

SPORTSCAR®

The SCCA Member Magazine

THE RIGHT STUFF

How the Miata Transformed SCCA



72.4

FAST CROWD Insider Speed Secrets
SOUND ADVICE Reining in the Volume
HEAD START Snell's SCCA History

APRIL 2014
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COMPETITION TIRES



Racetrack/Autocross

BFGoodrich



g-Force R1

BFGoodrich



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

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Proxes RR

Streetable Track/Competition

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PZero Corsa System
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PZero Corsa System
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ADVAN A048

Racetrack/Autocross - Wet

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Radial Wet H20

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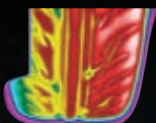
Direzza ZII

Extreme Performance Summer*



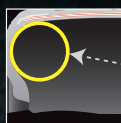
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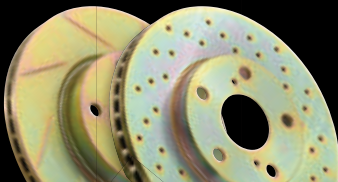
Also available: Euro Ceramic Pads and ProACT Ceramic Pads



Street Performance Pads



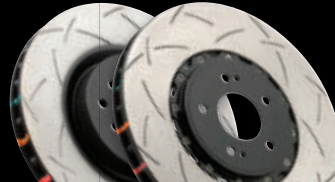
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ON THE COVER

The past, present, and future of Miata racing as caught through the lens of Libero Di Zinno. Read all about it starting on pg. 28.



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Getting to the next level is a challenge; these hints will get you there quicker



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THE RIGHT STUFF

The Mazda Miata has made an impact on every aspect of the Club during its 25 years of production. We take a closer look at this significant car, and the people who made them win.

ROADSTER REVOLUTION

From the first Miata racecar to the latest Pro Racing entry, we delve into the Miata revolution



THIS MONTH IN FASTRACK NEWS >

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





Florida Region's Ted Waller splits the field as competitors head out for the opening race of the Jan. 10-12, 2014 U.S. Majors Tour at Palm Beach International Raceway in Jupiter, Fla. Of the 32-car group, FC ran away with the overall win.

DATE Jan. 11, 2014

LOCATION Palm Beach International Raceway

GROUP Formula F, Formula 500, Formula Vee, Formula Continental

PHOTOGRAPHER Mark Weber



Actor Steve McQueen and racing legend Carroll Shelby were both passionate SCCA members and racers. In 1963, McQueen co-owned a Shelby Cobra with Shelby America that Bob Bondurant and Dave MacDonald drove to fourth place at SCCA's coveted Road America 500.

DATE June 1963

LOCATION Shelby America, Venice, Calif.

WHAT Steve McQueen (right) tours Shelby America headquarters with Carroll Shelby (left) as host

PHOTOGRAPHER Dave Friedman

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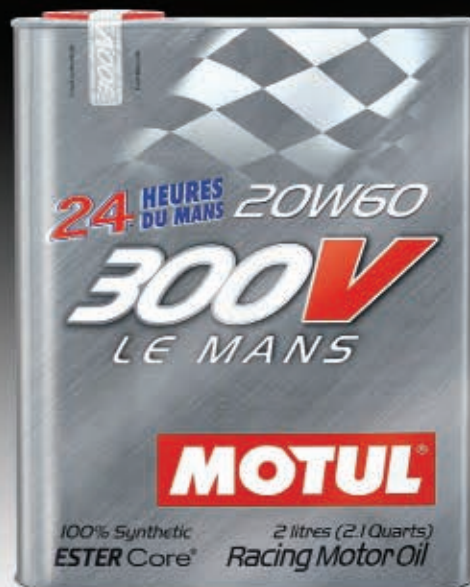


PHOTO: WES DUENKEL MOTORSPORTS



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CLUB LIFE

Chris Clark



TRANS AM BECOMES FEATURED RACE

The SCCA Pro Racing Trans Am Series is moving Round 4 at Canadian Tire Motorsport Park up a day to Saturday May 17. The move will see Trans Am assume the featured spot on Saturday as a part of the annual Victoria Day SpeedFest Weekend at the Canadian track.

SCCA DIVES INTO DAYTONA 24



NIGHT VISION

SCCA members took the Rolex 24 at Daytona by storm, including the Prototype class Corvette DP piloted by Club members Boris Said, Max Papis, and Eric Curran.

SCCA members have been part of the now-named TUDOR United Sports Car Championship Rolex 24 at Daytona weekend for decades, be it flagging corners, working pits, or behind the wheel. Past legends and current stars of SCCA can be found rubbing fenders with everyone from IndyCar standouts to NASCAR regulars, and 2014 was no different.

An impressive number of current and past Club members participated in the Jan. 23-26 feature race, among them Randy Pobst, Eric Foss, Scott

Sharp, Boris Said, Eric Curran, Brandon Davis, Tomi Drissi, Kuno Wittmer, Charles Espenlaub, Scott Tucker, Cooper MacNeil, and James Sofronas. When the checkers flew, SCCA veteran Bill Auberlen was standing on the podium with his GT Le Mans class teammates.

Running in support of the 24 was the Continental Tire Sports Car Challenge BMW Performance 200; which also included a field full of SCCA stars. The 2013 SCCA National Championship Runoffs rookie sensation Trent

Hindman matched his Runoffs runner-up position with a second place in the Grand Sport class. While Foss, who was pulling double duty also running in the 24, won the Street Tuner class along side Jeff Mosing, who got his Pro Racing start in the BFGoodrich Tires Mazda MX-5 Cup.

Other notable Club Racing alums hitting the track included Corey Fergus, Chad Gilsinger, and Andrew Aquilante. Additionally, SCCA Solo ace Bryan Heitkotter got the call to join the Skullcandy Team Nissan, which he

TIM PAUL DOUBLES UP

Tim Paul plans to double up in 2014, with the No. 06 entered for a full season in the SCCA Pro Racing F2000 Championship Series alongside his sports car racing debut in the SCCA Pro Racing BFGoodrich Tires Mazda MX-5 Cup. Follow Paul's progress at TimPaulDrive.com and ScreamingMonkeyRacing.com.



Dave Green

An impressive number of current and past Club members participated in the Jan. 23-26 feature race"

qualified and started a strong fourth.

Arguably, the event would not run nearly as smoothly if not for the efforts of SCCA's Central Florida Region, which had over 100 workers on the ground, joining workers from all over the country who make the annual pilgrimage.

Preceding the 24 was the Road Racing Drivers Club (RRDC) awards dinner, where SCCA Club Racer Lawrence Loshak was presented with the Mark Donohue Award he garnered at the SCCA National Championship Runoffs in September 2013.

RRDC president Bobby Rahal and RRDC members Dorsey Schroeder and Mark Donohue's son, David, made the presentation of the "coffee table" with an engraved glass top mounted on a special, racing-experienced wheel.

PAYBACK

SCCA's partnership with SafeRacer means all Club Racers will benefit in product discounts.



D.E. Baer

SAFERACER AND SCCA EXTEND PARTNERSHIP

SafeRacer, long the official safety provider of SCCA, has extended its partnership with the Club for at least an additional three years. Under the agreement, SafeRacer becomes the title sponsor for the newly renamed SafeRacer SCCA Club Racing program and continues its association with the SafeRacer First Gear program. The First Gear program provides discounted memberships, as well as custom newsletters and information to SCCA members under the age of 25.

At the racetrack, SafeRacer SCCA Club Racing decals will appear on participating cars, replacing the previous "SCCA Club Racing" or "SafeRacer National Racing Series" logos. Competition licenses issued to SCCA Club Racers will also carry the SafeRacer logo. The new decals will be available free of charge to racers, through the SCCA National Office, SafeRacer, and at SCCA Club Racing events.

"We're proud to not only extend our relationship with SafeRacer, but also expand it," says Lisa Noble, Interim SCCA President & CEO. "SafeRacer supports our programs, but they also support our racers individually with discounts and other items through the store. That all-around package truly brings value to the SCCA as a whole."

SafeRacer will continue to provide Club Racers with a contingency program, which includes prizes for the nationwide point champions. SafeRacer will also give away a \$200 product certificate monthly to a First Gear member featured in *SportsCar* magazine.

"We're Club Racers at heart at SafeRacer, so it's exciting for us to expand our support of the SCCA Club Racing program and some of the best amateur racers in the country," says SafeRacer President and SCCA National Champion Charlie James.



TEAM I-MOTO JOINS WORLD CHALLENGE

2012 Grand-Am CTSCC Street Tuner champs Team i-MOTO is moving its program to the SCCA Pro Racing Pirelli World Challenge for 2014. In addition to pro racing, the team also runs in Club Racing, most recently winning STU at the Sebring BFGoodrich Tires Super Tour (LEFT).



LISA NOBLE

INTERIM PRESIDENT AND CEO OF SCCA INC.

CLUB VIEW

Philosophy and Purpose

I hope that when you picked up this *SportsCar*, it gave you a sense of anticipation before you opened it, and that it fueled a sense of excitement for the sport after you opened it. A new era of *SportsCar* has arrived! As a collector of old issues of *SportsCar* magazine, I enjoy them as a slice of life from those times. There were many versions of the cover over the years, from photographs of cars in action or people of the day engaged in our sport, to great original artwork. Editors recognized that times, technology, and the needs of our members change, and that the covers and magazine had to evolve to be relevant. This is one of those times, and you hold in your hand an issue that is the product of the Club's evolution.

Our Club's magazine is a part of your member experience - a celebration of who we are and who we aspire to be. We are working to make it a modern magazine that takes full advantage of timely information and commentary about our sport and reduces repetition of time-sensitive material that's available online long before the next issue of *SportsCar* is published.

Where did the old articles about (insert name of article) go? Don't worry, every aspect of Club life will be covered, and the stories will be told in a fresh, contemporary voice that shows the SCCA's ability to adapt to a changing world.

Features will be personal, bringing our membership to life through its

personalities - authentic in detail and spirit - inviting participation. Technical articles will convey insightful and current knowledge, editorials written with purpose, not because there is a deadline.

You can expect *SportsCar* to deliver content that:

- Inspires by example from the present and past
- Is forward thinking - "We can't continue to do things the way they've always been done"
- Surprises - keeping alive the feeling of anticipation when you open the magazine every month

Emphasis will be on articles and columns that tell the story of SCCA life:

- Surrounding our special events, what makes them special, interesting, or different
- Our interesting cast of characters
- First-person accounts

The new *SportsCar* philosophy and purpose will help us affirm the passion, camaraderie, and feeling of belonging to a great Club, while conveying the air of change and progress from the SCCA to members, partners, and the motorsports industry. This project doesn't come to completion but will continually progress - just like the SCCA must continue to progress.

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

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 JANUARY 2014

NAME	REFERRALS	REGION
Sydney Davis	9	Houston
Allan Coy	5	Cal Club
Ed Shuler	4	Colorado
Christing Snyder	4	South Texas Border
Brian Ghidinelli	3	San Francisco
Chris Sparling	3	Arizona Border
Wayne Stockel	3	Houston

There are 300 additional members with at least one referral.

REGION LEADERS

Category based on 2013 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Cal Club	2.5%
Central Florida	2.3%
San Francisco	1.8%
Large Regions (401-799):	
Buccaneer	3.7%
St. Louis	2.5%
San Diego	1.9%
Medium Regions (200-400):	
Las Vegas	10.2%
Eastern Tennessee	8.2%
South Jersey	2.5%
Small Regions (<200):	
Montana	5.7%
Western Ohio	5.1%
Indiana Northwest	4.5%

AN EMMY FOR GOPRO

From your racecar to the big screen for this camera

In January, SCCA member and GoPro founder and CEO Nicholas Woodman accepted a Technology and Engineering Emmy Award from the National Academy of Television Arts and Sciences for his company's HERO3 camera technology. The compact HERO3 has aided television and film professionals to capture shots previously not thought possible - not to mention that SCCA members from RallyCross to Solo and Club Racing use the cameras to capture their competitions.

"That the best selling consumer camera in the world has also been so enthusiastically adopted by film and television professionals is something we're very proud of," says Woodman. "It's a testament to the quality and versatility of our products and our passion for enabling the world to capture incredible content."

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WHERE YOUR DRIVEWAY ENDS.

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SCCA ON RACER.COM

Did you know our friends at Racer.com have a special SCCA section right on their front page? It includes news from the SCCA, as well as special features, with those sitting alongside the likes of Formula 1, NASCAR, and IndyCar.



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

It's the Small Stuff That Counts

We're all about competition. It's in our DNA. If it weren't cars, it would be scooters or bicycles or garbage trucks. Any excuse for measuring ourselves brings it out, in both our competitors and event staff. Competitors want to win. Event organizers want to run a better event than "those other guys."

Details, big and small, are what make the difference in our performance. Lugs torqued? Tech sheets ready? The biggest one to keep in mind is attitude: helpful or disagreeable? Since this issue is about upping our game, I'll mention some items that help me perform better, both as a competitor and official.

The two biggest liars in the paddock? You've run into them: the tire pressure gauge and the torque wrench. They're often overlooked, but ignore them at your peril, as they'll screw up your lap times - or your whole weekend.

Want to have some fun? Get 10 competitors to compare their tire gauges - if there are mechanical ones in the mix, you're in for lots of fun. The traditional pressure gauge, with the round face that uses a thin bent metal tube to move the mechanical pointer, is described as "accurate, but fragile." Drop it a few times, then compare. Years ago, I switched to a digital gauge with a piezoelectric strain gauge, and now I sleep better.

The other great liar in the paddock is the "clicker" torque wrench. When was the last time you checked its calibration? Had man landed on the moon yet? Don't scoff at old technology, bending,

beam-style wrenches, because unless you damage them (cut, heat, or bend), they're always accurate.

It's easy to monitor calibration, if you have a few cracked or extra sockets rolling around. Weld two sockets nose-to-nose, so that the square ends are facing out. I made one late one night when I had dark doubts about my "traveling wrench."

Clamp the pivoting handle of that old beam torque wrench in a vise, clip your new adapter to it, then add your clicker wrench to the other side. If your clicker set for 35ft-lbs clicks when the beam wrench shows 35, check a few other settings. While not National Bureau of Standards accurate, it'll show you any big changes.

Event officials need to check their calibrations, too. I now start every event with the idea that I want to actively solve problems. "No competitor should get any bad news from any official unless I know about it, and have a chance to fix it first" is a philosophy that senior event officials should embrace.

What does this mean in practice during Friday night tech, when a new racer has a single-layer fire suit but no Nomex jammies? Put word out in the paddock of what is needed, or ask a friend to drive by a supplier on the way to the track early the next morning. Or, what if a veteran participant unknowingly arrives at registration with an expired membership or license? Make some calls and help fix the problem. The rewards of fixing problems go to both you personally, the Region and the Club! 🍷



Richard Prince for Cadillac Racing

WORLD CHALLENGE AIRS ON NBC

The 2014 season of the SCCA Pro Racing Pirelli World Challenge Championships is set to air on the NBC Sports Network. All races will be broadcast in either 90-minute or two-hour programs, aired in prime time on Saturdays or Sundays, with re-airs occurring on Thursdays, Fridays, and Saturdays.

Veteran sports car racing announcers Greg Creamer and Calvin Fish will again provide play-by-play, color commentary, and in-depth series analysis. As in 2013, Jeff Lepper will join Creamer and Fish for pit lane, and pre- and post-race segments. The broadcasts will include exciting in-car camera footage from series partner GoPro, unique feature segments, interviews with series personalities, and behind-the-scenes footage.

"Our upcoming 25th anniversary season is going to be one filled with excitement with 50-plus car fields, returning champions like O'Connell and Aschenbach, and new teams joining the series running world-class marques like the Ferrari 458 Italia, Porsche 911 GT3 R, and Lamborghini Gallardo FL2 GT3," says Scott Bove, WC Vision President and CEO. "For fans who can't make our races in person or for those who attended and want to relive it, our broadcast partner NBC Sports Network will deliver all of the action."

PIRELLI WORLD CHALLENGE NBC SPORTS NETWORK SCHEDULE

DATE	TIME	RACE
April 6, 2014	5:30 p.m.	Streets of St. Petersburg
April 20, 2014	5:30 p.m.	Streets of Long Beach
May 10, 2014	3:00 p.m.	Barber Motorsports Park
June 15, 2014	2:30 p.m.	Streets of Detroit
July 4, 2014	6:30 p.m.	Road America
Aug. 10, 2014	1:30 p.m.	Streets of Toronto/Mid-Ohio Sports Car Course
Aug. 30, 2014	1:00 p.m.	Sonoma Raceway
Sept. 28, 2014	2:30 p.m.	Miller Motorsports Park

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Courtesy McLaren

K-PAX SHIFTS GEARS

K-PAX Racing, winners of three GT class championships in the SCCA Pro Racing Pirelli World Challenge, announced a change from the familiar blue and yellow GT class Volvos to a pair of McLaren 12C GT3 cars in its quest to win a fourth championship in 2014.

RALLYCROSS CHAMPIONSHIP HITS 10 YEARS

It has been announced that the SCCA RallyCross National Championship will hold its 10th winner-take-all event Oct. 4-5, at the I-80 Speedway, in Greenwood, Neb. Since its inception, the event has seen a steady increase in the number of competitors and the level of competition.

"As chairman of the RallyCross Board of Directors, I feel honored to have the 10th running of the RallyCross National Championship on my reign," says Stephen Hyatt. "It has taken a lot of hard work from many people to get RallyCross to this point.

I hope all the competitors make a special effort to attend this year's event at I-80 Speedway."

Plans to commemorate a decade of running this event are in the works. Specific activities to mark the occasion will be announced later in the year.

"It is early in the planning, so all the details have not been worked out," says Hyatt. "But, we are looking at numerous ways of celebrating this anniversary. The RallyCross Board will be extending special invitations to past champions and honoring those competitors who have attended each of the 10 years."

DECADE

RallyCross has been kicking up championship dirt for 10 years now, and the sport is still growing strong.



Rupert Berrington

SOLO DRIVERS OF THE YEAR

Each year at the Tire Rack Solo National Championships, two of the sport's most prestigious awards are up for grabs, the Solo Driver of the Year, and Rookie of the Year. The Solo Driver of the Year award is given to the driver who produced an outstanding performance at the Solo National Championships, while demonstrating exceptional skill or overcoming a major obstacle in the process. Tom O'Gorman, of Mason, Ohio, was named the SCCA Solo Driver of the Year, based on the strength of his F Prepared National Championship - where he won by an impressive three-second margin.

The Rookie of the Year recognizes a top-level performance at the Solo National Championships by a driver with limited competition experience. Darren Seltzer, of

Orlando, Fla., capped off an amazing season with a National Championship in F Modified, earning him Rookie of the Year honors.



Perry Bennett

RECOGNITION

One of the Solo drivers recognized for his excellence at the 2013 Solo Nationals was Tom O'Gorman.

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HONORED

2013 Pirelli World Challenge GT Champ Johnny O'Connell has been named to the American Auto Racing Writers and Broadcasters Association's (AARWBA) 2013 All-America Team, which honors some of the best and most successful drivers in motorsports.



