

DATE	LOCATION
Mar 2	Sebring International Raceway, Fla.
Mar 9	Homestead-Miami Speedway, Fla.
May 10	Road Atlanta, Ga.
May 18	Canadian Tire Motorsport Park, Canada
June 1	New Jersey Motorsports Park, N.J.
June 21	Road America, Wis.
Aug. 16	Mid-Oho Sports Car Course, Ohio
Aug. 31	Brainerd International Raceway, Minn.
Sept. 20	Lime Rock Park, Conn.
Sept. 28	VIRginia International Raceway, Va.
Nov. 15	Daytona International Speedway, Fla.

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:

SCCA members who join the free Circle of Boisset Wine Club from **Boisset Wine Living** receive the standard 20-percent discount, plus an additional 10 percent off any order of 12 or more bottles.



Garages123.com

is offering SCCA members a 15-percent discount on its various storage solutions.



Receive special discount savings on new vehicles, pre-owned vehicles, parts, service and collision repair from **Hendrick Chevrolet Shawnee Mission**.



Hertz offers

savings of up to 15 percent for current SCCA members.



InterContinental Hotels Group is offering SCCA members a 14.5-percent discount off the best available room rates.



LiftLyte by Lumenyte is offering a Club distribution rate to all SCCA members.

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.

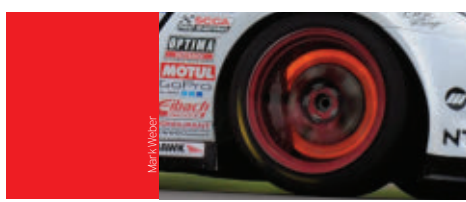
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RED HOT ACTION

The Pirelli World Challenge series has extended its agreement with StopTech Brakes and its parent company, Centric Parts, through the 2018 season. In addition, StopTech becomes the Official Friction and Brake System Partner of Pirelli World Challenge.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Sidney Scarborough	2/1/1954	Western New York
C.J. Torongo Jr	2/1/1954	Life Members

55-YEAR MEMBERS

John W Bisset	2/1/1959	New England
Boris Kwaloff	2/1/1959	Northern New Jersey
Robert H Whitney	2/1/1959	Life Members

50-YEAR MEMBERS

Roy Bergman	2/1/1964	Western New York
Jerome Hinkle	2/1/1964	Washington DC
George Schweikle	2/1/1964	Central Kentucky

45-YEAR MEMBERS

Jack H Dartigalongue	2/1/1969	Buccaneer
John M Flowers	2/1/1969	Finger Lakes, New
England, New York		
Scott W Gordon	2/1/1969	Western Michigan
Clyde A Heckler	2/1/1969	South Jersey
K.P. Jones	2/1/1969	Florida
David Manners	2/1/1969	Northeastern
Pennsylvania		
John A Osteen	2/1/1969	Cincinnati

40-YEAR MEMBERS

James P Alstad	2/1/1974	Milwaukee
Michael R Argetsinger	2/1/1974	Glen
Adrian F Aveni	2/1/1974	Alabama
Stephen E Best	2/1/1974	Indianapolis
Steven E Costello	2/1/1974	Utah
Anthony M DeMuth Jr	2/1/1974	North Carolina
Christopher J Dunlap	2/1/1974	Buccaneer
David A Finch	2/1/1974	Detroit
Barbara Grossklags	2/1/1974	Chicago
Jack Hanifan	2/1/1974	Mohawk Hudson
H.F. Hostetler	2/1/1974	Detroit
Roland V Johnson	2/1/1974	San Diego
Louis V Lugiano	2/1/1974	South Jersey
Barry McDonald	2/1/1974	Western Ohio
Arthur E McKenny	2/1/1974	Washington DC
David W Munro	2/1/1974	Florida
Dennis E Powell	2/1/1974	Western Ohio
Norma Shriver	2/1/1974	Fort Wayne
Michael A Toner	2/1/1974	Great River
Jim Winkelman	2/1/1974	Detroit
John (Skip) H. Yocom	2/1/1974	Northwest, Oregon, San Francisco

35-YEAR MEMBERS

Magdalen Bocskai	2/1/1979	Florida
Louis Bocskai	2/1/1979	Florida
J. Craig Butt	2/1/1979	Ohio Valley
Nancy K Fritz	2/1/1979	NE Pennsylvania
Kenneth Geci	2/1/1979	Tennessee Valley
J.C. Gongaware	2/1/1979	St Louis
Spencer N Gorham	2/1/1979	Oregon
Thomas J Hanlon	2/1/1979	Arkansas
Stephen Herrod	2/1/1979	Northeast Oklahoma
Dennis Ray Hickey	2/1/1979	Oregon
Leslie Robert Holt	2/1/1979	New England
Domenick Inferrera	2/1/1979	San Francisco
Dwayne D Komush	2/1/1979	San Francisco
Andrew Kovacs	2/1/1979	Central Kentucky
Weber Manning	2/1/1979	Mid South
Charles F Olean	2/1/1979	Texas
John Brough Ridings	2/1/1979	Texas
James Termote	2/1/1979	Detroit
J. Daniel Way	2/1/1979	Finger Lakes
Marianne Way	2/1/1979	Finger Lakes
Alden H Wells	2/1/1979	Chicago
Ken Yeo	2/1/1979	San Francisco
Patti Yeo	2/1/1979	San Francisco
Brian J Zuilkowski	2/1/1979	New England

30-YEAR MEMBERS

Douglas G Agnew	2/14/1984	San Francisco
Bill Ballentine	2/16/1984	Texas
Marcia A Baxter	2/29/1984	Central Pennsylvania
Suzanne Bloemsm	2/23/1984	Milwaukee
William Bryant Brooks	2/29/1984	San Francisco
Frank Cardone	2/16/1984	New York
Larry Chan	2/29/1984	San Diego
John A Forespring	2/15/1984	Northwest
Carol Goodrich	2/28/1984	Central Florida
Robert E Ground	2/14/1984	Northwest
Diana B Ground	2/14/1984	Northwest
Kevin F Kuhlmann	2/22/1984	Chicago
Roger J Moss	2/16/1984	Texas
Vincent P Nescki	2/29/1984	New York
Ronald K Reynolds	2/1/1984	Kansas City
Lindsey G Rye	2/14/1984	Northeast Oklahoma
John J Taylor	2/14/1984	Central Pennsylvania
Mary Thompson	2/21/1984	Oregon
Kjell T Tollefsen	2/23/1984	New England
Harris S Topel	2/14/1984	Atlanta
John W Vinton	2/23/1984	Iowa
Jeffrey E Walters	2/16/1984	Neohio
William J Waters	2/23/1984	Cal Club
Charles J Wyse	2/29/1984	Cal Club

25-YEAR MEMBERS

Roy C Aber	2/10/1989	Steel Cities
Peter K Bauer	2/3/1989	Susquehanna
Duane J Belisle	2/21/1989	South Bend
James D Benning	2/3/1989	Texas
Christopher M Bernard	2/16/1989	New England
Philip J Breneman	2/21/1989	Chicago
Aleca L Breneman	2/21/1989	Chicago
Rick Brown	2/28/1989	Cal Club
Bill Desautel	2/24/1989	Dixie
Dana E DeShong	2/3/1989	Central Florida
Alan Kirk Dohne	2/28/1989	Detroit
Morey Christopher Doyle	2/8/1989	Central Florida
Shea Fogleman	2/14/1989	Southwest Louisiana
David Fogleman	2/14/1989	Southwest Louisiana
H.E. Frech	2/24/1989	Cal Club
Michael J Fultz	2/28/1989	Washington DC
David E Gilt	2/10/1989	New England
Gary M Gudinkas	2/8/1989	New England
Robert L Hart	2/21/1989	Misery Bay
Lucilla Henderson	2/3/1989	Houston
David Jans	2/14/1989	Indiana Northwest
William P Jordan	2/21/1989	Detroit
Hal Kemrite	2/24/1989	Kansas City
Jerry Lancaster	2/13/1989	Neohio
Linda Lancaster	2/13/1989	Neohio
Tad Lenhart	2/1/1989	Blackhawk Valley
Ian C Lenhart	2/1/1989	Blackhawk Valley
Jan M Lutz	2/10/1989	St Louis
Jay R Maveety	2/28/1989	Central Carolinas
Jennifer L Michael	2/8/1989	San Francisco
Thomas J Morgenstern	2/28/1989	Florida
Coralea Nelson	2/9/1989	Colorado
Dario Orlando	2/9/1989	Florida
David T Prokopf	2/24/1989	Southern Illinois
Robert Puertas	2/28/1989	Cal Club
David R Roe	2/21/1989	Indiana Northwest
Joseph R Steinman	2/28/1989	Texas
Brad Stout	2/3/1989	St Louis
Kenneth J Taggart Sr	2/24/1989	Susquehanna
Donald A Thompson	2/28/1989	Chattanooga
Michael P Topp	2/9/1989	San Francisco
Bob Vargas	2/8/1989	San Francisco
Jim Victor	2/10/1989	Great River
Jeffrey B Weyer	2/13/1989	Cincinnati

HOOSIER NAMED OFFICIAL TIRE OF TRANS AM

For the 2014 season, the SCCA Pro Racing Trans Am series has introduced Hoosier as the spec tire. The program will feature a dedicated research and development program, including a brand-new TA class tire for road courses, a more robust TA class tire for speedway-styled road courses like Daytona International Speedway and Homestead-Miami Speedway (both of which Trans Am visits in 2014) as well as molded rain tires for the TA class. TA2 and TA3 classes will also feature Hoosier Racing tires in the coming season.

The deal was finalized after testing at Sebring International Raceway was completed by Tony Ave, of the Trans Am Race Company and two-time Trans Am Champion. "I was very impressed by what Hoosier brought to the table," says Ave. "They came with five different tires for us to work with, and we were able to narrow it down to two, and then one. I'm pleased and impressed with the tires we settled on and excited to see what they can do in the coming year - they're consistent, durable, and, above all, performed exceptionally well."

SCCA PRO RACING STAFF MEMBER HONORED BY FIA

FIA Race Director Charlie Whiting and other FIA officials honored SCCA Pro Racing's Kathy Maleck during the Formula 1 United States Grand Prix at Circuit of The Americas in Austin, Texas.

Maleck was the Chief of Flagging and Communications for the weekend that ran from Nov. 15-17, 2013. The event marked her 80th Formula 1 race as a volunteer event official, during which time she has worked all of the USGP venues, save Watkins Glen.

WORLD CHALLENGE ON MAVTV

If you missed any of the racing action from the 2013 SCCA Pro Racing Pirelli World Challenge season, you will get another shot as MAVTV is set to re-broadcast the races.

MAVTV will feature over 40 hours of Pirelli World Challenge racing on the network, as each race will air multiple times. Find broadcast times at www.mavtv.com.



Courtesy Pirelli World Challenge

REALTIME RACING RETURNS TO GT

SCCA Pro Racing Pirelli World Challenge stalwart RealTime Racing is making the move to the GT class for 2014, where it will utilize a version of the Acura TLX. RealTime and Acura have enjoyed a long and successful relationship in the World Challenge series. Since 1993, RealTime has earned 85 race victories, 14 Manufacturers' Championships, and 14 Drivers' Championships with a variety of Acura and Honda machines.

The RealTime Acura TLX GT will face off against high-performance cars like the Audi R8 LMS, Cadillac CTS-V, Chevrolet Corvette, Dodge Viper, Lamborghini Gallardo, Mercedes SLS, Nissan GTR, Porsche 911 and Ferrari 458.

"The Pirelli World Challenge GT class is at its pinnacle of competitiveness right now, but the Acura TLX is up to the task," says seven-time World Challenge champion Peter Cunningham, who is also owner of RealTime Racing. "In 27 years of racing Hondas and Acuras, we've shown that we know what it takes to win. We won Acura's

first Manufacturers' Championship in 1998 with the Integra Type R, and most recently its 10th title in 2012 with the TSX. Our team is dedicated to continuing this winning tradition with the TLX."

RealTime has six years of GT racing experience. During that time, the team took home a Drivers' Championship for Cunningham in 1997 and runner-up finishes in 2001 and 2002. Cunningham will return to the GT

category to pilot the TLX.

The RealTime crew is already hard at work preparing the TLX for the World Challenge GT field, working closely with the Acura division of HPD. The car features an HPD chassis with all-wheel drive, enhanced aerodynamics, and will be powered by a direct-injected, twin-turbocharged V6 engine which is based on the Honda LMP2 engine.

REAL FAST

RealTime Racing and Acura are set to take on the best in the SCCA Pro Racing Pirelli World Challenge GT category.



MAZDA MX-5 CUP TITLE SPONSOR

The SCCA Pro Racing Mazda MX-5 Cup returns for 2014 with new title sponsor: BFGoodrich Tires. Previously serving as the official tire for the series, BFGoodrich Tires has expanded its role and involvement with the series, which will now be known as the Mazda MX-5 Cup Presented by BFGoodrich Tires.

"The relationship between BFGoodrich Tires and Mazda now covers four decades and included a successful trip to Le Mans in 1984," says Peter Calhoun, Motorsport Marketing Manager for BFGoodrich Tires. "We are proud of both our brand heritage in motorsport, which continues in 2014 with the Mazda MX-5 Cup utilizing the BFGoodrich

g-Force R1-S as the spec tire and BFGoodrich becoming the series presenting sponsor."

"The MX-5 Cup is known within the paddock as 'must see' racing, with many races determined on the last lap," says John Doonan, Director of

Mazda Motorsports. "Key to the success is great partners, and we have enjoyed fantastic support from both the marketing and technical sides of BFGoodrich Tires. We're thrilled to have them step up as the presenting sponsor for 2014."

TOP DOWN

The SCCA Pro Racing Mazda MX-5 Cup returns for 2014 with new title sponsor BFGoodrich Tires.



Ken Dornell



POBST POSITION

Randy Pobst

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

I've been racing so long that most of "the line" comes automatically. But, when I ride on track with normal people, I am quietly appalled by where they end up (especially if it's off track). I get testy. "Over there! You should be way over there! Can't you see? Look at all that pavement, for goodness sake," I whine-sist.

"Set up the exit by getting more of your turning done while you are still slowing down, early in the corner"

Best to keep that to myself and be polite and helpful: "Ease it over, Mr. Smith, ease it over." And, well, no, he wasn't looking at all that road, of course, and that's a big part of the learning. So let's review some fundamentals.

Make the curves as wide as possible, because the wider the curve, the higher the speed. Yeah, many of us in SCCA race, so we want more, more, more. But there is a great benefit to your loved ones who don't care about fast: safety. If a driver understands the line, then the odds are much better that the car stays on the road, or - for normal folks - that the SUV stays well under the limit of traction (where it belongs). Out on the streets, it's more about timing the throttle, the "when." On the racetrack, it's very much about the "where," too. Every foot, every inch, matters.

Outside, inside, outside - it's simple. As you approach a bend, move outside, all the way. Look ahead to the inside edge of the road, and smoothly move across, all the way to the inside. As you reach the inside of the pavement, hold it inside, looking ahead to see when the road



Mark Weber

SURVIVAL SECRETS

Know your line, and drive it, in heavy traffic. Don't just follow the car ahead, maybe into disaster. Be better. Look through the car; pick up clues from the outsides. Know your apex. Survival secret two: When you pass someone into a turn, you are on a fighter line, so you will have to be a little slower than normal at apex, but hopefully ahead.

begins to straighten out. When you see that, smoothly begin to accelerate - as you do, the car will move toward the outside. Increasing speed widens the line. Look ahead

and be straight and true on the outside edge just as the curve ends. Elementary. Notice I said, "Look ahead," three times. Make that four. Visualize the line you'll trace.



TURN IN

Knowing the line is part of the equation. Executing it, however, is a whole other task.

The apex: That's inside, where your curve stops getting tighter and starts getting wider. In a wide turn, the apex can be long, as you wait for the road to open up. Ideally, you can begin accelerating just before an apex. Know where this is in every corner, so you can be consistent.

Speed secret for powerful cars: Turn in later, apex later, forcing you to wait longer to get on the gas. Big power cars straighten out more quickly. It's natural. The faster you go, the straighter you go. Look at Bonneville. Apex later, exit straighter.

Another secret to faster laps: The line as you enter a corner should be tighter than the line as you leave the corner. Exit speed. Set up the exit by getting more of your turning done while you are still slowing down, early in the corner – and it can be tighter,

because cars corner better when slowing. More weight is on the steering tires.

Related speed secret: In hairpins, turn early and trail brake. Keep the load on the nose. There's a lot of direction change, so you must wait on the throttle a long time anyway; might as well use that time to move your brake zone deeper. Usually, if you are on the gas, but not accelerating – or worse, on and off the gas – you could have braked later and had a bit more entry speed. Try it next lap; a little at a time.

Related secret number two: In hairpins, apex late. That's right, turn early and apex late. Keeping the weight on the front for a long time allows you to do both. Using a lower gear means quicker acceleration, and that demands straighter.

All-wheel-drive corollary: That

EYES IN

What is the number one, top priority, most important, sacred, holy rule of driving? Look ahead. At the critical moment of entering a corner, that means eyes in. Turn your head and look to the inside edge of the pavement. You go where you look. Look where you want to be: the apex, the inside. Not at what we fear: the guardrail, the fire wall, the spinning car, the outside. Entering a turn, eyes in.

traction makes you accelerate faster, but it does not mean you corner any better. Apex later. It's just like having a more powerful car as you come off the corner, relative to two-wheel drive, all else being the same.

Secret of the hills: Apex earlier uphill, later downhill. Uphill, the fronts have more grip, inertia drives the tires into the asphalt and the car turns better. Going down or over a crest, the front is lightest, and all traction is down. Hold inside longer, straighten your exit. Feels slow, but it's fast because you commit to the power sooner.

Another secret: Drive short lines, especially in slower classes; the bottom of the high banks at Daytona. In a Spec Miata, I gained 0.3sec at Road Atlanta by not tracking out from under the bridge, Turn 11. Road America, Kettle Bottoms, if you're only going 110mph, stick left as it bends left in 11B. When a corner lasts a long time, as in a carousel, setting up wide on entry does not pay off. You are just making the corner wider, the apex longer, not faster. Driving farther. Daytona Turns 3 and 5, Thunderhill Turn 2, Watkins Glen Toe of the Boot. Just get inside and stay there. Short lines. If your car is not at the cornering limit, you may not need to set up wide.

Connected corners: compromise. Apex the first corner late, so you can zoom through the second early. Exit speed from the last corner of a sequence is the most important one, because it leads to a straight, so it affects your speed for the longest time. Goes with thinking ahead. Compromises are tricky, because the best exit from one and the best entry to the next are exactly across the road from each other, so you must visualize. Remember to track out less than halfway, maybe a lot less, and be setup to exit the second part flat-out. The Lime Rock lefthander is a classic example, as is a lot of the Mid-Ohio circuit.

Special bonus Solo competition speed secret: Use tight lines on your last run, everywhere; the track surface is clean. At many sites, tires sweep a lot of dirt wide every run, and the inside has the grip.

Like in show business, know your lines, and you'll be the star of the show. 🍷



Kenneth Hawking



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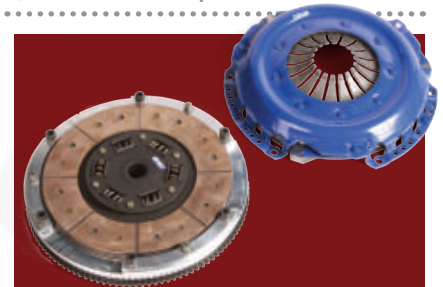
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SHIFTIN' GEARS

ARE THE ROADS SAFE?

