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The SCCA Member Magazine

GAME CHANGERS

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72.5

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g-Force R1

BF Goodrich



g-Force R1 S

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

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Ecsta V710

TOYO TIRES



Proxes R888

TOYO TIRES



Proxes RA1

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15 16 17 18

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17 18



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17 18



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matte grey, black, gold (17 18)
17 18 19



O.Z. FORMULA4 HLT
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17



O.Z. ULTRALEGGERA HLT
matte graphite silver, black,
gold, matte silver, red, white
19 20

TR
Motor
Sports



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black, bright silver, light grey
15 for Miata



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17 18

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KOSEI K2R
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15



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light grey
15 16 17



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ST
SUSPENSIONS

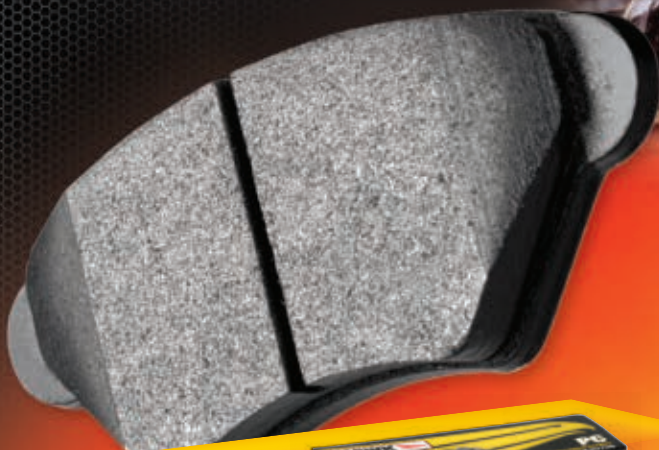
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ON THE COVER

Max Hayter's Street Touring Subaru BRZ, Mike Miserendino's Spec Racer Ford, and Jason Isley's Limited Prep HP Toyota Yaris lead the game changer charge. Photo by Sean Klingelhofer.



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Cars, classes, and categories that altered SCCA history



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Perhaps those last ponies are hiding in your motor's header

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

THIS MONTH IN FASTRACK NEWS >

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

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Last year's U.S. Majors Tour and BFGoodrich Tires Super Tour at Circuit of the Americas was SCCA's first shot at the F1 circuit. The entry count for the weekend was impressive, drawing racers from across the country. Spec Racer Ford competitors showed up in droves, with 85 cars taking the green flag for Saturday's race.

DATE March 9, 2013

LOCATION Circuit of the Americas

WHAT Spec Racer Ford

PHOTOGRAPHER Jay Bonvouloir







Dan Gurney is the SCCA member everyone wants to be. Hooked at a young age, he built a racing career most can only dream of. From F1 to NASCAR, he raced and won worldwide. As a manufacturer and team owner, he was equally successful, with many of his innovations proving to be true game changers.

DATE June 1964

LOCATION Circuit de Spa-Francorchamps, Spa, Belgium

WHAT Post race at the Belgium Grand Prix, Dan Gurney (left) led most of the race but came up short on fuel, handing the win to Jim Clark (right).

PHOTOGRAPHER LAT Photographic

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CLUB LIFE

LAT Photographic



SEBRING HALL OF FAME

SCCA Pro Racing Trans Am greets Bob Tullius (LEFT), Peter Gregg, Vic Elford, and Brumos Racing, along with endurance racing legend Wayne Taylor, were inducted into the Sebring Hall of Fame as part of its 2014 celebration.



FORMULA LITES JOINS SCCA

Formula Lites is the latest series to join the SCCA Pro Racing family. The series will give career-minded young drivers a place to begin their climb up the professional motorsports ladder. The series plans to stage four races as early as September of this year, with the goal of running a complete schedule in 2015.

"SCCA Pro Racing has proven to be a place where rising and established driving talent come together to compete on some of the best racing circuits North America has to offer," Tom Campbell, President of SCCA Pro Racing, says. "Many of the people and companies involved in this project are the same that were involved in the highly successful Volkswagen Jetta TDI Cup. A renewed cooperative effort

among our organizations for this new race series will be a welcomed addition to our portfolio."

Dennis McCormack, a principal at the Formula Lites organization, reflected many of the comments made by Campbell. "SCCA Pro Racing was a natural partner, having worked closely with them in the Volkswagen Jetta TDI Cup program," he says. "They have a strong commitment and track record in driver development."

The Formula Lites Crawford FL 15 chassis has been under development by Dennis McCormack and Ryan Arciero since 2010 in conjunction with Max Crawford of Crawford Composites. The carbon-composite car has been designed and is being constructed to comply with the FIA F3

WINNING FORMULA

The Formula Lites chassis by Crawford Composites is built to comply with FIA F3 specs, offering a lightweight and powerful package with which to introduce a new generation to open wheel racing.

2014 specifications. A 2.0L, turbocharged Volkswagen engine will power the new car, while Pirelli will supply the tires.

Features, such as a full carbon-composite monocoque, two-way adjustable shocks and a pneumatic paddle-shift sequential gearbox are just a few of the modern amenities that set the 1,150lb car apart from other entry-level, open-wheeled racecars.

"I believe that open-wheel racing at the entry-level in the United States has been starving for a car like this for a very long time," Ryan Arciero, president of Arciero Sports and Arciero Miller Racing, says. "We now have a platform for a high-tech, state-of-the-art racecar at a price point that makes sense for everyone."

Michael Duval

WENDY ALLEN SCHOLARSHIP

At the SCCA National Convention, Sarah Tooth and Lori Rothmuller were named as the inaugural recipients of the Wendy Allen Scholarship Fund. The scholarship will help provide financial backing for traveling to National Solo events, as well as mentoring and driver training.



Perry Bennett



Rupert Berrington

MORE OPTIONS

Rocky Mountain Division is changing things up in 2014.

INNOVATION FOR COLORADO REGION MAJORS

The first race of the Rocky Mountain Division race series is also the fourth U.S. Majors Tour in the Mid-States Conference. The Colorado Region-sanctioned race at High Plains Raceway in Byers, Colo., was originally scheduled for the Fourth of July weekend, but competitor feedback prompted a change. Consequently, officials elected to flip-flop the dates with a Divisional race to make the May 3-4 High Plains Majors the 2014 RMDiv opener.

To ensure the weekend runs smoothly, Region officials plan to

utilize five race groups for the weekend. That number could rise to six groups if the entry warrants it.

Innovation will also appear in terms of scoring, as any Club Fords entered that weekend will have the opportunity to earn points in two categories. Majors scoring for FF will still apply, while those competing for the RMDiv Club Ford title can also earn CF points if they utilize the spec tires for that particular RMDiv series. To register, head to www.scca.com/majors.

David Muramoto

CLASSIC AMERICAN MUSCLE

In 2014, things may get a little louder as Classic American Muscle (CAM) brings vintage muscle cars to a Solo event near you. This new Regional class targets popular vintage American muscle, hot rods, trucks and cruisers of all types.

With the growing popularity of autocrossing in the muscle car community at events like those put on by the Goodguys Rod & Custom Association, the CAM class offers drivers of those cars another venue in which to participate, and has the potential to hook new enthusiasts.

The CAM class offers a very open set of rules, with no restrictions placed on drivetrain choice or suspension design. Simply show up with a safety compliant front engine, RWD car or truck that weighs no less than



Perry Bennett

FLEX YOUR MUSCLE

Muscle cars, like this 1967 Camaro Jason Rhoades built for STX, have a new place to play in 2014.

3,000lbs - which is licensed and insured for street use - and you should be able to join in on the fun.

A number of current and past Solo champs have taken part in the Goodguys series in recent years, and a number of new builds have gotten under way since the announcement of the SCCA CAM class.