Rupert Berrington



Courtesy of the Earwood Family

CHECKERED FLAG C.L. EARWOOD

SCCA Hall of Fame member C.L. "Charlie" Earwood, Club member since 1960, passed away Jan. 28, 2014, in Punta Gorda, Fla., where he raced Porsches in the E and F Production classes. Eventually, Earwood made the transition from driver to race official and became one of the most prominent stewards in American road racing. Earwood also served as an official of the SCCA National Championship Runoffs when the event was held at Road Atlanta, as well as acting as Chief Steward for the SCCA Pro Racing Trans Am Series, SCCA Pro Racing Truck Series, 12 Hours of Sebring, and 24 Hours at Daytona.

After retiring from the insurance industry, Earwood went on to become the general manager of Sebring International Raceway. While there, he was given the task of re-routing the original five-mile course so the facility could be used year 'round. With the help of John Burns, the current 3.7-mile course was designed. It cut out the portion of the circuit that used the still active airport on which the track was laid out, while retaining many of its original qualities.

Earwood was the recipient of other motorsport-related honors, in addition to his induction into the SCCA Hall of Fame in 2012. In 1981, he was awarded the SCCA Woolf Barnato Trophy in recognition of his contributions to SCCA and the sport of road racing. He was also inducted into the Sebring International Raceway Hall of Fame in 2006.

FORMULA F CELEBRATES 45TH ANNIVERSARY

QUITE A JOURNEY

Formula Ford has come a long way in 45 years – most recently undergoing a name change to Formula F and the inclusion of a Honda powerplant.

The 45th birthday of the iconic Formula F class highlights the SCCA Summer SpeedFest at Barber Motorsports Park, scheduled for Aug. 9-10, 2014. Three classes of Formula F machines, representing the beginning of Formula Ford through the modern day National Championship Formula F contenders, will be joined by SCCA Spec Racer Ford, Formula Enterprises, and Formula 500 machines on the anniversary weekend.

Skip Barber won the 1969 National Championship in the class that was then called Formula Ford. The wingless, multi-constructor class has traditionally been a springboard for a successful racing career, counting Barber, Jimmy Vasser, and seven-time National Champion Dave Weitzenhof among its National Championship Runoffs gold medalists.

The SCCA Summer SpeedFest featuring the Formula F 45th anniversary will be a doubleheader race weekend for the SCCA Runoffs-

eligible Formula F class, as well as the Club Formula F and vintage Formula Ford machines. The current Runoffs-eligible Spec Racer Ford class will race on both Saturday and Sunday, and include a race within a race for the GEN3 Spec Racer Ford on Saturday. On Sunday, the GEN3 machines, will race separately in a standalone race.

Formula Enterprises and Formula 500 are also a part of the weekend. The Runoffs-eligible Formula 500 class now includes the 600cc four-stroke engines with the traditional two strokes.

The event will be run under the SafeRacer SCCA Club Racing "Festival" umbrella, awarding nationwide points for the Runoffs classes included in the weekend. While the event's points will count for qualification at the SCCA National Championship Runoffs in October at Mazda Raceway Laguna Seca, it's important to note that it will not count toward the participation requirement.

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PAUL PFANNER

CEO & EXECUTIVE PUBLISHER
RACER MEDIA MARKETING, INC.
FIRST JOINED SCCA: 1973

Like many, my SCCA life started by attending a pro race as a teenager. It was the 1969 SCCA Trans Am race at Riverside where I also witnessed several thrilling Regional support races. I was truly inspired by the experience, and by 1973 I'd joined the SCCA and was working with local race shops doing graphic design. This led to involvement in the launch of *FORMULA* magazine and a Formula Ford in my garage. I eventually found myself working on *SportsCar*, first as the art director in 1978 and then as the editor in 1979. As the 1980s began, I started a publishing company - our first title was Cal Club Region's *Finish Line*. Four years later, we won the contract to publish *SportsCar*, and in 1992 our company launched *RACER* magazine. *RACER* fulfilled a dream that began in 1978 as a conversation with my photographer friend, Jeff Zwart, while we were on our first *SportsCar* cover shoot.

I've met some remarkable SCCA members along the way who have guided me forward. One of the first was Mike Hull, my very wise SCCA driving school instructor. Mike is still very wise and is now the managing director of Target Chip Ganassi Racing. Perhaps my greatest influence was former SCCA President Nick Craw, whom I worked closely with during his 17 years with the Club. Today, Nick is the President of ACCUS and the FIA Senate. By living as examples, both inspired me to live my dreams.

Dreams are really what our Club is about, and the *SportsCar* magazine in your hands is the ever-evolving reflection of those dreams. The only real constants in SCCA life are change and the spirit of speed that bonds us together. What we've done to get to this moment is important, but what we dream of achieving next will always be what drives us forward."

.....
My SCCA life will be a regular feature in SportsCar where our members will share how the Club changed their lives.



Rob Gloye

THEN

Paul Pfanner in 1974, at the beginning of his SCCA life.



NOW

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POBST POSITION

RANDY POBST

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

Endurance

In January, I competed in my 11th Rolex 24 at Daytona, and I'd guess as many as 50 races from 12 hours up. It's a different kind of experience, the long endurance race, and one not terribly common in the SCCA world, but I encourage you to give it a shot sometime. The original SCCA Showroom Stock version, Northeast Region's Longest Day at Nelson

"There is a wide disparity of driving talent and experience, combined with a lot of wear and tear on the machines"

Ledges, we almost won overall a couple of times with the Dave Wolin Mitsubishi Eclipse turbos. The cars understeered resolutely, and were best driven with a firm yank on the wheel to get them to turn in. Reports from competitors were that we were great fun to watch, throwing the cars in with the asphalt version of the Scandinavian flick.

Part of the thrill of racing is the show we watch through the windshield, and these long runs bring out their own dramas. There is a wild disparity of driving talent and experience, combined with a lot of wear and tear on the machines that lead to situations not normally seen in the usual sprint race - at night, in the rain, at 4:10 a.m., in 38-degree conditions.

It's the Rolex 24, 2001. I'm in a good Porsche, I have pro co-drivers, and it's an on-and-off misty sprinkle the whole time. We have rain tires, but the compound is too hard for the light front end of the 911. When the track is wet, the tires won't warm up, causing a maddening understeer. Tantalizingly, if the drizzle lets up for a bit, the fronts get some temperature



LAT / Steve Litherington

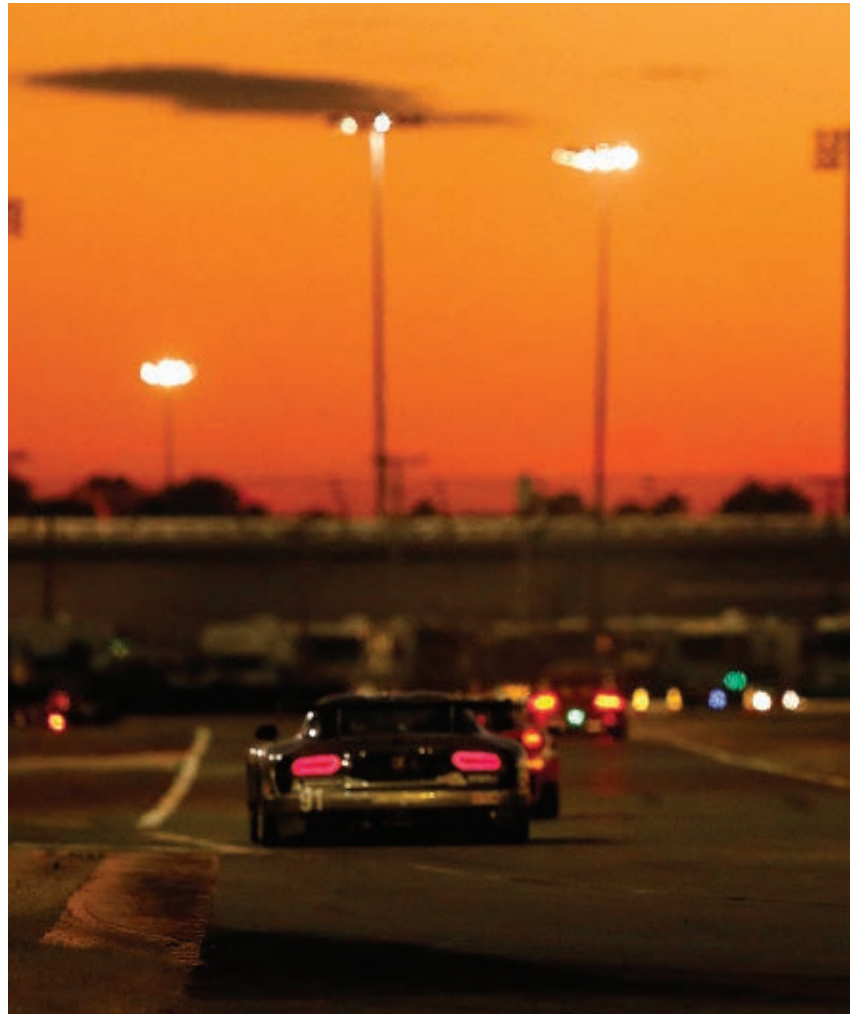
POSITIVE TRAINING

Fear draws the eyes forward - knowledge draws them into the corner. Negative training: The higher the corner entry speed, the more the fear, the more the eyes look at what we're afraid we'll hit and the more likely we are to hit it. Positive training: Especially when in hot, too fast, afraid we won't make it, keep the eyes and mind focused on the apex - yeah, way over there to the left or right - and it's much more likely we'll stay on track.

and we go like the wind. Our wets need dry to work, and always soon again, precipitation returns.

That's how I met Kyle Petty. There was a Porsche with a N.Y. Yankees baseball theme that I could pass on a

drying track, but would come right back by me when another shower passed over. For hours we went back and forth, depending on the storm clouds overhead. We figured it out, and just let each other through as



rain came and went, brothers in Porsches. Post stint, I was asking who was in that Yankees 911 when Petty appears in our pit, shaking hands, and slapping backs, fast friends who had never met.

That, and by the by, we can't see, either. Our single wiper had a clever aero wing to hold it against the glass. Well, get this: When parked on the right side, it looks proper, but imagine as the wiper swings all the way left the winglet is now facing backward, neatly lifting the blade and finishing its stroke straight to the front like a scrawny battle flag at speed. So the right side got a wipe, helping in Turns 3 and 5, but the 170mph high banks are all to the left. Next time it's wet on your local interstate, turn off the wipers. Wait a couple of seconds. How does that make you feel? Now try it 100mph faster. Co-driver Mike Fitzgerald echoed my feelings with

words when he described pitting for a driver change, buckling the guy in, and watching him drive away down pit lane. "I feel sorry for that guy," he said, shaking his head. Did I mention the defroster was ineffective, too? Icing on the cake. We drove out the side windows, and prayed no one was slow on track ahead of us, because we would have drilled 'em like poor Memo and the Ferrari at this year's race.

Perhaps, unfortunately, the Porsche was utterly reliable, so we kept on keeping on. Night was the worst. Glare. Mist. Windshield whiteouts. How'd we do? Well, we won; again defining the key to endurance, stay on track, not in the pits. The crew prepped well, and the brave - or stupid - drivers earned it. I still can feel the tension in the pit of my stomach. I loved it, and I hated it, and I do it over and over again. Don't you?

MAKING DO

Club racers know that in a 40 minute sprint race, problems arise that you just have to deal with. In an endurance setting, the issues are even more pronounced.

Racing scratches an itch that feels *so good*. Endurance scratches it much longer. Remember Mom telling you to stop scratching or you'll break the skin? Well, here you can just keep going. Feed that addiction. I drove the 3 a.m. to 5 a.m. graveyard shift this January, and as I stood in the pit box waiting for my next run in the late morning, I felt this sense of time and depth and accomplishment - of being a part of something bigger, something more, something that lasts. Well, more than 30 minutes, anyway. Anyone can hang on for that long, and maybe get lucky. But drive eight hours, escape countless close calls, feel the changes with the machine, the weather, the traffic flow, the occasional dangerous fools, and bring it back whole with no excuses. You'll feel a sense of worthiness, and of satisfaction, that cannot be achieved elsewhere. Your race is like a sculpture, it takes time to bring it to form, and then it lasts.

It was nearly ripped away in the first five minutes this year. Second lap, barely getting this thing off the ground, an Audi R8 spins in Turn 2, splitting the swirl of the GTD-class crowd. Cars packed in to my left, I've got to go right, but he's not on the brakes, rolling backward into my path. I feel that sinking feeling in the pit of my stomach, and ghosts of four years ago loom and haunt, reminding me of a humiliating whack into the tires on the first lap in this very race.

All in slow-mo as I guess it trying to dodge, I'm creating scenarios in my mind of explaining to imposing team owner Bernhard Muehlner how I crashed out so soon. Aiming for the closing hole between the R8 and the outside tire wall felt like those dreams where the bad guy is chasing you and your legs will barely move. With the Audi still closing as it goes out of my peripheral, I'm puckering and wincing and thinking *shrinking-small*. Once in the clear but out on the grass, I wince again, this time thinking *tippy-toe tall*, fearing of a dip or a hole snagging my splitter and breaking radiators until I straggle back to welcoming smooth pavement in a resounding last place - but whole and healthy.

Just 23 hours and 55 minutes to go. ☉



DAY / MICHAEL LEVITT





THE RIGHT STUFF

In 1989, Mazda introduced a car that would shape SCCA competition for 25 years...and counting.

WORDS Jeff Zurschmeide **MAIN IMAGE** Libero Di Zinno

Where were you in the summer of 1989? Do you remember the first time you saw the new Mazda Miata that year? Many SCCA members will remember that moment clearly, although some of our current competitors and National Champions hadn't even been born yet. But while it was obvious that Mazda's new lightweight convertible hit all the right notes to set a sports car lover's heart dancing, what we couldn't know (though some suspected) is just how profound an impact the little car would have on the SCCA.

"I came into motorsports about the same time the Miata did," says Steve Sanders, Motorsports Development Manager at Mazdaspeed. "There was immediate interest in racing the car in autocross, and the Showroom Stock C class was full of Miatas. The competition was incredible."

PAST, PRESENT, AND FUTURE

Winning in a Miata has always required skill. Dan Edmunds was there when it all began – with the first Miata ever issued an SCCA logbook.

“The car is so great at so many levels. You can learn a lot about racing, because the driving matters,” he says.

The Miata and MX-5 have now spawned two professional series – first Pro Spec Miata and now its successor, the SCCA Pro Racing Mazda MX-5 Cup. Winning the 2013 MX-5 Cup championship earned Christian Szymczak some help from Mazda to take the next step in his career, which may be SCCA Pro Racing’s Pirelli World Challenge.

“MX-5 Cup seemed like a competitive place to get a start,” Szymczak says. “There are a lot of good drivers – really good competition, good racing.”

Now coming up strong for 2014, Joey Bickers is driving Szymczak’s line. Bickers is this year’s winner of the competitive Mazda Club Racer Shootout.

“I am very grateful for the opportunity Mazda has given me to compete in the MX-5 Cup,” says Bickers, who is also handy in open wheel racing, competing in a Formula Ford event in England in 2013 via the Team USA Scholarship.

“I don’t want my chances to go to waste. I am very lucky to get the chance to race, and I want to make the most of it.”

THE EARLY DAYS

Out of the gate, the 1,600cc Miata posed a familiar challenge within the SCCA – where would it be classified to Club race? At the time, new models were required to be a year old before they were classified into Showroom Stock, and Miata was placed in Showroom Stock C for the 1991 competition year. But not everyone was willing to wait.

Dan Edmunds was a professional test driver as well as a volunteer Flagging and Communications worker for Cal Club Region, and he had some connections to Mazda. Edmunds was among the first to lay eyes and hands on the new car, and he holds the distinction of being the first to bring a Miata to an SCCA Club Racing event. Edmunds brought the car to a Driver’s School and had the first Miata logbook issued in September of 1989. Edmunds and his Miata won the first Southern Pacific Division National race on Feb. 10, 1991, sanctioned by Cal Club at Willow Springs Raceway in February.

“I got the car in June of 1989, and it was something we were initially going to run in World Challenge,” says Edmunds. “I brought it to the last race at Riverside, but we had to keep it in my trailer so no one could see it. We decided not to race in World Challenge for 1990, and you couldn’t race a Miata in SCCA Club Racing until 1991, so the car languished until the Willow Springs race in February of that year. I won that race at Willow Springs and really crushed it. I think I took two or three seconds off the lap record.”

Among the people who first saw the Miata race at Willow Springs that day was



Rupert Berrington

CHANGING THE LANDSCAPE

Pilar Miranda ended the Honda domination when she won CSPL in 1996.

Pratt Cole of Salt Lake City, Utah.

“I went to the race at Willow Springs in a Peugeot, and I was looking for a new car,” says Cole. “Dan Edmunds showed up with that Miata, and I watched him run around and thought, this car is going to be great! I called Steve Sanders and had a Miata ready by the Double National in Seattle in May, and I finished fourth in that car at the [National Championship] Runoffs that year.”

The Miata fared well in Showroom Stock C in 1991, competing in many Divisions and at the Runoffs. Although Eric Van Cleef took the SSC Championship for Mazda that year, he did it driving a Protege. The Miata’s first National Championship in SCCA Club Racing came at the capable hands of Randy Pobst in 1992.

“I had raced against the Miata a couple times the year before, and I saw how good it was,” says Pobst. “I found a deal on a Miata, put the roll cage in it the night before my first race, and drove straight to the track. I don’t think anyone realized just how good it was going to be.”

After Pobst proved the Miata could take the top spot, two-time SSC champion Michael Galati drove a 1.6-liter Miata to his third and fourth

championships in 1993 and 1994, cementing the car’s reputation in that class. Galati also won the SSB National Championship in a 1.8-liter Miata in 1997. Galati established the Miata as the car to beat in SSB, with the crown passing to David Daugherty in 1998 and 1999, and then to Randy Saucier in 2000 and 2001, back to Daugherty in 2002, and finally to Harry Manning in 2003 – all in Miatas.

“In 1992, I won my Division but didn’t do so well at the Runoffs,” says Galati. “In 1993, I switched to BFGoodrich tires and it was a different story; in two years I won 27 races.”

There was immediate interest in racing the car in autocross, and the Showroom Stock C”

STEVE SANDERS

WINNING IN SOLO

The Miata was slower to win in SCCA’s Solo competition, and it wasn’t until 1993 that Marla Davis took home a National win in C Stock Ladies. Bob Klingler followed that up with a Miata C Stock Championship in 1994, and Michael Butler took C Stock honors the following year. Guy Ankeny drove a Miata to the C Street Prepared Championship in 1997.

“Hondas were the weapon of choice until I won in 1997,” says Ankeny. “Since then, the Miata has been the most dominant car in CSP. Once the door was open, it hasn’t been closed.”

THEN AND NOW

Reigning MX-5 Cup Champ Christian Szymczak (right) stands with Mazda Shootout winner Joey Bickers (center), and Dan Edmunds (left), who built the first Miata racecar.



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RALLY A MIATA? WHY NOT?

The Miata doesn't seem like a rally car, but it has been done – in fact, that very first Miata that Dan Edmunds brought to the track in 1989 also did double duty in RallyCross and Rally Sprint in 1999.