We have just completed one of the worst winters for weather all over the United States. Snow was like crazy everywhere, ice storms in the Midwest and out East, tornados in the south - and then flooding. All of this brings challenges to our driving - and it happened several times this past winter, causing multi-car pileups large enough to be reported on the national news. Being a good and safe driver is not easy. You can find yourself in the wrong place at the wrong time very easily. The problem is, driving is what we do, what we enjoy, and what we need for our existence.

In Minneapolis, Minn., wintertime drivers mostly have an idea of what to do when it snows - but the first time it



istockphoto.com/mikdam

The SCCA and SCCA Foundation will support your Region so that you have a successful Street Survival school

snows each year many people have forgotten what slippery conditions are like. In Atlanta, Ga., the city shuts down when it snows because many people have never driven in those conditions. It's the same in Phoenix, Ariz., or Dallas, Texas. When it rains, people forget to adjust their driving style to the conditions on the road.

For the most part, I have been talking about experienced drivers. Now, think about all of the new drivers in these winter conditions. How do they react to changing surface conditions? We hear about tragedies in the news where guns are involved with adults and teenagers, but we hear little if anything about the car crash that involved the deaths or dismemberment of adults or teenagers. I believe the deadliest thing a person can have is a one and a half ton projectile we call a car. What does it take to get a driver's license? In many states, it is 40 hours of supervised driving in addition to passing a written test. I ask: Does that

STAY SAFE

The Tire Rack Street Survival schools prepare teens for many of the dangerous conditions they might encounter on the road.


sound like a recipe for success? Does that sound like a way to understand different driving conditions?

The SCCA has an answer. In conjunction with the Tire Rack and the BMWCCA Foundation, we have a program called Tire Rack Street Survival. Is it the answer to all of our driving woes? No, but it is a great first step in helping to save lives.

In the Tire Rack Street Survival program, our audience, 15 to 22 year olds, gets a chance to drive their own car in a defensive driving school. The Tire Rack Street Survival school is a series of classroom exercises and demonstrations, but the key to the school is in-car coaching while driving several exercises to learn defensive driving. At each school, the students get a chance to drive a skid pad both dry and wet to simulate changing driving conditions. The "coaches" for the driving exercises and the classroom go through training to make sure they can relate to the students and be certain everyone is talking the same language.

How do you get involved? Street Survival schools are put on all over the country by SCCA Regions, BMWCCA Chapters, and other car clubs, but in 2013, over 45 percent of all Street Survival schools in the U.S. were put

on by SCCA Regions. In 2013, we had 44 schools with 22 Regions involved. Now contrast that with the fact that we currently have 115 Regions within the SCCA. This is our time to get involved and help save a teen driver's life.

The SCCA and SCCA Foundation will support your Region so that you have a very successful Street Survival school in your area. You just might have so much fun that you will want to do another school. 

FIND OUT MORE

Our Regions have the ability to organize motorsport events; we also have some very accomplished drivers. Most important, we have people who care about young drivers. To host an event, all a Region needs to do is contact Linda Duncan at www.trss.com to start the ball rolling. To really get all of the benefits that the SCCA Foundation offers to help you put on an event, you should contact Linda 90 to 120 days in advance of when you were hoping to host the school. You can also contact Linda by phone through the SCCA office in Topeka, Kan. Contact information can be found at www.scca.com.



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PACESETTER

TEX GUTHRIE AND MEMOIRS OF AN INTERNATIONALIST

While cleaning out his attic, Tex Guthrie stumbled across a priceless treasure. It was the writings of his grandmother, who ran a Texas cattle ranch after her husband passed away, and his aunt who journeyed from West to Central Texas. He reread the handful of pages several times over, lamenting how short they were. That's when it dawned on Tex that the greatest gift someone can leave their



'come to Jesus' meeting and said, 'To be a rancher you need a ranch, and we don't have the wherewithal to have a ranch.' So I just became aimless."

By aimless, he means he found a job as a magazine bill collector, first in Phoenix, Ariz., and then in Beverly Hills, Calif. Tex was in search of another occupational path when he received a letter from President Harry S. Truman telling him he'd been drafted. It was the height of the Korean War, and Tex was certain that's where President Truman would be sending him. But, as luck would have it, he was stationed in West Germany.

In Germany, Tex's wanderlust reappeared and the European train system was a dream come true.

"You could go from Germany to Paris for \$4, or go to Rome for \$18. It was amazing!" Tex laughs. "I saved what little money I earned as a Private

WORLD TRAVELER

Tex Guthrie has had a full life, serving in the Armed Forces, visiting far off lands (RIGHT) and racing at tracks across the country, including at the National Championship Runoffs at Road Atlanta in 1988 (LEFT).



"We sit around telling lies about our racing experiences and eating lunch"
TEX GUTHRIE

heirs (short of a chest of gold, he says) is their memoirs, and he has since set out to do just that.

Luckily for Tex's heirs, he has a lot of stories to share. They tend to accumulate when you spend your life as an "internationalist," as Tex calls himself. A high school trip to Mexico City sparked Tex's desire to travel and see the world, but that dream was nearly derailed after he graduated, when he briefly toyed with becoming a rancher like the rest of his friends in San Angelo, Texas.

"All of my friends in San Angelo were connected to the ranching industry," he says. "If you wanted a job after you finished high school, you either went to college and got a degree, got a job with a local merchant, or became a rancher. My pragmatic mother called me for a



First Class and planned all of these trips. Most of the GIs I knew would wait for payday and get their money, [sow their wild oats], and then they'd be broke. I didn't do that, not because I was smart, but because I was driven to travel. Where that came from in a West Texas wannabe cowboy, I can't tell you. All I wanted to do was see what was on the other side of the hill."

It was during a trip to Italy that he met Mr. Amex, who gave Tex a blueprint for becoming what he called an "international."

"He said if you really want a job like me and to live overseas, go to a

foreign university, learn a foreign language, study international economics, and then you'll be swamped with job offers," Tex recalls. "He said instead of going to Rome, [I should] go back to the station and go to Paris and visit the Sorbonne and look this guy up. He scribbled a name on the back of a business card and handed it to me. He said to tell him I wanted to be an international businessman and he'll tell me what to do and how to do it."

It must have sounded easier than buying a cattle ranch, because Tex did exactly what Mr. Amex told him. Imagine his heartbreak when he arrived at the Sorbonne to find out the professor on the card was on sabbatical. All was not lost though, as the registrar was able to arm Tex with the paperwork he'd need to apply after he was out of the Army, and assured the young man that the Sorbonne would be G.I. Bill approved.

The Sorbonne did not get its G.I. Bill approval before Tex was discharged, but he'd heard that Mexico City University (now University of the

WORDS Erin Cechal
IMAGES Courtesy Tex Guthrie

FAST FACTS

- **SCCA REGION:** Arizona
- **MEMBER SINCE:** 1968
- **FAVORITE AUTHOR/WRITER:**
Dave Barry, no longer locally published. (Sniff.)
- **LAST BOOK READ:** *Wheels for the World: Henry Ford, His Company, and a Century of Progress*
- **FAVORITE ENTERTAINER:**
Antonio Carlos Jobim (Bossa)
- **FAVORITE MOVIE:** *Bullitt* and *Smokey and the Bandit* (a toss-up)
- **FAVORITE TV SHOW:**
Modern Marvels
- **FAVORITE FOOD:** Mexican (picante, please)
- **FAVORITE NON-SCCA ACTIVITY:**
Camping at our tall-pines “weekend,” 7,800ft altitude in Eastern Arizona
- **FIRST CAR OWNED:** In 1947, a skinny-tired, 1936 Ford flathead-powered 1932 Ford roadster. Arguably, the first hot-rod in Arizona.
- **FAVORITE CAR OWNED:** For 67 years I have been blessed to own many truly fun performance cars. My daily driver, all time favorite, sits in my garage: a highly modified, 252whp (honest) 2002 Mini Cooper S that I regularly red line my way to and from Safeway.
- **CURRENT DAILY DRIVERS:**
A well-used but pristine Bimmer 330CSi convertible for the wife; the above-mentioned Cooper S for me. To and from our “weekend” only, a 1994 Jeep Grand Cherokee.
- **FAVORITE RACE DRIVER:**
Sir Jack Brabham
- **MOST INFLUENTIAL PERSON IN MY LIFE:** Mr. Amex, an American executive I met in a bar in Genoa, Italy, in 1952 who, in only 45 minutes, changed the direction of my life forever by convincing me to study abroad after my discharge from the Army.



Americas) could offer him the international economics program he desired and was G.I. Bill approved. He graduated in 1956 fluent in Spanish and with a degree in International Economics and Marketing.

Mr. Amex was right, Tex was swamped with job offers. First it was off to Santiago, Chile, to work for Mobil Oil International, then back to Mexico and Central America working for American Motors. But now married with two children, Tex and wife Clare decided it was time to move back to the U.S., where he became a contractor in Phoenix. He got his chance to travel the world again when an old college roommate needed a friend to sell agricultural airplanes.

Listening to Tex's life story, you can hear the makings of a great memoir. Of course, there are tales about SCCA in the book as well. He's had many years to practice telling those stories, thanks to his fellow Phoenix SCCA friends.

"We have a group of former SCCA drivers who meet the first Friday of



FAMILY AFFAIR

(ABOVE) Tex Guthrie sits on grid with sons Reb and Bruce in 1989. (LEFT) Fun was always the name of the game, as Tex showed at the 1988 Runoffs, posing with his svelte crew and Bridgestone sponsor.

every month at the Phoenix City Grill. Anywhere from 12 to 26 former racecar drivers are there. We call ourselves 'The Older I Get, the Faster I Was Club,' and we sit around telling lies about our racing experiences and eating lunch!"

Now published and available for purchase, Tex's book *I Was Born at a Very Early Age* could be described as tales illustrating the rewards of hard work and determination. That may be true, but Tex will tell you the secret to a life well lived is slightly different: *If it ain't fun, don't do it.* That's his motto. ☺

INSIDE TRACK

ROB VARGO IS THE SCCA PRO RACING FIELD STAFF MEMBER OF THE YEAR

Rob Vargo gets to wear so many hats, it's a wonder you can see him at all. When I spoke with him in January, he had just completed a day of tech duty at the Roar Before the 24 at Daytona. He was part of a team inspecting cars in the Continental Tire Sports Car Challenge Series, checking ride heights, camber, weights, and safety issues. With a car up on a lift, they peruse it for oddities. "Teams can be pretty creative," he laughs.

As a young race fan growing up in Bridge City, Texas, he loved going to the dirt tracks and watching anything racing on TV. He and his dad built hot rods. "I learned that anything with a motor that goes faster than it should is a good thing." He had a Karman-Ghia with a 300hp Buick turbo motor.

Racetracks can be like a big Italian kitchen with many pots boiling at the same time. "It can be a little stressful at times," says Vargo. "But when you get it right, the race is managed as it should be and the show goes on without a hitch." Before coming to SCCA Pro Racing in 2006, Vargo was a construction project director for some 20 years, building hospitals,



the skills and expertise to do the job, but he has the willingness to do whatever it takes to support our customers, both the promoters and the competitors."

"I really am deeply humbled by this recognition," says Vargo. "I work with so many great people and I've had so many great mentors. I appreciate all I have learned from them. I'm not the star of the show. If I'm that visible, something has gone horribly wrong. We want the drivers to be the center of the show. We want the races to be won on track, and we want a safe, competitive playing field. We want to head off any wrongdoing beforehand if at all possible. We are all here to help them." ☺

When you get it right, the race is managed as it should be and the show goes on without a hitch"

ROB VARGO

among other projects. He can stand the heat in the kitchen.

"I understand that teams are under tremendous pressure from owners, sponsors, and drivers." And, on occasion, folks get hot. "Sometimes the best thing to do is to take the person aside and say directly that this is the way it is. I'm sorry you don't like it." He tries to keep it private and positive. He notes that usually if folks get upset they step back and apologize. "And that's the sort of relationship you want to create."

Vargo began with SCCA Pro by working some Pirelli Word Challenge

and Mazda MX-5 Cup races. In his first few seasons he did tech and pit lane officiating, and was responsible for setup and teardown of the hospitality and tech area. In 2013, he became the Chief of Timing and Scoring for MX-5 Cup. "Working in the tower is totally different than pit lane. Things are easy until they aren't, and then it is a scramble. In T&S you need immediate answers." In 2014, he will be the Chief of Timing and Scoring for MX-5 Cup presented by BFGoodrich Tires and will work with World Challenge as well.

In December 2013, he was named the SCCA Pro Racing Field Staff Member of the Year. Vargo will receive his award at the SCCA National Convention, March 7-9 in Charlotte, N.C.

"Rob represents the qualities that we look for in all our field staff," says SCCA Pro Racing President Tom Campbell. "Not only does he possess

GETTING IT RIGHT

From an early age, Rob Vargo has found himself drawn to the racetrack. He's currently part of the field staff for the professional racing arm of the Club, and was recently named the SCCA Pro Racing Field Staff Member of the Year.



AT SECOND CREEK, A TRACK DAY SINKS THE HOOK

Rob Vargo moved to Denver in 2003. He bought a house in 2005 close to Second Creek Raceway, which was about to fold. He loved his Porsche 911, but he'd never had it on track. His new home was so close he could see a number of 911s taking part in a track day. He bought a helmet and returned the next day. "It was awesome!" He vividly remembers following another car driven by a woman some 20 years his senior. He'd reel her in on the straights but she would move away in the turns. He said aloud that there must be something wrong with his car, but his instructor just replied in a thick German accent, "No, you just suck." Suitably inspired, Rob did four more track days that week. The next year he did close to 40 track days. He'd go to the Porsche dealership and scrounge discarded tires from their dumpsters. "It was the only way I could afford to do it." As part of receiving the SCCA Pro Racing Field Staff Member of the Year award he will receive a set of four tires from BFGoodrich Tires, so hopefully there will be no more dumpster diving for him.

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Nancy L Davis Central Florida
Todd Andrew Heilicher Chicago
Beverly Heilicher Chicago
Earl G Hurlbut Glen
Susan C Marshall South Jersey
Bruce C Marshall South Jersey
John Nesbitt Washington DC
Joelle Pence Washington DC
Steve Pence Washington DC
John Proctor San Francisco

20-29 DAYS

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Heather Baker San Diego
Thomas Baugher Central Florida
Lincoln E Buell Buccaneer
Kat Buell Buccaneer
Dennis R Dean Washington DC
Karl Enter Atlanta
Vanessa Caroline Farret Washington DC
Scott Feuerhammer Milwaukee
Tiffany Feuerhammer Milwaukee
Dave Fredrick Central Florida
Dennis E Freeman Neohio
Douglas A Gall Ohio Valley
John J Gamble Glen
Russell Gardner Washington DC
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Robert A Griffith Ohio Valley
Darren Gunn Central Florida
David Heitzenrater Buccaneer
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Linda Miklovic Southern Illinois
Dan Miklovic Southern Illinois
Beth Mills Washington DC
Kedre Murray San Francisco
Bob Ricker Florida
James J Shoemaker Mahoning Valley
Joyce K Sinclair Washington DC

A Roger Tingstrom San Francisco
James P Tornetta South Jersey
John R Walsh Finger Lakes

12-19 DAYS

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Jason Benagh New England
Lawrence E (Larry) Buell Buccaneer
Ruth Buell Buccaneer
David R Bueno Neohio
Anne T Callihan Washington DC
Winston E Casey Oregon
Bruce H Collins Houston
John Cooper Houston
Peter J Corley Washington DC
Anna Neave Crissman Washington DC
Gary D'Abate North Carolina
Janet Dake Atlanta
David A Dominguez Milwaukee
Jonathan Dove North Carolina
Susan B Downs Buccaneer
Sarah Duffy Ohio Valley
Johnny Lewis Dunbar St Louis
Don Faems North Carolina
Dale Thomas Ferril Chicago
John H Firment Washington DC
Brian G Flint Detroit
Penny Freeman Ohio Valley
Kathy Gall Neohio
Alan Garside Ohio Valley
Margaret Gibson Ohio Valley
Michael Guess Land O'Lakes
Neil Harmon San Francisco
Robert J Hengen Central Florida
Marc Henry Ohio Valley
Lee H Hill Western Michigan
Ashley Lynn Hill Central Florida
Patricia S Hill North Carolina
Joyce Hilton Central Florida
Nici Howland San Francisco
James C Huffington Oregon
Andrew Hughes Northwest
Bert A Hultman Detroit
Dominick August Hyatt Milwaukee
Stephen C Hyatt Washington DC
Tracy Thacker Hyatt Susquehanna
Adam D Jacobsen Washington DC
Jo Jacobsen Oregon
David M Jones New England
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Frank Killian San Francisco
John A Kish North Carolina
Jeffrey A Klauser Arizona
Marc A Knippel Milwaukee
Rick Kosdrosky Milwaukee
Michael R Kowalsky Texas
Timothy Scott Lee Ohio Valley
Florida

Ellen Lee Florida
Darilyn Linka-Pettenati San Francisco
Barbara Lissow Finger Lakes
Ellen Lowery Cal Club
Steve Lowery Cal Club
Douglas A Mains Texas
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Larry O Oliver Washington DC
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David W Parker Chicago
Phil Parsons Central Florida
Irene Peel Central Florida
Barry Peel Milwaukee
Michal Jerzy Piotrowicz Ohio Valley
Douglas J Rigel Steel Cities
Cannon Roberts South Carolina
C D Rozsa San Francisco
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SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in SportsCar.

FIRST GEAR

PRESENTED BY
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This month's featured member will receive a \$200 gift certificate to SafeRacer.

TRENT STRUNK IS SPEEDING INTO THE FUTURE

When 22-year-old 2013 FSAE SCCA Solo Nationals winner Trent Strunk was a boy of 9, cutting a 36-foot swath through the wheat fields of Montana driving his dad's huge combine harvester, he hadn't yet come to the conviction he was, in his words, "Born to be a race driver."

Rather, says Trent, he was "learning early on how to be mature and responsible." He would spend the next 10 summers working for his father, Mike, who is a Kansas-based custom harvester cutting crops from May through November, from Texas to Montana.

Piloting a combine harvester doesn't seem useful preparation to be a race driver, except that it is ideal for learning the essential racing disciplines of focus and concentration. So, along with Trent's hard-earned maturity, these skills would serve him well when his interest in cars began to blossom at age 14. With his farmer's permit allowing him to drive, he soon began chauffeuring his school friends around Silver Lake, a suburb of Topeka. He realized that, while his small stature wouldn't permit success in sports like football, he did have some natural gifts for driving.

This was revealed when his mother's 1985 Nissan 300ZX was fired up again in 2005 after being parked for 10 years and Trent began driving it around the gravel oval in front of his dad's shop. "But it wasn't until I watched the 2006 Champ Car race in Mexico," says Trent, "and saw Sebastian Bourdais race against Justin Wilson that I realized that I really liked racing."

That same year, when he was 16, he bought his own Twin Turbo 300ZX and soon discovered the Kansas City "Z" club. It was at Z events that Trent ran into some members of SCCA's Kansas



Kash Budd-Falk

City Region, who recommended that he try autocrossing. He competed with the 300ZX until 2010, when he enrolled at the University of Kansas, eagerly joining the Jayhawk Motorsports Formula SAE team, where he met Nick Roberts.

"Nick was the number one driver at Jayhawk Motorsports when I arrived as a freshman," says Trent. "He taught me a lot of tricks and tips of his and I also watched a lot of video and analyzed a lot of data of his to learn how he went fast. Without Nick, I would have never become the driver I am. He taught me how to go fast."

Solo fans will recognize Roberts not only as the 2012 FSAE winner at the Tire Rack Solo National Championships, but also as being on the wrong side of a 0.001sec margin of victory against Erick Kohler in 2009.