SWAN MOTORSPORTS GOES PRO

Swan Motorsports has thrown its hat into the SCCA Pro Racing Atlantic Championship Series, as well as the SCCA Pro Racing F1600 Formula F Championship Series for the 2014 season.

"I am very happy to enter the 2014 Atlantic Championship and F1600 Championship," says team owner Mirl Swan. "Our team has enjoyed a lot of success in Formula Atlantic, winning many championships and national titles over the years. We have our sights set firmly on winning the 2014 Atlantic title.

"We believe the F1600 series has proven itself as North America's premier ladder series as young drivers progress from karting to F1600, F2000, and Atlantic. We are very pleased to be part of the series."

Swan Motorsports has entered a three-car Atlantic team. Michael Mällinen, former SCCA National Champion and IMSA Pro Atlantic C2 Champion, will drive the No. 71 Swift Engineering Mazda 016.a alongside Tyler Hunter in the No. 22 Swift Engineering TRD 014.a and Mark Felsen driving No. 2 Swift Engineering TRD 014.a.

The team's entry in the F1600 Formula F Championship Series is 15-year-old Max Mällinen, who will drive the No. 10 Swan Motorsports Spectrum/Honda entry. Max Mällinen has been competing in international and national karting series and has won three championships over the past two years.



John W. Wilmot

GOING PRO

Mirl Swan looks to transfer his Runoffs winning formula to SCCA Pro Racing.

MX-5 CUP SEASON OPENER

The 2014 SCCA Pro Racing Mazda MX-5 Cup Presented by BFGoodrich Tires Championship got off to a quick start with a doubleheader weekend in Sebring, Fla. Sharing the weekend with the 62nd annual Mobil 1 12 Hours of Sebring, MX-5 Cup featured strong entries and stronger racing.

In the first round, Kenton Koch, a recent graduate of the Skip Barber Mazdaspeed Pro Series, showed his Skippy dominance was no fluke by taking the MX-5 Cup win. Koch spent much of the 16-lap race vying for second place, but made a last-lap, last-turn pass to take the win.

"I was surprised at how emotional it was to win that race," says Koch. "I could feel the tears in my eyes after crossing the line. It's a long season, but this is a great way to start the year."

Round two offered equally exciting action, as Sebring local John Dean claimed the win that eluded him the previous day. "It's so much fun to be able to win in front of my friends and family," Dean says. "This is my second win here, in Mazda MX-5 Cup, but I've also been on the podium in all six races that the series has been here."



Rupert Barrington



CONTINGENCY AWARDS

As the 2014 competition season gets underway, don't forget to visit www.scca.com to review and sign up for the numerous contingency programs. A number of manufacturers and SCCA partners are offering generous programs for the various Club disciplines.



LISA NOBLE

INTERIM PRESIDENT AND CEO OF SCCA INC.

CLUB VIEW

Authentic SCCA

It is easy to know one when you see one. There is quickening interest and a spark of curiosity when we talk about the things we do, the connection is immediate. When I see a gleam in their eye and kindred recognition, I know I'm talking to the real deal - an authentic SCCA member with the spirit of a go-er, and a do-er. Someone who can be a game changer.

It is our responsibility to open that world of experiences up to the rest of our Club"

We are taking a fresh look at the "way we've always done things," at how we can better serve - to engage - our new members and those who are inactive as well. Just as important, how do we leverage the experience and spirit that authentic SCCA game changers bring to develop those programs? *What* we do is very special; imparting that feeling into *everything* we do is vital.

Ordinary isn't going to cut it in today's world. Being open to letting people see and feel the "specialness" is one of the SCCA's advantages. Invitation into motorsports is tough; they aren't one of us. Yet. As the game changers, it is our responsibility to open that world of experiences up to the rest of our Club.

Over the last months, I've been taking with some of you about what is important for our future. The drumbeat through many of those discussions has been that *member engagement* is key. In fact, it is the

issue that affects everything - member satisfaction with the Club, Region health, competition, sponsor and partner satisfaction, industry reputation, and our Club's finances.

So, the question is how to engage as many members as we can in ways that speak to the participants in aspirational programs as well as those who are more casual - and do it in an authentic SCCA way. Here are some tactics that have been a part of those drumbeat conversations and that we will develop for you in coming articles:

- Continue to grow and develop our great top-tier aspirational programs
- Provide a ladder, or steps along the way, to show progression is possible
- Recognize that every step is also a possible destination
- Focus on easy entry
- Invite people in - it is important
- Make our programs accessible to new populations and age groups
- Ensure that community and camaraderie, the Club element, is present in all we do
- Provide seed programs to build our Regions
- Share best practices

People who hold the passion of motorsports as integral to their lives are both our core and our inspiration. Our members who have been fortunate enough to have had the experiences and bold enough to share them are our game changers. Let that be your role. That is the Club that I want to belong to. 🎯

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 FEBRUARY

NAME	REFRRLS	REGION
Warren Leach	11	San Diego
Sydney Davis	9	Houston
Brian Ghidinelli	7	San Francisco
Allan Coy	5	Cal Club
Laura Johnson	5	Buccaneer

There are 556 additional members with at least one referral.

REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo Regions (800+):	
Washington DC	4.3%
San Francisco	3.6%
Cal Club	3.1%
Large Regions (401-799):	
Buccaneer	6.6%
St. Louis	3.4%
San Diego	3.3%
Medium Regions (200-400):	
Eastern Tennessee	15.1%
Las Vegas	13.9%
South Jersey	2.5%
Small Regions (<200):	
Montana	9.4%
Old Dominion	7.9%
Big Sky	7.8%



LAT / Steven Tee

SCCA FOUNDATION RAFFLE

The SCCA Foundation "Off to the Races" raffle offers two tickets to the 2014 US Grand Prix in Austin, Texas, along with VIP hospitality passes and \$5,000 cash for travel expenses. Visit www.sccaraffleem.org for more information.



CHECKERED FLAG: BILL MITCHELL

A game changer in motorsports software, Bill Mitchell was pioneering programs that allowed users to analyze suspension design, working as a data acquisition specialist for many of the top teams in series such as CART and Trans Am. Mitchell's chassis software, known as WinGeo3, set the standard many current programs strive to achieve. His programs allowed engineers to look at not only suspension design, but also how each dynamic change would impact the systems as a whole. Today, many of his algorithms are used in top data acquisition programs.

A member of the San Francisco Region since 1971, Mitchell's SCCA career began with flagging West Coast races, later covering events for the Region's publication, *The Wheel*. Mitchell was a regular contributor to *SportsCar* for the better part of 40 years, and his work also appeared in *Autoweek* and *Formula* magazines.

Mitchell passed away at his home in Mooresville, N.C., on Jan. 17, 2014, at the age of 68.

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for easy set up & storage

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CLUB LIFE



NEW SOLO RULES

The 2014 edition of the SCCA Solo rules is now available at www.scca.com. The 2014 edition features rules for the new Street category, as well as many updates from the past season.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

Who is driving this bus?

This whole Club depends on leadership. From a Tech Chief at a RallyCross to a Regional Executive planning a budget, to a Board guiding a Division's race program, it's all in the hands of those we elect and appoint as leaders in our Club. Nothing happens without them.

Often, that leadership position is a consensus appointment, based on a history of success. Other times, it just drops into the lap of someone who is the "last man standing" as a need is identified. Ultimately, it falls on those members who have a sense of the organization's need, and a desire to help it succeed. If you're picking up cones at the end of the day, or on a national program advisory board, you're the leader I'm talking about.

Those who are acknowledged as leaders come to understand they have a greater responsibility. As a competitor, it was just about them, but now as a leader, it's about every member.

The leaders in this Club push for change. Sometimes, that change is as obvious as: "Let's use transponders for timing, as Timing and Scoring is always short of staff and we need more accurate results." Other times it's more controversial, such as: "We need to move much of our Solo program toward road tires, as the cost to be competitive on race rubber is getting out of hand." With those goals, leadership set plans that, while sometimes controversial, all had the intent of improving our programs.