"I started reading the rally rulebook and found that there was a class for two-wheel-drive cars under \$5,000," Edmunds says. "They were holding a RallyCross and Rally Sprint at Holville, so I borrowed some rally tires and went out and won! It still had the Showroom Stock stickers from the Runoffs the year before."

That Miata won Edmunds the RallyCross and RallySprint Performance Stock class championship that year. Edmunds also entered a Miata in a stage rally in Arizona that year.

Miatas have dominated classes in National SCCA RallyCross competition, as well, picking up titles in Stock, Prepared, and Modified.



1.8-liter Miatas won in B Stock starting in 1997 with back-to-back championships by George Doganis. Garry Thomason took over in 1999, and Peter Raymond won the class in a Miata in both 2000 and 2001. Then in 2002, Matthew Braun drove a Miata to C Stock honors, followed by Steve Telehowski in 2003 and 2004.

"At first it was not clear how high the limits of the car were, so people did not really believe what it could do," says Doganis. "I went through five or six cars before I drove a Miata. I never bought another car. It was obvious to me that the Miata had huge potential."

I went through five or six cars before I drove a Miata. I never bought another car"

GEORGE DOGANIS

THE PRODUCTION RACING DYNASTY

While the Miata was dominating Showroom Stock in the 1990s, several drivers began the long process of development necessary to succeed in Production racing. The Miata was first classed into E Production in 1993, and San Francisco Region's Terry McCarthy and Showroom Stock veteran Pratt Cole built Miatas for the class.

"Late in 1992, I crashed my car really hard at Sears Point [Now Sonoma Raceway], and I built that into the

BUILT WITH PURPOSE

While the Miata and newer MX-5 have proven themselves great Solo racers out of the box, they are also very popular cars to modify.



Dennis Wood

GENERATIONS

All three iterations of the potent roadster can be found racing side by side in the E Production class.

E Production car," says Cole. "The Miata was allowed into E Production for 1993, and I stayed after it. I was going to race until I won."

McCarthy drove his Miata to victory in EP in 1994, and Cole took his turn at the top of the podium in 1997, 2001, and 2004. Bob Boig took the EP title in a Miata in 1998, and Jon Brakke claimed top honors in 2003, 2010, and 2012.

"I raced a Chevrolet Corvair for 20 years, and my brother started racing with British sports cars, and he had gone to Spec Miata," Brakke says. "We looked around and finally chose E Production with the 1999 Miata in Limited Prep. By the time we got to E Production, there were very few full prep cars being run."

Because of Limited Prep rules and the different engines available, the Miata has been eligible to race in both E and F Production, and more recently in GT-Lite. That versatility attracted the father/son team of Kent and Jesse Prather. Kent was already a well-known figure in Production racing, having claimed six prior

championships in his MGA. Jesse took the F Production titles in 2006-'07.

"For F Production, the Miata has become the old MG Midget of the '60s, '70s, and '80s," Jesse says.

Rick Harris succeeded Prather by winning the 2008 F Production title in a Miata. Jesse moved his car to E Production that year and won again. Then Kent took the same car and moved it to GT-Lite, winning the class in 2011 and 2012.

"In 2010, Jesse and I decided to run the same car in E Production and GT-Lite," says Kent. "We would come in and change tires, change the fuel injection program, and put on the restrictor. We were both able to be competitive in the same car. Then [Jesse built a new] MX-5, so I built a GT-Lite engine and went out and won in 2011 and 2012 in the same car. It has five championships on it; three with Jesse and two with me," Kent says.

In addition to winning multiple championships, Jesse has made Jesse Prather Motorsports into one of the



SportsCar archive



Perry Bennett

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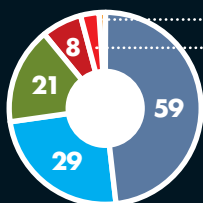
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SUNDAY DRIVE

The Miata is equally at home on a mountain road, the racetrack, and a Solo course.



BY THE NUMBERS



SOLO AND PROSOLO CLASS CHAMPIONSHIPS IN A MIATA

Stock	59
Street Touring	8
Street Prepared	29
Street Mod	1
Prepared	21
Modified	3



CLUB RACING CHAMPIONSHIPS IN A MIATA (less Spec Miata)

E Production	9
F Production	3
Grand Touring Lite	2
Showroom Stock B	7
Showroom Stock C	3



Libero D'Amico

leading Production and GT Miata builders in SCCA, attracting customers from across the Club. Jess Heitman of Portland, Ore., plans to compete in F Production at this year's Runoffs. "Jesse has given me invaluable help and information in building my F Production Miata," Heitman says. "The relationship with everyone has been fabulous."

CHANGING THE GAME

While the Miata was winning Showroom Stock races in the 1990s, the groundwork was being laid for one of SCCA's most popular classes of all time. By the mid-1990s, Miata production had eclipsed both the MG/Austin-Healey Midget and Sprite (355,888 cars) and the MGB (386,789 cars), and by 1997 Mazda had produced more Matas than both MG models combined. For SCCA members, a plentiful supply of low-cost used sports cars inevitably leads to great racing. The Miata had been classed into Improved Touring S, but was not competitive there, and many drivers believed that a new class was needed.

The groundwork was being laid for one of SCCA's most popular classes of all time"

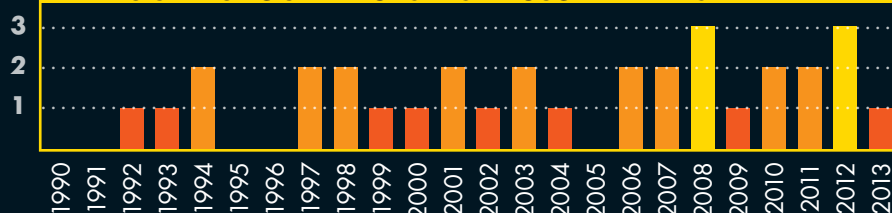
In the late 1990s, several people around the country were thinking along the same lines. From his vantage point at Mazdaspeed, Steve Sanders was able to connect these people with each other and with the larger SCCA community.

"I can't take credit for all of it, because there were two guys who spearheaded the Spec Miata class," Sanders says. "I set up the part numbers so people could buy the Bilsteins and the correct springs and the sway bar kits. But the two guys who helped launch Spec Miata were David delGenio and Shannon McMasters."

With help from Sanders at Mazda, delGenio in the northeast plus McMasters and Tim Evans in Texas put together a unified set of rules and built several cars.

"I had been involved with the Miata starting in 1991 building SSC/SSB cars," delGenio says. "By 1995, when there were used up 1.6-liter SSC cars, Shannon McMasters down in Texas moved his thoughts and efforts to the Miata. It was 1997 when Steve Sanders asked if I would help. We agreed on the original rules and I put together the suspension

MIATA CLUB RACING CHAMPIONSHIPS THROUGH THE YEARS



DOWN TO THE WIRE

Christian Szymczak is a product of the Skip Barber racing program, coming up from the Western Series before moving on to the Formula National, and the Barber Dodge Pro Series. Szymczak joined the SCCA Pro Racing Mazda MX-5 Cup in 2012, where he scored his first SCCA Pro Racing win and finished the season fourth in the standings. The 2013 season was a take-no-prisoners assault, as Szymczak commanded 10 of 12 pole position, and four race wins on his way to the overall title. While the it may sound like the 2013 season was a runaway for Szymczak, in actuality it came down to a scant four-point margin over Elliot Skeer, who had claimed five wins.



and tire package. Then Shannon and I turned into salesmen."

Then things really began to take off when Jim Daniels joined the team to promote the class. The tipping point for Spec Miata happened when a major effort came together between McMasters, delGenio, Daniels, and Mazda to bring as many cars as possible to the American Road Race of Champions (ARRC) at Road Atlanta in the fall of 1999 to showcase the class.

"We put together a tow, tire, and entry assistance program to get the Texas and New England cars racing in Georgia, and it ended up being the second largest class that first year."

The ingredients were all there – it just needed someone to strike the match"

JIM DANIELS

With the Spec Miata concept proven at the ARRC, the next step was to get the Regions on board. Jim Daniels became the master of the SpecMiata.com Website and forum, and he set out to promote the new class to the Regions.

"The ingredients were all there – it just needed someone to strike the match," says Daniels. "We had to call all the Regions to get their fax numbers, and I made up a one-page flyer that said Spec Miata was going to revolutionize your Region. I did a



Rupert Berrington

WINNING WAYS

Kyung Wootton has collected 10 Solo championships behind the wheel of a Mazda Miata.

broadcast fax to every Regional Executive in the Club."

By the end of 1999, racers were building Spec Miatas all over the country, and the class took Regional racing by storm. The next few years were characterized by huge success, as well as the struggles that often accompany success. Efforts to keep costs down and the competition close were only partially successful, but class numbers kept increasing. With that success, the pressure to make Spec Miata a National class built up quickly. After several years of robust growth, Spec Miata achieved nationwide rules with its own section in the GCR for 2004, and became a National Championship class in 2006.

The 2006 championship race drew an impressive 61 entries, and 55 Miatas started the race. Andrew Caddell of Northwest Region became the first Spec Miata National Champion. The class has become even stronger at the Runoffs in the years since, setting Runoffs class size records of 60 starters in 2010 and 69 starters in 2013. In a testament to the close competition, it was not until the

eighth National Championship was awarded that Spec Miata saw a repeat winner: Jim Drago won in 2012-'13.

"I really think people enjoy the racing and the camaraderie," says Drago. "Since the beginning of Spec Miata, it's been a little different. Everyone has spare parts, and often you'll see different teams and different guys helping other competitors get their cars together. Everyone wants to win, but we want to beat the other guys at their best."

Beyond the Runoffs, Spec Miata is now a critical source of participation and revenue for SCCA Regions around the country. Sustained participation has meant the difference between red and black ink from coast to coast, and the class has brought hundreds of new racers into the Club, with Spec Miata consistently finishing in the top two – more often in the top spot – for overall class participation.

THE MIATA GOES PRO

When the Miata was introduced, the first racing venue to classify the car was the brand-new SCCA Pro Racing World Challenge series. The Miata was placed in the Super Production class, along with cars such as the Honda CRX and Eagle Talon. Two cars were commissioned by Mazda and developed by Rod Millen Motorsports, but they achieved no great success in World Challenge and the Miata did not come back to SCCA Pro Racing until the

EVOLUTION

Both the road going and race prepared Miata have grown over the years, gaining both speed and refinement along the way.



Libera Di Zinno

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CLIMBING

Joey Bickers is the latest racer to climb the Mazda Ladder to Pro Racing, having won the highly competitive Mazda Club Racer Shootout.

Originally drawn to off-roading, it was not until Bickers discovered karting that his path would be set to road racing. "In February 2012, I went to the Jim Hall Kart Racing School," says Bickers. "It was in those first few laps that I knew this is what I was going to do; I was going to try my very best to make [racing] my career."

In a short time Bickers has garnered a lot of attention from the right people, earning him a spot in the Team USA Scholarship program, which afforded him the opportunity to compete in England, and now a factory-backed MX-5 Cup ride.



advent of the Mazdaspeed Miata Cup series in 2003.

The Miata Cup offered Pacific and Atlantic championships from 2003-'05, and was replaced for 2006 by the Mazda MX-5 Cup, featuring the third-generation Mazda MX-5 in a completely specified configuration. After working to promote Spec Miata at the Club level, Jim Daniels became the first MX-5 Cup champion.

From the beginning, the Miata has helped boost professional racing careers. SSC Champions Pobst and Galati went on to stellar careers in World Challenge, with Pobst earning four championships and Galati holding five.

"Everyone likes to start with fancy cars, but the Miata was a great launch to my career," says Galati. "The reliability was incredible, so you could finish and win. With low horsepower, you develop your skills."

MX-5 Cup has been the immediate SCCA Pro Racing destination for several Spec Miata National Champions over the years. First

Caddell, then 2007 Champion Brad Rampelberg, and 2008 Champion Eric Foss have all taken a turn in MX-5 Cup, and then moved on to World Challenge and other professional series.

"I truly believe driving a Miata helped my racing career tremendously," Caddell says. "The skills I learned in a Miata translated well to every other car."

7 Everyone likes to start with fancy cars, but the Miata was a great launch to my career"

MICHAEL GALATI

INTO THE FUTURE


As the MX-5 Miata celebrates its 25th anniversary, the phenomenon shows no signs of weakening. With over one million Miata and MX-5 models produced to date, there are plenty of affordable racecars still on the road. There's a harmony among the leading Miata racers in SCCA when it comes to the future prospects for

the little car: all see the Miata continuing as a mainstay of the Club.

Jim Daniels plans to return to the Runoffs for 2014 in Pratt Cole's EP Miata, and he has a vision for the future of Spec Miata: "I think you're going to see the MX-5 merged into Spec Miata."

Jesse Prather is equally optimistic. "As long as Mazda continues its awesome support, I think we're going to see many years of Matas in Production racing," he says.

Mazda has no plans to abandon its legacy. "The Miata has really been the lifeblood of our motorsports program for the last 25 years - it's been the biggest success in Mazda Motorsports ever," says Sanders.

Pobst's analysis is simple: "The Miata is the modern version of the classic sports car upon which the SCCA was built. Just like all those elemental sports cars that are well-balanced with great handling and feel, in the modern era, the Miata is the quintessential sports car." 

COMMON GROUND

For the last 25 years, the Miata has made a significant impact on the Club, and it undoubtedly will for decades to come.



Libero Di Zinno

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EYES AND EARS OPEN

"Take some time to watch other drivers through the course and notice if what they're doing works well or poorly," says Bryan Heitkotter. "Watch the attitude of the car, the weight transfer, the driver's inputs [if you can], and listen to the engine. You'll begin to form ideas about how to get a car through a course quickly."

If you are competing at the Tire Rack Solo National Championships, competitors in your class are not likely to be giving you pointers between runs and, in some cases, it could be considered poor form to even ask while they are preparing. However, almost any other time you will find everyone is willing to offer some advice.

"If there's anything you are curious about, just ask," says Heitkotter. "Autocrossers are a friendly bunch, and most are happy to give advice or even help. Find out who the fast drivers are and see if they will let you ride along. It might surprise you what can be learned from the passenger seat."

WALK THE LINE

"Walk with purpose," says Heyward Wagner, SCCA Starting Line Operations Manager.

"The first time you come to the line, it is go time. To be ready, you need to walk the course and you need to do it with purpose. Make sure you get a few walks in that are focused on learning the course whether alone or with an equally focused friend."

"When walking a new course, break it up into a few sections," says multi-time Solo champ and professional racing driver Bryan Heitkotter. "You can pause at the end of a section and review it in your mind, or even turn around and look back to imagine your car coming toward you through that part of the course. When you're happy with that section, move on to the next one."

"Autocross courses can be a sea of cones, but even on the most complex courses, usually just a handful of cones really matter," says Wagner. "Most of the time, these key cones are the beginning of features. When walking the course, look for cones that mark the beginning of a slalom, turns, or offsets. When driving, try to pick these cones out of the crowd and focus on getting around them well."

DRIVE TIME

"You paid for the whole course, use it," says Jeff Cashmore, who has racked up Solo titles in everything from mild-mannered Stock class cars to Modified class monsters. "That means enter wide, get back tight to the apex cone and then exit wide again. Almost all autocross cars brake better than they accelerate, so this straighter line allows you to keep the chipmunks wound up. In the end, it's about your average speed through the course."

"Driver's Ed taught us to stay away from solid objects like curbs or poles but Solo is about getting as close to the cones as possible," says Cashmore. "I see a lot of new people driving down the middle of the course. They also run the whole course at 35-40mph. This is too slow for the 60mph straights yet too fast for the 30mph turns."

"No matter what, you are going to have to slowdown on an autocross course, either because you did something wrong or to get something right," says Heyward Wagner. "Doing something wrong generally means you got into an element with too much speed and had to jump on the brakes to keep from hitting a cone or going off course. Doing something right means you slowed down before the element so that you could set the car on the best path and accelerate through, which is faster and more fun."

TAKE IT EASY

"Learn to recognize the right intensity level for your optimum performance," says Bryan Heitkotter. "Autocrossing is a mental game. If it becomes overwhelming and you're making mistakes, find a way to relax and loosen up before a run. Avoid white-knuckling the wheel. Keep your hands light and fluid, unless you're driving a car with hefty manual steering. A lighter touch on the wheel lets you feel more feedback from the front tires. The idea is to work with the car rather than force it."



SCCA COMPETITION 201

The journey of going from an also ran to a competition star starts here...

WORDS Jason Isley IMAGE Perry Bennett

Somewhere between your rookie season and winning that first National level event, there is a big learning curve. You hear it time and again: seat time, seat time, seat time. Want to win? Drive more. Mastery – or simply improving – at any sport takes practice, but due to the restrictive nature of motorsports (most people don't have the option to hit the track for a few laps on the way home from the office) it can take years to reach the pinnacle. If Malcolm Gladwell is correct, it takes about 10,000 hours to master your favorite discipline. In SCCA terms, that's about half a million laps, give or take. Depressed yet?

As racers we are always looking for the quickest route to the front – and we hope the 10,000-hour rule doesn't apply to motorsports – so we decided to take a shorter route to success: talk to some of the best in the business in an effort to shorten the learning curve. Over the next handful of pages you will read tips from veteran Soloists, Club Racers, and Rally drivers, talking about what they have learned on the way to the top, and tips that should help you get there quicker. First up: Solo.

When it comes to Solo, the concept seems simple enough. Get from the start to the finish as quickly as possible without hitting any cones or straying off course. But as you probably discovered shortly after your first few events, perception does not always equal reality; the fast guys make it look easy, and it's not.

Couple the sensory overload that is a Solo run with the fact that a typical lap will last less than a minute, it can take hundreds or thousands of runs to reach the top level. It can often seem like an insurmountable task. But that does not have to be the case.

BOOKWORM

Proper note taking is critical when testing, and can save you a lot of time when revisiting a track. "Keep a notebook of specifics for this track," says Michael Pettiford. "If you have been to it before, how fast did you go, where did you finish, how was the car set up, and what were the weather conditions? If you turned a 2:00.00 on old tires, on a 100-degree F windy day, and today you have new tires, it is 70 degrees, and calm, and you are turning the same time, something is wrong; you should be going faster."

CLUB RACING 201

WORDS Jason Isley IMAGE Perry Bennett

The world of Club Racing offers a set of unique challenges and obstacles on the road to the top. While the rewards for speed can be great, the penalty for going beyond the edge can be costly. Working your way up the speed chart takes preparation and careful execution.

Mental preparation is important every time you get behind the wheel, and can make the difference between collecting a trophy or going home empty handed, particularly when heading to a track you have not visited before. The search for speed can also be arduous, but chances are you may only be one or two turns away from finding it. Using data, video, or simply following a faster driver can show you the areas you need to work on.

When on the track, even the smallest detail can make a difference; look at everything you are doing from corner approach to the exit. Then, driving a mistake-free race with solid lap times can get you to the front of the pack.