"Trent came to us as a relatively inexperienced yet highly motivated driver," recalls Roberts. "He was, and still is, a very high-energy person, so really all it took for him to become a better driver was a little bit of guidance in focusing that energy."

"Once Trent got comfortable in the [FSAE] car, he progressed rapidly and quickly became one of the top drivers on the team. His aggressive driving

THE BENEFITS OF COUNTRY ROADS

Remarkably, while Trent Strunk has been an in-demand instructor for the Kansas Region SCCA Tire Rack Street Survival School for the past three years, he himself has never had any formal instruction (other than Nick Roberts' obviously effective mentoring). But he does have a secret weapon in that department: a 1991 Buick LeSabre.

"I learned how to drive fast on the middle-of-nowhere country roads in a beat up Buick LeSabre because I had no idea where else to go," he says.

"I naturally discovered a lot of racing techniques on my own, like left-foot braking, but I still wish I would have known about where to go. That's why any young kids I meet I try to explain to them the importance of the SCCA. We don't have many safe avenues to express our speed needs in cars and are lucky to be able to utilize what those before us in the SCCA have built and what those who continue to expand the Club are doing."

PROGRESSION

Trent Strunk started with Solo events (top) and has since gone on to Club Racing (left).

style is a good match for KU's raw, powerful vehicle. I expect big things from him this year at the 2014 FSAE Michigan and Lincoln events," says Roberts.


"I would also like to add that Trent's contributions go well beyond his driving," Roberts adds. "He has been instrumental in furthering the KU FSAE team utilizing his communication skills and easy going personality to secure sponsorships and partnerships with numerous companies. These additional resources have contributed to increased performance and better competition placements."

As for the future now that his FSAE days are almost over, Trent has decided to move to SCCA Club Racing. He purchased a Spec Racer Ford in 2013,

It's hard to forget driving when you feel like you were born for it"

TRENT STRUNK

recorded four podium finishes in four races, and intends to do as many events as finances permit in 2014. He's also spent the last two summers getting hands-on motorsports experience, first as a mechanic wrenching for a USF2000 team and then as a race engineer for the Racer's Edge team in the Continental Tire Sportscar Challenge series. This exposure confirmed his plan to get an engineering consulting position in motorsports when he graduates in May, utilizing his skills in vehicle dynamics. But he admits to bigger dreams.

"I would really like to pull a Mark Donohue and be an engineer who gets to go racing professionally," says Trent. "I enjoy engineering cars, but it's hard to forget driving when you feel like you were born for it." Considering Donohue's racing career began at age 22 in SCCA when he was a senior studying mechanical engineering at Brown University, it sounds like Trent Strunk's dream isn't so farfetched. 



Chuck Hanna

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SEBRING SUPER TOUR

The BFGoodrich Tire Super Tour and U.S. Majors Tour kicks off in Florida, at Sebring International Raceway, Jan. 4-5, 2014

WORDS Jeff Zurschmeide IMAGES Mark Weber



The road to Monterey, Calif., for the 2014 National Championship Runoffs, started in Florida this year with the first U.S. Majors Tour, which was also a BFGoodrich Tires SCCA Super Tour, at Sebring International Raceway on Jan. 4-5. By the time the competitors roll into Mazda Raceway Laguna Seca in October, the Super Tour will have visited NOLA Motorsports Park, Road Atlanta, Mid-Ohio Sports Car Course, Thunderhill Park, and Watkins Glen.

"We had predictions from people saying we were going to be down 20 percent in attendance at East Coast Majors this year," says Butch Kummer, SCCA's Director of Club Racing. "But last year at Sebring we had 290 cars, and this year we had 324."

Entries were also up sharply at the Palm Beach International Raceway Majors a week later, as well as expected high turnouts for the January Majors at Auto Club Speedway in Fontana, Calif.

"Let's see how the year goes, but early indications are that we're heading down the right path," Kummer says.

All Majors weekends, including the six Super Tour events, are double race weekends. At Sebring, each of the seven



run groups received two 20-minute qualifying sessions on the Friday of the event weekend, plus a 15-minute warm up in combined groups on Saturday morning. Saturday's races were timed at 30 minutes per run group, while Sunday's races were set for 15 laps or 40 minutes. Pay attention to that, because it becomes extremely important by the end of this story.

Qualifying positions for this year's Majors events are established by the best lap times laid down in the qualifying sessions by each driver. Those times are valid for both the Saturday and Sunday

7 The track was wet, but drying, and we were on dry tires. We swapped the lead...at least 10 times"
SEDAT YELKIN

DOUBLE WINS
Cliff White (BELOW) scored a pair of wins in Spec Racer Ford, as did Randy Kinsland (ABOVE RIGHT) in GT-2.



races, with the caveat that a driver who turns a better lap during Saturday's race can use that time to improve his or her grid position for Sunday.

WHITE DOMINANT IN SRF

Friday's qualifying sessions set the pace for the weekend, as drivers focused on the fundamentals. "We put a lot of effort into it. We just started shaving time off during the test day," says 2012 SRF National Champion Cliff White. "We dropped a second after the first session and another 0.7sec after the second, and about



0.5sec every session after that until we got to the second qualifying."

White went on to win both SRF races at Sebring in a dominating fashion. Sixty-five Spec Racers started the race on Saturday and 61 finished. White led the race flag to flag, building up an enormous lead and winning by a margin of 16.334sec. White was again victorious on Sunday, but not without a challenge from 2010 Spec Miata National Champion Andrew Charbonneau, who finished second in SRF both days.

"Sunday I got passed by three cars



at the start, then we went double yellow and I got all three of them back after the restart," White says. "I pulled out about eight seconds over the next couple of laps and it ended under double yellow."

PREDICTIVE DRIVING

Runoffs regulars in attendance gave some hints of their capabilities for the year. Two-time Spec Miata National Champion Jim Drago set a new lap record on his way to back-to-back wins in STL, while two-time SSB/Touring 4 National Champion Michael



PRESSURE'S OFF

Saturday night's gathering, which welcomed both the drivers and workers, featured plenty of socializing, eating, and a raffle or two.

Scornavacchi also lowered the lap record in T4, winning both races. Defending EP National Champion Greg Ira also won his class both days.

B-Spec appears to be growing, with six cars entering the class at Sebring. Travis Washay drove his Mini Cooper to victory on Saturday, besting World Challenge B-Spec driver Ernie Francis Jr. On Sunday, Chi Ho drove his Honda Fit to second place on track, but was elevated to the top step when on-track winner Francis Jr. was disqualified.

"This is the largest field I've ever raced against," says Ho. "Seven cars

TWO DAY BATTLE

Formula Continental saw Chuck Moran (45) and Robert Allaer (52) closely battling both days, with Moran edging Allaer both days for the win.



WINNING FORMULA

(ABOVE) Stevan Davis had his Formula Vee dialed in, winning the class both days. (TOP RIGHT) E. Glenn Bocchio used his Mazda3 to power away from the STU field, taking home two checkered flags.

signed up and six were racing. The competition was good."

In the "wings and things" formula group, sitting FA National Champion Sedat Yelkin took the win both days, while Runoffs veteran Jacek Mucha took the first win in the new P1 class.

"Keith Grant and I had a really good race," Yelkin says. "The track was wet, but drying, and we were on dry tires. We swapped the lead on a drying track at least 10 times."

Three-time DSR/CSR National Champion J.R. Osborne took the first win in F1000, and defending Formula Mazda Champion Darryl Wills swept the weekend in his class.

In GT-1, Trans Am driver Simon Gregg took his DerHaag Corvette to a pair of wins, perhaps foreshadowing plans to run for the win in Monterey. Ernie Francis Jr. also entered Touring 1, winning on Saturday at the end of a one-lap shootout following a full-course caution.

SPEC MIATA CONTROVERSY

Both days of the Super Tour saw frequent full-course cautions as drivers worked the rust off their skills. "We had a plethora of yellow flags, and that seems to happen at Sebring, especially during the first race of the year," Kummer says.

For the popular Spec Miata class, those yellow flags had a profound effect on Sunday's race, and potentially on the way future Majors races are managed.

Saturday's race saw 2013 Runoffs contender Craig Berry win after a close battle with Alex Bolanos. Bolanos

At some point, we all believed that the race was going to end under yellow"
ALEX BOLANOS

set a new track record for the class during the race.

"The race on Saturday was a lot of fun, and it could have gone either way between me and Alex," Berry says. "He was on the new Hoosier and I was on the old Hoosier. The old Hoosier is faster on the straights, and the new Hoosier is faster in the turns, so we were fast in different spots."

But on Sunday, a full-course caution that occupied much of the allotted race time and an official decision in the final moments of the race caused a substantial controversy. Remember, the Sunday races were scheduled for 15 laps or 40 minutes, whichever came first.

"There was a crash about 15 minutes into the race," Berry explains. "They hit the tire wall and knocked some tires onto the track. They were cleaning that up, but there was also a car sitting in the

middle of the track in Turn 7. They finally got everything cleaned up, but it was over 20 minutes later."

Everyone involved agrees about what happened next: With the clock ticking toward 40 minutes, over 50 Miatas came around to take the restart for a one lap dash to the checker with Alex Bolanos leading the pack. On that final lap, Berry emerged first to the finish line, with Todd Lamb and Bolanos in hot pursuit.

"We were out on caution for what seemed like an eternity," says Bolanos. "At some point, we all believed that the race was going to end under yellow. But then halfway through the back straight, the pace car turned its lights off and we were at 39 minutes and change. We did the restart and Berry managed to make the pass, and it was very impressive. I finished third, just thousandths behind Lamb and Berry."

As it turns out, Bolanos crossed the start/finish line on the restart just after the 40-minute time limit had expired. Bolanos protested the race results and the Stewards of the Meet agreed and directed that the results be returned to the order on track at the 40-minute mark, making Bolanos the winner. Naturally, Berry is not pleased with that decision.

"We are going to appeal," says Berry. "There has to be some accountability. If you're going to throw the flag, that has got to mean something. If nothing happens out of this other than they make a change so that this never happens to somebody again, something positive has to come from this."

SCCA management hears that message loud and clear. "We're looking at a procedure for not having one lap restarts," says Kummer. "We need to say that if we're not going to be able to get two laps in, we're going to throw the checker. But the other side of it is that you really want the race to end under green rather than full-course yellow. I understand both sides, but at least for the Majors, we need to have a procedure."



CLOSE CALL

(RIGHT) Spec Miata saw a dramatic finish to the weekend, with Sunday's race being decided after the fact.

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RESULTS

U.S. MAJORS TOUR SUPER TOUR

Sebring International Raceway | Sebring, Fla. | Jan. 4-5, 2014

SATURDAY

GT1: (6 starters) 1. Simon Gregg (Chevrolet) 2:07.601; 2. Ken Bupp (Chevrolet); 3. Ron Stanley (Dodge); **GT2:** (8 starters) 1. Randy Kinsland (Chevrolet) 2:15.088; 2. Phil Lasco (Panoz); 3. John Yarosz (Chevrolet); **GT3:** (4 starters) 1. Chad Bacon (Toyota) 2:23.341; 2. Bill McGavic (Mazda); 3. James Speights (Mazda); **GTL:** (10 starters) 1. Peter Shadowen (Honda) 2:30.925; 2. Harold Flescher (Austin Healey); 3. Peter Zekert (Nissan); **AS:** (6 starters) 1. Tom Ellis (Ford) 2:26.660; 2. Robert Eubanks (Ford); 3. Lynn Broglin (Ford); **EP:** (5 starters) 1. Greg Ira (Datsun) 2:27.171; 2. David Smith (Mazda); 3. Kip Vansteenbure (Porsche); **FP:** (4 starters) 1. Ken Kannard (Mazda) 2:32.031; 2. Mark Weber (Mazda); 3. Richard Fohl (Mazda); **HP:** (3 starters) 1. Andrew Wright (Triumph) 2:41.411; 2. Mike Miller (Austin Healey); 3. Phillip Ellis (Volkswagen); **STU:** (5 starters) 1. E. Glenn Bocchio (Mazda) 2:27.377; 2. Scott Ewing (Mini); 3. Ken Payson (Mazda); **STL:** (33 starters) 1. Jim Drago (Mazda) 2:30.419; 2. Cliff Ira (Acura); 3. Greg Amy (Acura); **TI:** (6 starters) 1. Ernie Francis Jr (Chevrolet) 2:18.041; 2. Jim Taggart (Lotus); 3. John Buttermore (Chevrolet); **T2:** (6 starters) 1. Andrew Longe (Porsche) 2:24.878; 2. Gregory Schermer (Porsche); 3. Gary Mason (Porsche); **T3:** (4 starters) 1. Wayne Presley (Lotus) 2:27.397; 2. John Snyder (BMW); 3. Dennis Koselak (Nissan); **T4:** (5 starters) 1. Michael Scornavacchi (Ford); **SM:** (71 starters) 1. Craig Berry 2:35.674; 2. Alex Bolanos; 3. Selin M. Rollan; **BS:** (6 starters) 1. Travis Washay (Mini) 2:47.533; 2. Ernie Francis Jr (Mazda); 3. Chi Ho (Honda); **PI:** (5 starters) 1. Jacek Mucha (Mazda) 2:04.462; 2. Darryl Shoff (Elan); 3. Greg Bell (Stohr); **P2:** (3 starters) 1. Richard Colburn (Nostendos) 2:12.398; 2. Sherman Chao (Stohr); 3. John McTaggart (Prince); **SRF:** (65 starters) 1. Cliff White 2:31.660; 2. Andrew Von Charbonneau; 3. Chad Galloway; **FA:** (12 starters) 1. Sedat Yelkin (Swift) 2:02.877; 2. Ahsen Yelkin (Swift); 3. Keith Grant (Swift); **FB:** (3 starters) 1. J.R. Osborne (Citation) 2:05.798; 2. Jason Bell (Stohr); 3. George Levien (Stohr); **FC:** (7 starters) 1. Chuck Moran (Van Diemen) 2:09.067; 2. Robert Allaer (Van Diemen); 3. Beau Borders (Van Diemen); **FE:** (7 starters) 1. Brandon Kennedy 2:12.195; 2. Paul Schneider; 3. Thomas Green; **FF:** (11 starters) 1. John Benson (Swift) 2:17.528; 2. Jeff Kingsley (Spectrum); 3. Douglas Voss (Spectrum); **FM:** (7 starters) 1. Darryl Wills 2:11.546; 2. Carson Weeder; 3. Stuart Rettie; **FV:** (6 starters) 1. Stevan Davis (Racer's Wedge) 2:36.866; 2. Lisa Noble (Vortech); 3. Russell Fredericks (Caracal); **F500:** (4 starters) 1. Chuck McAbee (QRE) 2:33.330; 2. Russell Strate Jr (Rocketech); 3. Don Napier (Red Devil).

SUNDAY

GT1: (6 starters) 1. Simon Gregg (Chevrolet) 2:07.784; 2. Ken Bupp (Chevrolet); 3. Ron Stanley (Dodge); **GT2:** (7 starters) 1. Randy Kinsland (Chevrolet) 2:16.325; 2. John Yarosz (Chevrolet); 3. Allen Milarcik (Chevrolet); **GT3:** (4 starters) 1. Chad Bacon (Toyota) 2:25.336; 2. Steven Lustig (Acura); 3. James Speights (Mazda); **GTL:** (10 starters) 1. Peter Shadowen (Honda) 2:51.958; 2. Chris Kopley (Austin); 3. Peter Zekert (Nissan); **AS:** (6 starters) 1. Tom Ellis (Ford) 2:28.206; 2. Robert Eubanks (Ford); 3. Lynn Broglin (Ford); **EP:** (6 starters) 1. Greg Ira (Datsun) 2:46.015; 2. David Smith (Mazda); 3. Jerry Lustig (Honda); **FP:** (3 starters) 1. Ken Kannard (Mazda) 2:52.130; 2. Mark Weber (Mazda); 3. Richard Fohl (Mazda); **HP:** (4 starters) 1. Tim Pitts (Volkswagen) 2:56.971; 2. Andrew Wright (Triumph); 3. Mike Miller (Austin Healey); **STU:** (5 starters) 1. E. Glenn Bocchio (Mazda) 2:29.087; 2. Ken Payson (Mazda); 3. John Pickle (Lotus); **STL:** (25 starters) 1. Jim Drago (Mazda) 2:31.205; 2. Cliff Ira (Acura); 3. Greg Amy (Acura); **TI:** (6 starters) 1. Ernie Francis Jr (Chevrolet) 2:19.963; 2. George Winkler (Ford); 3. Joe Aquilante (Chevrolet); **T2:** (6 starters) 1. Andrew Longe (Porsche) 2:25.586; 2. Gary Mason (Porsche); 3. Gregory Schermer (Porsche); **T3:** (3 starters) 1. John Snyder (BMW) 2:32.617; 2. Dennis Koselak (Nissan); 3. Thomas Brady (BMW); **T4:** (5 starters) 1. Michael Scornavacchi (Ford) 2:37.278; 2. James Place (Acura); 3. Tony Pandjiris (Dodge); **SM:** (71 starters) 1. Alex Bolanos 2:36.830; 2. Craig Berry; 3. Jim Drago; **BS:** (5 starters) 1. Chi Ho (Honda) 3:01.033; 2. Ernie Francis (Mazda); 3. Travis Washay (Mini); **PI:** (5 starters) 1. Jacek Mucha (Mazda) 2:05.797; 2. Keith Carter (Stohr); 3. Darryl Shoff (Elan); **P2:** (3 starters) 1. Richard Colburn (Nostendos) 2:11.115; 2. John McTaggart (Prince); **SRF:** (62) 1. Cliff White 2:33.246; 2. Andrew Von Charbonneau; 3. Richie Stanley; **FA:** (11 starters) 1. Sedat Yelkin (Swift) 2:03.044; 2. Keith Grant (Swift); 3. Gaston Kearby (Swift); **FB:** (3 starters) 1. Jason Bell (Stohr) 2:09.042; 2. Gianpaolo Ciancimi (Citation); 3. George Levien (Stohr); **FC:** (6 starters) 1. Chuck Moran (Van Diemen) 2:10.373; 2. Robert Allaer (Van Diemen); 3. Doug Rocco (Van Diemen); **FE:** (7 starters) 1. Brandon Kennedy 2:12.167; 2. Paul Schneider; 3. Thomas Green; **FF:** (11 starters) 1. James Goughary (Van Diemen) 2:18.884; 2. Jeff Kingsley (Spectrum); 3. Jason Generotti (Swift); **FM:** (7 starters) 1. Darryl Wills 2:12.482; 2. Carson Weeder; 3. Jason Vinkemulder; **FV:** (6 starters) 1. Stevan Davis (Racer's Wedge) 2:37.822; 2. Russell Fredericks (Caracal); 3. Lisa Noble (Vortech); **F500:** (4 starters) 1. Russell Strate Jr (Rocketech) 2:32.685; 2. Chuck McAbee (QRE); 3. Don Napier (Red Devil).



TIGHT FIGHT

Russell Strate Jr. (ABOVE) finished second to C.J. McAbee on Saturday, but battled back Sunday to take the win.

ROAD TO THE RUNOFFS

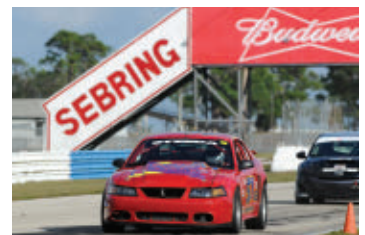
Looking ahead, many of the winners at Sebring are already making plans to see the season through to the Runoffs. "We are going to Monterey," says White. "We're going to do the two Regionals there in June and September, and turn those into extended test days. I think I can run with the West Coast SRF guys at the Runoffs."