This is nothing new. Our Club's leaders have had a direct hand in changing SCCA - for the better - for more than 70 years.

All of that is a long way of saying that *who* we choose as our Club's leadership directly affects the success of our organization. Region and Division leadership, the Solo Events Board, the Club Racing Board, the Rallycross Board, the Time Trials Administrative Council, the RoadRally Board, and more, all are guided by volunteer members, elected or selected by our membership. We've seen radical changes in some of these programs lately; changes that are driven by our members.

Club leadership comes with some stipulations. In conducting the business of the Club, our leaders must be altruistic, and their conduct unimpeachable. There will always be disagreements, but we can't let them escalate to conflict. Our leadership needs the skills to work cooperatively with our membership, manage the differences, and find solutions.

We shouldn't think of elevation to leadership positions in SCCA as badges of honor, or even good attendance awards; rather, they should be viewed as an obligation for hard work and a choice for good management in the Club. Speak to your Region and Division leaders, ask them what expertise the organization needs, and help find those members who can be game changers in our programs. It's worth the effort! ☘



CHECKERED FLAG: TOMMY SAUNDERS

On March 19, 2014, Tommy Saunders - an SCCA member of more than 30 years - passed away. Saunders was an avid Soloist, having recorded a staggering 12 championships, as well as earning the Driver of Eminence Award in 2006, the Johnson Spirit of the Sport Award in 2008, and was a member of the Silver Circle.

Saunders was a fixture on the Solo scene; his primary focus had been the Modified category, but he tasted success in other classes, as well. Well known and respected throughout the Solo community, Saunders was instrumental in launching the Formula Junior program in his area, and would encourage others to get the entire family involved in the sport.

Away from the autocross course, Saunders was a career airline pilot at American Airlines, where he proudly flew the fleet's flagship 777.

Rupert Berrington

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PETER CALHOUN

MOTORSPORTS MANAGER
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MEMBER SINCE: 1985
CHICAGO REGION

The first road race I remember attending was with my father in 1972, and it featured the unlimited Can-Am cars at Road America. It was an era of significant technological advancement, big horsepower, and big stars racing on the SCCA stage - Porsche 917-10, McLaren, Shadow, Lola, with drivers Follmer, Revson, Hulme, Cevert, and Hobbs, all on a four mile stage. It left a lasting impression and passion that has not subsided some 40 years later.

Fast forward to college, I was introduced to the sport of Solo. First at a Dodge-sponsored college competition, but more importantly to Chicago Region by a colleague at the Honda dealership where I was working. I attended a Chicago Region Solo drivers school promoted at the Chicago Auto Show in 1986 in a Fiat X1/9, attended my first Divisional event six weeks later, and have not stopped since. 1989 brought my first trip to the Solo National Championships in an under prepared CSP Honda CRX Si. I returned in 1991 in DS and have not missed Nationals since, capturing podium positions in both DS and CM, and taking the 2009 CM National Championship.

SCCA has opened doors for me professionally, as I developed my marketing career in the automotive aftermarket, but most importantly it has introduced me to some of the most interesting people you could ever meet, developing friendships around a shared passion for competition and the automobile.

When I bought my first CM Reynard FF83, it was based around the dream a 'real' racecar from attending the June Sprints as a kid. From that first Nationals in CM where I was leading after day one, ultimately finishing second to multi-time National Champion Tommy Saunders, I knew I found a class I could call home. Little did I know at the time the influence others would have in my development as a driver and car preparer, which now reads like a history of FF. From Joe Stimola to Pat Prince, Tom Andresen to Jim Justice, Doug Learned to Gib Gibson, Jim McKamey to Bruce Foss; these SCCA members taught me more than I ever could have learned on my own. Then there was the class competition - fast, friendly, and fair, all with our head cheerleader, a tall, lanky Texan named Tommy Saunders. Godspeed Tommy."

IMAGE Michael Duval



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KW VARIANT 2
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dampening



KW VARIANT 3
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with adjustable compression
& rebound dampening



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track and road
includes racing top mounts



KW COMPETITION
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*Variant 3 and Clubsport models only



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The racer filling your windshield does not want you to get by. They will do everything they can to keep you back there. It's really hard to pass a good driver in a good car. If they weren't good, you wouldn't be stuck. If you keep banging your head against that wall, you could both end up in the gravel trap. Make it easy. Racing is wild. Crazy. Risky. That's why we love it: the thrill, the challenge - both personally and mechanically. Crashing is thrilling, too, but in an entirely different way. A painful way. If you are into pain, please do not come race with us - stick to cage fighting, where you are supposed to cause each other pain.

In our sport, you are supposed to *not* hurt the other guy! Most humans work to minimize pain and maximize pleasure, though we have some very different definitions for that. But you can maximize your racing pleasure by using the pass of least resistance.

Have you ever noticed that the very best drivers come out of 24-hour, crash-filled rain races with nary a scratch on their car? This is one way they do it. It's part of what is called driving smart. Here are my top five easiest passes:

"The easiest pass of all is when the other guy is sliding into the gravel or smoking into pit lane"

1. Don't crash your own self! Just by surviving, you will pick up many positions in your career. Stay on track and avoid trouble. No over revs, no agricultural expeditions, no wheel banging. Every time you touch another car, you risk damage. Those wheels can hook up and suddenly snap you into the wall. Turn steady, consistent laps. Have your car ready and well prepped. You automatically pick up positions every time someone ahead of you fails to do these things. Sometimes we can see the



LEAVE ROOM

Know when to leave room. If you are faster in the corners than the car ahead, then stay back in the braking zone. It's hard to do - going slower on purpose - but you will keep your mile per hour advantage. Also, if the car ahead defends the inside line, it will be slower exiting as a result. Brake hard and go back to the outside. Do not enter on his rear bumper. Leave some room, more than you think you need and you'll drive right by on the straight.

crash coming as the cars battle ahead, right? You can just smell it. They are getting angry. They are going to hand you a couple of positions. The easiest pass of all is when the other guy is sliding into the gravel or smoking into pit lane.

2. Lapped traffic. When in a race with lots of lapping, wait for the guy in front of you to get held up. Plan ahead. See it coming. If you time it well, he gets held up by the lapper and you don't. Hold back, more than you first think, leave a good gap, so you get a clean run, and you will just drive right by. Look way ahead, predict the slower car's move, and then use him as a pick, like Mike Skeen did to me at Mazda Raceway Laguna Seca. I chose the wrong side, got balked, and he went around both of us into Turn 10.

3. Draft. Using the slipstream (great term from even before my time, in the jet age) to gain speed on a long straight allows us to roll right by our helpless opponent - as long as he knows straights are straight and doesn't run us into the wall. Free, temporary horsepower. Don't be real close coming out of the corner; you need a gap to cash in on the aero bonus. Some cars punch a better hole than others, too. The faster you are going, the better it works. Two cars are faster than one, ad infinitum. Spec Miata guys live and die by this creed.

4. Wait for a mistake. Do you know the driver ahead? Wired in, always on the mark? Or, maybe not. Read the car's energy. If he's a Danger Ranger or gets spooked, wait for it, you know it's coming. Assuming you have time, of course. We almost always have more time than we think. The last lap is the



Dennis Wood

best lap for mistakes. Apply pressure. Get in the pursuit position, like they train the cops, hang out in his mirrors, and make him sweat. It is much easier to chase than to lead. All it takes is a little slide, and you're by.

5. Wait for that car to go off. Know your opponent's car and consider how it works. Might it fall off on a long run? Sometimes, like this year in my Freedom Autosport Mazda MX-5, your car will be more consistent. The other car will slow. Speed takes its toll. Just wait for the leader's tires to go. Again, wait for it - this is a patience pass. A thinker's pass. An easy pass, when the situation is right.