CONSISTENCY PAYS OFF

"When on the track, focus on being consistent," says Mike Miserendino. "Hit your marks every lap. If you consistently hit your marks, the speed will come. 'Flyer' laps are great in qualifying, but consistency will keep you toward the front of the pack in the race."

"The top drivers in the world have excellent, consistent lines, great feel of what the car is doing, car control, and can discipline themselves to use only as much intensity as necessary to get the job done," says Michael Pettiford.

Turning those consistent laps starts to become a habit, and you start to become comfortable, but don't become complacent. "Drive smart," says Chad Gilsinger. "Always stay focused. The minute you lose concentration or change your attitude, that's when mistakes happen. When you stay focused, you can drive the car subconsciously and then consciously plan out passes, react to changing track conditions, notice any changes to the car's feeling, sound, or smell. You will be able to avoid on-track incidents, follow flags, and keep your body relaxed and calm."

THINK FIRST

"Mental preparation is as important as the physical prep for your car," says multi-time Spec Racer Ford Champ Mike Miserendino. "If you have never been to a track before, watch video to get a visual of the course. Try to pick out reference points. Track maps are useful, but nothing can beat the visual preview you get with video."

While video is a popular tool for preview courses, racing simulators and video games can be equally helpful. "Try to play a video game or watch videos of the course with a car similar to the one you will be driving," says multi-time Runoffs Champ Chad Gilsinger. "This will help you learn the track while also helping you understand what gear to be in and what speeds to expect for each section. Take notes and review again before your first session to have it fresh in your mind."

SEARCH FOR SPEED

"Break the track down into small sections and focus on improving one section, or corner, at a time," says Mike Miserendino. "It can be overwhelming to focus on the whole track at once. By narrowing your focus, it should help you evaluate what worked and what didn't during the session."

"Think about the specifics: When do I shift? How does it feel? Run it over in your head, so it feels comfortable, rather than go out and just see what happens," says Michael Pettiford of the Go 4 It Racing School. "If possible, do a practice day before the race so that you can do consistent lap times. The sooner you feel at home on the track, the sooner you can go fast, and it will give you an advantage over people that don't do it."



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RALLYCROSS 201

WORDS SportsCar Staff IMAGE Rupert Berrington

RallyCross is a different beast. It makes little difference if you're a Solo maven or a Club Racing savant, RallyCross will push your car control skills to the limit, and then drive them further. The competition is never on asphalt or concrete - rather, you are left to face down dirt, gravel, snow, or whatever other unforgiving surface the organizers can find. Couple that with the knowledge that every run counts, and RallyCross is a sport that takes time to get comfortable with, and requires a bottomless pit of determination to perfect.

Luckily, perfection isn't necessary to win - that is, unless your goal is a National Championship title. Key to RallyCross at any level, however, is preparation, consistency, and patience. RallyCross experts speak of the necessities of a well set-up car, a mind that's able to spy the finest details on an uncertain and ever-changing surface, and being able to repeat runs with the confidence of a professional rally driver.

The tricks to the trade take years to perfect, but they are possible to master. Remember, practice, practice, and more practice is your friend, and challenging yourself against the best in the business will only make you better, even if you lose.

LEARN FAST - AND KEEP LEARNING

"A great idea that many RallyCross National Champions utilize during the course walk is to walk the line they intend to drive," says Jacob Perkins. "Knowing the best possible line ahead of time will help you set the car up exactly the way you want to navigate the course."

"If you're working the course, watching other drivers helps reinforce the importance of proper racing line. The fastest drivers are focusing on the current run, looking ahead, and driving the line, and set the car up perfectly to navigate the slaloms and gates as fast as possible. Not knowing the best line can cause very time-consuming mistakes"

It might also help to ride along with someone more knowledgeable.

"Ride along with experienced RallyCrossers," says Jon Olschewski. "Watch their lines, feet, hands, and head position."

DON'T CHEAP OUT

"A common outside misconception is that RallyCross is geared toward attrition," says Jim Rowland. "Newer entrants often pick up a bottom-dollar heap, only to suffer self-inflicted mechanical woes instead of having fun. Rather than chase a self-fulfilling prophecy, put a little elbow grease into basic maintenance. If the car can endure a Solo event or highway trip without issue, it is most likely fit for RallyCross."

"Safety stewards are trained to monitor course conditions and make adjustments if ruts, unsettling dips, or other hazards threaten. The sport is designed for accessible thrills, provided vehicle upkeep wasn't abandoned to the previous owner."

While you're at it, it might be advantageous to purchase your own safety equipment.

"Get your own gear," says Jon Olschewski. "A helmet that fits you properly and won't be a nuisance. Gloves are a very common item to wear, it can help with feedback and control on an OEM steering wheel."

DRIVE THE CONES

"The courses can and will change throughout the day," says Jacob Perkins. "When you are navigating the course, you always need to expect a change from your previous run. Just like in stage rally, it's imperative to look at the course ahead as you're driving - looking a few gates away from where you are currently will help you decide how to set up the car to take the best line."

"If you're in a fast slalom section, for example, focus in a few gates ahead and you'll see a square left at the end. Knowing that ahead of time will allow you to set up your car's weight transfer after the last slalom cone to flick the car through the tight left-hander as quickly and smoothly as possible."

SOMETHING NEW

"Some driving ideas might sound odd, or you might not feel comfortable with them, but if they aren't dangerous, you might want to just give them a try," says Jon Olschewski.

"Do remember, however, that different suspension designs and different drive system setups make all cars act a bit different."

If most of your motorsports experience has been paved, expect to benefit from experimentation," says Jim Rowland. "The fundamentals of looking ahead and anticipating maneuvers still hold true. However, the lower threshold of grip magnifies chassis behavior. Front-wheel drive and all-wheel drive especially favor a touch of rotation at corner entry to counter understeer. At even modest speeds, a practiced brake stab or throttle lift at turn-in is usually adequate to attack a corner of generous radius. A drifting exhibition filled with car chase antics is overdoing it, though."



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ROADRALLY 201

WORDS Rick Beattie IMAGE Jim Heine

It's easy to tell someone how to RoadRally for the first time – how to get better, however, is harder to describe. There are many things you need to be able to do to be a better rallyist. You need to understand what your driver or navigator is going to do. Between the two of you, everything has to be covered and everything checked to see that it was covered. You need to divide up the tasks.

The driver has to develop a feel for whether or not the team is on time. The time will come when the pencil slides under the seat, the computer stops, or the navigator's mind is elsewhere. The best drivers can stay within a few seconds of perfect time for many miles.

The navigator must have a timing method. Every speed change, every pause, every setup at an out-marker needs to be done the same way every time. Every task needs to become a habit. The best people in the sport can do it exactly the same way for dozens of times a day. It's a rhythm. You're in the zone.

How are you going to learn this? You're going to learn it in pieces thrown at you all at once, for a long period of time. This is the original immersion learning.

The rallyists we asked about this have been rallying for a while, but not necessarily a long time. They have all gotten lost. They have all driven. They have all navigated. They have run a bunch of different styles of rallies. They have worked checkpoints. They have been rallymasters.

THE LEARNING CURVE

"Make sure that you really understand the general instructions," advises Frank Beyer.

"Every group uses different rules. Don't just think that reading them is enough – go through them with somebody who has experience and have them explain just what everything means. For example, just what 'Average Speed' means, how to handle a checkpoint and – very important – how to use a time allowance."

"If [you] haven't done so already, attend a RoadRally school," notes Mike Bennett.

"It can be hard to find someone available, but if you can find someone with lots of experience, run a rally with them – you'll learn a lot," says Steve Gaddy.

GETTING LOST

I just got lost – what do I do? "Preferably, go out in the woods and go through the routine with someone who understands the panic that sets in and how to avoid a 'red mist' solution to getting back on course and on time," says Frank Beyer.

There are two ways to get lost: misreading the instructions or stumbling upon an error in the way they were written. The first is a problem you have to correct. The second is a problem you have to learn to work through to somehow find a control or a restart point and get back on course. Either way, Beyer's advice is sound.



SEE WHAT'S OUT THERE

"Check out more rallies and rally types," says New England Region's Chris Regan. "If your local Region only offers Tour rallies, try a Course or GTA rally in another Region."

Kevin Poirier seconds that idea. "Travel," he says. "Run a rally in a neighboring Region to see how they do things."

"Find a popular rally for all classes, then run it," says Frank Beyer. "Covered Bridge [for example] has reasonable speeds, fun roads, nice vistas, and a bunch of old timers around happy to share their experience. Many areas have a revered rally run for years. There's a reason. It's popular with the folks who run it."

"Run a different type of event," notes Kevin Poirier. "If all you've done is Tours or GTAs or Course events, try one of a different flavor. There are tricks to be learned in each type of rally that will help you no matter which type you prefer."

BEHIND THE SCENES

"Volunteer to be a pre-check crew," advises Kevin Poirier. "It's amazing how much you can learn by being part of the process."

Likewise, "write a rally," says Simon Lever. "Understanding what the rallymaster does and the challenges they face, will make you a better competitor."

BOTH SIDES

"Try both sides of the car," says Chris Regan. "Seeing it from the 'other guy's' perspective can be helpful to improving communication within a team."

"Swap sides with your partner at an event so you both better understand the challenges the other faces," agrees Simon Lever from Oregon Region.



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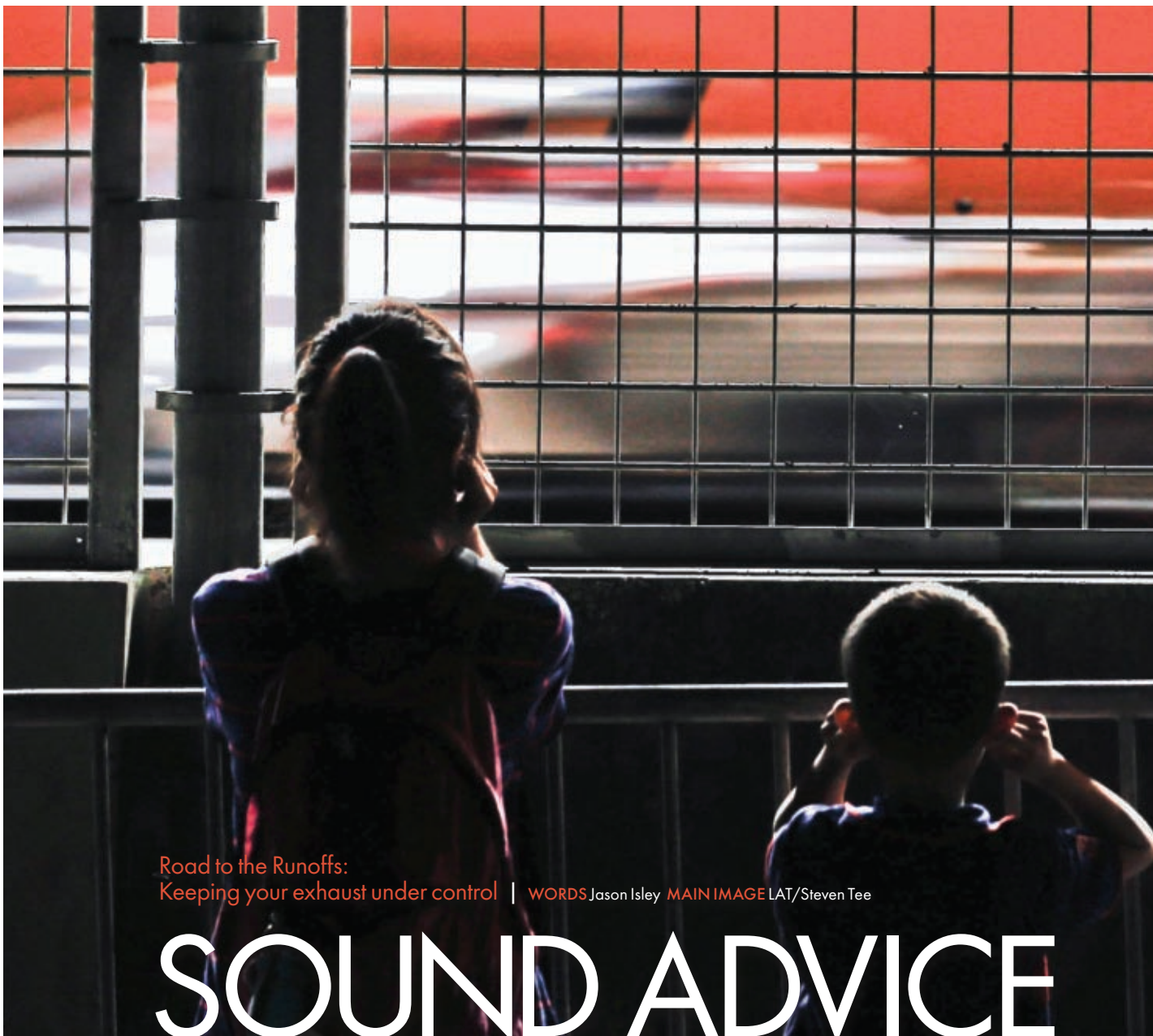
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Road to the Runoffs:
Keeping your exhaust under control | WORDS Jason Isley MAIN IMAGE LAT/Steven Tee

SOUND ADVICE

SIGHTS AND SOUNDS

The roar of the engine is all part of the racing experience, but being a good neighbor will help us all have tracks to race at for years to come.

With the move of the National Championship Runoffs to Mazda Raceway Laguna Seca (MRLS) for 2014, sound limits are on the minds of many Club racers. Facing such a long tow to a new track, some competitors are skittish about making the journey only to exceed sound limits at a facility that has a history of strict sound enforcement. As is usually the case, however, things are never as dire as they may seem.

As civilization encroaches on many once-remote tracks, sound issues are

becoming a growing concern for racetracks. Being a good neighbor is becoming a priority for every racetrack, and it should be for every racer. That said, the SCCA has been tackling this issue for a while. Club Racing's de facto rulebook on Club Racing, the GCR, has had a sound limit in place for decades. "Sound has been enforced at the GCR level of 103dB for the Runoffs all the way back to the Mid-Ohio days," says Terry Ozment, SCCA's Vice President of Club Racing. You don't have to go back too far in Club Racing's history to find

championships determined by the sound meter. The question is: Will the sound meter create havoc for the 2014 Runoffs?

Due to its location in a county park, MRLS has some of the strictest sound limits of any track in the United States, but the good news is these limits are time and event dependent. While this is subject to change, at the time this was written any cars that are practicing and qualifying Monday through Thursday before 9 a.m. and after 4:30 p.m. will have to be no



LCT / Michael Levitt

START AT THE BEGINNING

Even your exhaust collector can have an impact on sound levels. If you are building a new system, research your options.

louder than 90dB. Cars running from 9 a.m. to 4:30 p.m. on those same days have some breathing room, as the track's sound limit is raised to 105dB. While that is higher than the GCR requirement, the GCR limit of 103dB will be enforced.

The race days for the Runoffs have been classified by the track as unrestricted sound days, but, once again, the GCR limit is expected to be in place.

While it's still early days in the scheduling process, we do know from a

Runoffs news bulletin released by the SCCA National Office that both Spec Racer Ford and Spec Miata will run during the weekday quiet times. Ozment expects further information regarding sound to be available by the end of March, along with the event's supplemental regulations. For the SRF class, the solution is relatively easy: SCCA Enterprises offers an alternative "quiet" muffler. But what does everyone else do?

THEY ARE LISTENING

The sound shack at MRLS is easy to spot - it is on the driver's right, after the exit of Turn 5. "The meter is located 50 feet from the driving line, which is essentially the right side of the track," says Mazda Raceway Laguna Seca Vice President of Facility Operations Bo Beresiwsky. Inside that building is a person with a decibel meter, and as you throttle down for the run up to Turn 6, they record your car number and decibel level. Tip the meter and you will be blacked flagged.

Since Turn 5 starts the uphill run to the Corkscrew, this is not a place you would want to hold back in order to record a quieter decibel reading and, if you do, the track has provisions to record racers they think are holding back. "We have the right to move the meter if we want," says Beresiwsky. "We normally don't, unless we know somebody is cheating - they will come through Turn 5 and not get on the gas until they are past [the sound meter]. We have three other locations we can use, but we have not done that in years."

The procedure and distance for

Sound has been enforced...for the Runoffs all the way back to the Mid-Ohio days"

TERRY OZMENT

measuring sound at MRLS reflect those found in the GCR, so if your Region is measuring sound you will be able to get a general idea of what you are working with before you head to the Runoffs. However, many of the locals will caution you to give yourself some headroom when it comes to the limit at MRLS. The surrounding hillsides, the track's landscaping, and the weather can impact the sound readings on any given day. Give yourself some cushion and try to come in at least a few ticks under.

OTHER SOUNDS

If you have addressed your exhaust but are still seeing high sound readings, the exhaust might not be your problem. Intake noise is the next most common area that can give drivers a hard time, but it is also one of the easiest to fix. "We run into an issue on the BMWs since a lot of the aftermarket intakes are right at the front of the car, they are making a lot of noise as well," says Tony Colicchio, co-owner of TC Design.

In some cases, a product such as DEI Under Hood Thermal Acoustic Lining may be enough to absorb unwanted sound, or even a simple diverter in the engine bay can be enough to keep the sound in check. In more extreme cases, constructing an air box that shields your intake openings should eliminate the offending sound.

While the whine of straight cut gears is music to every racer's ears, the pitch can sometimes trip the sound meter. Products like DEI Boom Mat are useful in reducing noise in the transmission tunnel, and as a bonus can reduce in-cockpit temperatures.

SCRAMP

Long before a wheel turned at Mazda Raceway Laguna Seca, cars were racing around the Monterey Peninsula. As the races attracted attention and tourism increased in the area, jobs and tax revenue also grew. At that time, a group of local businessmen saw the great potential for bringing economic growth to the region. They pictured a permanent race facility where the famous Pebble Beach Road Races could live on.

In 1956, the Sports Car Racing Association of the Monterey Peninsula (SCRAMP) was founded with the intent to benefit local charitable and non-profit organizations, and to promote the economic vitality of Monterey via motorsports. To this day, SCRAMP operates and maintains the racetrack, along with hosting all types of motorsport events at MRLS.

While SCRAMP has a paid staff to handle the day-to-day operations, it relies on the nearly 2,500 volunteers who help make events a success year 'round. Thanks to SCRAMP's efforts, the track contributes more than \$1 million annually to the county parks department.



Philip Royce

THE RIGHT DIRECTION

A good muffler and tip that doesn't allow the exhaust to have a direct line to the dB meter should help keep your sound levels in check.

APPLICATION SPECIFIC SOLUTIONS

Ultimately, there's a good chance your racecar already meets the sound requirements you will face at the 2014 Runoffs. But what if your car is brushing the sound limit? The simple answer is to add a muffler. The type, size, and number will vary greatly by application, but mufflers are the go-to solution for such a problem.

If you are fortunate enough to have one of the more popular racecars, chances are there is an off-the-shelf solution already available. For the Miata, Borla Exhaust is one of many vendors with off-the-shelf systems for the car, but they have taken it a step further by building a Spec Miata specific fitment.

"I spent time in the sound booth and I've driven the track many times," says Alvin Tolosa of Borla Performance Industries. "We made four to six iterations of the exhaust to get the final product for the Spec Miata."