"It's all about Monterey," Berry says. "We've already got our house booked for California. We're ready; we are there."

It's all about Monterey. We've already got our house booked for California"
CRAIG BERRY

For his part, Kummer is confident that the season will yield full fields at the Runoffs. "We've always said, if you held the Runoffs in Alaska, 40 percent of the people would make it," says Kummer. "Obviously, it's going to have a lot more West Coast guys, but the serious East Coast guys are saying, 'This is my chance to run Mazda Raceway Laguna Seca.' I'll bet they're going to be there."

The next stop on the BFGoodrich Super Tour schedule is NOLA Motorsports Park in February. That event is also the first Majors competition for the Mid-States Conference. ☉



PURE MUSCLE

Tom Ellis not only drove to a commanding American Sedan win both days, but also an overall Group 6 victory.

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A NEW PRESIDENT

The Board of Directors is currently searching for a new president of the Club. While there is no set deadline for filling the position, the goal is for the Board to interview a number of candidates by the time the 2014 SCCA National Convention takes place, which occurs March 7-9.

"Our goal is to have candidates identified over the winter, and hopefully identify a new president by the 2014 SCCA National Convention," says Chairman of the Board of Directors John Walsh. "We're driven by a desire to find the right person, rather than simply meeting a timeline."

Interim SCCA President and CEO Lisa Noble explained that the Board has created a selection committee, and that committee will compile applicants and present a slate of those candidates to the Board of Directors.

What is the Board looking for in a new SCCA leader? According to Noble, who notes that she is not speaking for the Board, the Club needs "a president who has a vision for the Club and the future of motorsports, and has the administrative capacity to make that vision a reality."

These are times of change. Doing something the way it has always been done - just because - no longer cuts it. Rather, the Club is in a mode of reinvention and innovation; acting, not reacting. The result? Over the course of the last few years, the Club has undergone a number of dramatic changes that, if the SCCA is correct, will point the Club in the direction of great success.

"Until a few years ago, the Club was having difficulty finding its place in a shrinking motorsports market," explains Lisa Noble, Interim President and CEO of SCCA. "The population interested in the old ways that we were offering our programs, was diminished, and other organizations sprung up across the country to take advantage of our shortfall in recognizing that. The industry changed as a whole and no longer did the SCCA have the only gate to the racetrack."

Noble has seen the amateur motorsports market from a number of perspectives, as an SCCA volunteer, racer, leader, and vendor. An SCCA participant since 1972, Noble has spent time in leadership roles within the SCCA, most notably as Area 6 representative on the Board of Directors from 2008-'13, serving as the Chairman of the Board in 2013. When the previous President left the Club in October 2013, Noble stepped into the position until the Board of Directors could hire a permanent president. Outside of that, she is the owner of Noble Racing, known for its Formula Vee engines.

W We need to be actively participating rather than simply reactive to change after it impacts us"

JOHN WALSH



Paul Webb



"In the last few years, we've started to identify issues, and define the SCCA's place in the industry, offering a place for our Club members to have fun in the way that they want to by broadening the definition of participation" Noble continues. "What we've acknowledged in the last three years is that competition is not necessarily a bad thing for the SCCA. Finding ways to address how to compete in the new marketplace has begun to revitalize us and will be very

important to us in the future. Finding crossovers between what other organizations are doing and what we're doing is definitely going to be a direction we're going to have to embrace within the Club."

"Change is now a daily occurrence in motorsports," notes John Walsh, Chairman of the SCCA Board of Directors. "We need to be actively participating rather than simply reacting to change after it impacts us negatively. Our members have

BRAVE NEW WORLD

The last few years have seen significant change within the Club – is this just the beginning?

WORDS Philip Royle MAIN IMAGE Perry Bennett

IMPROVED COMPETITION

Club Racing has seen some dramatic changes in the last few years. The goal was clustered competition (MAIN and BELOW), as well as more pro-like victory celebrations (BOTTOM LEFT).

advocated for the new things you've seen. Our Club leadership has embraced that as well, believing it to be the best for our programs."

In the 25 years he has been a member, Walsh has held positions from Region Director, Secretary, Assistant RE, Race Chairman, and more, taking the Director's position for Area 10 in 2011. He holds both a Steward's license and a Club Racing competition license, racing in Improved Touring, Spec Racer Ford, and Spec Miata.



Kent Brown

GATHERING DATA

Following participation in large events, be they the Tire Rack Solo National Championships, the National Championship Runoffs, or other National-level events or seasons, you might have had a survey show up in your e-mail. Those surveys generally pose questions about how the event or season went, as well as a number of other questions. Online surveys are another tool SCCA is utilizing as the technology becomes accessible and affordable.

"We have more tools and have done more learning [in recent years], and we need to continue that, and continue to push to figure out how to get the information to our stakeholders, as well as get the information back from them as they participate in these programs," says Lisa Noble, Interim SCCA President and CEO.

A proposal from a couple of years ago was to have someone at the events surveying participants as the competition weekend progressed. While that was good in theory, the reality proved problematic. "Having someone at the track to ask you about your experience is very powerful, but taking a survey at the track proved to be a difficult dynamic," Noble explains. "In order to have time to reach everyone, [the surveys] really needed to start at the beginning of the weekend, that early many people didn't have an idea of how their weekend was going."

For the coming years, Noble says the Club hopes to utilize the data more dramatically than in the past. "In 2014, we'd like to take the questionnaires and do some hardcore analysis and be able to give that back to the Regions to use as a tool. To say, for instance, that one specialty rocks and is efficient, but for another specialty, here are areas that might be improved."



Perry Bennett

concept of only inviting certain classes to an event," Kummer says. "We are still investigating possibilities for the 'Festival/Invitational' concept, but in 2013, all Runoffs classes were invited to all Majors events."

There are also ideas that were in place for 2012 and 2013 that are changing for 2014 and beyond, depending on member survey feedback. Notably: "At the request of racers [and the] demand for a more consistent tech effort, we've added a Series Tech Chief that will travel to each event in a Majors Conference and work with the local tech crews to do

What was never universally accepted was the concept of only inviting certain classes"
BUTCH KUMMER

NEW GAME

Solo's latest offering, the Tire Rack Match Tour, acts as a stepping stone between Regional competition and the Solo Championship Tour and ProSolo National Series.

While change is sometimes difficult, both for a volunteer and a competitor, Walsh notes that is there's one thing Club members should do right now, and that's to "expect change."

Instituting a shift in direction, however, is not always easy - perspective plays a significant role. "Some Regions have great programs in place that work, so it can be difficult to see when something isn't working in the long run or bigger picture," Noble says. "I think this is why the U.S. Majors Tour Club Racing program was so difficult to roll out. National racing was working in some areas, but the Club as a whole needed a pattern for new growth."

The Majors was launched in 2012 as a pilot program, running parallel to National Club Racing. In 2013, the U.S. Majors Tour ran a full season alongside National racing, offering Club racers a new path to the Runoffs - competing not by Region or Division, but by Conference. To cluster competition for the Majors, the nation was mapped into four radically new, geographically based Conferences, rather than nine Divisions.

Admittedly, the Majors program got off to a rocky start. "The Majors was tough because we felt that we needed to put a program out there that would demonstrate that change was needed," says Noble. "One of the things we didn't do is to communicate as well as we could have. It is important to engage all of our

stakeholders, get their input and then get our vision out more fully."

Instituting such a large program shift required a new way of dealing with things. Consequently, the Club hired Butch Kummer in 2012 to give the new Majors program special attention.

"Had we eliminated all National racing in 2013 without demonstrating the benefits of the Majors program, it would have been a major mistake, so I think it was the correct thing to wait a year," says Kummer, whose experience with the Club dates back to 1972 with Solo competition, with a move to hillclimbs in 1980, and then Club Racing in 1984. Kummer began taking leadership roles in the SCCA starting in 1995, culminating in being the Assistant RE and Competition Director for Atlanta Region from 2006-'12; that led to his employment with the SCCA.

"Many of us involved in the [Majors] program think of 2012 as the 'beta' year, and 2013 as the real 'pilot' year. From 2012, we kept the concepts of consistent event officials [Chief Steward and Series Administrator], clustered competition [fewer events with fewer classes per run group], and the excitement of the series [publicity at a National level, consistent awards, victory laps, podium celebrations, and more]."

Not everything went off without a hitch, resulting in some ideas never making it off the drawing board. "What wasn't universally accepted was the

more extensive compliance checking."

"We've learned, and now we need to take those lessons and apply them," explains Noble. "When we're developing pilot programs like the Club Racing Experience, asking our Regions to do some of the communications is an important aspect we want to use. It is important to recognize their boots-on-the-ground experience and find ways to share it."

The Club Racing Experience is a pilot program that enables people to test-drive Club Racing without the commitment of obtaining a full competition license or fully preparing a car that is GCR class compliant. Safety standards are required and on-track conduct is closely monitored as designated advisors support the new participants. The program made its debut in 2013, with more events planned in 2014.

The Club Racing program is not the only aspect of the Club to undergo recent change - Solo is currently reinventing the Stock category. In Solo's Stock, R-compound tires have been heavily debated for years; consequently, the Solo Events Board and Board of Directors proposed and approved a major overhaul of the category to start in 2014. This year, a new category, called Street, will run alongside Stock, with Street's rules being similar to Stock's, but requiring the use of tires with at least a 140 UTQG rating. In 2015, Stock will be replaced by Street, and Street's tire

rule will change once more to require a UTQG rating of 200 or higher.

To ensure a smooth transition, utilizing communication tools that weren't available 10 or 15 years ago, has been vital. "The primary information conduit for all National Solo items will continue to be under the SoloMatters banner, with information being dispersed via SoloMatters.com, e-mail newsletters, and social media outlets," explains Heyward Wagner, who is not only the Communications Manager for the Nationals Solo Series and Program Manager for SCCA Starting Line, but also a 25-year SCCA member.

Wagner, a second-generation SCCA member whose parents introduced him to SCCA events at just 3 months of age, notes that a communication team has also been formed to ensure that the correct information reaches the competitors. "We have formed a communications team for 2014 designed in part to push information out to regional and local forums, boards, and e-mail lists. In addition, with all of our National level events being streamed [live online], we will rely upon the announce team to keep a running dialog throughout the season, discussing the transition as they call the action of Street and Stock classes."

The National Solo program has also grown by a third in recent years: the Tire Rack Solo Championship Tour and Tire Rack ProSolo National Series have been joined by the Tire Rack Match

W We have formed a communications team for 2014 designed...to push information out"
HEYWARD WAGNER

Tour. The Match Tour is designed to offer a fun, easy way to try out National Level competition.

"The program offers a Saturday format very similar to a high-level Regional event and a unique tournament inspired format on Sunday," explains Wagner. "Much of the program has been reinvented for 2014, with bridging the gap between Regional and National competition in mind. Among the changes is a complete rethinking of the Sunday format, giving every driver in the event an opportunity to advance all the way

through the bracket and take the overall win."

While no group will ever agree completely, Noble recognizes that many members and Regions do understand that in order to grow, change is not only coming, but it's a necessity. "Our membership is recognizing that taking a new and fresh look at our programs and processes is important," she says.

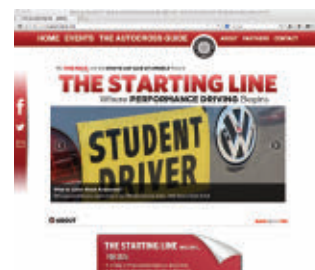
So what will the Club look like in five or 10 years? "Membership is up," Walsh says of the future. "We can help participation rise by enabling easier access to our competition programs. Programs like RallyCross and Solo have found ways to embrace new members, and keep them coming back. Club Racing still has some barriers that other organizations don't have, and we need to find ways to make our programs accessible and non-intimidating.

"Participation in motorsports has never been higher, but [many of] those participants haven't found their way into the sport through SCCA, and it's important that we have a reason for new participants to play with us. We need to be the 'must have' membership, and we're looking at strategies to be that 'must have.'"

One possibility of accomplishing that, Noble suggests, is a fundamental shift in the way we do things. "Our format of two-, three-, and four-day events is going to need to be looked at," she says. "Some people don't want to invest that kind of time, and we should find ways to make it possible for them to enjoy the sport with less time commitment. As we're looking at developing our beginning programs, we're keeping that in mind, whether it's Starting Line, Time Trials, Match Tour, or other events like those." ●

BACK AGAIN

The goal of the changes within the Club is to not only attract new members, but also retain existing ones.



THE STARTING LINE

One of the latest initiatives to get the uninitiated into the Club is the Tire Rack SCCA Starting Line Program. This program is designed to introduce automotive enthusiasts to performance driving through a Solo-oriented program, giving them the best possible foundation to get started.

"The school package includes event entries, an SCCA membership, subscriptions to magazines, and the option to purchase a helmet," says Communications Manager for the Nationals Solo Series and Program Manager for SCCA Starting Line Heyward Wagner. "The school is focused on autocrossing techniques, but much of it is transferable to the track as well. In 2013, we staged eight schools with 119 students attending, 74 of which became first-time SCCA members. For 2014, we are targeting 20 schools and 400 students."

For more information on this program, as well as how you can get involved, go to www.sccastartingline.com.



Perry Bennett

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Courtesy CRVA

REGISTER NOW

Registration for the SCCA National Convention and MSX Expo is easy. You can find all of the information you need to attend the events at www.scca.com/convention, as well as at msxexpo.com. Both will lead you to the registration page that walks you through the process. Registration for the National Convention is \$295, which includes free entry into MSX Expo, the opening reception, and one ticket to the SCCA Hall of Fame Induction and Awards Banquet. For an additional \$95, you also get admission to the conferences at MSX, which include the full driver track and sessions hosted by the likes of pro racers Randy Pobst, Andy Pilgrim, and Charles Espenlaub.

CONVENTION PREVIEW

What's in store for the 2014 SCCA National Convention and MSX Expo
Charlotte, N.C. | March 7-9, 2014 | **WORDS** Philip Royle

There's still time to register for the 2014 SCCA National Convention, although the clock is ticking. This year's SCCA National Convention takes place March 7-9 in Charlotte, N.C., with fistfuls of advancements, alterations, and outright improvements to the format of the past. For the last five years, the National Convention has been held in Las Vegas, Nev., and was, by all accounts, very successful. However, with the new era of change that's enveloping the Club, the 2014 National Convention could prove to be the most successful National Convention ever.

For starters, this year's Convention is being held alongside the MSX Expo. While the National Convention aims at meeting the needs of volunteers, region leaders, and event organizers, MSX Expo directly targets SCCA competitors, offering not only vendors and displays for members to peruse (for free, mind you), but also conferences that any competitor will find intriguing – and for competitors and volunteers alike, there is no reason not to attend both.

"MSX is opening its show for SCCA members exclusively on Friday night [March 7]," says Lisa Noble, SCCA's Interim President and CEO. "Following the Friday cocktail party, MSX is

opening the doors and everything will be available to SCCA members exclusively that evening."

"The 2014 National Convention could prove to be the most successful National Convention ever"

There are two sides to MSX: the expo and the conference. The expo, the portion of MSX that's free for all Club members, is made up of race-related vendors. Twenty-three sessions over the course of two days



NEW HOME
The MSX Expo and SCCA National Convention will take place at the Charlotte Convention Center.

Courtesy CRVA

BRING A FRIEND

The MSX Expo and conference is open to non-members. While SCCA members receive free admission to the MSX Expo, non-members can purchase a ticket for just \$10. If they would like to attend the MSX Expo, the driver track conferences, and the welcome reception, the cost is just \$145 – and for \$15 more, they'll also receive a one-year membership to the SCCA. Tickets for the SCCA Hall of Fame Induction and Awards Banquet can be purchased for \$100 each. More information can be found at www.msxexpo.com.

(March 8-9) constitute the conference portion of MSX – and those conferences are impressive. From Lee Grimes to Charles Espenlaub, Terry Giles, Roger Caddell, Dean Case, Jim Drago and beyond, these experts in the motorsports industry are leading sessions on chassis setup, shock setup, data analysis, driver fitness, and sponsorship, to name a few. In addition, MSX features two keynotes, headed by professional racers Randy Pobst (presenting on Saturday) and Andy Pilgrim (Sunday's speaker).

While MSX Expo will have no problem attracting competitors, the SCCA National Convention is a must-attend event, with multiple competition town hall meetings. "The town halls are very important," says Noble. "They are a view into our programs for our regions and competitors that participate in those programs."

The way the schedules are laid out, SCCA members can attend the Solo and Club Racing town hall meetings at the National Convention and slide over to the MSX conference without missing a beat.

SCCA NATIONAL CONVENTION SCHEDULE

FRIDAY, MARCH 7, 2014

Grand Ballroom, Westin Charlotte Hotel

1:00-1:45 pm	Annual Meeting and Town Hall
2:15-3:15 pm	Convention Kickoff
3:30-4:45 pm	The Power of a Phenomenal Culture – Living our Legacy
5:00-5:45 pm	Awards Session
6:00-7:30 pm	MSX Reception/Expo Unveiling at Charlotte Convention Center Exhibit Hall C

SATURDAY, MARCH 8, 2014

East Wing, Meeting Room Level, Charlotte Convention Center

8:00-8:45 am	Jumbo Regions and BoD Finance Solo Town Hall Club Racing Specialty Meeting
9:00-10:15 am	TTAC Town Hall RallyCross Town Hall Solo: Best Practices Club Racing Town Hall
10:30-11:45 am	RallyCross Best Practices Websites in an Hour or Less Risk Management
1:30-2:45 pm	SCCA Pro Racing Open Forum RoadRally Town Hall Club Racing: Stewards REs and BoD
3:00-4:15 pm	SCCA Pro Racing: Stewards Training RoadRally: Best Practices Club Racing: Stewards REs: Grow, Grow, Grow
4:30-5:30 pm	Timing and Scoring Club Racing: Stewards
6:30-9:00 pm	Reception, Awards, and Hall of Fame Induction Banquet

SUNDAY, MARCH 9, 2014

East Wing, Meeting Room Level, Charlotte Convention Center

8:00-8:45 am	RoadRally: How to Start a Program REs: Marketing Your Events Tire Rack Street Survival
9:00-10:15 am	RallyCross: How to Start a Program SCCA Enterprises Open Forum Solo Tool Box REs: Where's the Data?

Courtesy CRVA



ART WALK
Charlotte, N.C., has its fair share of art and culture, including art at the Bechtler Museum of Modern Art (LEFT) and the Mint Museum (BELOW).

SOMETHING FOR EVERYONE

While it's easy to concentrate on the MSX Expo, the National Convention offers everything it has in the past, plus more. The National Convention kicks off Friday afternoon with the Annual Meeting and Town Hall, and has a couple of surprises planned.

"This is the 70th anniversary of the Sports Car Club of America, and we're taking this opportunity to celebrate our history," says Noble. "All of our Hall of Fame inductees have been

This is the 70th anniversary...and we're taking this opportunity to celebrate our history"
LISA NOBLE

invited, which has never been done before. We want to have a walk of fame, which will include every class of the Hall of Fame that has been inducted, including storyboards about their history with the SCCA. There will also be a meet and greet."