6. Identify an advantage. OK, so the first five didn't work - yet. While you are waiting, use your brain here, not your brawn. Watch him or her. Study. Where are you better? Look for your advantage. What can you do better? Create a plan that capitalizes on that. Most times your better car and better driving in one corner does not become the pass until the next. This is number six in my list because it is not as easy; it's not automatic. You have to work for it, mentally, physically, and mechanically. But it is still easier than charging headlong into their well-defended, dug-in positions. The most difficult, most risky pass of all is the direct frontal assault,

DIFFERENT STROKES

SCCA Club Racing involves mixed racing, with a lot of variety on track together. Consequently, to make a pass you have to know everyone's strengths and weaknesses.

also known colloquially as the Hail Mary dive bomb. In other words, if the driver ahead of you is just as fast as you are, and you decide to just pop out and pass, you are going to hit him, mark my words.


Drive smart. Make your pass as low risk as you can by using this list, first, and you will maximize your racing pleasure, and that of those with whom you share the drama of on-track internal combustion-powered competition. Sometimes the car ahead will move back and forth trying to "break the draft." I'm not at all sure that works. However, if you try it, when the chaser catches you, stop moving and pick a side, or you will be blocking. 🚫



GAME CHANGERS

SCCA competition classes that changed, or are poised to dramatically alter, the face of the Club

WORDS SportsCar staff IMAGES Sean Klingelhofer



Game changers have been defined as a “disruptive development that fundamentally alters the nature of competition.” An astute definition, it holds even more truth in the world of motorsports. What’s also true is that not everything that *seems* like a game changer actually is. Equally true is the fact that not every competition class that is an SCCA game changer appears in this story.

The debate in the office waged over which classes deserved to be presented on our game changers listing. We culled through the chaff to uncover true, meaningful, SCCA game changers; but

our raw listing far exceeds what appears on these pages. Making the cut was tough, but it had to be done.

The biggest exclusion we were forced to make is most definitely Spec Miata. The Miata has impacted every competition type in the SCCA. The Miata is the disrupter that has brought a flood of competitors to the Club - mostly to Spec Miata. So why is Spec Miata absent from these pages? Simply put, we told you everything there is to know about the car in the April issue of *SportsCar*. Also, an argument can be made that one of the classes that *did* make the

cut was the canary that proved the desire for affordable spec classes in the SCCA.

Another class that was debated for our list was Formula 1000. FB introduced high-performance motorcycle motors into open-wheel competition within the SCCA ranks, matching those incredible motors with enough engineering freedom to lead to the construction of unbelievable racing machines. You can convert an existing chassis to run in this class, or build something from scratch that rivals the looks of a Formula 1 car. This is a winning

THE PLAYERS

Five SCCA classes or categories made the cut as true game changers within the SCCA. These have either influenced other classes and categories, or are showing signs of a great direction for what's to come.



LIMITED PREP

Pg. 26

An idea that was born out of necessity to help a dying class has not only turned into the savior, but is now spreading to other categories.



SPEC RACER

Pg. 28

Decades in the making, this class is entering the next phase of its life, bringing hundreds of racers and thousands of entries with it.



STREET TOURING

Pg. 30

Modified Solo cars shed of competition rubber has resulted in the one of the fastest growing Solo categories in the history of the sport.



FIA IN WORLD CHALLENGE

Pg. 32

Pirelli World Challenge GT is a big-buck class, but with the introduction of FIA cars, being a privateer frontrunner is possible.



TRANS AM TA2

Pg. 34

The Trans Am series has undergone many changes over the decades, but the relatively new TA2 class could be the one that changes it all.

combination that no doubt stands the chance to alter the path of open-wheel racing in the SCCA.

Formula 600 was also on our list of potentials. F600 allows for the installation of 600cc motorcycle motors paired to sequential transmissions in the Formula 500 chassis. A group of enthusiastic Club members have been working hard over the last few years to get this class off the ground, building several cars under the Regional "F600" moniker, and even creating an F600 series with contingency offerings for 2013. Starting this

year, the motorcycle engine and transmission allowance has been integrated into the GCR, allowing the motorcycle powerplants to compete directly against Rotax-powered F500s. This could change everything for a class that is already enjoying a second life.

On the Solo side, by all rights Kart Modified should have made the cut. The class kicked off in the 1990s, with the goal of attracting karters to the Club; SCCA's age restrictions, however, meant the youngest of karting's savants could not compete. That changed a decade later with a

category born from Kart Modified: Formula Junior. Now, FJ is even invited to run as a supplemental class at the Tire Rack Solo National Championships. Combined, KM and FJ have become an essential pipeline to the Club.

If these are what we cut, what's left? The pages that follow reveal the SCCA classes that made the cut as true, unfettered SCCA game changers. Do you agree with our listing? Of course not. Once you're done reading, shoot us an e-mail (sportscar@racer.com) with your thoughts on exactly what we missed. ●

NEW RULES

Classes and categories that are true SCCA game changers don't just impact competition, they completely change the way the game is played.

OTHER GAME CHANGERS

Club Racing's GT category has been almost exclusively the land of tubeframe cars for years, but in an effort to help bolster entries, the category has made tub-based racecars in GT competitive. At one time, the Porsche GT3 Cup cars seemed to be the only tub cars capable of running near the front in GT, but recently we have seen Runoffs gold claimed by the Mazda Miata in GT-Lite, and the C6 Corvette in GT-2.

Dissolving Super Touring Over left a number of cars in limbo. While many were able to move to the revised Touring 1, others elected to join the GT ranks. The ex-STO cars have proven competitive in GT trim, offering those cars a place to race while aiding participation in GT.

The popularity of the FIA spec GT3 cars has exploded in the SCCA Pro Racing Pirelli World Challenge GT class, and has even begun to trickle down to the Club level, as an FIA GT3 Audi R8 took to the GT-2 grid at the 2013 Runoffs.

Today's Club Racing's Production category shares little with its historic roots. Back in the early days, Prod was more similar to what we would consider Showroom Stock. As categories are wont to do, however, Prod's rules morphed dramatically to the point that the original intent of the category was lost.

In a September 1997 *SportsCar* feature, Club Racing Board member Charlie Clark explained the evolution that changed Production: "One manufacturer would introduce a part, a transmission for instance, that was far better than any of its contemporaries. All the competitors wanted that transmission, so the Comp Board allowed it. Soon you had to run that transmission to be competitive."

"There were some who were very pro Limited Prep, and some who thought it was heresy"
PHILIP CREIGHTON

Ultimately, innovative manufacturers and racers drove the category to the breaking point. "What was happening was the cost of getting the car built was out of hand," says Philip Creighton, former Comp Board and Board of Directors member.

As the 1990s rolled around, the Prod category was in need of help. The solution? Limited Prep. The inspiration? Improved Touring. "When Improved Touring came along, I think people realized you did not necessarily have to spend a huge amount of money to be competitive," says Creighton.

A number of people within the Prod community began working



A STEP BACK

Utilizing more restrictive rules for things like motors lowered the cost of entry into Production, and simplified the build process for many cars.

on a Limited Prep plan for Prod.

"There were some who were very pro [Limited Prep], and some who thought it was heresy," says Creighton. "Back in those days, you couldn't do anything without this huge uprising."

The Limited Prep specification began to negate many of the must-have items; adding additional weight for modified suspension pick-up

points, the once mandatory alternative transmissions, and more restrictive engine parameters all helped to curb the cost of entry. "Once we saw how many people were running [Improved Touring], it became really obvious that if you could lower the cost of the car, you could probably get a lot more people out there," says Creighton. Limited Prep breathed new life into Prod, ultimately keeping EP from death in the 1990s.