The end result of Borla's work was a system that can meet the sound limits at MRLS without sacrificing performance. "One of the most important parameters of developing the Spec Miata product was passing sound at MRLS," says Borla Vice President of Sales and Marketing David Borla. "It's built modularly, so if you are at a track that does not require a limit, you can remove the center muffler and put a straight pipe in there to save a little bit of weight."

TC Design co-owner Tony Colicchio has helped many racers in the San Francisco area remain under the MRLS sound limits. "[For Spec Miata], we have come up with a solution that adapts pretty much any current system and adds a turbo-style muffler where the OEM rear muffler used to be," he says. "We add a flange just after the rear subframe and, at that

flange, you can either run a turndown in the loud version, or bolt on the muffler section to run the quiet version. Most racers who have dynoed the two back-to-back report almost no change in horsepower and sometimes have actually picked up torque."

THE REST

If you don't have a Spec Miata or Spec Racer Ford, you might have to get your hands dirty to find a solution. "On other cars, it's really just looking at what is currently on the car and what decibel levels they are at," says Colicchio. "On the BMWs, we are often adding a second muffler early in the exhaust system and having to run a turndown facing away from the sound tower."

W We made four to six iterations of the exhaust to get the final product for the Spec Miata"

ALVIN TOLOSA

When it comes to race mufflers, you are typically going to be looking at one of two designs: a sound-canceling or sound-absorbing muffler.

Sound-canceling mufflers employ a series of diverters or baffles creating chambers, which break up the sound waves. "With the chambered muffler, we take a sound frequency [and] split it apart. When the sound frequency comes back together, it cancels itself out," says Flowmaster Race Specialist Nick Tauber. "We can get a car very quiet with a chambered muffler, but it

can take a lot of space due to its large case."

At first glance, a chambered sound-canceling muffler may look restrictive, but the reality is the design can aid exhaust flow. "The exhaust pulse splits apart, creating a low-pressure area in the muffler," says Tauber. "In turn, that scavenges and pulls the exhaust gases through the system. The Trans Am and Indy Lights series used our chambered mufflers for years. It's a tried and true design."

Far more common is a sound-absorbing muffler, it's a relatively simple design offering more flexible packaging, and it does an excellent job of attenuating unwanted sound. "An absorption muffler is essentially a low-pass filter," says Vince Roman, Technical Director at Burns Stainless. "They are effective at knocking out higher frequencies."

"The simpler the muffler is, the less it's going to weigh, the less confusion there is, and the more durable it's going to be," says David Borla.

KEY PLACEMENT

When it comes to designing an exhaust, many experts agree you should start at the front. Placing the muffler as far forward as possible allows it to do the most work - but you must strike a balance, as the hot exhaust gases can make quick work of

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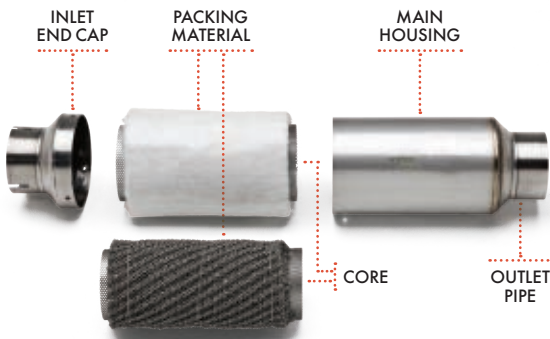
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SOUND ABSORPTION

This sound-absorbing style muffer from Burns Stainless is relatively simple in design, making it easy to incorporate into any exhaust system. The fiberglass mat packing material (top) does an excellent job of knocking down sound levels, while the scrubble (bottom) is better suited for extreme temperatures.

muffer packing. "A muffer near the front knocks down the sound waves while they are strongest," says Senior Technical Advisor for Borla Don Cozza. "The tailpipe will continue to reduce sound levels, and [the tail pipe] should be at least 18-inches long."

Volume of a muffer is the biggest measurable criterion that will predict the sound reduction"

VINCE ROMAN

Emphasizing that noise management starts up front, Tauber points out that the correct merge collector can make a difference - this is especially true in something like a GT-1 car. "Those cars run one muffer, Tauber says. "A lot of the time with the right 'Y' pipe it actually helps cancel

out some sound because you are bringing the sound frequencies together and they are colliding. It's not as good as a muffer, but it's a start."

THE MAGIC INSIDE

When it comes to picking your muffer size and shape matter, the internal volume has a direct impact on the sound level, and the shape will affect how sound waves are canceled out. "The volume of a muffer is the biggest measurable criterion that will predict the sound reduction," says Roman. "For absorption style mufflers, the size of the tube gives us the volume of packing - the more packing in there, the better we can dissipate the sound."

The length is also important, notes Tauber, "Because when we go longer, we can add chambers to cancel sound." Cozza points out that a round muffer design is also the best shape to get the job done, due to sound wave cancellation, but fitment does not always allow it.

You also want to keep a close eye on the packing material in a sound-absorbing muffer. "When the packing wears out in the muffer, not only does the muffer get louder, your velocity can also slow," says Roman. "The exhaust gases are now going into the packing area and you can lose performance. Keep the mufflers packed; we don't want to get flow



OUTSIDE THE BOX


Burns Stainless has developed a rather wild design for the Porsche Cup cars, which gets it safely under the sound mark during restricted days at Mazda Raceway Laguna Seca. "The GT3 system didn't hamper the performance of the cars," Burns Stainless Technical Director Vince Roman points out.

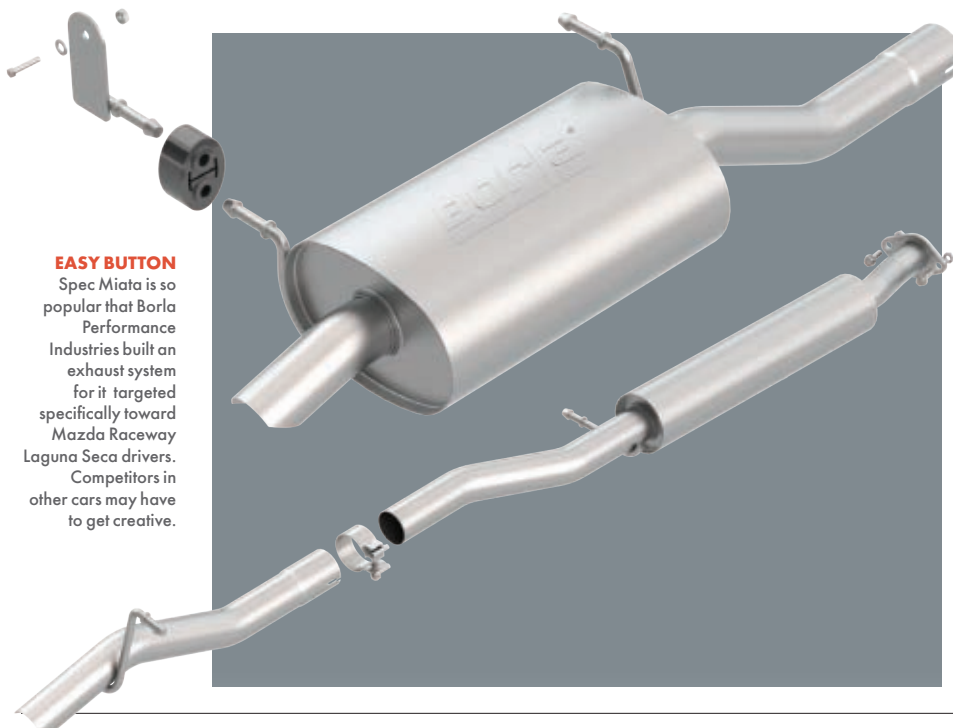
past the perforations, only pressure waves."

If your car allows for a muffer to be installed close to the motor, choose one with an appropriate packing material. "The high temperature [fiberglass mat] is the best stuff for sound," says Roman. "In more extreme applications, or close to the engine it won't last long, and that is when we go to the scrubble."

TWEAKING WHAT YOU'VE GOT

If your existing exhaust system is close to the sound limit, you may not need to completely rework everything. Rather, you will find you have a few options, including muffer offerings with additional sound attenuation measures that may fit in the existing location. "The Burns Stainless two-stage muffer makes additional reduction of sound within the same volume of muffer, but it does add flow restriction, so it can hurt power," says Roman. "We use these when we have to, but don't really like to. Out of that design, we see another two to three decibel reduction. The preferred method is to increase the length of the standard design muffer, or add a second muffer."

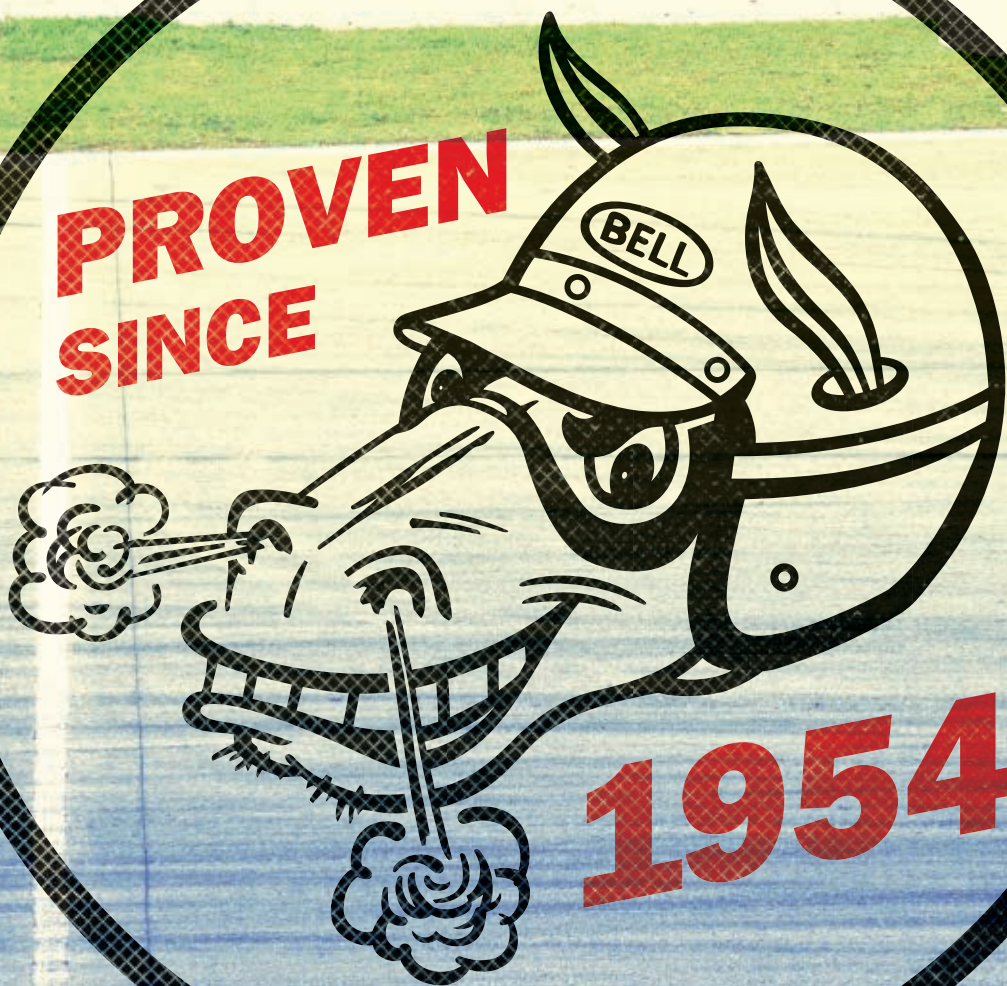
Also, don't overlook relatively simple items like exhaust turndowns - bouncing the exhaust off the ground is another way to disrupt sound waves. "Sometimes for [MRLS], it's still going to be tough," says Tauber. "Direct the sound when it comes out of the vehicle, it can't come straight out pointed at the meter. Put some type of diverter in the pipe, so the sound either goes toward the back of the vehicle, or down." 



EASY BUTTON

Spec Miata is so popular that Borla Performance Industries built an exhaust system for it targeted specifically toward Mazda Raceway Laguna Seca drivers. Competitors in other cars may have to get creative.

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CHAMPIONS WEAR BELL

CONCUSSION CONCERNS

While the Snell Foundation is paying close attention to the discussion about concussions as a serious long-term problem, the competition arenas are different, especially compared to football, Becker notes. At this point, the foundation has not made any changes to its standards.

"The concern [in football] seems to be with injuries sustained with repetitive impacts," he observes.

"Fortunately, in vehicular helmets, people aren't sustaining repetitive impacts. If you put a helmet on a motorcyclist or an auto racer, they're still going to do their best to avoid a crash. If you put a helmet on a football player, you're inviting him to go out and bump heads with somebody. So, we have not been looking at concussion rates among drivers or motorcyclists or bicyclists. The main concern is still the debilitating injury - life-threatening even - that's going to come from a single incident."

HEAD START

The story behind your helmet's Snell sticker starts in 1956 at an SCCA race

WORDS James H. Heine



Although the circumstances are pure serendipity, talking with Edward B. “Ed” Becker, the executive director of the Snell Memorial Foundation, within 48 hours of Memo Gidley’s crash Jan. 25 at the Rolex 24 Hours of Daytona, is a reminder of how organizations such as the not-for-profit Snell Foundation have sought to enhance motorsports safety and improve the chances of driver survivability when bad things inevitably happen.

In Snell’s case, the focus is on research, education, testing, and development of helmet safety standards. The foundation is a worldwide leader in the field and counts the SCCA, NHRA, AMA (American Motorcyclist Association), NASCAR, the FIA, and the Indianapolis 500 among its supporters. In addition to motorsports and motorcycle helmets, the foundation tests protective headgear for other activities: cycling, equestrian sports,

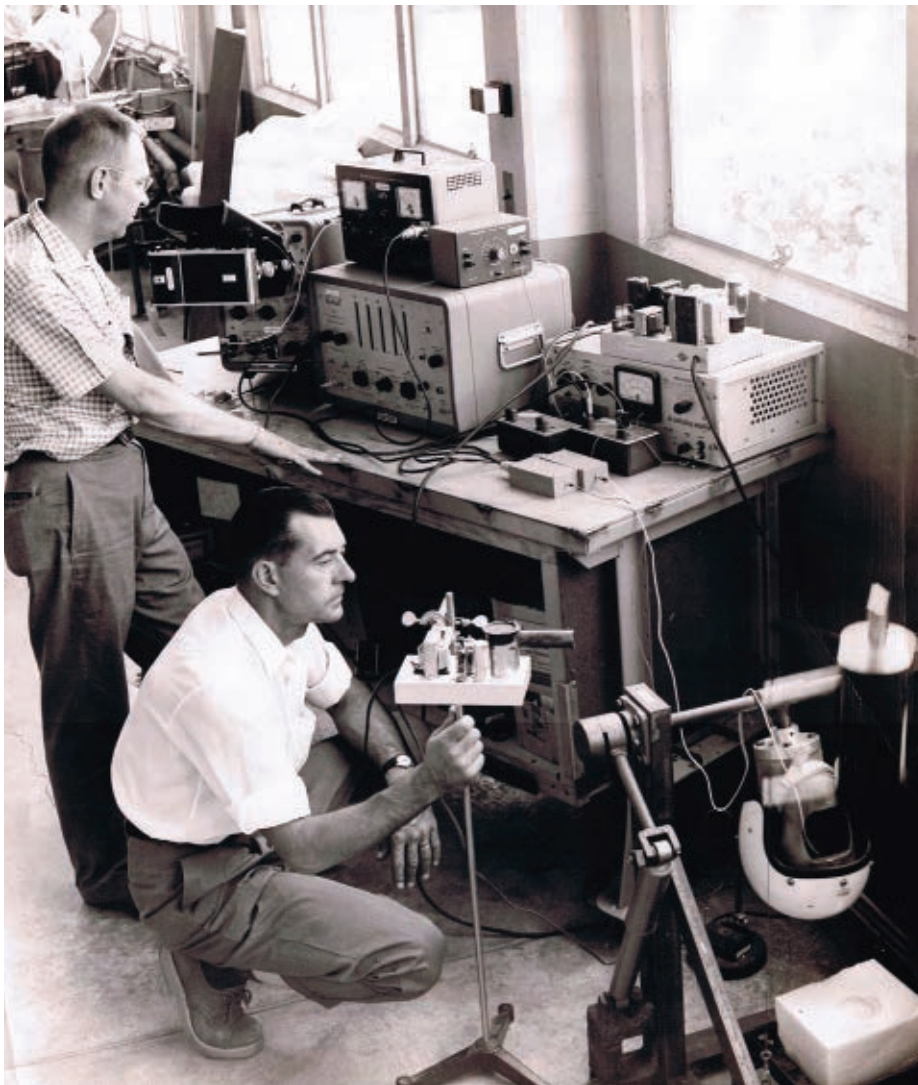
Pete Snell was an amateur racer out here in California”
ED BECKER

winter sports, and skateboarding, to name several.

The foundation is named in memory of William “Pete” Snell, a West Coast SCCA racer. Its headquarters and laboratory is in North Highlands, Calif., a suburb of Sacramento.

“Pete Snell was an amateur racer out here in California,” Becker says. “He suffered a rollover crash at an event in August of 1956 in Arcata, Calif., and sustained head injuries.”

At the time, Snell was wearing a state-of-the-art Cromwell helmet, but “it failed to protect him in what has been described as a survivable accident otherwise,” Becker explains.



Courtesy, Snell Foundation

SNELL HELMET FAQs

On its website (www.smf.org), the Snell Foundation offers an informative section on “frequently asked questions,” covering everything from “I dropped my helmet! Do I have to buy a new one?” to “How does a helmet prevent brain injuries?” Here are two samples from the site:

WHY SHOULD I REPLACE MY HELMET EVERY FIVE YEARS?

The five-year-replacement recommendation is based on a consensus by helmet manufacturers and the Snell Foundation. Glues, resins, and other materials used in helmet production can affect liner materials. Hair oils, body fluids, and cosmetics, as well as normal wear and tear, all contribute to helmet degradation. Petroleum-based products present in cleaners, paints, fuels, and other commonly encountered materials may also degrade materials used in many helmets, possibly degrading performance. Additionally, experience indicates there will be a noticeable improvement in the protective characteristic of helmets over a five-year period due to advances in materials, designs, production methods, and the standards. Thus, the recommendation for five-year helmet replacement is a judgment call stemming from a prudent safety philosophy.

SHOULD I BUY A HELMET ONLINE?

Good fit is essential to the best head protection. Everyone who shops for a helmet should do it as if it were a shoe purchase. Generally we do not recommend buying a helmet on the Web. There is no way to know whether a helmet will fit well based on the size designation of a helmet and your head circumference. People with the same head size may have different head shapes. Without trying on the helmet, there is no good way to tell.

EARLY DAYS

(ABOVE) Dr. Clinton Chinchester (left) and Dr. George Snivley (right) started studying helmet safety in the 1950s. This laboratory was the birthplace of what has become the de facto helmet standard in America. (RIGHT) It was Pete Snell's accident that led to the creation of the Snell Foundation. Here, Snell is seen wearing the same Crownwell helmet he wore during his accident. The helmet was cardboard covered by white leather, held on the head via a suspension system.