Courtesy CRVA



SCCA NATIONAL CONVENTION SESSIONS

GENERAL

SESSION DESCRIPTION	
SCCA, Inc., Annual Meeting and Town Hall	Open to all SCCA Members: Installation of Directors and Officers on the Board of Directors; Annual Reports of SCCA Inc. and subsidiaries; Q&A with the Board of Directors
Convention Kickoff	Building Tomorrow's Legends
The Power of a Phenomenal Culture - Living Our Legacy	Chris Robbins, Senior Manager, Customer Service, Southwest Airlines
Awards Sessions	Recognition of Award Recipients
Friday Cocktail Reception	Take an exclusive first peek at the MSX Expo and visit with the vendors before the show officially opens
Risk Management	Review of event insurance process and procedural changes
Finance	Rick Ehret, Vice President Finance, will present the operating results for 2013, budget for 2014 and other financial concerns for Regions
SCCA Enterprises	Erik Skirmants, SCCA Enterprises President, will give a detailed review of 2013 and the plan for 2014
SCCA Pro Racing	Tom Campbell, SCCA Pro Racing President, will give a detailed review of 2013 and the plan for 2014
Reception, Awards and Hall of Fame Induction Banquet	Enjoy a dinner with your favorite SCCA members as the most prestigious awards in SCCA are presented
SCCA Pro Racing Stewards Training	Practical training
Hall of Fame Meet and Greet	Meet with some of your favorite Hall of Fame Inductees

CLUB RACING

SESSION DESCRIPTION	
Specialty Panel Discussion	Discover effective plans for Worker Recognition, Worker Training and Worker Proficiency
Stewards	Jim Averett will lead the open training sessions for Club Racing Stewards
Majors	Specialty Training and the Majors Program
Town Hall	Open Meeting with Program Leaders in Club Racing

RALLYCROSS

SESSION DESCRIPTION	
Town Hall	Open Meeting with Program Leaders
Best Practices	Panel Discussion on What Works with leaders across the U.S.
How to start a program	Attracting competitors, acquiring sites and hosting successful events
Growing Your Program	RallyCross Schools and Test Events

REGION LEADERSHIP

SESSION DESCRIPTION	
Websites in an Hour or Less	A non-technical walk through of the Region Websites templates to develop a functional site within one hour.
Grow, Grow, Grow	A panel discussion on growing membership and participation through activation
Where's the data?	How do I, as a Region or Division official, access and use the latest data to grow my Region?
Jumbo Regions and BoD	Working session for REs of Jumbo Regions to meet one on one with the full BoD and discuss ideas and initiatives unique to their markets
Regional Execs and BoD	Working session for all current REs to meet one on one with the full BoD and discuss ideas and initiatives
Region Officer Training	Learn about the resources available as you lead your Region to success
Marketing Your Events	Developing a media calendar to keep you on track
So Many Choices... What Makes Sense	Packaging event elements to provide the best experience for your customers while delivering a successful event for your Region

ROADRALLY

SESSION DESCRIPTION	
Town Hall	Open meeting with program leaders
Best Practices	Panel discussion on what works with leaders across the U.S.
How to start a program	Attracting competitors and hosting successful events
Growing Your Program	Promotion, new formats, new participants

SOLO

SESSION DESCRIPTION	
Town Hall	Open meeting with program leaders
Best Practices	Panel discussion on what works with leaders across the U.S.
Tool Box	What tools are available to your Region
Growing Your Program	Promotion, improved operations, new participants

Note: This session list is subject to change.



Courtesy: CCMA

MSX EXPO CONFERENCE SCHEDULE

SATURDAY, MARCH 8, 2014

TIME	SESSION SPEAKER
10:30-11:30 am	Chassis 101 – Build a winning foundation: Is your chassis built to win? Lee Grimes
	How to correctly use your safety equipment: Your life may depend on safety equipment – are you using it properly? Charles Espenlaub
	Drivetrains – Get the most out of what you have: Could you be getting more from your existing setup? TBA
	Hillclimb – economical adrenaline – packed motorsports Competition: Do you know the fastest growing segment in time trials? Ted Theodore
12:00-1:00 pm	Saturday keynote Randy Pobst
1:30-2:30 pm	Shocks 101 – Science and physics for racers: Could physics win you more races? Guy Ankeny
	Data acquisition – The basics: Can you translate numbers into wins? Glenn Stephens
	Getting to the track: Will you be sitting on the roadside when the race starts? TBA
	Getting the most out of your tires and brakes: Can a few key secrets shave seconds off your time? Ken Payne
3:00-4:00 pm	Shocks 201 – advanced skills: What does your competition know about shocks that you don't? Lee Grimes
	Data for setup – Solo: How can you change your setup for better times in Solo? TBA
	Driver fitness: In a race of milliseconds, could your fitness leave you behind? Terry Giles
	Driving simulators – more than a game: Could you be improving every day through simulations? TBA
4:30-5:30 pm	Chassis 201 – grassroots aerodynamics: How much is the air slowing you down? TBA
	Data for setup – road course: Is your car set up to win on the road course? Steve Hoelscher
	Sponsorship, marketing, and PR: Could you be making money racing? Dean Case
	Spec Miata Jim Drago, Tom Fowler, Mike Collins

SUNDAY, MARCH 9, 2014

TIME	SESSION SPEAKER
10:30-11:30 am	Chassis 301 – Prepare Like a pro: Could some advanced chassis secrets make all the difference? TBA
	Data for driving – road course: How can data improve your driving skill on the road course? Roger Caddell
	Racecraft – the natural laws of passing: Could passing standards improve motorsports? Randy Pobst
12:00-1:00 pm	Sunday Keynote Andy Pilgrim
1:30-2:30 pm	How to get the most out of a dyno day: Are you getting your money's worth out of your dyno days? Dan Tiley
	Data for driving – Solo: Does data hold the key to championship driving in Solo? Steve Hoelscher
	Tax Law – can I legally write off my racing?: Is what you don't know costing you money? Steve Keadle
	Testing 101 – preparing for optimal testing results: Can you get more out of your testing before ever hitting the track? Andy Hollis

In addition to that, a video segment is planned for the opening of the Convention. "Bobby Rahal will be kicking off a video segment, which will include a very significant segment of some of the great legends of the past, and also some of our newest drivers," Noble adds.

From a logistical perspective, this year's National Convention has been designed to be easier than ever to attend"

On Friday, following the Board of Directors Town Hall and the Convention Kickoff, is a presentation by Chris Robbins, seven-year SCCA member and Senior Manager of Customer Service at Southwest Airlines. "Friday's kickoff should be interesting for everybody, as Chris [Robbins] enables us to look at our Club a little differently," says Noble. "If anyone knows customer service, it's Southwest Airlines. They truly made a difference in their product, and Chris is one of the people responsible for that."

EASIER THAN EVER

From a logistical perspective, this year's National Convention has been designed to be easier to attend than ever. Rather than taking place Thursday through Saturday, the 2014 National Convention starts midday

Friday, March 7, and wraps by noon on Sunday, March 9.

"The messages that we were getting from some of the membership was that having more weekdays was difficult for them to get off work and travel," says Noble. "We're hoping that by beginning the Convention mid Friday afternoon, allowing people to travel Thursday or Friday morning, and then attending until Sunday afternoon, they'll be home in time for Monday."

The SCCA National Convention is something every Club member should attend. The information obtained there is priceless, as even if there's not a session that directly addresses the problems or issues your Region faces, the Convention offers plenty of opportunities to directly speak with people who can help you work through any problems. There are very few times of the year you can talk face to face with the Chairman of the Solo Events Board, the Chairman of the Board of Directors, and the President of the SCCA, all at the same time. There are also rare opportunities to sit down and discuss insurance concerns with SCCA's risk management team, or discuss issues your Region faces with the RE from a Region on the other side of the country.

On these pages, you'll find a nearly complete schedule for both the SCCA National Convention and the conferences at the MSX Expo. There's still time to register and attend. 📍



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A STEP FURTHER

When it comes to safety in your racecar, it's never a bad idea to look at what the pros are doing

WORDS Jason Isley **MAIN IMAGE** Richard Prince / Cadillac Racing

Club Racing's GCR is crystal clear when it comes to required safety equipment for a racecar, and these particular rules are relatively stable – which means few unexpected expenses creep up. We know, and can plan for, a few items that require periodic updating, like safety belts that expire every two to five years, depending on the certification. We also can anticipate purchasing a new helmet with every two SNELL certification cycles. For the most part, however, unless you damage – or have the unfortunate opportunity put your safety equipment into action – you

should be able to go for years without spending additional dollars on safety gear.

"The officials in Club Racing – both on staff and with the Club Racing Board – follow the trends in motorsports safety quite closely, and are on numerous distribution lists when information is sent out regarding changes and new trends," says Terry Ozment, Vice President of Club Racing. "While we may be early adopters of some things, the sheer size of our driver population makes rapid and universal changes difficult.

"Our members are passionate about safety, but that means different things to different people," she continues. "One thing we can and will continue to do regarding safety is to educate our members about what is available in the marketplace and what the emerging technologies or directions are. Making our events safer, keeping our drivers and workers safer, and responding to safety matters more quickly is an ongoing effort and priority for SCCA."

An excellent way to catch a glimpse of what the future may hold for Club



OFFICE SPACE
Professional racers can better focus on the task at hand if they are safe and comfortable behind the wheel, and the teams know it.

every product developed for the upper levels of racing will directly benefit everyone at all levels," says Warren Caswell of Sparco USA. "Whether it is engine performance, longevity, or economy; or for the safety gear, protection, comfort, and fit. It all stems from the need for better performance."

Empirical data has shown that as a driver heats up, not only can their physical performance suffer, but so can the mental performance, opening the driver up to potential mistakes. Because having that edge is so important at the top level, you typically find those drivers utilizing the latest suit technology.

"New fabrics that are lighter, more breathable, and wick moisture off the driver help to keep the driver cool and comfortable, which allows them to stay more focused and perform at their highest level," says Caswell. "[Sparco's] new Extrema suit fabric has been a three-year process to develop the first single-layer suit and lightest fabric to ever pass the FIA homologation. The difference in weight may not seem like much, but when an F1 team is spending millions of dollars to reduce weight, a few ounces of gear on the driver is a significant improvement."

For many Club Racers, an F1-level driver's suit is usually not practical, but as with all new technologies, it

Bob Reub



eventually trickles down to a level most can afford. "Now that the process [for the Extrema suit] has been developed, it will allow us to incorporate this type of technology to all levels of our suits," says Caswell, noting that the technology could trickle down from the more than \$2,000 suit to the \$1,000 level in as few as five years.

While you are waiting for the price on the latest and greatest suits to reach your budget level, consider another option: race underwear. Most racers today opt for the multi-layer suit with a rating that does not require the use of fire resistant underwear. But look to any pro series and you will be hard pressed to find a driver competing without it.

Often, the thought of wearing a long-sleeve turtleneck under your racing suit is cringe worthy, but trying fire resistant underwear will probably change your opinion. Not only will the right underwear buy you valuable seconds of fire protection when combined with your suit, but it may also help you keep cool. While Caswell points out that racing underwear will buy you extra time in the event of a fire, "the real benefit is that the underwear helps wick sweat away

Our members are passionate about safety, but that means different things to different people"
TERRY OZMENT

level racing safety is to look to the professional ranks. In IndyCar, NASCAR, and our own SCCA Pro Racing Pirelli World Challenge, you will see differing levels of car and driver safety – often because it's required, but also because these drivers understand the risk and wish to minimize it.

SUIT AND UNDERWEAR

For a few hundred dollars, you can pick up a perfectly rules-legal, one-piece racing suit that, on its own, will provide you a perfectly adequate level of safety. There is, however, a reason the pros spend more on racing suits: comfort, performance, and protection.

"I think it can be said that almost



Kenneth Hawking

LEG ROOM

The cockpit of the Pirelli World Challenge GT K-PAX Volvo resembles that of a sports racer, better protecting the driver in the event of an incident.

SUIT UP

Reigning World Challenge Drivers' Champion Johnny O'Connell is covered head to toe with top notch equipment. Keeping him safe and comfortable helps ensure top level performance when it counts.


Sean Langenhoefer

protect the driver in an impact, and give the car a sports racer or formula car feel. "These are strictly for knee and leg protection, they are custom built for the car [and] driver combination to limit leg movement without restricting the amount of movement the driver needs to operate the pedals," Raub explains. "The main reason is to limit the speed or acceleration of the leg movement in hard impacts, so the legs will come in contact with the supports quickly with no space to build up any speed before the contact."

It doesn't end with leg supports, either. Inside these pro cars you'll find space-age looking carbon fiber crash boxes, and roll cages that seemingly use miles of tubing. Fortunately, you can make some improvements to your driver's compartment without going to that extreme. An extra pair of driver's side door bars can be added to an existing cage, and when properly integrated should increase your level of safety.

Halo-style seats have become increasingly popular at all levels of racing, offering lateral protection for the driver's head. The use of right-side window nets, which serve the same purpose, has also grown in popularity in Club Racing - this item is all but standard in professional racecars. Right-side nets are also quite affordable, with the least expensive being found for

OUT OF REACH

A carbon fiber crash box, like this one found on the RealTime Racing World Challenge GTS Acura TSX, might not be an option for most Club Racers.

from your body," he says, "keeping you cooler and helping to prevent flash burns in the case of a fire."

Vendors like SafeRacer offer head to toe coverage for around \$200. Not a bad price to pay for a little piece of mind and improved comfort.

COCKPIT IMPROVEMENTS

Driver protection takes on a new meaning when you talk about professional level cars - the power, weight, and speed of those cars often necessitates it. One would think the driver's area inside the K-PAX Pirelli World Challenge GT Volvos would be spacious, like its road-going brethren, but as 3R Racing's Bob Raub illustrates, that is not exactly the case.

Inside the team's winning GT cars, we see leg supports, which help

The real benefit is that the underwear helps wick sweat away from your body"

WARREN CASWELL


Philip Royce

PRACTICAL SAFETY

Additional door bars (BELOW) or a right side net (RIGHT) are affordable and effective options for improving driver safety.


Richard S. James

just over \$100. Halo-style seats are more expensive than installing a right-side net, but if you're replacing your seat anyway, upgrading to this type of seat is a minimal expense.

Fire suppression systems are standard fare in most professional racing series, and it's surprisingly inexpensive and easy to install one in your own racecar. These systems can be found for less than the cost of two tires, making it reasonable enough for those classes that don't require such a system. Having a good fire suppression system may be the difference between the end of your race weekend and the end of your car's useful life - ask any pro racer; they'll have a story to tell.

Admittedly, there is a massive difference between professional and Club Racing but, it turns out, incorporating safety items from the professionals might not only be a good idea, it turns out it's not as expensive as you might think. ●

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HAVE A SEAT

Many classes allow the use of alternative seats, so how do you pick the right one?

With the exception of Solo's Street and Stock categories, as well as Stock in RallyCross, replacement driver's seats are open to nearly every category and class within the Club. For cars with fenders, however, picking the right seat can prove problematic, as all cars have different clearance and mounting issues to overcome. So how do you pick the right seat for you and your car?

When it comes to finding the right fit, the first step might seem obvious,

When selling seats for more than 50 percent track use, I would err on the tighter side"
ASHLEY SANGSTER

but it is often overlooked. "The most common mistake is not to try the seat before purchasing," says Gabriele Pedone of OMP America. "Picking the right seat is important, and the two golden rules are [that] it needs to fit in your car, [and] it needs to be comfortable for the driver. We see that dealers with a showroom [full of seats] sell much more than Web-based dealers. Racers drive as far as three to four hours to get to their closest dealer in order to be able to try [the seat]."

Even if your plan is to order your seat online, visiting a physical store for a test fit could save you money and heartache. "Best tips are to research the seat purchase thoroughly," says Ashley Sangster of Sube Sports. "Shipping seats is generally not inexpensive, since a sizable box is required.

"Fit is important," continues Sangster. "Most manufacturers list the

seat dimensions which can be compared to the driver and vehicle to ensure the correct seat is being purchased."

If you can't find a retail store with the seat model you are interested in, the next best place to get a test sit might be at the track. Take a walk around the paddock and you might find another driver using the seat you are interested in, and chances are they will be more than willing to let you try it on for size.

"Sizing is a pretty subjective subject," says Sangster. "When selling seats for more than 50 percent track use, I would err on the tighter side. A seat that feels snug at rest will likely be more comfortable on track, as our hip width will shrink under lateral [g-force] loading. For more street duty than track, we see more drivers going to a slightly wider seat that offers more comfort - it's obviously a compromise between lateral support and comfort. One test we have customers do is to measure their hip width under one 'g' loading. We have them lay on a floor on one side and measure from the floor to their elevated hipbone, which will give their hip width at one 'g.' This will normally help us determine which seat width is most appropriate for their needs."

Another consideration when selecting your seat is belt location. Depending on your body type, some models of seats may not have the belt cutouts in ideal locations. "One other item drivers need to pay attention is the height of the shoulder harness slot, which needs to be adequate to the driver's height," says Pedone.

The style of seat you choose is going to depend on what you intend to use it for. For Club Racing, the halo-style seat has become very



A SOLID FOUNDATION

Once you have selected the right seat, you have to install it. For Solo and RallyCross, the guidelines are fairly simple and can be found in their rulebooks, but for Club Racing it is a bit more complex. The Club Racing GCR specifically outlines which FIA rated seats can be installed without supplemental supports, while all others must be tied into the car's roll cage structure.

"For FIA homologated seat mounting, and to be within the regulations of most sanctioning bodies and organizations, the seat should be mounted in a fixed position [no sliders] using the same side mounts as used for FIA homologation testing [i.e.: Cobra seat with Cobra side mounts, Sparco seat with Sparco side mounts, etc]," says Ashley Sangster of Sube Sports. "In vehicles shared by several drivers, sliders can be used, but since they are not intended for competition purposes, they are not very well suited to the stress and forces experienced in a high-speed incident and will be the weak link in the mounting system."



Courtesy Toyota

popular in part due to the added side protection, but it is not terribly practical for Solo.

"Generally, most drivers opt for a non-head restraint seat since many are doing track days, time trials, autocross, and such," says Sangster. "For someone racing in wheel-to-wheel competition where speeds are usually significantly higher and there is a greater chance of being helped off track in the heat of battle, there is more need for a seat that incorporates lateral head restraints.

"Ultimately, we would like to limit head and neck movement when sitting in the driving position, which is why racing seats are fixed back and have

high back rests. This limits rearward head and neck movement. Using a seat with lateral head restraints will do the same in side-to-side motion from side impacts or side-over-side rollovers. When used in conjunction with a [head and neck restraint] which limits forward head movement, this would capture movement in all directions offering the most protection."

Seat construction can vary greatly, in both materials and quality. "The prospective buyer should be aware of what materials the seat is produced from [fiberglass, Kevlar, GRP, carbon fiber, and so on]," says Sangster. Sangster also advises to consider buying a seat with homologation to a

standard. "A seat with no homologation is not built to any quality or strength standard," he warns.

While the FIA style seat is often the norm around the paddock, aluminum seats still prove very popular for many applications. The aluminum seats are typically a very good value, often fit into tight spaces due to more compact packaging, and often allows for a more flexible installation. However, as is the case with any non-FIA rated seat, these carry additional installation requirements for Club Racing applications, so check the rules.

Searching for a new race seat? On pg. 54 are several advertisers who can help you on your journey. 📍

JUST RIGHT

Picking the right seat comes down to what you are using it for, it fitting properly in your car, and you being comfortable yet secure. Trying different seats before you buy is a great way to make sure you are making the right choice.

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SERIES REPORTS

Sports Car Club of America 03/2014

Reports from SCCA's Competition Series

RACING ROOM

CLUB RACING

by Jim Wheeler, Chairman, Club Racing Board

THE 2014 SEASON

The Club Racing Board presented the final batch of rules changes to the National SCCA Board of Directors in Topeka, Kan., at their December face-to-face meeting. We don't look for any more rules changes until midseason, and even then it will be mainly for "new" classes like P1 and P2. Undoubtedly, there will be a number of corrections, clarifications, and errors or omissions we'll need to get in the GCR.