More recently, American Sedan has also adopted a set of Restricted Prep rules, similar to Prod's Limited Prep, allowing many newer cars to migrate to the class from the Touring category with few modifications and at reduced costs. 🏁



LIMITED PREP

The Production category could be called the root of Club Racing, but it could have disappeared if not for the introduction of Limited Prep | WORDS Jason Isley IMAGES Sean Klingelhoef

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ENTER THE GEN3

Similar to the way the 1.7L Renault motor was replaced by the 1.9L Ford, the third generation of the Spec Racer will see a new powerplant – a 1.6L from Ford. The car, called the GEN3, will be lighter and more powerful than the current SRF, turning laps three to five seconds faster.

The plan is to phase the car into National competition from 2015-17, with the current SRF and the GEN3 running in separate classes. “In 2018, we’ll go back to one class, but we won’t throw the 1.9L cars out – they’ll be non-competitive, but they’re welcome to run,” explains Eric Skirmants.

Those with a keen eye might have already spied GEN3 test mules running at tracks in 2013. The car, which was designed in 2012 by SRF Champ Mike Davies, first turned a wheel in January 2013. “We went from concept to prototype in nine months, and prototype to launch in 15 months,” says Skirmants.

If you want to order a GEN3, get in line. “We’ve also already pre-sold 260 GEN3 [conversion] kits and 11 new cars,” says Skirmants.



MORE POWER

The GEN3, the next iteration of the SRF, will sport a smaller displacement, more powerful motor (ABOVE).

SPEC RACER FORD

In 1985, the Sports Renault hit the Club Racing scene with a bang. Thirty years and a new name later, it’s still the one to beat | WORDS Philip Royle IMAGES Sean Klingelhoef

The story of the Spec Racer Ford is anything but a flash in the pan. Rather, it’s the tale of a class shining bright more than three decades after it was dreamed up. “As far back as 1978, the Board of Directors planning committee had a concept for a spec car built for the Club,” explains SCCA Enterprises President and CEO Erik Skirmants. “The car was targeted to help the SCCA maintain active racers and curtail the price escalation of pure-built racecars.”

The Sports Renault was unveiled in 1983, with the hopes of having a product delivered by mid-1984 and a class at the 1985 National Championship Runoffs.

“By 1986, the Sports Renault [now Spec Racer Ford] was the most popular class [in the SCCA], and not until Spec Miata did that reign end,” says Skirmants. The Spec Racer has remained in the top two SCCA classes ever since.


The first generation of the car was powered by a 1.7L Renault motor and cost less than \$10,000. By the time the Renault contract closed, roughly 400 had been sold. At this point, SCCA had a decision to make.

“The SCCA had to either turn [the class] over to privateers, make it a non-spec class where you could supply your own stuff, or create a company designed exclusively to support the community of over 400 cars that were out there at the time,” says Skirmants. The decision was made to create SCCA Enterprises, and a new motor was sourced, a 1.9L from Ford.

“1993-’96 were overlap years [Renault and Ford]. Starting with 1997, Renault was banned,” says Skirmants. SCCA Enterprises is currently in the process of introducing a new 1.6L Ford motor to replace the aging 1.9L – this car is being called the GEN3, but will ultimately take the

traditional “SRF” designation.

To date, more than 880 Spec Racers have been sold, becoming “the most successful purpose-built road racing car in the United States,” according to Wikipedia. Roughly 600 Spec Racers are considered “could-be-Fords,” as Skirmants calls them – cars that were either sold with the Ford motor, or Renaults that had a Ford kit destined for installation. Roughly 450 of those are actively raced.

“We contributed 3,600 race entries to the Club [in 2013],” Skirmants says. With the GEN3 conversion, Skirmants anticipates those numbers to increase, potentially knocking Spec Miata off the top of SCCA’s class participation list. “Our goal is to get back to being the number one class. During the transition [to the GEN3], we believe we will have more cars than Spec Miata – and we’re hoping to keep it.” 

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BOLT-ON FUN

The Street Touring category offers competitors the chance to bolt on a number of performance enhancing parts.

FROM STU TO STX

The Street Touring category was designed to attract drivers like Richard Hayter, drivers who find many stock vehicles boring, and are not interested in having to replace quickwearing competition tires.

Aside from a brief stint behind the wheel of a Stock classed Mazda RX-8 at a few Regional events, Hayter has only known the ST category, winning two ProSolo STU titles behind the wheel of a Subaru WRX STi. "The [race] tires were just too expensive and didn't last long enough," says Hayter, noting that it was possible for him to see 300 runs out of a set of street tires.

Recently, Hayter moved over to the popular STX class in a Subaru BRZ. "I ditched the STi after driving an Evo and realizing that the STi was pretty outclassed except on a small percentage of courses," says Hayter. "Also, after many years of all-wheel drive, I wanted to try rear drive, so I switched to the Mazda MX-5 in STR, which was pretty successful. Now with my growing family, I realized that I might need my racecar to be dual purpose, so the BRZ was the obvious choice."

STREET TOURING



Few Solo categories have had the far-reaching impact and swift success that Street Touring has, and it's still charging full speed ahead | **WORDS** Jason Isley **IMAGES** Sean Klingelhofer

In the early 1990s, the concept of Street Touring (ST) was born out of conversations between Howard Duncan, SCCA's Vice President of Rally/Solo and Special Products, and iconic Soloists Jack Burns and Danny Shields. The initial concept was a "Stock Plus" category, which would allow for a few more modifications than Stock classes of the day, while restricting tires to a more durable true street tire.

"Danny [Shields] would discuss with me the idea of why 'Stock' was not very stock," says Duncan. "This started with his concern about stock 'built' motors, as well as his concern that R tires were becoming un-drivable on the street. Those discussions planted the seeds for the rules that limited stock engine prep, began the process that ended up with ST, and finally the new Street category."


The concept didn't gain a lot of traction right away, but when Kurt Spitzner joined the SCCA staff as the Rally/Solo marketing manager, there was a renewed interest. In 1998, Spitzner turned his personal car, a Ford Escort

GT, into what would be one of the first ST cars of the day. That same year the Tire Rack ProSolo series crowned its first ST class champion, Matt Grainger, driving an Oldsmobile 442.

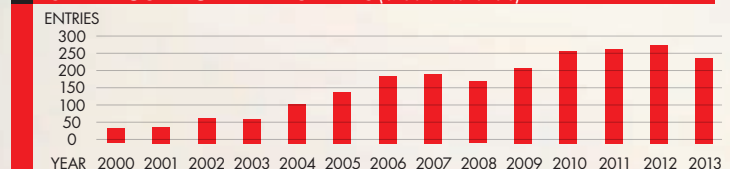
As interest in the class began to expand, the rules began to develop and stabilize and, in 1998, the class was invited to compete at the Tire Rack Solo National Championships. Over the coming years, the class started to gain more attention, and participation grew to the point it was given full National status for the 2001 season.

"We never expected it to take off the way that it has, both in terms of the number of classes and types of cars covered by the ST rules or the impact it has had on the discussion about tires," says Duncan. "Our original

goals for ST were pretty modest; provide a place in SCCA Solo for a new breed of tuner cars and their owners, as SP was far too expensive and irrelevant for this crowd, and Stock was too boring. While we knew there would be some migration of SCCA regulars to this new category, we did not expect the interest to grow to the point of needing to create additional classes as soon as we did in order to cover a broader range of vehicles."

Over the last few years, the ST category has represented 23 percent of all Solo Nationals entries, and arguably has led to the transformation of Solo's largest category, Stock, into Street, where the cars will compete on true street tires. 

STREET TOURING BY THE NUMBERS (at Solo Nationals)



RIDING THE WAVE

The Street Touring category packages fun to drive cars with popular enthusiast modifications.