Snivley had been doing work in helmets and head injury – he was a medical doctor”

ED BECKER

As a result of Snell's death, a group of his friends, including Dr. George Snivley, another SCCA member, established the Snell Memorial Foundation. The foundation was incorporated in 1957, and it published its first helmet standard in 1959.

“Snivley had been doing work in helmets and head injury – he was a medical doctor with an undergraduate degree in chemical engineering – and the organization was really put together at first to give Snivley a base to continue his work,” Becker says.

Becker adds that Snivley was joined by Dr. Clinton Chichester, a nutritionist with an interest in auto racing. Together, the pair compiled the initial standard and “began testing helmets to it from the get-go.”

In the years that followed, Snivley regularly revised the foundation's standards, each time requiring more protection performance from the



Courtesy, Snell Foundation



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Courtesy Snell Foundation

NO DUMMY

Snell tests helmets using technologically advanced heads in order to ensure helmets meet strict standards.

helmet industry. Today, the Snell Foundation is governed by a board of directors, and its lab is recognized by the American Association for Laboratory Accreditation as meeting the requirements of ISO 17025-2005. Its 10,000-square-foot facility is one of the busiest and most advanced helmet testing laboratories in the world.

Snell not only tests all models and sizes of a helmet...it also follows up with random tests of off-the-shelf...helmets"

There are no representatives of helmet manufacturers on the foundation board; rather, Becker adds, it is made up of medical and engineering experts recognized for their knowledge of head and brain injuries. The foundation serves as an independent agency, and helmet manufacturers pay to have their helmets tested and certified – and for the foundation stickers that go inside the helmets.

"The main revenue is from the sticker sales, and that's kind of a per-helmet tax that keeps the doors open and the lights on," Becker says.

"What the sticker gets them is the right to claim Snell certification for their helmet, and that's about all we can give them. It's the claim that, we

hope, helps them sell the helmet and persuades somebody to put it on their head. Our interest here is making sure the claim is legitimate."

Snell not only tests all models and sizes of a helmet before certification, Becker says, but it also follows up with random tests of off-the-shelf certified helmets to ensure compliance. In a given year, Snell may test as many as 3,000 helmets.

"We keep on hand one sample of each helmet in the current Snell program for comparison to helmets we bring in from retailers and distributors for our enforcement," Becker says.

HOW A HELMET WORKS

Helmets, notes Becker, are normally comprised of four elements: a rigid external shell; an internal liner that crushes or deforms in an impact; a strap or other device to hold the



Courtesy Snell Foundation



Courtesy HJC Helmets

INNER VOICE

New helmet technology might save your hearing as well as your head.

SAY WHAT?

A helmet's primary job is to protect your noggin, but it can also help save your ears. Racecars are loud, both inside and out, and prolonged exposure to those sounds can take a toll on eardrums.

Helmet manufacturer HJC has been working to help protect your hearing by offering an ear cup system available on some of its newer helmet models. "I have found that a lot of racers that have high output motors, as they reach a certain age, they tell me they are starting to lose their hearing," says Kyle Egkan of HJC. "We are making our ear cups possible for the Si-12 and Fi-10 helmets, which use a four-piece cheek pad – you take the center parts out and the ear cups fit in there. The ear cups can be moved within the helmet for optimum fitment."

The earmuff-like piece reduces sound levels while still allowing the use of in-car communication systems. "You have the ability to wear the helmet without the ear cups, with them, or with speakers," says Egkan. "We're working with PCI Race Radios, who has essentially built these ear cups to fit in our helmets. It took about 18 months to develop, we went through many revisions because the helmet needed to meet the same safety standards whether you used the ear cups or not. Right now, I've retained OSHA to certify these ear cups reduce the decibel level."

HOT HEAD

(RIGHT) The Snell helmet certification involves more than just impact and puncture tests.



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DOES PAINTING MY HELMET AFFECT SHELL STRUCTURE?

Probably not, answers Ed Becker, executive director of the Snell Memorial Foundation. He approaches the topic, however, with caution. "Generally, we recommend against any modification to the helmet," he says. "Frequently, when helmets are painted, people will use solvents and stuff like that to clean the helmet, and solvents can attack the inside liner if there's not sufficient care taken. But there are organizations that do professional painting, and they know exactly how to go about it."

Becker's final thought on the topic: "Any modification to a helmet is something that's going to be aftermarket, and the chances are we'll never even get a look at it, so we can't really say that the helmet continues to meet our standards."



Courtesy, Snell Foundation

an accelerometer at the center," Becker says of the impact test. "It's on a set of guides that allows the whole form to drop down and collide with an impact surface. We put the helmet on the head form and then measure the shock that's transmitted through the helmet into the head."

To test face shields, Snell fires a one-gram pellet from a pellet gun at about 500 km/h at the shield. "For auto-racing helmets, actually, the test is not particularly grueling," Becker says, "because we also require that the face shields be flame resistant. But for motorcycle helmets, where they're about 33 percent thinner, the industry now is right at the limit of what those face shields can do."

LOOKING FORWARD TO SA2015

Normally, the Snell Foundation revises its standards on a five-year cycle, and a new standard for racing helmets is due next year. Will it be much different from the current standard?

"No," says Becker. "Some of the test definitions look a little different, but I don't think the helmets change greatly. What we're waiting for - really hoping for - is that some of this carbon fiber technology will become well enough known, and maybe with volumes, inexpensive enough that we can reasonably start requiring performance based on its capability."

To test face shields, Snell fires a one-gram pellet from a pellet gun at about 500 km/h at the shield"

STANDARDS

Dr. Snivley tests a helmet in the late 1950s using the swing away tester.

helmet in place; and padding to make the helmet comfortable to wear.

The object of a helmet is to function like a brake or shock absorber. During a crash, the head is traveling at a given speed, and because a head has weight also, there is energy associated with it. At impact (with a wall, the ground, a roll bar, or something else), the hard shell of a helmet spreads the energy produced by the impact over a large portion of the helmet, especially the internal liner, which, in turn, crushes and deforms, reducing the amount of energy transmitted to the head - and the brain. The whole process takes only an instant, Becker notes (witness also Gidley's Daytona collision with fellow racer Matteo Malucelli), and a

well-designed helmet can turn a potentially fatal impact into one that can be survived.

TESTING, TESTING, TESTING

Modern day helmet testing is far more technical than whacking them with a 2x4. Snell's helmet tests are designed to be repeatable, measurable, and inclusive of a range of situations and environments a helmet might reasonably encounter, Becker says. In addition to an impact test, Snell looks at retention strength, stability (will the helmet stay on a head), penetration resistance, face-shield integrity, and flame resistance.

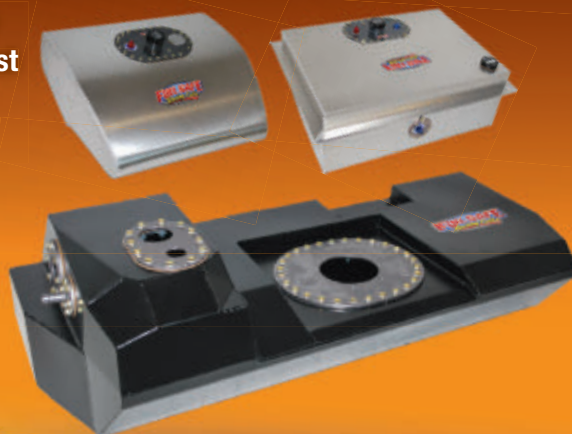
"We use a metal head form, a head-shaped piece of magnesium with

"The current technology - fiberglass and EPS [extruded polystyrene] - is mature. There's not too much more that can be squeezed out of it. Our biggest concern is getting helmets that will be light enough, sleek enough, and inexpensive enough that we can reasonably expect amateur racers, like Pete Snell was, to afford them. That's been our biggest concern with drafting the SA2015 standard. We're getting a lot of advice from FIA, and recommendations from them, but we absolutely did not want helmets that were significantly heavier or significantly more expensive than what we're recommending to drivers and motorcyclists right now." ●

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JOEY BICKERS

AGE 21

SCCA MEMBER SINCE: 2012

At age 21, Joey Bickers has already had a diverse motorsports career. Bickers started competing in motocross when he was 12, and in 2011 Bickers tried his hand at kart racing. By the end of 2012, he'd racked up a win and a number of podium finishes.

A trip to the Allen Berg Racing School opened his eyes to open wheel road racing. In 2013, Bickers attended an SCCA Driver's School, then started competing in the F1600 and the Spec Miata-based Teen Mazda Challenge concurrently.

"I know that good results will not come easy, but I am excited about the challenge"

JOEY BICKERS

His efforts in the F1600 car got him noticed, and Bickers became a candidate for the 2013 Team USA Scholarship, which he was ultimately awarded. The Team USA Scholarship put him behind the wheel at the Formula Ford Festival in England.

Upon returning to the states, Bickers became part of the Mazda Club Racer Shootout, which put him on the fast track to the SCCA Pro Racing Mazda MX-5 Cup series.

STRATEGY

Joey Bickers has matched open wheel with closed wheel speed, with very positive results.





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June 28-29: Toledo, OH
July 12-13: Packwood, WA
July 26-27: Wilmington, OH
August 30-31: Lincoln, NE

Tire Rack SCCA Solo® Championship Tour

March 15-16: Cecil, GA
March 29-30: College Station, TX
April 5-6: San Diego, CA
May 3-4: Rutherford, NJ
May 25-26: Lincoln, NE
June 14-15: Patterson, CA
July 5-6: Packwood, WA
August 2-3: Wilmington, OH
**September 2-5: 42nd Tire Rack SCCA
Solo National Championships, Lincoln, NE**
September 27-28: Blytheville, AR

Tire Rack SCCA Solo® Match Tour

April 12-13: Wilmington, OH
May 17-18: Atlanta, GA
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June 21-22: Fountain, CO
July 5-6: Peru, IN
August 16-17: Milwaukee, WI
October 18-19: St. George, UT



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RACING ROOM

FASTRACK SHORTHAND

WORDS Jim Wheeler, Chairman,
Club Racing Board

MAIN IMAGE Philip Royle

F*astrack* offers members up-to-date information about competition adjustments, rules changes, and various proposals, and is a must-read for every competitor. *Fastrack* is released on SCCA's Website at www.scca.com/fastrack on or around the 20th of each month, and as you read though each issue, you'll find various notes that affect the membership - you. This month, we present a brief primer to the shorthand labels you might find in *Fastrack*.

"WDYT" stands for "what do you

If you want your request to be handled by an advisory committee and the CRB in a timely manner, do your part"

think." When the CRB posts a WDYT, it is not a recommendation and does not indicate support for a particular idea or position. It is simply a request to see what the members think about the idea.

Remember, WDYT is not a recommended rule change; it is a request for your input. In many cases WDYTs never become recommended rule changes.

A "REC" is a recommended rule change, usually labeled with a proposed implementation date. A REC puts forth a rule that ultimately must be passed or voted down by the Board of Directors. RECs always allow a time period for members to comment. Comments on social media are not part of the process. Only comments made to www.crb-scca.com actually have any impact on the final outcome.

"NR" is used to note items that have come to the CRB through one of its advisory committees that are not recommended. "NAR," meanwhile, means "no action required," and usually has a reference to a previous letter, or earlier resolution of the issue.



MAJOR DATA
At events like a U.S. Majors Tour, you may be asked to provide space for a data device like the AiM Solo. The CRB uses race information to help evaluate cars.

"TB" is a tech bulletin that announces the specifics and dates for a final rule change. TBs are used for rules that have gone through the REC process and have been passed by the BoD. They are also used for some things, like changes in car weights and restrictor plates, which do not go through the Board of Directors.

Everything mentioned above ultimately starts out with an e-mail, a phone call, or a meeting with SCCA members who have a topic they want the CRB to take action on. If you want to recommend a rule change, or make a request of the CRB, you should use the same web address as used for comments, www.crb-scca.com.

The system - which works well - is designed to handle one request per letter. Do not send in a big list of requests in one letter. Send in one request per letter. This allows the system to track each request. Often a multi-request letter will have points that become WDYTs, RECs, NRs, and TBs. In order to make it all work, someone has to break it down and generate individual letters for each request. This brings the process to a halt, since few on the CRB have the time to do that. If you want your request to be handled by an advisory committee and the CRB in a timely manner, do your part by sending in short, specific requests - one per letter.

Once your letter is submitted, you will receive e-mails informing you of the progress of your letter. This allows members to know whether their letter has been seen by the advisory committee, passed on to the CRB, or tabled for further discussion. You might even be contacted by phone, if your letter or request requires clarification.

Once the letter makes it through to the CRB, you will receive a final e-mail telling you to watch for the next issue of *Fastrack*, where you will find the answer to your query. 🕒

GATHERING DATA

Acquiring data for various Club Racing classes is going well, although we lost a couple of the AiM data devices at the U.S. Majors Tour at Auto Club Speedway in Fontana, Calif., earlier this year when the P1 cars launched a couple of them into low Earth orbit. Butch Kummer, SCCA's Director of Club Racing, and David Arken, CRB Prototype AC liaison, attached the devices to the required mounting plates, which proved they were not up to the task. We did get some valuable data from two of the cars and from cars in other classes. Despite these problems, data acquisition will continue to be a priority for 2014.

STAY CURRENT

As I read last month's excellent 70th anniversary issue of this magazine, I realized that I have been a member of the SCCA for more than half of its existence. In recent seasons, I have taken a certain amount of pride in seeing my five-digit member number on race entry lists as being one of the lowest numbers there. Even when I stepped away from SCCA Club Racing for off-road racing, I kept my membership current. During those years, I enjoyed reading *SportsCar* and following the exploits of my friends in its pages. Regardless of whether you are active in any of the many competition events and social functions put on by the SCCA or your local Region, remember to keep your membership current.



Dennis Wood

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LEAVING THE LINE

WHY MATCH TOUR?



WORDS Paul Brown
IMAGES Perry Bennett

To paraphrase Harry Doyle from the movie *Major League*, if you haven't noticed - and judging by the turnouts, you haven't - Match Tours are a whole lot of fun. OK, so many of you *have* tried Tire Rack Match Tours, but even though the series has been around for more than a year now, not everyone seems to know just how simple these events are. A Match Tour event happens in just three phases, all on a single course: Class competition, followed by the Knockout phase, followed by the Shootouts. Simple, easy, and fun.

The nuts and bolts of the series have been covered both in this column and more in-depth on **SoloMatters.com**. What we haven't successfully addressed are the reasons for the series to exist, and some of the unique aspects that make it attractive for autocrossers of every level of accomplishment.

The first issue - the reasons for the Match Tour to exist - comes down to a need to fill a gap between Regional and National competition. Regions

around the country do an excellent job of providing Regional events, with classes and competition for everyone from the beginner up to National Championship contenders. The Tire Rack Solo Championship Tour is run very much like the Tire Rack Solo National Championships and, as such, is intended as serious National competition. Consequently, there seems to be a bit of a gap between the Regional and National events, where Regional competitors without too much National Championship ambition can have fun along with those who do have that ambition.

So, how do you take serious competition and make it more fun? First, siphon off the ringers, eight from each heat on Saturday, to separate out

the top drivers during class competition on Saturday. They will go on to compete against each other for money. This makes room for some of the less serious drivers to be successful in the main event.

If you've ever been involved in the Bonus Challenge at a Tire Rack ProSolo, that's the vibe that the Match Tour is trying to find. Driving skill and car prep are still important, but in the Match Tour Knockout rounds, it's all about being consistent and clean. Sunday is an even playing field for those heading to the Knockout rounds.

Top Regional drivers who don't find themselves in the Pro Shootout will be able to play in the Super Shootout"

A NEW CHALLENGE


The Match Tours program offers a bridge between Regional and National Solo, and manages to pack a lot of fun into one weekend.

The Match Tour also caters to surrounding Regions. Results are available broken out by Region, so a Match Tour can also be a Regional championship event, counting for a Region's points. Those results are also available to score Region vs. Region, allowing for additional friendly rivalry.

The championship-caliber drivers, meanwhile, battle each other in the Pro Shootout, competing at a high level for cash prizes. Drivers who aren't yet "Pros," but have aspirations, battle through the Knockout rounds against each other, and get to experience the thrill of elimination competition.

Top Regional drivers who don't find themselves in the Pro Shootout will be able to play in the Super Shootout for contingency and prizes, such as free event entries.

Novice drivers will experience the intense competition, see the Pro drivers on the same course, compete for Region honors, and work toward leaving that "novice" description behind. And, to cap it off, everyone is invited to the big Saturday night party!

Basically, there's something for everyone at a Match Tour, and it's worth a trip to try one out. 

2014 TIRE RACK MATCH TOUR SCHEDULE

April 12-13	Wilmington AirPark, Ohio
May 17-18	Turner Field, Ga.
June 7-8	Devens Airfield, Mass.
June 21-22	Pikes Peak Int'l Raceway, Colo.
July 5-6	Grissom AirPark, Ind.
Aug. 16-17	Miller Park, Wis.
Oct. 18-19	St. George Airport, Utah

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ENTERPRISES

THE **NEXT** GENERATION

WORDS Erik Skirmants, SCCA Enterprises President and CEO
IMAGE Philip Royle

Why does that Spec Racer Ford sound better than my racecar? I predict this will be the most common question in a Club Racing paddock in 2014 and into 2015. Another popular statement will be: "You won't believe this, but I was coming onto the straight and there was a little dot in my mirror - and then a few seconds later, a Spec Racer went by me." How can either of these statements be possible? The short answer is, it is a GEN3 Spec Racer Ford.



DRIVING AHEAD

The next generation of Spec Racers should perform better in every aspect, and opens the door for additional decades of great racing.

There are now 15 R&D cars being run by our own Customer Service Representatives"

A Spec Racer Ford GEN3 is an SRF with 25 percent more power and more than 150lbs less weight behind the roll hoop than a standard SRF. In other words, it's an SRF that accelerates harder, brakes later, and covers a lap between three and six seconds faster (course dependant, of course) - and it sounds *real*/nice, too.

The GEN3 is the results of endless hard work by SCCA Enterprises Technical Manager Mike Davies, and it replaces the early 1990s Ford 1.9L engine with an aluminum 16 valve, 1.6L, Ford Sigma I4. This change marks a renewed supply of current technology from Ford, with Ford Racing as a partner.

The Spec Racer has been around, in one form or another, for 29 years, and we have been using the current Ford 1.9L engine for 20 years. It's been a great run, but due to the age of the SRF, change is being forced upon us by realities of supply. The fact of the matter is that we can't keep supplying the sealed and equalized 1.9L engine at current quantities for much longer. The GEN3 program is focused on updating the Spec Racer for the next 15-plus years, with emphasis on preventing component obsolescence from

affecting the equality and sustainability of the product. But as change is being made, why not raise the bar?

Based on word of mouth from the first five R&D cars, we have presold over 260 conversion kits at \$10,995, and have orders for the first 11 new GEN3 cars.

WHEN CAN I RACE ONE?