The new Touring classes should remain stable throughout the 2014 season, with minor tweaks

The new Touring classes should remain stable throughout the 2014 season, with minor tweaks where appropriate. As all Touring racers know, we made some weight, restrictor, and other changes at the end of the 2013 season. These were based on data and lap times from the regular season, as what we saw at the Runoffs. Some of these changes were initially proposed part way through the season, but were pulled back to comply with the operations manual concerning the rules season.

The week after the December BoD meeting, the CRB had its final 2013 face-to-face meeting at the December PRI Show in Indianapolis, Ind. The results of both those meetings have been on the Web with time for everyone to get ready for the 2014 season - we know it is always a challenge for the racers in Florida and California to see the final rules and make adjustments before the January races. It is also a challenge for the tech officials and stewards to

PAYOUTS

At the start of every competition season, we all need to enroll in the various contingency programs that are available to Club racers, even if you registered for the same program the previous year. With the elimination of National racing, some contingency offerings have changed this season, so it's more important than ever to check read through the programs and enroll before you hit the track. Head to scca.com/clubracing and click the "Contingencies" link on the left. Some programs are offered through the individual companies, but a number are handled by the SCCA. For those, register by logging in to SCCA's Website, or by going directly to ams.scca.com. Once logged in, click the "Events" tab and select "Contingency."



Ken Brown



Mark Weber

EQUALIZATION
Touring 4 has seen some dramatic changes in the last year to bring the old SSB and SSC cars in line. The 2014 season should see a much more stable T4 ruleset.

make sure everyone is compliant with the latest rules.

On the contingency and sponsorship front, at the PRI Show we had discussions with a number of folks who have continued to support SCCA racers. **Danny and Mike Puskar** with Carbotech Performance Brakes have been big supporters of racers in many SCCA classes. **Yoni Kellman** with dba (Disc Brakes Australia) spent some time with a group of SCCA racers, as did Lane Automotive's **Craig Mullauer**. Just before leaving for the meeting, I had a good conversation with SCCA racer **Tom Volk**, owner of Racer Parts Wholesale, and his Marketing Manager **Amy Hall**. Although Racer Parts Wholesale does not offer an SCCA contingency program, the company does offer special pricing to SCCA members, and they support 30 to 50 events, many of which are SCCA Club races and Solos, each season, sending T-shirts, gloves, helmets, gift certificates, and other items to be given away at the events.

WHAT DO YOU THINK?

Responses to a couple of recent "What Do You Think?" postings have been spirited. The Formula Vee disc brake question has generated a huge response, and the Formula Vee Ad Hoc

group and the Formula Advisory Committee will have a response that may be out as you read this.

Spec Miata racers are also being prolific with their responses to the question about the future of the class and the possibility of adding the SM5 cars to the class. Web postings on these topics have also been intense, but only e-mails to the www.crbsscca.com letter system carry any weight. Remember, when something goes out as a "What Do You Think?," it does not mean that the CRB or the Advisory Committees are recommending anything - we simply want to know what you think.

With the new season barely under way, there are a new group of more than 300 letters sitting on the CRB and Advisory Committee Website. As always, we'll tackle all of those, and the next 300, and the next 300, and so on.

The Club Racing Board's next face-to-face meeting will be at the SCCA National Convention in Charlotte, N.C., March 6-8. At the National Convention, we will also have the usual town hall meetings where you can ask us questions directly. This type of format is rare, so I encourage you to take full advantage of the situation. ●

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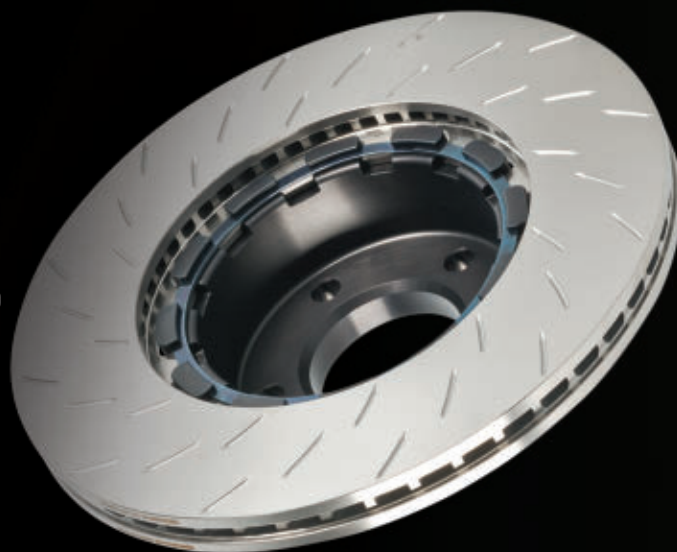
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Rupert Berrington

PROSOLO'S FUTURE

The future promises considerably more change, but the gist is that Duncan will be bringing back the concept of separating Pro and grass-roots classes. The challenge there is coming up with a small number of appropriate Pro classes that are visually exciting, marketable, relevant, and have a large enough participant base to make them viable across the country while not gutting their classes on the grass-roots side. Pro classes will be all heads-up, with no indexes. That opens up the possibility of using competitive adjustments, such as ballast to allow mixing cars from differing classes. There will be operational differences in the Pro classes, such as a Pro tree (one yellow light rather than three) and no allowance for two drivers in a single car. Pro classes might look like Pro A (cars from SM, XP, SSP, SSM), Pro B (ESP), Pro C (STX, STR, and cars from the most popular Street classes). As always, Duncan welcomes constructive input.



Rupert Berrington

GO TIME
The 2014 Tire Rack ProSolo National Series will see some minor tweaks. Further in the future, however, ProSolo competitors might have some exciting options.

LEAVING THE LINE

NATIONAL SOLO

by Paul Brown

PROSOLO IN 2014

The 2014 Tire Rack ProSolo National Series season promises to be interesting, as the Stock/Street split gives us more classes than usual to accommodate. To ensure a smooth start to the season, SCCA Vice President of Rally/Solo and Special Programs **Howard Duncan** has decided to hold off on some planned changes that were set to debut this year.

The usual challenge of percolating Solo's large number of classes down to a manageable structure for ProSolo is even more pronounced this year with the addition of the nine new Street category classes. Duncan has decided that the indexing of classes will have to take place this year to ensure everything runs smoothly, so expect to see the familiar blending of heads-up classes and indexed classes.

As always, classes that have shown strong participation numbers will be rewarded with their own heads-up class, while classes that have not seen the same competitor support will be combined and indexed. The nitty-

gritty details are still being worked out, but we can expect to see heads-up classes such as SSR (Super Stock Race tire -what was Super Stock), B Street and C Street (two new Street classes that seem destined to be popular), each of the six classes in the ST category, ESP, SM, and probably SSM, plus the two FJ classes.

A brisk pace is part of the ProSolo experience, not long delays"
HOWARD DUNCAN


On the indexed side, we should see three or four Ladies classes, R1 and R2 for the Prepared and Modified cars, RTA, RTF, and RTR for Street category vehicles not in BS and CS, corresponding Street R classes for everyone but SSR, and two SP/SM classes for SP and SM cars not already listed (SSP, ASP, and BSP might be in SP1, while CSP, DSP, FSP, and SMF would make up SP2). The index is being worked on and should be published by February.

One of Duncan's primary objectives is to simplify the ProSolo rules wherever possible, and the Zone concept of the past never quite got traction, so that concept will be dropped for the 2014 season. Points

for both class and Challenge competition will now be calculated from the best two of the first four events a competitor enters. Tire Rack ProSolo Finale points will be roughly a 50 percent bonus over regular season events. Entry into the ProSolo Finale will again be staggered, with class leaders and multi-event competitors being given entry priority.

Another area to get attention this year is finding ways to handle larger entry levels without making Saturday a marathon session, or going to the extreme of including competition on Friday. While Timing and Scoring continues to improve, course length and design can have a major effect on event efficiency, especially in cases of re-runs, red flags, and red light drivers cruising through the course to save tires.

As Duncan puts it, "A brisk pace is part of the ProSolo positive experience, not long delays." Areas such as minimizing extraneous cones and avoiding crossovers in course design will be priorities. While unusually long courses are popular, they are simply not compatible with entry levels of 250 or more drivers.

For changes, that's just about it. Other than classing changes, 2014 will really see just a few tweaks to the popular ProSolo National Series. 



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DOING IT ALL
Steve McKelvie
navigated for Harald
von Langsdorff at
the 2010 USRRC.

Rick Beattie

He “decided early on he wanted to try and do everything related to rallying.” He wanted to be versatile.

After his first few TSD rallies, he began to take part in SCCA Pro Rally. “I started as a co-driver with Tim Penasack in an Open class Audi Quattro,” he says. “I have sat with numerous drivers in a wide variety of rallies in the USA, Canada, Mexico, and Germany.” Every driver he competed with asked him to rally with them again.

With some family pressure, he gave up stage rallying after taking part in a rally in Mexico where there were a number of fatalities.

He still likes rally navigation equipment and has a wide variety of it.

“This is because the navigation equipment rules in the various rallies [and classes within rallies] that I have taken part in, or am prepared to take part in, have rules that might limit or allow specific equipment,” McKelvie explains. “I’m prepared to take part in every rally I know about. I don’t have to start looking for that special piece of navigation equipment a few weeks before an event.”

He doesn’t have a favorite, “Except perhaps that I like to use a Curta calculator just because I like the mechanical complexity of the Curta.”

So, it all makes sense that in 2005 he started to send an electronic

“The idea of pursuing a career in the...racing industry just did not seem to be a viable field”

STEVE MCKELVIE

newsletter to a few friends with whom he was rallying at the time. “I called it the *General BS*, and it included the things that I was seeing, doing, and thinking about related to cars, rallying, racing, and motorcycling.”

McKelvie’s e-mail list “expanded as those few friends passed it on to others and I would get requests to include them on the mailing list.”

For Christmas in 2010, he got www.stevemckelvie.com as a Christmas gift and tries to add two or three posts a week to it depending upon his schedule “and other life events.”

“What is important to me is that ‘car people’ have found it interesting and informative, which is the benchmark I would like it to be judged against.”

ON RALLYING ROADRALLY

by Rick Beattie

WELL, WHAT DO YOU KNOW!

In RoadRally, as in many other things, you have expectations of what people are like - in reality, you are really just getting a glimpse. Back in grammar school, it was unsettling to meet your third grade teacher at the grocery store. Something about not being in school just didn’t fit the image of a teacher (that, and the fear she was going to tell your mother what really happened last week at recess).

Steve McKelvie has been part of SCCA RoadRally for nearly 15 years, almost exclusively as a navigator. He has run events primarily in New England Region. However, there has been at least one trip to Neohio Region for an event and an entry in Washington DC Region’s 2010 USRRC.

McKelvie is currently the Northeast Division RoadRally Steward and sits on the New England Region Rally Board. So what would be unsettling about meeting McKelvie at the grocery store? You would be surprised to find out that it all just makes sense.

He was born on a farm in Canada where his interest in driving and engines started with farm tractors. In the earliest picture of him, at age 18 months, he’s driving his neighbor’s tractor.

His next love was drag racing, and his interest in road racing began with the now defunct magazine *Canada Track & Traffic*. He was a big fan of Canadian Porsche racer Ludwig Hiemwrath. His love of rallying also started early, recalls McKelvie.

“At that time, the Canadian Winter Rally was a three-day, 1,000-mile rally in Ontario, and I remember being impressed with the rally navigators who somehow knew all about Halda rally odometers, Speedpilots, and those very complicated Curta calculators,” says McKelvie. He entered a couple of rallies we would now consider GTAs.

He studied engineering at the University of Waterloo. Car designers and racers became his heroes, but “when **Bruce McLaren** died, along with North American cars becoming very much underpowered, the idea of pursuing a career in the automotive racing industry just did not seem to be a viable field.” As a result, he got into civil engineering and now works in Boston, Mass.



Courtesy Steve McKelvie

TIME ALLOWANCE

Steve McKelvie (right) and Dave Weiman relax after a rally in Germany.

GROWING ONLINE

Steve McKelvie enjoys blogging, and it doesn’t hurt that his Website, **stevemckelvie.com**, is read by people all over the world. “Many have contacted me to discuss the issues that I have posted on the Website. It has allowed me to reach out to the wider rally community, and now I get almost 3,000 views per week, which, while not large by many standards, it is much bigger than the six or seven people that I started sending my *General BS* newsletter to.”

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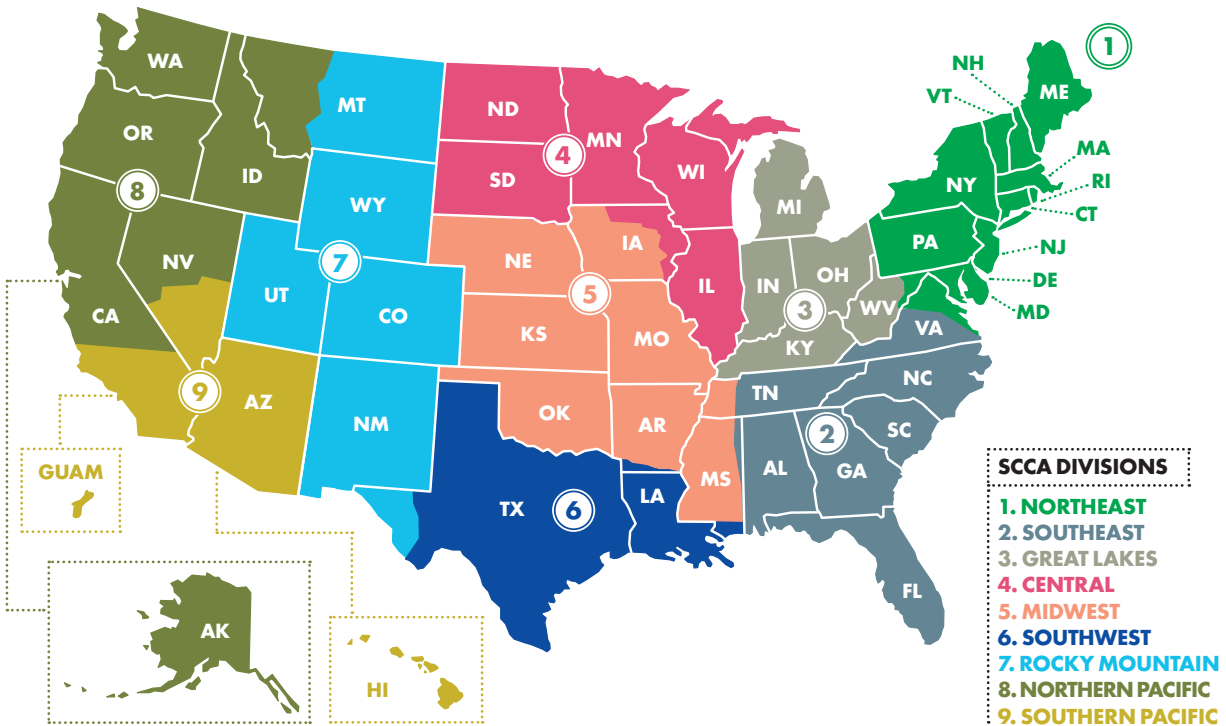
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DIVISIONAL REPORTS

Sports Car Club of America 03/2014: Updates, stories, and news from SCCA's nine competition divisions.



NEDIV NEWS NORTHEAST DIVISION

BY JEFF JACOBS

NO ONE TRICK PONY

It is easy for us to become so focused on our one particular program of interest within the SCCA – Solo, Club Racing, RoadRally, or RallyCross – that we lose touch with the Club as a whole. For 2014, try picking one event, one day, or one weekend, in an SCCA program you've never tried or haven't been to in a long time to connect with your fellow NEDiv members.

Warren Schiff did exactly that in 2013 and found a new passion. He has been an avid autocrosser for 35 years as the second-generation original owner of a 1962 Super 7. Both of his parents ran Solo events, passing the motorsports enthusiasm and the car on to their son. Schiff remembers as a child in the

1960s watching as his dad also ran some Pennsylvania Hillclimb Association ("PHA") events. PHA events are part of the NEDiv SCCA Time Trials series, with eight events a year – six on closed public mountain roads and two at Summit Point Raceway. The events combine Solo (one car at a time) with Club Racing (higher speeds and safety gear requirements).

Schiff decided he wanted to try hillclimbs, too. "At my first event, I had two major concerns: driving the Lotus at speeds never experienced at an autocross, and the danger factor," says Schiff. He found his new friends at PHA events supportive and patient. "I walked the course at my first event. People thought it was strange I wanted to walk a mile up a very steep hill."

With 10 or more runs per event, Schiff found he had plenty of time to gradually learn the course and explore the limits of his car at ever-higher speeds.

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.

Schiff found the hillclimbs to be similar to the Solo events he had done for the prior 35 years, but with third and fourth gears thrown in. "I can't begin to tell you what a blast it was," he says. "The Lotus responded extremely well going up the hills. Because I run in a Vintage class, slicks are not allowed, so a set of Hoosier A6s was the tire of choice. Wow, now I know why this tire is so popular in autocrossing."

At the final Philadelphia Region Solo event of 2013, multi-time Runoffs Champion **Kevin Fandozzi** browsed through the grid with his son. Fandozzi said he was there to learn more about the Solo program, so he was quickly put in the passenger seat with 2013 A Stock Solo National Champion **Tony Savini** at the wheel. Climbing out of the Corvette after the run, Fandozzi grinned widely. Commenting on the high intensity packed into a short duration, he noted the potential



Susan Young

benefits to the road racer of learning how to maximize performance quickly and precisely. "John Heinrich has been urging me to get out to an autocross for years, and now I understand why," says Fandozzi.

By the time this issue reaches your hands, many of our NEDiv programs will have announced their 2014 schedules. A great resource for events is the NEDiv calendar posted online at www.nediv.org. Region leaders should be sure to submit their local schedules to the NEDiv Webpage as soon as the dates are set.

As a member, you are guaranteed to have a lot to choose from this year, and hopefully you'll try something new in 2014.

CONTACT

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.....



REVVIN' IN SEDIV
SOUTHEAST
DIVISION
BY SUSAN H. YOUNG

MUSIC TO THE EARS

Ah, the rumble of engines and whine of tires. We are so attuned to the sounds of our cars and all their rhythms that it is music to our ears. When **Dana DeShong** isn't racing his prod car, he's practicing a different sound entirely: band music. Brass: a trombone. He's often rehearsing marching and playing when he's not dealing with engines and braking.

Dana, along with his 16-year-old son **Chris DeShong** and team member **Glen Brown**, belong to the globetrotting Second Time Around Band. "We are marching in the Cherry

SECOND TIME

SEDiv members Dana DeShong and Glen Brown fill their time away from the track in the Second Time Around Band, which has played notable venues all across the country.

Blossom Parade in Washington DC, April 10-14, 2014," says Dana, "and [we] have been selected to do a show during the parade at the review stand - a rare occurrence.

"The band has 500 members, and is the largest adult marching band in the world. We have performed in the Macy's Parade in New York City, the Calgary Stampede, St. Patrick's Day in Dublin, Ireland, the Rose Festival in Portland, plus many trips to San Antonio, Savannah, and Key West.

While Dana and Glen play the trombone, Chris is on the trumpet.

Taking an opportunity to promote every facet of his life, Dana reminds us, "Corner workers are wanted! Drivers, fill that downtime by assisting those who work to maintain a fun, safe racing environment. Club members, get involved today! Your help is needed in the premier Club Racing program in the U.S."