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CHANGING OVER

K-PAX Racing Moved from purpose-built, and very competitive, Volvo S60s in World Challenge GT, to the FIA-homologated McLaren MP4-12C GT3. Why? "We loved the Volvos," says K-PAX Racing team owner Jim Haughey. "It was a great experience working with Volvo Cars of North America and Volvo Car Corporation in Sweden." For those cars, K-PAX started with bodies in white and built everything to fit.

"The Volvos made us all learn and go outside our knowledge base and we are stronger for the experience. It was a great team effort by everyone, but also costly, and we could not continue the Volvo effort without support from VCC."

"The GT3 cars are built and tested by a team at the manufacturers. And the GT3 cars have had several years on track to prove themselves. There are some exceptions, but not many. The manufacturers have an interest in their cars succeeding on track, so many manufacturers attend the races and help solve problems related to their equipment. There is still a lot for the teams to do, but it's always helpful to have an extra engineer around who has a direct connection back to the big kahuna."



GAME CHANGER

FIA GT3 CARS ENTER WORLD CHALLENGE GT

For Pirelli World Challenge GT, 2014 could be the year of the FIA GT3 racecar | WORDS Philip Royle IMAGES Courtesy K-PAX Racing

The opening round of the 2013 SCCA Pro Racing Pirelli World Challenge GT season saw new and highly enticing machinery hit the grid: FIA GT3 homologated racecars. Suddenly, GT teams could access a number of factory-built racecars, and it didn't take long for drivers to make the jump.

"There were a number of [FIA] GT3 cars that were the first cars to be approved for competition and run in Pirelli World Challenge," says Pirelli World Challenge's Dave Drimmie. "Included were the Black Swan Mercedes-Benz AMG SLS GT3 [driven by Tim Pappas], and the GMG Audi R8 LMS of James Sofronas, as well as Peter LeSaffre Fusion World Wide/ Mercedes-Benz SLS GT3, Jeff Courtney in the Kenda/Recstuff.com/ Audi R8 LMS, and Alex Welch in the Englewood/CO Spyder/Lasso/GMG/ Audi R8 LMS."

Sofronas moved his GMG team from Porsche to FIA Audis, earning two podiums the opening weekend, and wrapping the season second in the points. "It was a big jump for us to go from Porsche to Audi, and obviously well worthwhile," says Sofronas. "Not only do we have good results, but we have support, too."


FIA GT3 cars offer a knowledge pool when it comes to setup and performance - a luxury that teams bringing purpose-built machinery don't have. This is enticing because teams can hit the ground running, rather than chasing gremlins.

In August 2013, World Challenge expanded the allowance and approved unfettered use of all FIA GT3 cars for 2014. "With the integration of FIA GT3 cars into the Pirelli World Challenge GT Championship Series, we are looking forward to a stronger, deeper GT field for 2014," says Scott Bove, President and CEO of WC Vision.

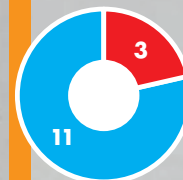
While this story was written prior to the 2014 World Challenge opening round at St. Petersburg, the entry list for the March race showed only four of 22 entries in GT and GT-A *not* being FIA GT3 cars - a complete reversal from a year ago.

The most recent team to make the jump to FIA GT3 cars is three-time GT-class champions K-PAX Racing. With great success, K-PAX fielded Porsches and purpose-built Volvos in GT. For 2014, the team has chosen to bring a pair of 3.8L, twin-turbo McLaren MP4-12C GT3 cars. Unlike 2009 when K-PAX entered the series with its

custom Volvo S60s, however, they're not anticipating a development season to get the McLarens up to speed. "We expect to win races this season," K-PAX Racing's team owner Jim Haughey says, "and maybe even win a championship."

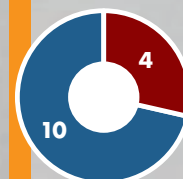
Performance right out of the box, that's the new face of World Challenge GT - and it could change everything. 

WORLD CHALLENGE GT BY THE NUMBERS



WINS FOR FIA GT3 CARS IN 2013

FIA 11
Non-FIA 3



POLE POSITIONS FOR FIA GT3 CARS IN 2013

FIA 10
Non-FIA 4

82% of World Challenge GT entries for the 2014 opening round were FIA GT3 cars

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TRANS AM 2

2012 saw the creation of TA2 in the Trans Am ranks, but it didn't take long for the sideshow to rival its older brother

WORDS Philip Royle IMAGES Chris Clark

The glory days are here again, my friends. In 2011, SCCA Pro Racing's Trans Am introduced a second class to run alongside the fire breathing Trans Am monsters. The concept was simple: more classes equal more entries, and during tough economic times, unearthing entries was on every race organizer's mind. But with Trans Am, something strange happened: the newly created TA2 class got so much traction that it soon attracted as many entries as the main show.

The TA2 equation is a winner: big power, small cost. Like Trans Am, TA2 cars are tubeframe, but the 500hp V8 under the hood is restricted for reliability and longevity. The result is a racecar that costs half of its big Trans Am brother, with limited weekend-to-weekend operating costs.

How limited? TA2 rules state maximum costs for shocks as \$800 a corner, brake calipers as

\$500 each, brake pads as \$200 per axle, and wheels as \$500 or less each. Currently, Howe Racing Enterprises is the only approved chassis manufacturer, although the rules do allow others to submit affordable chassis for use. According to Howe, a base TA2 racecar with a Schwanke LS3 motor costs just shy of \$80,000 – that includes everything short of a race seat, tires, and paint.

These TA2...racecars are easy to maintain, easy to run, and evenly matched"

BOB STRETCH

"Cars with comparable lap times often cost two to three times as much to run," says 2012 TA2 Champion Bob Stretch. "Due to spread parts availability and very little fabrications, these TA2 Camaro racecars are easy to maintain, easy to run, and evenly matched."



FIRST MOVE ADVANTAGE

The first cars to hit TA2 were Howe chassis wearing Camaro bodies.

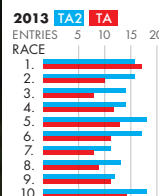
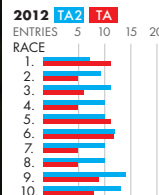
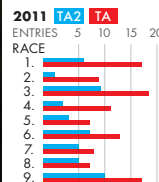
While there is currently only one chassis manufacturer, there are three approved body styles: the Chevrolet Camaro, Ford Mustang, and Dodge Challenger. Presently, the Camaro is the body *du jour*, although the Mustang body is gaining in popularity. The Challenger is still in development.

It could be that the bodywork alone is responsible for making TA2 the game changer in the eyes of fans. TA2 takes Trans Am back a simpler time in its history, when the cars heavily resembled the street-going versions. From 1980 through the end of that decade, Trans Am was made up of 2,600lbs, tubeframe, 5.0L V8 racecars. Today, TA2 displacement is about a liter bigger, and the minimum weight is 2,830lbs, but it's eerily similar to the equation that successfully powered Trans Am for one of the most exciting decades of the series.

Is TA2 the future of Trans Am? Maybe, maybe not – but there's no doubt its unbridled success is poised to alter the course of the series. 🕒

TURNING POINT

TA2 PARTICIPATION BY THE NUMBERS



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2014 SCCA NATIONAL CONVENTION

The Annual Meeting moves to Charlotte, N.C., and is joined by a new friend, the MSX Expo

WORDS Philip Royle
IMAGES Michael Duval



On March 7-9, 2014, SCCA's National Convention hit the Westin and Charlotte Convention Center in Charlotte, N.C. Nearly 430 SCCA members made the trek to the annual gathering, coming from Regions as far away as Arctic Alaska, Cal Club, New England, Florida, and many in between. The three-day Convention featured the usual excitement, but this year, there were a few new items in the mix.

Most notable in the "new" category was the fact that the National Convention was held at a new location. For the last five years, the Convention

has been held in Las Vegas, Nev. This year, the Convention flew east, finding a home in Charlotte. Joining the Convention this year for the first time was the MSX Expo.