From a rules and class standpoint, in 2014, the GEN3 is allowed in non-Majors events under SCCA Club Racing Memo 14-2, which confirms that there are no technical specs for the cars and they are to be run in regular Divisional events. All current safety requirements will be strictly enforced.

Starting January 2015, and for 2016-'17, there will be two recognized separate classes, usually sharing a race group. GEN3 will be called SRF3, and the 1.9L cars will still be SRF. There will be separate and equal Runoffs races if car counts support it. In 2018, we plan to accept the

remaining running 1.9L SRFs back into the GEN3 class with no adjustments. If significant interest exists, your Division may still offer a local class. The single class will once again be called SRF.

The GEN3 launch is right around the corner, and our focus early in the year has been on final engineering refinements and vendor selection. There are now 15 R&D cars being run by our own Customer Service Representatives, along with a few prep shops. We have regular R&D calls and we have closed out known issues and accepted all of the community expert feedback available to make the GEN3 kit a new benchmark, not just for Enterprises, but for any racecar update kit. Our best-case scenario timing is now our actual launch timing, and if you consider that we are only 13 months from when the first GEN3 turned a wheel; this is truly impressive.

The GEN3 has already tested the metal of a great team, and they have come through with flying colors. In addition to the supreme efforts of Davies, we now have Nikki LaRue as a strong and needed GEN3 Program Manager. Engine Program Manager Shannon Snow, as well as Lead Engine Technician Jake Jones, have the engine department ready to ramp up. Jerry Oleson is getting the parts department ready to begin kit shipments, as well as several new cars a month. ☺



Courtesy SCCA Enterprises

THE ENTERPRISES BOARD

SCCA Enterprises, myself in particular, is extremely fortunate to have a Board of Directors, appointed by the SCCA Inc. Board, that is focused on the product value and racing experience of all Enterprises customers. The Enterprises Board is lead by Chairman Chris Funk, with Steve Pence, Gary Pitts, new member Jerry Wannarka, and our Inc. Board liaison Steve Harris rounding out the heavily involved team.

It is not an easy volunteer position, and these gentlemen give so much time and knowledge to Enterprises. I would love for you to thank all of the team for their service the next time you see them.

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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

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FRONT LINE

MARK BINGHEIM IS CENDIV'S RACE ADMINISTRATION WORKER OF THE YEAR

WORDS James Kearney
IMAGE Philip Royle

CHICAGO REGION

He'll never forget that day. It wasn't Mark Bingheim's first race - he'd been to dirt tracks and to Blackhawk Farms Raceway. But this was Road America, dammit, and Champ Car was running. Or maybe not - that was the problem. The threat of heavy rain had the show in doubt. What corner workers would hang around until Monday? Bingheim bumped and bounced all around Road America's enormous grounds in a golf cart, riding with his cousin, who was like Paul Revere. But instead of yelling, "The British are coming," his cousin, who was the Race Chair, was asking which corner workers could stay an extra day.

"I was so impressed by the way the other workers welcomed me when I first started."
MARK BINGHEIM

He didn't know it back then, but he wasn't just along for the ride that day in 1991. "My cousin groomed me for this role without telling me," says Bingheim. "It was an amazing experience. He was talking with everyone on the fly. Virtually every worker said they would stay."

It turned out that they got the race in on Sunday, but Bingheim would never forget the exciting rush to hold things together, and just how committed the workers were to getting the job done. Their message, "Whatever it takes," resonated deeply. Now he is the Race Chair. "It was neat to see the behind-the-scenes view of a race."

Bingheim works with people every day as an area manager for a cleaning company in Milwaukee. He says the position of Race Chair requires someone who is friendly and personable, who can get along with just about anyone. "In the outside world we call it good customer



relations," he says. You also need to be OK with long hours. "If things are going well I can enjoy midday. Some folks think all I do is ride around in a golf cart, but if I'm just putting out small fires, things are going well."

His cousin wasn't his only family influence. His mom and dad were glued to the tube for IndyCar racing. His mom liked Emmo and Mario. While he loves the racing, he relishes the human interaction. "I was so impressed by the way the other workers welcomed me when I first started. That impressed me as much as anything else. I felt accepted by the group."

The camaraderie exhibited in the early morning meetings, as well as the

dinners at the end of the day, are his favorite times. "The weather may be a challenge, but when I see everyone socializing at the end of the day, I know I've done something right. It is the family friendly environment that brings folks back."

He was "dumbfounded" to hear his name called at the Worker Banquet at the 2013 National Championship Runoffs at Road America. "I had to look around to be sure it was my name that they'd called," he says. No sooner had he gotten back to his seat than he heard his name called again. He'd won the drawing for a lifetime SCCA membership. "This is such a big honor," says Bingheim. 🍷

THE STORAGE SHED

Drivers know that at every track there are some spots that require extra caution. Oftentimes, the same can be said for the facility itself. Mark Bingheim got a call that one of the flag stations was having an issue with flags falling apart. They hadn't been stored properly, perhaps they had gotten wet. Whatever, they needed a yellow flag and they needed it now. "I went into an old storage unit and scrounged around," he says. "It was a mess, but I found an old yellow flag that was nearly white from age and I got it to them."

"Being Race Chair is not for everyone," Bingheim continues. "Some folks are too shy. Some can't handle on-the-fly solutions. You don't always have a shot at the best solution, but you need a solution, and you need it pronto."

Commitment counts, as well. Bingheim returned to the dreaded storage shed at a later date and completely reorganized it. That is dedication.

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JOEY JORDAN IS HERE FOR THE LOVE OF RACING

WORDS R.A. McCormack
IMAGES Courtesy Joey Jordan

If you Google "lumbar discectomy" you will learn that it's medical speak for the surgical removal of a herniated disc in your spine. It's the drastic outcome of a football injury that marked the end of 17-year-old Joey Jordan's promising career as a starting linebacker and captain of the Fallbrook, Calif., high school team.

It's also why, barely two years later in 2013, 19-year-old Joey Jordan was Cal Club Region's Club Racing Rookie of the Year. This, after he won 11 races in Spec Miata, including the Western Majors Conference Championship in the class, followed by a sixth-place finish at the National Championship Runoffs.

Joey's also been around racing since he was six months old and, in a very real sense, success has been almost inevitable. It just came 10 years or so sooner than expected.

"The operation ended my hopes of going to college playing football or baseball," says Joey, "but it is what initially opened the door to start racing. Competitive sports have always been a huge part of my family. Dad was a college pitcher at San Diego State University. He raced professionally in the IMSA Firehawk and SCCA World Challenge series. From 1991 to 2000, he was the manager of high-performance tires at Toyo. Twenty-three years ago he developed Toyo's RA1 tire, which is still being raced on today."

In fact, the whole Jordan family is sports happy. "My mom was a professional skateboarder," says Joey, "and raced competitively in



IN THE GAME
Joey Jordan proved desire overcomes horsepower, qualifying for the 2013 Runoffs with a 1.6L Spec Miata.

motocross. She's always been extremely supportive of our racing addiction. My sister, Jahna, is a field hockey goalie and plays for Kent State. She also races in Spec Miata with SCCA when she can."

We shouldn't leave out Joey's uncle, Jim Jordan, who for 25 years was one of the key players at Mazda Motorsports until he stepped down a few years ago, this after recording numerous racing "firsts" for the Mazda Protege and Miata.

Joey has been an SCCA member for the past five years; beginning in Solo driving his mother's 2010 Miata, but in 2012 a 1990 Spec Miata was built for competition in 2013. The recognition that a post-1999 Miata was needed to be competitive at the Runoffs led to renting one from OPM Racing, whose owner, Tom Fowler, used to race against Joey's dad. For his remarkable success at Road America for the first time, Joey credits OPM driver (and bronze medalist) Danny Steyn with invaluable mentoring, as well as being able to draft Nick Leverone, who came in fifth with Joey hanging on his back bumper.

Joey, now in his second year at Mesa Community College with plans to transfer to U.C. Santa Barbara in the fall, is completely unambiguous about his replacement for football. "I love racing for the competitiveness," he says emphatically. "I am an extremely

With an attitude like that, you limit your potential and you stop trying to improve"
JOEY JORDAN

competitive person and there is nothing more competitive than racing. I love the adrenaline rush and the escape that you get from racing. Nothing else matters once I am on the track. I also love racing for the winning. Ninety-eight percent of the time racing is a brutal undertaking that makes you question why the heck you put yourself through this. But that two percent of success is so sweet. That two percent is why we race and it is why we put ourselves through the chaotic life of racing."

His advice to youngsters starting out? "No excuses! Most people who start out are well off the pace, so they start looking for excuses," says Joey. "They can't get their minds around how they can be so much slower, so they come up with excuses such as: my engine is down on power, the front runners are cheating, you need way more money to compete up front. With an attitude like that, you limit your potential and you stop trying to improve. If you start buying into excuses like that you will never be better than the forgettable mid-pack guy." ●

A CURIOUS MIND

Jim Jordan has been SCCA racing since high school in 1975, driving an MGB at Bridgehampton. He knows a thing or two about race craft. Talking about his nephew, he comments that, "What surprises me about Joey [Jordan] is what a mature driver he is. He's very controlled in his approach, showing maturity far beyond his years."

"He stays composed and has an extremely open and curious mind," notes his uncle. "He knows how to improve by using data. And 'using' might be too soft a word. Rather, he consumes data. He uses predictive lap timing extremely well to learn a new track or try new techniques, gear selection, or lines."





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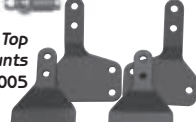
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Mar 28-30 St. Petersburg, Fla.
(GT, GT-A, GTS double)
Apr 11-13 Long Beach, Calif.
(GT, GT-A, GTS single)
Apr 25-27 Barber Motorsports Park, Ala.
(GT, GT-A, GTS, TC, TC-A, TCB double)
May 16-18 Canadian Tire Motorsports Park, Canada (TC, TC-A, TCB 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

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Mar 2 Sebring Int'l Raceway, Fla.
Mar 9 Homestead-Miami Spdw, Fla.
May 10 Road Atlanta, Ga.
May 17 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.

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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)



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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)



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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)

CLUB RACING



Date Track/Region
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U.S. MAJORS TOUR

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EASTERN CONFERENCE
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

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

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.

U.S. MAJORS

The Champaign will flow as the U.S. Majors Tour returns to Buttonwillow Raceway Park on April 26-27 for the fourth round of Western Conference racing.



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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 sediv.com

Mar 29-30 *# Palm Beach Int'l/Florida
Mar 29-30 Ro*# Carolina Motorsport Park/South Carolina
Apr 26-27 Ro* Roebing 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*# Roebing 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

GREAT LAKES greatlakes-scca.org

May 10-11 * Gingerman/South Bend/Detroit/Western Ohio
June 28-29 * Grattan/Western Michigan
Aug 9-10 * Mid Ohio/Cincinnati
Aug 30-31 * Mid Ohio/Ohio Valley
Oct 11-12 * Mid Ohio/Ohio Valley
Oct 18-19 * Pittsburg/Neohio

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

Mark Weber



GRAND PRIX OF LONG BEACH
On April 11-13, James Sofronas will attempt to defend his 2013 World Challenge win.

MIDWEST midiv.org

Apr 26-27 Ro* Gateway/NEOKLA/
Wichita/Okla
June 7-8 Ro* Iowa/Des Moines Valley
July 11-13 Ro* Memphis/Mid South
July 26-27 Ro* Motorsports Park
Hastings/Nebraska
Aug 2-3 Ro* Gateway/St Louis
Sept 20-21* Iowa/Des Moines Valley
Oct 25-26 Gateway/St Louis

SOUTHWEST sowdivscca.org

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 Rcw/Colorado
Aug 30-31 Ro* High Plains Rcw/
Colorado
Sept 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
Sept 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

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
Sept 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

NORTHEAST nediv.com

Apr 27 TRSS Boardman Park/Mahonigh
Valley

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
Apr 25-26 Pitt/Steel Cities/NeOhio
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 sedivrracing.org

Apr 12-13 Dayton Int'l Speedway/
Central Florida
Jul 19-20 Sebring/Central Florida
Buccaneer (704) 575-5960
Central Florida (407) 568-6902

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

Apr 26-27 Waterford Hills/Great Lakes

CENTRAL cendiv-scca.org

Apr 22-23 * Blackhawk Farms/Chicago,
Milwaukee
Chicago/Milwaukee TBD

NORTHERN PACIFIC norpacscca.org

Mar 22-23 * Portland Int'l Raceway/
Oregon
Oregon (503) 224-9469

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

The Jim Russell Racing Schools

(707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Skip Barber Racing School

(860) 435-1300 skipbarber.com

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Allen Berg Racing School

(888) 722-3220
allenberggracingschools.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

FAAST Performance Driving School

EAST: (877) 266-4429,
WEST: (719) 761-1372 faast.com

Danny McKeever's Fast Lane

Racing School
(888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130
proformanceracingschool.com

Sports Car Driving Experience

(800) 453-5506
corvetteracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com

Mar 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



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Secretary TODD BUTLER
Treasurer MICHAEL LEWIS

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HOWARD DUNCAN
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VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL

PRO RACING STAFF

President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

Sports Car Club of America, Inc.
P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFO. HOURS

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

NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055
Main (785) 357-SCCA [7222]
Pro Racing (785) 357-7223
Club Racing (785) 232-7229
Solo (785) 232-7656
Rally (785) 357-7259
Licensing (800) 770-2055 or
(785) 357-7222, x357
Club Racing Technical Assistance
(785) 379-8324
SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

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

SCCA DIRECTORS

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

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22 St. Johns Lane, Mullica Hills, NJ 08062
(856) 223-0807; thanushek@scca.com

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3116 Indian Drive, Orlando, FL 32812
(407) 851-2232; rlanglotz@scca.com

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(937) 438-3005; sharris@scca.com

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(314) 724-7098; pzekert@scca.com

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(281) 324-6664; dhelman@scca.com

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

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244 Mendon Center Rd., Honeoye Falls, NY
(916) 712-5742; bmccarthy@scca.com

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1048 Millet Way, Sacramento, CA 95834
(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

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 (Flinstone)
 (301) 729-2407
Steel Cities (Summit) (301) 729-2407

CLUB RACING

Blackhawk Farms opens the CenDiv Divisional Runoffs qualifying race season April 26-27.



Dennis Wood

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 Roebing Road/Bucaneer
Alabama, Tenn (205) 422-1417
Atlanta (770) 472-0460
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org
Aug 8 Mid Ohio/Cincinnati
Oct 10 Mid Ohio/Ohio Valley

SOUTHWEST sowdivscca.org
May 3-4 PDX/CT MSR Houston/Houston Texas
Aug 23-24 PDX/CT MSR Houston/Houston
Houston (281) 373-3961
Texas TBD

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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

James M Murray Jr 3/1/1954 Rio Grande
 Robert W Rodier 3/1/1954 New England
 Henry H Ward Jr 3/1/1954 Life Members

55-YEAR MEMBERS

Paul Tschampel 3/1/1959 Ohio Valley

50-YEAR MEMBERS

George Faraghan 3/1/1964 Philadelphia
 Stanley E Gorham 3/1/1964 New England
 Robert H Houston 3/1/1964 Washington DC
 Jeffrey G Jones 3/1/1964 New England
 F Nelson Petrey 3/1/1964 San Diego
 Timothy K Repass 3/1/1964 San Francisco

45-YEAR MEMBERS

Jack H Broomall 3/1/1969 Detroit
 Laraine Galfas 3/1/1969 Northern New Jersey
 David P Hathaway 3/1/1969 Mohawk Hudson
 John F Jentz 3/1/1969 Atlanta
 Martin R Kaufman 3/1/1969 San Francisco
 James E Meixner 3/1/1969 Milwaukee
 David Schuler 3/1/1969 NE Pennsylvania
 John C Thomson 3/1/1969 Detroit
 Patricia Travers 3/1/1969 New England
 John W Travers 3/1/1969 New England
 Robert L Walker 3/1/1969 Washington DC
 Curt Zitzta 3/1/1969 Central Florida

40-YEAR MEMBERS

Leon Borden 3/1/1974 Reno
 Dwight K Cooke 3/1/1974 North Carolina
 William R Deily 3/1/1974 Washington DC
 Ronald F Drew 3/1/1974 Milwaukee
 Douglas B Farrow 3/1/1974 Land O'Lakes
 Lon G Hake 3/1/1974 Blackhawk Vily, Detroit
 Peter J Klein 3/1/1974 New York
 Robert E Reed 3/1/1974 Cal Club
 Louis J Saker 3/1/1974 Northern New Jersey
 Bob A Urso 3/1/1974 Atlanta, Washington DC
 Michael T Williams 3/1/1974 Indianapolis
 Robert B Wright 3/1/1974 Mohawk Hudson

35-YEAR MEMBERS

Jon R Brakke 3/1/1979 Land O'Lakes
 Anthony Brakora 3/1/1979 Detroit
 Gary G Brauch 3/1/1979 San Francisco
 Steve Brolliar 3/1/1979 Tennessee Valley
 Victor G Brunamonti 3/1/1979 Columbus SC Club
 William T Burke 3/1/1979 San Francisco
 Thomas H Cooreman 3/1/1979 South Bend
 James Cwiklinski 3/1/1979 Milwaukee
 Christine Cwiklinski 3/1/1979 Milwaukee
 Kerry L Freund 3/1/1979 Land O'Lakes
 John J Gacioc 3/1/1979 Detroit
 Robert J Garner 3/1/1979 Detroit
 Robert H Grass 3/1/1979 Northwest
 Michele Jeanette Grimm 3/25/1979 Detroit
 Kevin L Hill 3/1/1979 Pan American
 Susan Kuklin 3/1/1979 Nebraska
 Victor Kuklin 3/1/1979 Nebraska
 Maurice R LaFond 3/1/1979 Neohio
 Robert Plotts 3/1/1979 Oregon
 George John Podgorski 3/1/1979 Northern New Jersey
 Jacquelyn Rawlings 3/1/1979 Central Florida
 Arthur G Robbins 3/1/1979 Washington DC
 Patricia C Robbins 3/1/1979 Washington DC
 Alan Schoonmaker 3/1/1979 Finger Lakes
 Michael A Stiller 3/1/1979 Washington DC
 Jesus F Villarreal 3/1/1979 San Francisco
 John Vlasis 3/1/1979 Milwaukee
 William C Warner 3/1/1979 Bucaneer
 Daryl J Wessel 3/1/1979 Milwaukee
 Nancy E Wheeler 3/1/1979 Milwaukee
 Howard Wolf 3/1/1979 San Francisco

30-YEAR MEMBERS

Bill Okell 3/29/1984 Oregon
 Reed Badernsider 3/23/1984 Western Michigan
 Cathy C Barnard 3/23/1984 South Texas Border
 Diane M Bennett 3/30/1984 South Carolina
 Gary M Brodsky 3/14/1984 Northern New Jersey
 John G Byrne 3/26/1984 San Francisco
 Nadine Casini 3/23/1984 San Francisco
 Don Christman 3/14/1984 Kansas
 Robert H Criss 3/14/1984 Steel Cities
 Carl F. Dresie 3/24/1984 Finger Lakes
 Nancy P Edgerton 3/12/1984 Western Ohio
 William H Fair 3/28/1984 Cincinnati
 Allen J Franzolino 3/29/1984 Neohio