SEDIV'S WILD WEATHER

SEDiv is well known for wild spring weather. Our Solo, track, and hillclimb sites are lined with metal fencing, miles of wiring, large open areas, and other choice "targets" for Mother Nature. Airport sites have a hidden lightning attractor, the support structure beneath the runways, and it turns out that lightning can blow holes in the concrete! This is not to mention that many small buildings and worker shelters are not grounded by plumbing or power. Our trailers and campers are also all high-profile vehicles, too. Our

extreme weather is not something to be taken lightly.

Did you know that Roebling has been hit by tornadoes twice in the last few years? While we don't want to halt an event if we can help it, our sport is not worth anyone becoming a crispy critter. Seriously, even an indirect lightning strike can cause permanent damage. So listen to your race officials, and watch the National Weather Service and Weather Channel on your phone or TV. Be aware of sudden wind shifts and temperature drops - and just because you are in a car does not make you 100 percent safe, either.

Radar is better than ever, but remember that lightning can strike 10 miles from a storm! Tornadoes can also snake out from the leading edge of a squall, hidden in the rain. Be safe, be smart. Don't let Mother Nature wreck your racing.

Years ago, I went through a tornado at the Lakeland airport. The twister came out of the back edge of the squall. It had stopped raining when it hit. The old metal hangars held together, but dozens of vintage planes were wrecked and flipped. Also, massive oak trees fell on vehicles in their campground. So heed those watches and warnings.

CONTACT

SUSAN H. YOUNG

(386) 956-6601

youngpv@earthlink.net

.....

SEASON PREP

Great Lakes Division racing is about to kick off - are you ready?



Jeff Loewie



NORTH COAST NEWS
GREAT LAKES
DIVISION
BY NANCY SCHILLACE

REMEMBERING DENNIS SIMKO

If you ever tried to explain to people not involved in racing just what we do on Club Racing weekends, the look you get will be one of disbelief. That is especially true if the story is about silliness and fun. While volunteers are often described as "workers," some make everyone realize that this isn't "work" at all.

Dennis Simko was that kind of person. Dennis, a Club and Lake Erie Communications member, passed away Nov 17, 2013. He was known for his sense of humor and infectious smile. The past couple of years, Dennis dealt with some health issues and opted for race control instead of corner working.

Several members shared their memories of Dennis. "I will always remember hearing Dennis between sessions," says **Sara Kotyk Collins**, "with his head in a barrel, phones on, mic keyed, and, 'Boing! Plunk your magic twanger, Froggy! Hiya, kids! Hiya! Hiya! Hiya!' Goofball indeed! He will be sorely missed by our family and [the] racing family. He and my uncle John were the best of friends since high school. Dennis went to high school with my mom, too. He has been a part of our families ever since. I knew Dennis and his family before I knew the track. I don't know if I have ever seen him mad and don't have one bad thing to say about him!"

But Dennis also appreciated everything about life. "Dennis helped me with my hearing when he tuned me into sound reducing head phones," says **Debbie LaFond**. "One day when they were flagging together, Maurice noticed Dennis very still and went over to make sure he was OK. Dennis said to Maurice, '[We come] out here to see the racecars, but none of us really look up at the sky. The sky is really pretty. More of us should do that, don't you think?'"

As we say goodbye to Dennis, make sure to look up at the sky and see him looking down on all of us with that infectious smile of his.

His daughter, **Margaret Simko**, let us know Dennis was laid to rest in his racing whites. Several LEC members attended his funeral service dressed in their

whites. **Jim "Shoe" Shoemaker** notes that Dennis was probably up in heaven laughing at them standing out in the rain at the cemetery. At the luncheon following the service, glasses were lifted in memory of him - which was the most appropriate celebration of his life, as he would have cheered right along.

BRAND-NEW MEMBER

Although we say goodbye to a friend, we added a new member to our race family last fall. On Sept 13, 2013, the start of the third generation of racers began for the Piekarczyk family. **Rob** and **Melanie Piekarczyk** welcomed their son, **Robert Lawrence Piekarczyk**, into their lives. With the family name being carried on, the "new" Robert has the nickname "RP3" - and since grampa **Bob Piekarczyk** passed the racing gene to Rob, we can anticipate the racing tradition to continue with the third generation.

ARE WE THERE YET?

With spring just around the corner, it's a good time for checking over the race gear. Racers, make sure all helmets and straps are up to date. For the volunteers, let's check the rain gear, track, and camping items.

CONTACT

NANCY SCHILLACE

nhschillace@wowway.com



THE CENTRAL TOPIC
CENTRAL DIVISION
BY JEFF CASHMORE

TIME TRIALS: EASIER THAN EVER

After trying Solo and learning about car control, many of our members are looking to get out on the track for a high-speed experience. For this, SCCA offers the Time Trials program, which is made up of several categories, including PDX, Club Trials, Track Trials, and hillclimbs. "PDX is a non-competitive, driver education program," explains **Tony Machi** who, until recently, was the CENDiv representative on the Time Trial Administrative Council. "Essentially, track time with an instructor for people who are novices, and more experienced people can drive without an instructor. No timing equipment is used. It's open to any street legal car,

including convertibles. The SCCA PDX rules don't require roll bars; however, some tracks rules do require them.

"Club Trials are similar to what Solo I used to be, although you run in groups, not one at a time. It's open to any Solo or GCR-legal car. If you run in a Solo Mod class, you need all of the safety gear from the Solo Rules Modified section. These aren't necessarily slower events; the speeds are only limited by the car, track, and driver ability.

"In Track Trials, the safety equipment requirements are ratcheted up a notch," continues Machi. "Closed cars don't need a cage but do need a roll bar. Drivers need fire suits and SA-rated helmets. A five-point harness is required, although there's no limit on how old it is. They're run similar to Club Trials, but most of the time passing is open with a point by. The final requirement is that you need a license, although it's not that hard to get.

"Hillclimbs aren't required to climb a hill, although most of them do. Most of the current events are in the Appalachian or Rocky Mountains, but they don't have to be. You just need a closed road."

Machi is hoping the new rule set will help organizers host more events. "Perhaps the biggest news out of the Time Trial program is the new rule set," he says. "We took an 85-page rulebook and got it down to something like 20 pages."

According to Machi, someone attending a PDX will only need to read two pages worth of rules, keeping the program very accessible.

"PDX and Club Trials run under one set of participant rules, while Track Trials and hillclimbs run under the second set," he says. "A third book is for Region officials putting on the events - what safety equipment they need, the insurance requirements, etc. It's similar

HELPING HAND

Midwest Division is doing its part educating members about getting involved via programs like the REX. It's easy to do your part, too, by simply explain some of the things we do at Solo events to new members.



Rupert Berrington

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to the Solo Rules in that there are mandatory sections, but Regions also have a lot of leeway to change things to meet their local needs. The [National Board of Directors] liked the new rules so well they made them effective immediately and didn't wait for Jan. 1 of the following year."

For CENDiv, PDX events in Land of Lakes Region run at Dakota County Technical College just south of Minneapolis, Chicago Region hosts a Friday night series at Autobahn Country Club south of Joliet, and Milwaukee Region holds Thursday Night Thunder on the Milwaukee Mile infield road course.

"The March of Dimes Drive for Babies fund-raising event at Road America will be on Oct. 17," says Machi. "For Club Trials, there should be a Chicago/Milwaukee co-event at Blackhawk Farms this year. If you don't have a transponder, you can rent one from us for \$25. Milwaukee's also working on organizing a hillclimb event, but there are a few hurdles we need to overcome first. All in all, our track day program has come a long way in the last few years."

CONTACT

JEFF CASHMORE

cashmo@hotmail.com



GATEWAY TO MIDIV
MIDWEST DIVISION
BY EILEEN WATERS

THE RACING EXPERIENCE

How does MidDiv find and encourage future competitors and volunteers? How do we get "newbies" to try any activity we offer? How do we ensure that our programs grow? We start by breaking down the barriers to entry, of course.

Club Racing is arguably the most expensive and time consuming of SCCA's programs to break into. To minimize barriers in Club Racing, we let friends, family and crewmembers try Club Racing the easy way: REX.

REX is a pilot program, which received its blessing by the National Board of Directors in 2013, allowing participants a "Racing Experience" without the commitment of a doctor's physical or a competition license. REX is designed for low horsepower racecars, with production type bodies.



Jeff Pollard

CHECKERED FLAG

Houston Region's Alex Davis (right) raced with the SCCA, eventually introducing his family to the sport. Here, he stands with his daughter, Sydney, before she heads out on track. Sadly, On Dec. 30, 2013, Alex passed away.

Spec Racer Fords are also allowed, but formula cars and V8 powered cars are not. The goal is to keep the experience fun and, most importantly, *safe*.

An SCCA member can sign a form saying that he or she is in good health, sign another form saying that they have read all of the *very strict* rules of the road, and then they can participate in a Racing Experience.

A REX day consists of an orientation session (flags, track, paddock, and more); a qualifying experience; and a racing experience. Participants get to see the racetrack first hand at speeds similar to a PDX event, with a strict concern for safety - in a REX, even one wheel off of the track requires a visit with the REX Chief Steward!

St. Louis Region organized the first REX event in the nation mid 2013, and held another at the October Regional Club race and PDX. Cars already entered in the Club Racing weekend received a discount if they participated in the REX portion, with several drivers gifting the opportunity to a crewmember. Six new members were introduced to Club Racing this way, and hopefully they will become full-time Club racers in the future.

GETTING OTHERS INVOLVED

Although the REX program is a great example, sometimes breaking down barriers is as simple as explaining what we do and inviting others to join in. You

can invite a coworker, neighbor, or your high school graduation class to come to an event. You can even talk up the events at the local auto parts store or on Facebook, or answer a random question about the T-shirt you're wearing. Other times, take them for a ride along, perhaps in the backseat of your car as you spend a Sunday afternoon rallying. You might break down the terminology, or point them to a link on a Website that explains the ins and outs of Solo. After a PDX or RallyCross, you can sit down and bench race, explaining what happened and why, and how to improve things for next time.

It really isn't hard for someone to get hooked on the sport. What is hard is getting comfortable with the procedures, rules, and the intricacies that shave little bits of time off your run or lap. Those things can only come when those of us who are already members welcome a newbie, breaking down the barriers and mentoring them.

So what can you do? Ask your region to include a REX day in their schedule and offer your car to someone for the event. Offer to instruct at a PDX or a Tire Rack Street Survival school. If your track offers a drive around, take a group on a tour. Participate in a RoadRally and instruct a newbie. Lead a Solo group in a course walk. Gift an opportunity by buying an entry. Above all, get involved and get the word out!

CONTACT

EILEEN WATERS

eileenwaters10@gmail.com



SOWDIV SUNSET
SOUTHWEST DIVISION
BY SYDNEY DAVIS

CHECKERED FLAG: ALEX DAVIS

On Dec 30, 2013, we lost another great racer. I'm extremely biased, because it was my daddy, **Alex Davis**. As I contemplated whether or not to write this month's column about him, the messages I received made me realize how much of an impact he had on others, so I felt this was an appropriate topic. My dad started racing in 1976 with his next-door neighbors. I remember him telling me



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2014 TRANS AM SCHEDULE

Sun, March 2	Sebring International Raceway, Sebring, FL	Sat, June 21	Road America, Elkhart Lake, WI
Sun, March 9	Homestead-Miami Speedway, Homestead, FL	Sat, Aug. 16	Mid-Ohio Sports Car Course, Lexington OH
Sat, May 10	Road Atlanta, Braselton, GA	Sun, Aug. 31	Brainerd International Raceway, Brainerd, MN
Sun, May 18	Canadian Tire Motorsport Park, Ontario, CA	Sat, Sept. 20	Lime Rock Park, Lakeville, CT
Sun, June 1	New Jersey Motorsport Park, Millville, NJ	Sun, Sept. 28	Virginia International Raceway, Danville, VA
		Sat, Nov. 15	Daytona International Speedway, Daytona Beach, FL

CONTACT BOB STRETCH

(817) 668-5433 OR E-MAIL BOB@FIXRIM.COM

about his first Drivers School in the sleeting rain, scraping off the ice on the Corvette windshield. He probably had to walk five miles to go to the classroom, too. But in all seriousness, it was the start of something that would be a major part of his life.

Shortly thereafter, his brother, **Joe Davis**, got the bug and started racing as well. When I was little, I learned a new language called “shop talk,” and I was not allowed to repeat anything I heard inside the garage to my mom. They had their fair share of cars over the years, including a Rabbit, Chevette, Formula Atlantic, Lola Sports Racer, and finally a Miata, because it was much cheaper to fix.

I grew up at the racetrack idolizing my daddy, wanting to be like him. I wanted to be the first woman to win the Indy 500, but my dad quickly said he didn’t make enough money and I needed to find a new dream. So I didn’t, and I started begging him to go to a Drivers School.

We started off small and ran local races, but in 2009 we got the harebrained idea to go to the Runoffs at Road America in Elkhart Lake, Wis.

We dragged my mom along to the Runoffs, and it was an adventure - but that’s what racing’s all about. We made a few more trips to the Runoffs, plus a couple to Sebring, Fla., which my mom liked much more. We had a list of the other tracks we wanted to go, but alas, we never got the chance.

In the past year and a half, my dad’s health had taken a turn, and it limited his opportunities to watch me race. After his open-heart surgery, I felt guilty because I raced while he was still in the hospital under sedation. My mom said I needed to go, because he’d want me to. When he finally came to, the first thing he said was, “When are you planning on putting in the ‘Silver Bullitt’ for the Runoffs?” Not, “Hey, how are you?” Or, “It’s good to see you.” I’m pretty sure he’d been thinking about that for a while, just waiting to ask me.

I always felt that his struggling health was just another chapter in his life. He was a tough cookie, and as they say, this, too, shall pass. But, recently, the complications of all that he’d been going through were starting to take a toll on his body. It was time for him to take his final checkered flag.

Racing has always been our thing, and always will be our thing. I hope that one day I will be able to share with my

children the love and passion for this sport that my daddy shared with me. I also hope I can be half as hardheaded and controlling as my dad was at the races. He was the best supervisor.

For those of you who had the honor of knowing my dad, I hope you cherish your memories. He was definitely a character and left an impression on anyone he met. My mom and I are creating a scrapbook of memories and photos. If you’d like to include yours, please send them to me at 15110 Vista Heights, Cypress, TX 77433.

In lieu of flowers, we ask that donations be made to the MSR Houston Charities Alex Davis Memorial Fund. They will be purchasing benches and tables for others to enjoy the races at MSR Houston in The Carousel - his favorite place to watch. You can mail your donations to MSR Houston, 1 Performance Drive, Angleton, TX 77515.

CONTACT

SYDNEY DAVIS

(713) 628-8337

davis.sydney@gmail.com



PONY EXPRESS
**ROCKY MOUNTAIN
DIVISION**
BY DAVID MURAMOTO

GETTING TO THE 2014 RUNOFFS

The arctic air that swept across RMDiv over the past few weeks is in sharp contrast to the comfortable temperatures most of the Region enjoyed toward the end of fall. For many, shorts and T-shirts were quickly replaced by jeans, hats, and winter coats in order to keep working on cars! Similar to those cold fronts, the 2014 Club Racing schedule

released at the end of 2013 will take some getting used to.

The initial RMDiv schedule has only five Club Racing weekends listed for the entire year. It does start fast, with back-to-back U.S. Majors Tours in May. Colorado Region will sanction the opening Majors race at High Plains Raceway on May 3-4. Then, Continental Divide Region will retain its traditional Memorial Day date, hosting the second - and last - Majors in the Division, this one coming at Pueblo Motorsports Park on May 24-25. After that, the first Divisional race weekend will be back at High Plains Raceway on July 5-6, with Colorado Region hosting that weekend and the fourth race at High Plains on Aug. 30-31. The final Divisional race will be at Pikes Peak International Raceway on Sept. 20-21, thanks to Continental Divide Region.

Keep in mind, the last 2013 “Miller Time” race at Pueblo also counted toward the 2014 Divisional title, so some racers earned a head start by competing that weekend.

With the loss of Utah Region’s Club Racing program and any events at Miller Motorsports Park, 2014 will feature the shortest RMDiv racing schedule in memory. With no Drivers Schools listed, one rumor is that another event may be added to the schedule, or perhaps a special group somewhere in a Divisional race weekend might be possible. Formula Enterprises racer **Henry Donohoo** has also stepped up efforts to attract a PDX group to some of the Divisional weekends.

One other requirement of note for those RMDiv Club racers who hope to compete for a Divisional title *and* a National Championship Runoffs invitation is a little known change approved last spring by the National Board of Directors. It states that any racer hoping to qualify

MAJORS HITS RMDIV

High Plains Raceway will feature a stop on the U.S. Majors Tour Mid-States Conference on May 3-4. This is one of two Majors races in Rocky Mountain Division in 2014.



Rupert Berrington

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for the Runoffs via the Divisional path must participate in a minimum of four Divisional qualifier event weekends and finish in the top three of their class. The original 2014 RMDiv championship rules were drafted with a minimum requirement of finishing six races (three weekends) in two different Regions to qualify for the Runoffs. Those rules have been revised to include a mandatory four-weekend minimum. Another thing to consider is that the two RMDiv Majors races are considered part of the RMDiv Divisional qualifier weekends, and thus will be scored (for Divisional championship purposes) concurrently. While racers will still earn points toward the Mid-States Conference, they'll also earn RMDiv points (similar to the scoring used in the old National system) toward a Divisional title.

Ultimately, it all boils down to just a few options. First, if you're an RMDiv racer with an eye toward primarily competing in the Majors, you'll probably commit to entering the Majors events at High Plains and Pueblo, and then travel to at least some of the other four Majors scheduled for the Mid-States Conference. You'll need to enter at least three weekends, finish at least three races, and end up in the top 10 in your class in Conference points (or meet the minimum points requirement) to earn a Runoffs invite.

The Divisional path also offers a direct route to the Runoffs, but has the side benefit of preserving and supporting the race programs solely within RMDiv.

CONTACT

DAVID MURAMOTO

(303) 752-9777

nissan7gt3@comcast.net



WILLCOX BOUND

Heading to a track for the first time always presents challenges, and although many Arizona Region Club racers have visited Inde Motorsports Ranch already, the U.S. Majors Tour stop on Feb. 22-23 could mark the first visit for many other drivers from the SPDiv and NPDiv chasing the Western Conference title.

The facility opened its doors in December 2009 and has hosted a number of Club and private events in the years since. Spread over 1,700 acres, the track can be configured some 30 different ways, offers 200 feet of elevation changes, and incorporates state-of-the-art safety features, such as wireless corner lighting systems. For the Majors, Club racers will be utilizing configuration four, clockwise – you can view the track map and other facility information at www.indemotorsports.com.

The track is located about 200 miles southeast of Phoenix, Ariz., in the small town of Willcox. "Exit 336 off I-10 (Taylor Road)," says Arizona Region RE **Chris Page**. "Turn left at Airport Road and go about nine miles, track is on the left."

The desert location and high elevation, sitting at more than 4,000 feet, mean you should be prepared for cool temperatures. According to Page, expect to see average temperatures around 60 degrees F for the high in February, and 24 degrees for a low. There is little chance of rain or snow for the U.S. Majors Tour; however, it is suggested to consider adding antifreeze to your racecar, as overnight lows could dip below freezing.

"Paddock space will be a challenge," says Page. "We will park you in specific locations. There are no RV hookups, and no power in the paddock. An overnight camping fee will be charged by track."

For this event, your entry fee covers lunch on both Saturday and Sunday, as well as dinner Saturday night. If you need additional meal tickets for crew or family, they can be purchased for \$20 each, and you need to submit the number of additional meals two weeks before the race.

The track maintains a limited supply of 91 and 100 octane unleaded fuel on site, so the track requests you preorder at least two weeks in advance, and anyone needing leaded racing fuel will also have to preorder. For fuel, contact **John Mabry** at (520) 507-1249.