The MSX Expo is really two events in



one: an expo and a conference. The expo takes place on the show floor, where vendors show off their wares alongside some impressive SCCA Club Racing and Solo machinery. In rooms near the expo is the conference, where talks are given covering everything and anything a motorsports competitor might want to know, including data analysis, shock setup, marketing your racing, chassis setup, and race craft.

As is tradition, the National Convention not only featured informative seminars regarding a variety of Club issues, but a number of awards were also presented. On



OPENING DAY

The SCCA National Convention kicked off with a toast and celebration.



STATE OF THE CLUB

SCCA Interim President and CEO Lisa Noble presented the current state of the Club, along with the leadership's vision for the future.

worthy honoree was Bob Dowie, who has dedicated much of his life for the last decade to the Club Racing Board.

There's little point in trying to convey all of the details of what went on at the National Convention – it's simply an event you have to attend. If you missed this year's Convention, however, don't fret – there's another one next year. Keep an eye on www.scca.com/convention for more information, as well as www.msxexpo.com for more about the MSX Expo. 📍



A NEW ENTERPRISE

SCCA Enterprises President Erik Skirmants told of a bright future for Enterprises and the forthcoming GEN3 Spec Racer.



ON STAGE

(LEFT) Chairman of the Board of Directors John Walsh discussed a variety of Club issues. (FAR LEFT) SCCA member and Senior Manager of Customer Service at Southwest Airlines Chris Robbins was one of the Convention's keynote speakers.

ANNUAL MEETING

The Annual Meeting allows members to sit in on a gathering of the National Board of Directors. As is tradition, departing Board members are bid adieu, and the new ones are welcomed. Following that comes what is, for all intents and purposes, SCCA's equivalent of the state of the union.

This year, SCCA's Interim President and CEO Lisa Noble took to the podium, painting a very positive picture of what's to come. The goal, said Noble, is to broaden the definition of "participation" within the SCCA. In the past, the Club has viewed participants as competitors, workers, and crew – the idea is to include family members, supporters, and enthusiasts. There are also initiatives to diversify the membership, targeting women and children to join the Club.

Tom Campbell, President of SCCA Pro Racing, reported that SCCA Pro pulled a net income of \$155,000 in 2013, sanctioning professional racing series. For 2014, a few of those series will not be returning, but others are coming in to take their places. Joining Pirelli World Challenge, Trans Am, Formula 1600, 2000, and Atlantic Championship Series, and Mazda MX-5 Cup will be the new Formula Lites series. Also, SCCA Pro Racing will be sanctioning the Formula E electrical racecar series.

SCCA Enterprises did not have as good a year. Erik Skirmants, SCCA Enterprises President, reported a \$71,535 loss for 2013 – although he did so with a smile. The fact of the matter, he reported, was with the development of the next generation Spec Racer Ford, dubbed the GEN3, comes good financial times in 2014 and beyond. With the GEN3 hitting the market this year, Enterprises has a projected profit of more than \$200,000. At the time of the National Convention, Enterprises had pre-sold more than 260 conversion kits – at \$10,995 a pop – and had orders for 11 new SRFs with the new 1.6L Ford motor. It was also announced that the Formula Enterprises racecar would be swapping motors and going from Mazda to Ford power.

SCCA Inc. Vice President of Finance Richard Ehret was last to the podium, bringing with him news that the Club logged a consolidated net income of \$479,000 for 2013. We head into 2014 with \$3.89 million in the Club's investment account, and all indications point to a solid year.

Following the Hall of Fame, the Woolf Barnato Award, the Club's highest honor, was presented"

Saturday night, the SCCA Hall of Fame Banquet took place, where six SCCA members were inducted into the Hall of Fame: Kathy Barnes, Bob Bondurant, Dan Gurney, Dr. Robert Hubbard and Jim Downing, and Peter Hylton. Following the Hall of Fame, the Woolf Barnato Award, the Club's highest honor, was presented. This year, the

**KICKOFF**

The MSX Expo jumped into high gear on the Friday, with Convention goers getting first crack.

**ENTERTAINMENT**

MSX Expo is not just about show booths (RIGHT) – it also featured talks from the likes of professional racers Randy Pobst (ABOVE) and Andy Pilgrim.

**ON THE FLOOR**

The MSX Expo offered a multitude of booths for enthusiasts to peruse, ranging from ESS (ABOVE) to MotorsportReg.com (BELOW). There were also a slew of racecars on display on the show floor.

**MSX EXPO**

This year, the SCCA National Convention took place alongside the MSX Expo. The Expo floor was open all Saturday and Sunday, with the conference taking place simultaneously.

The concept behind the MSX Expo is to attract competitors and non-SCCA members alike, offering information, education, and some good old-fashioned entertainment in the form of presentations by the likes of professional racing stars Randy Pobst and Andy Pilgrim. The Expo itself was free for all SCCA members.

The conference included a number of talks from industry experts, like Roger Caddell discussing data on the road course, Mazda's John Doonan covering sponsorship, marketing, and PR, and Koni's Lee Grimes talking about shock setup, to name a few.

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*Based on SCCA data as of April 1, 2013



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**HONOREES**

The SCCA Hall of Fame Induction Ceremony honored six SCCA members. (Clockwise from far left) Kathy Barnes, Bob Bondurant, Peter Hylton, and Dr. Robert Hubbard and Jim Downing made acceptance speeches. Dan Gurney could not be present, so his Hall of Fame acceptance was made by Bob Bondurant and Paul Pfanner, one of Gurney's longtime friends.

HALL OF FAME

Every year since 2005 at the National Convention, the Club inducts the crème de la crème of its membership into the SCCA Hall of Fame. With the exception of the inaugural year where 10 members were inducted, the Club inducts five members each year. Counting this year, a total of 54 members and one

group (Tracer Racing) have received this honor.

For 2014, the Club technically inducted six, as Dr. Robert Hubbard and Jim Downing, inventors of the HANS Device, shared a spot. Other inductees from this year's class ran the gamut from road racing greats to a Solo influencer to someone who has dedicated much of his life to the

preservation of SCCA history. In addition to Hubbard and Downing, the inductees were Kathy Barnes, Robert "Bob" Bondurant, Dan Gurney, and Peter Hylton.

More information about the SCCA Hall of Fame, including information about each of the inductees, can be found at www.scca.com/about and clicking the "SCCA Hall of Fame" link.

AWARDS

WOOLF BARNATO AWARD: Bob Dowie

SCCA HALL OF FAME INDUCTEES: Kathy Barnes
Robert "Bob" Bondurant
Dan Gurney
Dr. Robert Hubbard and Jim Downing
Peter Hylton

REGION ACHIEVEMENT AWARDS

SMALL REGION: Allegheny Highlands
MEDIUM REGION: Lone Star
LARGE REGION: Land O' Lakes
JUMBO REGION: San Francisco
REGION OF THE YEAR: Land O' Lakes

TOM BURKE AWARDS

SMALL REGIONS: Allegheny Highlands
MEDIUM REGIONS: Reno Region
LARGE REGIONS: San Diego Region
JUMBO REGIONS: Houston Region

CLUB RACING

PRESIDENT'S CUP: Tim Kautz
JIM FITZGERALD ROOKIE OF THE YEAR: Trent Hindman
KIMBERLY CUP: Jeff Bartz
JOHN MCGILL AWARD: Charlie Clark
MORRELL AWARD: Earl Hurlburt
MARTIN TANNER AWARD: Todd Cholmondeley

PRO RACING

WORKER OF THE YEAR: Rob Vargo

SOLO

ROOKIE OF THE YEAR: Darren Seltzer
DRIVER OF THE YEAR: Tom O'Gorman
SOLO CUP: Doug Gill
WENDY ALLEN SCHOLARSHIP: Sarah Tooth and Lori Rothmuller
SOLO REGION CUPS: Lone Star (small); Northeastern Ohio (medium); Texas (large); Milwaukee (jumbo)