David M Gitchel 3/29/1984 Alabama
 Peter M Guillan 3/23/1984 Blackhawk Valley
 Robert T Heisig 3/26/1984 San Francisco
 William V Hughes 3/14/1984 Northern New Jersey
 Christopher H Kang 3/14/1984 Cal Club
 Peter G Kelly 3/29/1984 Western New York
 Mary L Lenz 3/28/1984 Cent Fla, Des Moines Vily
 Joann E Lynch 3/30/1984 Cal Club
 George J Lynch Jr 3/30/1984 Cal Club
 David J McConnell 3/12/1984 Land O'Lakes
 Dave Miller 3/14/1984 Northern New Jersey
 Diane Miller 3/14/1984 Northern New Jersey
 Paul Joseph Moorcones 3/13/1984 Washington DC
 Ann Moorcones 3/13/1984 Washington DC
 Eric M Morales 3/23/1984 Cal Club
 Dorothy Neave 3/13/1984 North Carolina
 Daniel J Salmon 3/23/1984 New England
 Sam Shanaman 3/23/1984 New England
 William D Spedding 3/28/1984 Finger Lakes
 Frank Stagnaro 3/23/1984 San Francisco
 Thomas J Starke IV 3/13/1984 Washington DC
 Mike Starwas 3/23/1984 Detroit
 Gregory E Stewart 3/14/1984 Cal Club
 Michael L Toombs 3/14/1984 Finger Lakes
 Dirk Vanveen 3/23/1984 Detroit
 Jack H Wade III 3/23/1984 Delta
 Bruce C Westcott 3/13/1984 Central Florida
 Grady E Wood 3/23/1984 Arkansas

25-YEAR MEMBERS

Joseph Cheng 3/20/1989 Northwest
 Keith Barrios 3/31/1989 Delta
 Emmanuel Brown 3/1/1989 Philadelphia
 Craig Campbell 3/22/1989 San Francisco
 Nancy Colletti 3/20/1989 Western Ohio
 Steve Colletti 3/20/1989 Western Ohio
 Kirk Cameron Collier 3/3/1989 Kansas City
 Alison Crowley 3/13/1989 New England
 Mary Ann Dresie 3/3/1989 Finger Lakes
 Cindy Griffith 3/31/1989 New England
 Mathew Grubel 3/15/1989 Philadelphia
 Douglas M Hall 3/28/1989 San Diego
 Janet Hamilton 3/22/1989 Houston
 Lori Hansen 3/30/1989 Oregon
 Kaysandra Harris 3/8/1989 Kansas City
 Gregory T Harris 3/8/1989 Kansas City
 Mark D Henderson 3/23/1989 Detroit
 Andrea Hess 3/20/1989 Central Florida
 Robert W Hess 3/20/1989 Central Florida
 Michael Iochum 3/20/1989 Philadelphia
 Tom Jackson 3/27/1989 North Carolina
 Louis Jacobowitz 3/20/1989 Central Florida
 David E Johnson 3/7/1989 Des Moines Valley
 Eric (Ric) Johnson 3/7/1989 Des Moines Valley
 Mark Johnson 3/31/1989 Arizona
 Pamela Johnson 3/7/1989 Des Moines Valley
 John Robert Kielb 3/10/1989 Cal Club
 Noam Levine 3/31/1989 New England
 Dan Liddy 3/10/1989 Central Florida
 Charles J Lonsdale 3/31/1989 Florida
 Michelle L McColl 3/20/1989 Colorado
 Karl D McColl 3/20/1989 Colorado
 James W Michaels 3/22/1989 Blue Ridge
 Billie Myers 3/23/1989 Colorado
 Scott Nardin 3/31/1989 South Bend
 Kathy Niemeier 3/22/1989 San Francisco
 Eric Noble 3/28/1989 Cal Club
 Rick Perry 3/28/1989 San Diego
 Bill Rinke 3/17/1989 Kansas City
 Delores Rinke 3/17/1989 Kansas City
 Brian G Robbins 3/22/1989 Washington DC
 Randy Rosenmerkel 3/13/1989 Milwaukee
 Sharon m Rosenmerkel 3/13/1989 Milwaukee
 Mark S Ross 3/13/1989 Nebraska
 Mark Everet Rougeux 3/17/1989 Washington DC
 Barbara Schiffer 3/20/1989 Central Florida
 Karen K Silverberg 3/15/1989 Des Moines Valley
 Stephen Soo 3/22/1989 San Francisco
 Ronald R Tanton 3/20/1989 Chicago
 Sherry K Tanton 3/20/1989 Chicago
 Paul Trapp 3/20/1989 Indianapolis
 Brian E Travers 3/28/1989 Northern New Jersey
 Robert H Varcoe 3/20/1989 Detroit
 Romeo Villarreal Jr 3/31/1989 Houston
 Gerry Walsh 3/8/1989 Philadelphia
 Edwin S. Warkulewicz 3/31/1989 New England
 James C Weart 3/31/1989 Central Florida
 Peter G West 3/29/1989 Cal Club
 Richard Windberg 3/20/1989 Lone Star
 Timothy S Woods 3/8/1989 Neohio
 Terry D Zink 3/31/1989 Las Vegas

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Perry Bennett

PROSOLO

The 2014 season shifts into high gear at El Toro Air Base April 12-13.

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

Apr 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 sedivacing.org

Apr 6 Eastgate Towne Center/Tennessee

May 4 Eastgate Towne Center/Tennessee

Jun 8 Eastgate Towne Center/Tennessee

Jul 13 Eastgate Towne Center/Tennessee

Aug 10 Eastgate Towne Center/Tennessee

Sep 7 Eastgate Towne Center/Tennessee

Oct 5 Eastgate Towne Center/Tennessee

Nov 2 Eastgate Towne Center/Tennessee

Dec 7 Eastgate Towne Center/Tennessee

Alabama (334-444-0699)

Chattanooga (423) 400-3686

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

Apr 6 Lincoln Airport/Nebraska

Apr 12 War Memorial Stadium/Arkansas

Apr 12-13 Columbus Air Force Base/

Mississippi

Apr 26-27 Lincoln Airport/Nebraska

May 3-4 War Memorial Stadium/Arkansas

May 10 Lincoln Airport/Nebraska

May 17-18 Grenada Airport/Mississippi

May 31-Jun 1 War Memorial Stadium/

Arkansas

Jun 21 War Memorial Stadium/Arkansas

Jun 21-22 Columbus Air Force Base/

Mississippi

Jun 22 Lincoln Airport/Nebraska

Jul 13 Lincoln Airport/Nebraska

Jul 19 War Memorial Stadium/Arkansas

Jul 19-20 Grenada Airport/Mississippi

Aug 2-3 Columbus Air Force Base/

Mississippi

Aug 3 Motorsports Park Hastings/

Nebraska

Aug 10 Lincoln Airport/Nebraska

Aug 15-17 Lincoln Airport/Nebraska

Aug 23 Motorsports Park Hastings/

Nebraska

Aug 23-24 War Memorial Stadium/

Arkansas

Sep 6-7 Grenada Airport/Mississippi

Sep 28 Lincoln Airport/Nebraska

Oct 18-19 Columbus Air Force Base/

Mississippi

Nov 15-16 War Memorial Stadium/

Arkansas

Dec 14 War Memorial Stadium/Arkansas

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Texas Border

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Louisiana

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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

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Oct 4-5 NOLF Waldron Field/South

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Nov 1-2 NOLF Waldron Field/South

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Dec 6-7 NOLF Waldron Field/South

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ROCKY MOUNTAIN coloradoscca.org

May 10-11 Cohen Stadium/El Paso, TX

Mar 16 Front Range Airport/Colorado

Apr 12 Pike Peak Int'l Raceway/

Continental Divide

Apr 27 Front Range Airport/Colorado

May 10 Front Range Airport/Colorado

May 17-18 Pike Peak Int'l Raceway/

Continental Divide

May 24-25 Cohen Stadium/El Paso, TX

Jun 1 Front Range Airport/Colorado

Jun 8 Cohen Stadium/El Paso, TX

Jun 21-22 Cohen Stadium/El Paso, TX

Jul 12 Front Range Airport/Colorado

Jul 13-14 Cohen Stadium/El Paso, TX

Jul 27 Pike Peak Int'l Raceway/

Continental Divide

Aug 3 Cohen Stadium/El Paso, TX

Aug 16-17 Cohen Stadium/El Paso, TX

Aug 17 Front Range Airport/Colorado

Sep 14 Pike Peak Int'l Raceway/

Continental Divide

Sep 21 Cohen Stadium/El Paso, TX

Sep 28 Front Range Airport/Colorado

Oct 5 Cohen Stadium/El Paso, TX

Oct 12 Pike Peak Int'l Raceway/

Continental Divide

Oct 18-19 Cohen Stadium/El Paso, TX

Nov 3 Front Range Airport/Colorado

Nov 8-9 Cohen Stadium/El Paso, TX

Colorado (414) 218-1594

Continental Divide (719) 310-8281

NORTHERN PACIFIC norpacscca.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

Mar 16 Aloha Stadium/Hawaii

Mar 23 Maui/Hawaii

Apr 6 Aloha Stadium/Hawaii

Apr 13 Paniewa Drag Strip/Big Island

Apr 27 Marana Regional Airport/

Arizona Border

Apr 27 Maui/Hawaii

May 18 Maui/Hawaii

May 18 Marana Regional Airport/

Arizona Border

May 18 Paniewa Drag Strip/Big Island

Jun 15 Paniewa Drag Strip/Big Island

Jun 22 Maui/Hawaii

Jun 29 Marana Regional Airport/

Arizona Border

Jul 20 Paniewa Drag Strip/Big Island

Jul 27 Maui/Hawaii

Jul 27 Aloha Stadium/Hawaii

Jul 27 Marana Regional Airport/

Arizona Border

Aug 3 Aloha Stadium/Hawaii

Aug 10 Paniewa Drag Strip/Big Island

Aug 17 Aloha Stadium/Hawaii

Aug 24 Marana Regional Airport/

Arizona Border

Aug 24 Maui/Hawaii

Sep 6-7 Paniewa Drag Strip/Big Island

Sep 21 Paniewa Drag Strip/Big Island

Sep 28 Marana Regional Airport/

Arizona Border

Dec 14 Marana Regional Airport/

Arizona Border

Dec 21 Paniewa Drag Strip/Big Island

Hawaii Aloha www.sccahawaii.org

Hawaii (808) 281-3654

ROAD RALLY

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

NATIONAL

Mar 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 NG Turkey Traps/Cal Club

Dec 7 NT Yucatan Winter Safari/

Land O' Lakes

REGIONAL

NORTHEAST nediv.com

Apr 5 Cape Cod Old Timers GTA/New

England

Apr 5-6 March Lamb/South Jersey

May 18 Witch Way is Plus/Minus/South

Jersey

Jun 29 Oldies but Goodies Tour/South

Jersey

New England librarally@aol.com

South Jersey (856) 381-9249

CENTRAL cendiv-scca.org

Apr 26 Escape to Wisconsin/Land O' Lakes

Land O' Lakes (952) 381-2759

SOUTHWEST sowdivscca.org

Jun 21 DFW Map/Texas

Aug 9 Clear Blue Sky/Texas

Texas (927) 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

May 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

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Cal Club (310) 372-7168

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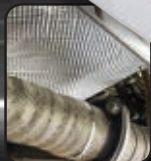
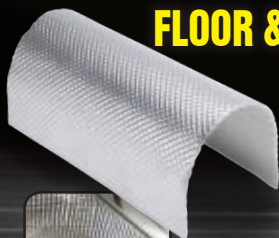


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Courtesy/Erin Heinrich

SPARE TIME

NEDiv's Heinrich gets creative in the snow.

SNOW DAY

I had wanted to build a snow racecar like this for years, but it was never the right time - too early in the winter season, too late, not enough time, or the snow was not the right amount or consistency. The recent snowstorm was nearly over, and my wife came in and said, "It's starting to turn to sleet, you better get out and shovel before it gets too bad." I took one shovelful and realized it was the perfect sculpting snow, so I started piling snow in the front yard. A formula car seemed like an easy enough idea (a touring car would be a lot of snow, and that stuff was not light!).

I had this vision in my head of a '91-ish Ferrari F1 car, and just went with it. It took about two hours to make (the rear wing was tricky), and then another 15 minutes or so to spray. When I was done, it looked more like a Formula Mazda. I used food coloring for the color - black didn't work out so well, but it was fun nonetheless. The neighbors think I'm nuts, but in a cool way. It's one of those things you always want to do - so I just did it, because *racecar*!

Eric Heinrich

FLASHBACK

One of the highlights of my office is hanging the SCCA calendar and using it throughout the year. However, upon receipt of this year's calendar, I noticed something had changed - the previous and next months at a glance had been removed! This was often one of the most handy features of this calendar, as it helped me visualize days and dates in the upcoming and past month. While I still have the calendar hanging in my office again this year, I'd very much like to see this minor feature come back in the 2015 version. Hopefully others find it useful as well, as I have found myself flipping to the next month on more than one occasion while trying to plan my next business trip.

Chad Bersche

We also didn't realize how much we used this feature until we removed it. Rest assured, it will return for the 2015 calendar.

SCCA FAMILY

Along with another NEDiv GT-Lite Mini racer, I recently ventured south to Florida for the Sebring and PBIR U.S. Majors Tour races held in early January. As is our custom, we visited the shop of fellow GTL racer in Palm Beach, Peter Shadowen. Over the years, Peter has been a source of technical services, floor space under roof, and parts for fellow GTL competitors. This year was certainly no different, and we were able to order and receive parts as well as have some welding done to help in preparing

for the Palm Beach event. Along with fellow National Champion Peter Zekert, Shadowen hosted the GTL drivers and crews attending PBIR to a gathering at his home. There was a good turnout and some great stories, too. Can't wait for next year!

Ted Phenix

LAST LAP DASH

The BFGoodrich Tires Super Tour and U.S. Majors Tour at Sebring in January saw some controversy, and I applaud you for mentioning the Spec Miata timing issue in the magazine [March 2014 issue] rather than sweeping it under the rug. For those who are unaware, the issue at hand came about because the race was a timed event, and the Spec Miata race was running under caution right up to the wire. The officials opted to drop the green flag, unfortunately ending up on the wrong side of the time limit. The question then became more philosophical than anything. If the green flag is thrown incorrectly, should the lap count? In my opinion, the answer is a resounding yes (barring some safety reason for the green being incorrect, in which case the mess can be brought under control come Turn 1 with a double yellow or black flag). In the case of the Sebring race, the racers cannot undo the wear, tear, and damage done to their cars during that one lap dash to the checker. From the sounds of it, the SCCA National Office is looking to take measures to ensure this does not happen again - but if it does, the lap *should* count. It's only fair.

Stanley Harner



Mark Weber

TO BE OR NOT TO BE

Sebring's SM race had a questionable end.

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:



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Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

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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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Turning Points

SportsCar's Associate Editor Jason Isley spent a sizable portion of January helping prepare Solo competitor Bobby Beyer for the February Cal Club Region Driver's School. Bobby passed the school with flying colors and is now on the road to this year's National Championship Runoffs. This is the first step down an exciting road for Bobby; a journey many of us have already traveled, including Bobby's grandfather, Formula Vee competitor Charlie Turner. This is for Bobby - in the same way it was for so many Club members - a turning point in his SCCA career.

But a turning point is far from a fixed path. Times change, goals morph, interests alter; one turn leads to another, then another. Some turns might simply be diversions in what proves to be a greater journey. It often takes years to see that something was a truly meaningful point in time and not just a diversion.

I can mark early 1997 as a turning point, when a college friend invited me to attend a Solo event. Within a month, I was competing on a regular basis, and my life revolved around making the next event. Eight years later, I earned my competition license and ran my first Club race. Boxes of photos from 1999, however, reveal that the Driver's School wasn't necessarily the turning point you'd think; rather, it was when I purchased the Miata that ultimately became my first Club Racing car.

Dan Edmunds, who is on this month's cover with his first Miata, has experienced many turning points within the Club, with one of them occurring when he found himself unable to continue Club Racing - so he started volunteering. During our


conversations, I realized he had flagged many of the races I've competed in - his turning point made mine possible. In fact, Dan also flagged Bobby's first Club race.

The issue you've just read is a turning point for *SportsCar*. Starting in late 2013, we questioned every page in the magazine, removing some sections and adding others. This issue will also be first read by the membership at this year's

Boxes of photos from 1999...reveal that the Driver's School wasn't necessarily the turning point you'd think"

SCCA National Convention; the National Convention itself marks a massive turning point for the Club. Alongside this year's Convention, the SCCA heads into a brave new world with the creation of the MSX Expo, which has the potential to change the way the Club is viewed within the motorsports industry.

Calling something a true turning point, however, is difficult at the time it occurs. Everything feels like a turning point in the present, but the wisdom of time reveals truly great moments. Take the Steve McQueen and Carroll Shelby image from 1963 that appears on pg. 12 - that moment led to many other historic moments for the Club, something we might have had only an inkling of at the time.

Will Bobby continue to Club race? Will Dan flag for years to come? Will the creation of the MSX Expo be the start of something great? Time, as they say, will tell - but the journey is one hell of a ride. 

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LOOKING BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **APRIL 1994**



- Pro season openers gave us a look at the first few rounds of the Trans Am, World Challenge, North American Pro Series, and Toyota Atlantic Championships.
- A special how-to feature gave readers a glimpse into the world of crewing. Many of these tips came from now-Interim SCCA President and CEO Lisa Noble.

30 YEARS AGO... **APRIL 1984**



- *Matters of the Moment* included an update on the first track test of the new Sports Renault "Spec Racer."
- The '84 Formula 1 feature introduced us to the newest generation of cars, and spoke of the FIA flexing its muscle against tracks, teams, and drivers who supported CART's growth.

40 YEARS AGO... **APRIL 1974**



- A Can-Am feature spoke of the domination that the Penske Porsche 917/30 put on the field throughout the season.
- Is there such a thing as low budget racing? Starting its third season, an in-depth look at Showroom Stock racing covered the dollars and cents of competing in the category.

50 YEARS AGO... **APRIL 1964**



- *Falco* gave readers a preview of the 1964 Ford Mustang that was launching that month, and Ford's plans for a factory road racing team.
- The USRRC from Augusta was covered, with Dave MacDonald taking the Modified category, and Ken Miles on top in the Grand Touring race.



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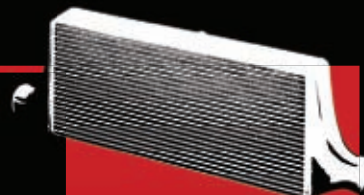
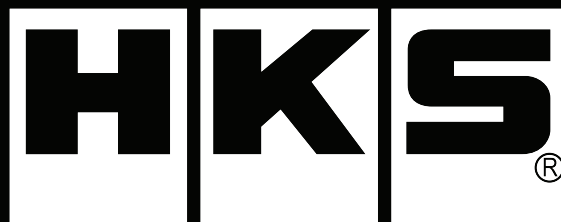


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