For your tire needs, Carroll Shelby Goodyear (contact **Jim Doughty** at (602) 437-4977), and Fastrack Motorsports (**Brian Schackelford**, (602) 252-3301) will be on site. As always, it is a good idea to preorder to ensure your specific size and compound is available.

Should you need any auto parts, there are two nearby sources. The NAPA (287 S. Haskell Ave.) will deliver to the track and can be reached at (520) 384-2287. There is also an Autozone in town (1005 Rex Allen Drive).

A number of accommodations are available nearby at Exit 340 off of I-10. The Holiday Inn Express offers a special Inde rate. There is also a Super 8 and Days Inn. "Make reservations early," advises Page. "This is a busy time in Willcox."

If you want to forgo the catered meals in favor of some local fare, there are a number of popular choices as well as national chains. Salsa Fiesta, Isabel's, and Los Bertos offer Mexican dining, while Big Tex and Rodney's cater to the meat and potatoes crowd.

Hopefully, some of this information will help relieve any apprehension about making the trip. If you have additional questions, visit the forum at www.azscca.com. On the forum will be event information, and you can post specific questions.

NEW RUNOFFS QUALIFIER

Last month we gave you the SPDiv Divisional qualifying events for the SCCA National Championship Runoffs, but an additional date has been added to the schedule to keep everything in line with the SCCA National Office criteria. For those short on points, or wanting to get some extra seat time before the big show, the Sept. 13-14 event at Buttonwillow Raceway Park is now a Divisional Runoffs qualifier. 

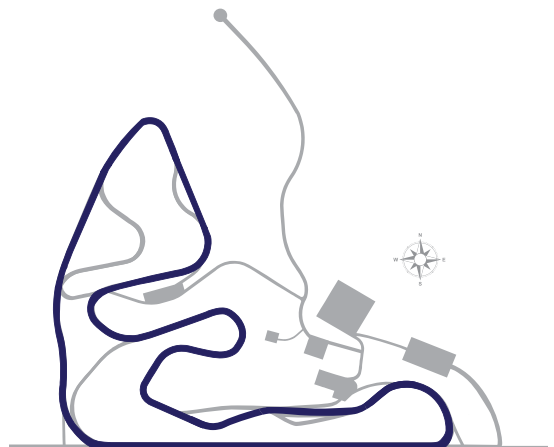
CONTACT

JASON ISLEY

(949) 417-6725

jason.isley@racer.com

INDE RACING
In late February, the U.S. Majors Tour Western Conference hits Inde Motorsports Ranch, in Willcox, Ariz., for the first time.



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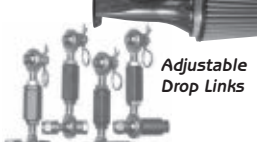
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2006 Porsche GT3 Cup 997 Racecar > Ready to race, in great condition, in 2012 won six races, finished fourth in SCCA National Points, 10 podium finishes, very competitive car. Over \$250,000 invested, Toshiba computer, Kool Box for helmet, Cool Suit, fire suppression, MoTeC ADL Dash with Kelly-Moss I2 pro, Blue Axels, OMP carbon HTE seat, air jacks and safety stands, Motorola radio P200 with case, ECU latest upgrades, MoTeC camera VCS, three sets of BBS rims, one set of Pirelli P Zero slicks on car, one set of Michelin Rains, one set of Michelin slicks, log book, and much more for \$89,000 OBO. **Jeff (713) 822-7865 or jeff@txtrojanfan.com. [24976-03]**

23 PRODUCTION BASED | GT ▼



1985 FOX BODY FORD MUSTANG AMERICAN SEDAN CLASS > Reclassified, buyer backed out. Complete car ready to race next year. Motor refreshed 20 min. run time to check for leaks. New Ford racing cam, world class T-5 trans with an extra new T-5 trans. Comes with extra tires and rims. \$5,895.00. **Send E-mail: racer2269@hotmail.com. [24947-03]**

24 SOLO ▼



1966 Corvette Racecar > FS or TRADE w/\$ from me for C6 Z06 or GS Fresh 383, 600hp; new pistons, crank, Hooker headers, dry sump pump, AFR heads, Griffin radiator, TEX Racing T101 trans, Ram clutch, Penske shocks, Baer rotors and calipers, Kirkey seats, 4.11 gears, three sets of wheels, custom suspension. Lots of spares. \$33K OBO. **Contact Rick at (619) 440-2689 or rp.bp89@cox.net. [24968-04]**

28 SERVICES ▼



Custom Garages > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact Dan Ferguson at rackandruinracing.com. [24972-03]**

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SPORTS CAR CLUB OF AMERICA MARCH 2014
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PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 28-30 St. Petersburg, Fla.
(GT, GT-A, GTS double)

Apr 11-13 Long Beach, Calif.
(GT, GT-A, GTS single)

Apr 25-27 Barber Motorsports, Ala.
(GT, GT-A, GTS, TC, TC-A, TCB double)

May 16-18 Canadian Time
Motorsports Park, Canada (TC,
TC-A,TCB double)

May 30-Jun 1 Detroit Belle Isle, Mich.
(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
double)

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

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

Sep 12-13 Miller Motorsports Park,
Utah

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



TRANS-AM SERIES

gotransam.com

Mar 2 Sebring Int'l Raceway, Fla.

Mar 9 Homestead-Miami Spdw, Fla.

May 10 Road Atlanta, Ga.

May 18 Canadian Tire Motorsport
Park, Canada

Jun 1 New Jersey Motorsport
Park, N.J.

Jun 21 Road America, Wis.

Aug 16 Mid-Ohio Sports Car
Course, Ohio

Aug 31 Brainerd Int'l Raceway, Minn.

Sep 20 Lime Rock Park, Conn.

Sep 28 VIRginia Int'l Raceway, Va.

Nov 15 Daytona Int'l Speedway, Fla.



MAZDA MX-5 CUP

mx-5cup.com

Mar 12-14 Sebring Int'l Rcw, Fla

May 2-4 Mazda Raceway, Calif.

Jun 27-29 Grand Prix of Houston,
Texas

Jul 11-13 Canadian Tire Motorsports
Park, Canada

Aug 8-10 Road America, Wis.

Oct 1-3 Road Atlanta, Ga.

(all events double weekends)

F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-13 Road Atlanta, Ga.

May 16-18 Watkins Glen Int'l, N.Y.

Jun 6-8 VIRginia Int'l Rcw, Va.

Jul 4-6 Mid-Ohio, Ohio

Aug 1-3 Pittsburgh Int'l Race Cmplx,
Pa.

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 VIRginia Int'l Rcw, Va.

Jul 4-6 Mid-Ohio, Ohio

Aug 1-3 Pittsburgh Int'l Race Cmplx,
Pa.

Aug 29-31 Thompson Speedway
Road Course, Conn.

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



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Apr 11-13 Road Atlanta, Ga.

May 16-18 Watkins Glen Int'l, N.Y.

Jun 6-8 VIRginia Int'l Rcw, 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

CLUB RACING



Date Track/Region
Phone numbers are for region
registrars

U.S. MAJORS TOUR

sccamajors.com

EASTERN CONFERENCE

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, Ill.

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
Lake, Wis.

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.

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
Lakes

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)

(315) 597-9637

Finger Lakes (Glen)
(585) 328-2617

Glen (607) 425-4339

Jersey Racing Board
(609) 784-5316

Mahoning Valley (330) 418-3328

New England (508) 561-2188

New York (518) 789-3762

Steel Cities (412) 831-0361

Tri-Region Race Group
(609) 352-1757

Washington DC (301) 572-7444

SOUTHEAST sedivacing.org

Feb 8-9 Sebring/Central Florida

Mar 29-30 ** Palm Beach Int'l/
Florida

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

Apr 26-27 Ro* Roebbling 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** Roebbling 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

Oct 18-19 ** VIR/North Carolina

Oct 18-19 Sebring/Central Florida

Oct 24-25 # VIR/North Carolina

Oct 30-Nov 2 # Road Atlanta/Atlanta

Nov 1-2 # PBIR/Florida

Nov 29-30 Sebring/Central Florida

Alabama, Tenn (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (704) 575-5960

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

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 Road Rally 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, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

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'l/Land O'
Lakes
Jun 28-29 Ro* Blackhawk Farms/
Blackhawk Valley, Milwaukee
Jul 5-6 D Brainerd Int'l/Land O'
Lakes
Aug 30-31 Ro* Brainerd Int'l/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 Rcwyl/
Colorado
Aug 30-31 Ro* High Plains Rcwyl/
Colorado
Sep 20-21 D* Pikes Peak
International/Continental Divide
Colorado anniedew@msn.com
Cont. Divide anniedew@msn.com

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
Francisco
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
Board
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 sedivacing.org
Feb 21-22 # Roebing Road/
Buccaneer
Apr 12-13 Daytona 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

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
Brigstone 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
allenbergdrivingschools.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/CT Summit Point/
Wash. DC
Apr 19-20 PDX/CT Summit Point/
Wash. DC
May 3-4 PDX/CT 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/CT 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/CT 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



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

NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055
Main (785) 357-SCCA [7222]
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Club Racing (785) 232-7229
Solo (785) 232-7656
Rally (785) 357-7259
Licensing (800) 770-2055 or
(785) 357-7222, x357
Club Racing Technical Assistance
(785) 379-8324
SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; scca.com
Pro Racing info/results: sccapro.com

SCCA DIRECTORS

Area 1: **Dick Patullo**
370 Chapin Road, Hampden, MA 01036
(413) 566-3643; dpatullo@scca.com

Area 2: **Terry Hanushek**
22 St. Johns Lane, Mullica Hills, NJ 08062
(856) 223-0807; thanushek@scca.com

Area 3: **Robin Langlotz**
3116 Indian Drive, Orlando, FL 32812
(407) 851-2232; rlanglotz@scca.com

Area 4: **Stephen Harris**
1619 Chartwell Dr., Dayton, OH 45459
(937) 438-3005; sharris@scca.com

Area 5: **Bruce Lindstrand**
532 Stiles Ct., Darien, WI 53114
(262) 724-3346; blindstrand@scca.com

Area 6: **Peter Zekert**
24 Edgeworth Ave.,
Maryland Heights, MO 63043
(314) 724-2098; pzekert@scca.com

Area 7: **Dan Helman**
343 Lago Trace Dr.,
Huffman, TX 77336
(281) 324-6664; dhelman@scca.com

Area 8: **Bill Kephart**
4735 Centennial Blvd.,
Colorado Springs, CO 80919
(719) 632-8000; bkephart@scca.com

Area 9: **Brian McCarthy**
1048 Millet Way, Sacramento, CA 95834
(916) 712-5742; bmccarthy@scca.com

Area 10: **John Walsh**
244 Mendon Center Rd., Honeoye Falls, NY
(585) 624-9289 (h); jwalsh@scca.com

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



Berry Bennett

MAJOR RACING

The Majors and BFGoodrich Tires Super Tour hits Road Atlanta on March 21-23.

SOUTHEAST sedivrracing.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 Motorports 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

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, Calif.
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 sedivrracing.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

Apr 27 Robert's Stadium/Southern Indiana

Southern Indiana
terry9393@outlook.com

CENTRAL cendiv-scca.org

Apr 13 Hawkeye Tech Truck Driving School/Iowa

May 18 Oskaloosa Airport/Iowa

Jun 8 Hawkeye Tech Truck Driving School/Iowa

Jun 22 Hawkeye Downs/Iowa

Jul 13 Oskaloosa Airport/Iowa

Jul 27 Hawkeye Downs/Iowa

Aug 24 Oskaloosa Airport/Iowa

Sep 14 Marshalltown Go Kart Track/Iowa

Oct 12 Hawkeye Tech Truck Driving School/Iowa

Iowa mholzi@aol.com

MIDWEST midiv.org

Jan 4-5 Mississippi Coliseum/Mississippi

Mississippi (601) 441-0088



Berry Bennett

SOLO'S TOUR

The Tire Rack Solo Championship Tour kicks off at South Georgia Motorsports Park on March 15-16.

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

SOUTHWEST sowdivscca.org

Mar 1-2 NOLF Waldron Field/South Texas Border

Apr 5-6 NOLF Waldron Field/South Texas Border

May 3-4 NOLF Waldron Field/South Texas Border

Jun 7-8 NOLF Waldron Field/South Texas Border

Jul 5-6 NOLF Waldron Field/South Texas Border

Aug 2-3 NOLF Waldron Field/South Texas Border

Sep 6-7 NOLF Waldron Field/South Texas Border

Oct 4-5 NOLF Waldron Field/South Texas Border

Nov 1-2 NOLF Waldron Field/South Texas Border

Dec 6-7 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 12 Pikes Peak Int'l Raceway/Continental Divide

Apr 27 Front Range Airport/Colorado

May 10 Front Range Airport/Colorado

May 17-18 Pikes Peak Int'l Raceway/Continental Divide

Jun 1 Front Range Airport/Colorado

Jul 12 Front Range Airport/Colorado

Jul 27 Pikes Peak Int'l Raceway/Continental Divide

Aug 17 Front Range Airport/Colorado

Sep 14 Pikes Peak Int'l Raceway/Continental Divide

Sep 28 Front Range Airport/Colorado

Oct 12 Pikes Peak Int'l Raceway/Continental Divide

Nov 3 Front Range Airport/Colorado

Colorado (414) 218-1594
Continental Divide (719) 310-8281

NORTHERN PACIFIC norpac-scca.org

Mar 16 Oakland Coliseum/San Francisco

Apr 13 Oakland Coliseum/San Francisco

Apr 27 Oakland Coliseum/San Francisco

May 18 Oakland Coliseum/San Francisco

Jul 13 Oakland Coliseum/San Francisco

Jul 27 Oakland Coliseum/San Francisco

San Francisco www.sfrscca.org

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 Road Rally planning calendar can be found at www.scca.com/rally

NATIONAL

Mar 15 NT Desert Skies/Arizona Border

Mar 16 NT Great Canyon/Arizona Border

Mar 22 NC Steel Haul/Steel Cities

Mar 23 NT Laurel Run/Steel Cities

May 3 NT Badger Burrows/Milwaukee

Nov 1 NC Highway Robbery/Cal Club

Nov 2 NC Turkey Traps/Cal Club

Dec 7 NT Yucatan Winter Safari/Land O' Lakes

Dec 7 NT Yucatan Winter Safari/Land O' Lakes

New England librally@aol.com
South Jersey (856) 228-9249

REGIONAL

NORTHEAST nediv.com

Feb 15 Winter Challenge/New England

Apr 5 March Lamb/South Jersey

Apr 6 March Lion/South Jersey

May 18 Witch Way is Plus/Minus/South Jersey

New England librally@aol.com
South Jersey (856) 228-9249

CENTRAL cendiv-scca.org

Feb 15 Minnedota Valley Winter Rally/Land O' Lakes

Feb 15 Iced Runner/Land O' Lakes

Land O' Lakes (952) 381-2759

SOUTHWEST sowdivscca.org

Jun 21 DFW Map/Texas

Aug 9 Clear Blue Sky/Texas

Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

Mar 7 First Friday Niter/Cal Club

Mar 15 Eureka/Cal Club

Apr 4 First Friday Niter/Cal Club

Apr 2 First Friday Niter/Cal Club

May 31 Spring Classic/Cal Club

Jun 6 First Friday Niter/Cal Club

Jul 4 First Friday Niter/Cal Club

Aug 1 First Friday Niter/Cal Club

Aug 9 Not My Fault/Cal Club

Sep 5 First Friday Niter/Cal Club

Oct 3 First Friday Niter/Cal Club

Nov 7 First Friday Niter/Cal Club

Dec 5 First Friday Niter/Cal Club

Arizona Border (520) 664-0906
Cal Club (310) 372-7168

Cal Club (310) 372-7168

Cal Club (310) 372-7168

Cal Club (310) 372-7168

Cal Club (310) 372-7168

Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP

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

REGIONAL

CENTRAL cendiv-scca.org

Feb 1-2 RallyCross 1/Land O' Lakes

Feb 8-9 RallyCross 2/Land O' Lakes

Feb 15-16 RallyCross 3/Land O' Lakes

Feb 22-23 RallyCross 1/Land O' Lakes

Lakes

Land O' Lakes (608) 792-3111

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ROOTS

A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO... MARCH 2004

- A "Rising Stars" story listed four Club racers to keep an eye on. The story was 50 percent accurate, as two went on to professional success.
- A head and neck restraint article covered a number of units, some of which probably never should have been produced.



20 YEARS AGO... MARCH 1994

- A Checkered Flag obituary remembered Jim Kimberly, identified as "one of the most prominent and vivid figures of the earliest days of the SCCA." Among other things, Kimberly served as the SCCA president in 1956-'57, and is the namesake of the Kimberly Cup.



30 YEARS AGO... MARCH 1984

- The discussion of "making sound" at a road race was discussed, with a feature explaining the complexities of sound measurement. The article discussed the topic in great detail, covering the effects of barometric pressure, temperature, temperature inversions, and more.



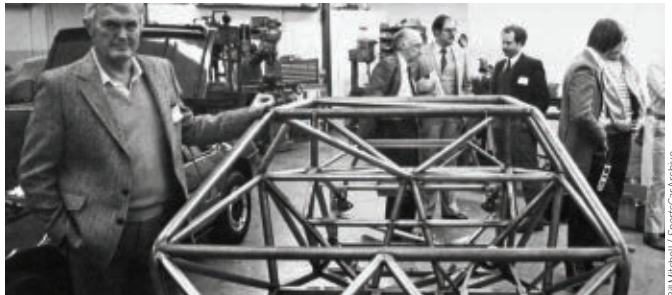
40 YEARS AGO... MARCH 1974

- A feature tackled Timing and Scoring, including equations for how many scorers were needed to manually score a race, and how your car number should look.
- *SportsCar* told the tale of the Flaming Fall rally, which had been run every year since 1956.



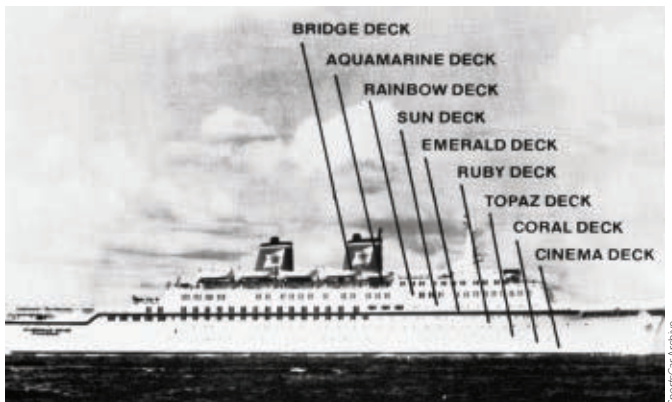
50 YEARS AGO... MARCH 1964

- It was reported that at the 1964 National Convention, the SCCA Board of Governors spent a full one-third of their time discussing RoadRally policies.
- An ad for the Beach Mark 5 Formula Vee offered a brand new, turn-key car for \$2,600.



GT GOES TUBE FRAME

In the 1984 issue of *SportsCar*, a feature discussed the progression of the GT Club Racing category, culminating in the GT-2, 3, 4, and 5 classes moving to be more like GT-1, allowing for tube frame construction.



CRUISE TO THE CONVENTION

The 1975 SCCA National Convention took place on a cruise ship, with Nassau as the destination. The March 1974 issue broke down the costs of the trip per deck, with a note that the Convention would hit capacity at 450 people.



PINK LADY

SCCA's first female Club Racing National Champion, Donna Mae Mims, received her trophy at the 1964 SCCA National Convention in Dallas, Texas. Mims was known for her pink race suit and racecar – and outriving the men.

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