RALLYCROSS

DIRTY CUP: Ken Cashion
REGIONAL ACHIEVEMENT: Washington DC
DIVISIONAL ACHIEVEMENT: Southeast Division
SPARK PLUG AWARD: Colorado RallyCross

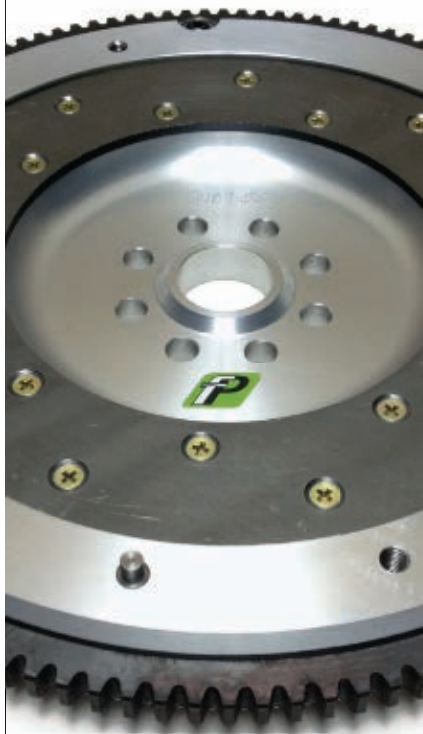
ROADRALLY

REGIONAL ACHIEVEMENT: Texas
DIVISIONAL ACHIEVEMENT: Central Division
NATIONAL TOUR RALLY OF THE YEAR: Magical History Tour, Washington DC Region, Rallymaster Dave Head
GERVAIS AWARD: Virginia Reel, Washington DC Region, Rallymaster Dave Head
MANUFACTURER OF THE YEAR: Subaru

TIME TRIALS

EVENT OF THE YEAR: Arizona Region for the Arizona Sports Car Challenge Club Trial Series
PARTICIPANT OF THE YEAR: James Marinangel





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POWER PLAY

Off-the-shelf performance headers might be the easy way, but they're leaving power on the table | WORDS Jason Isley MAIN IMAGE Bobby Beyer

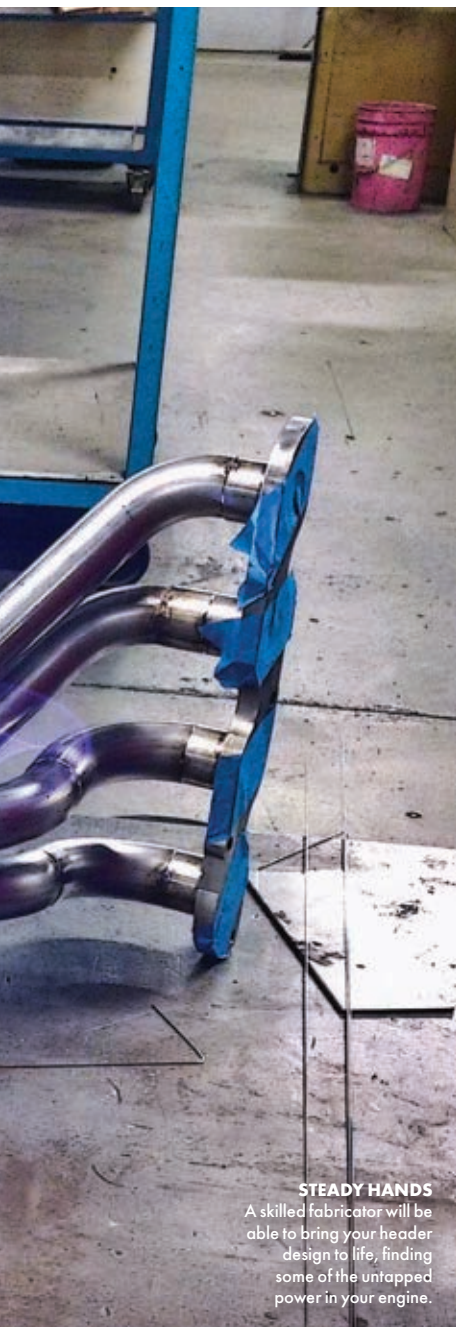
There is an off-the-shelf header available for your car, *and* it will deliver respectable power gains - the downside is that most mass-produced, bolt-on solutions are a compromise between design, fit, and cost. It's those compromises that make the difference between front-runners and also-rans, as each concession can negatively impact performance. If the goal is to move from mid-pack to contender,

compromises must be left behind.

The common replacement header will have been designed to fit with the majority of original equipment components - like the catalytic converter - still in place. Many headers are also not designed to work with your specific engine package - it was instead intended to work with essentially an OE engine, or one with a very specific set of modifications. A camshaft change,

or simply running in a different rev range than the header was designed for, will result in less than optimal results.

"On some applications, a good quality, off-the-shelf piece can get pretty close, but it won't be optimum," says Vince Roman, Technical Director for Burns Stainless. "Many production headers won't be equal length due to the machines that are bending the pipes; also, the port matching is often



STEADY HANDS
A skilled fabricator will be able to bring your header design to life, finding some of the untapped power in your engine.

optimum," continues Roman. "A poor collector can hurt the power band or top end power."

HOW DOES IT WORK?

There is a lot of science behind evacuating the controlled explosion that's going on under your hood. "From a wave-tuning standpoint, the whole idea in header tuning is how we maximize the use of the pressure and vacuum waves that are reflecting inside of the header," says Roman. "When the exhaust valve opens, you have a big pressure wave that leaves the combustion chamber and travels down the header and arrives at the collector. Part of that wave is reflected back up the tube, it's reflected as a negative wave, and what we try to do in tuning is time that negative wave to arrive at the back of the combustion chamber during the overlap period of the camshaft in order to completely evacuate the cylinder of exhaust gases - we're also helping start the intake charge filling. Headers will tune for a particular [rev range], so you have to decide what rpm we are going to tune for, because that [negative] wave is only going to come back at that rpm or multiples of that rpm."

Properly matching your header flange openings to the exhaust ports, and getting the correct primary tube sizes are just a few factors; the proper collector plays a big part in the equation.

"The collector outlet size is a critical number," says Roman. "With a swaged style collector, there is the big sudden expansion that can occur



COME TOGETHER

A merge collector, like this one from Burns Stainless, brings spent exhaust gases together in a more efficient manner than other designs.

there, and you can get all sorts of turbulent eddies and things that are going to start taking energy out of the flow. When you go to a merge collector, the area ratios are smaller than a [swaged] collector; we are optimizing the collector, so we get an enhanced benefit."

Swaged - also called flared or crimped - collectors dump multiple tubes into a single tube in a very simple, cost-effective design. Merge collectors, meanwhile, are designed to smoothly join all tubes, but manufacturing costs are higher.

"As a pressure wave travels down the merge collector and it starts to hit the scalloped areas, the areas are becoming larger, but they are becoming larger in a slower way than in a swaged collector where the pipes empty up."

DESIGN IT

If you want to reap the most benefit from the pressure wave coming out of your combustion chamber, having a header matched to your engine is the way to go, and designing a custom header is not as complicated or costly as you might think.

MISSION ACCOMPLISHED

Our completed custom header gave usable power gains, and was a relatively easy project to complete.

“Like many, up until this point we had been using an off-the-shelf header that was built for the street tuner market”

not good. The area where the transition from the port to the header happens is very important because the exhaust gas velocities are very high at that point. Any steps or discontinuities in that transition can cause fairly major power loss. This area is one of the biggest things that is overlooked with a production header."

Further down the pipe, a poor design can back up spent gases. "Some of the collectors are not



COOL IT

Coating your exhaust header can further enhance performance, and help protect the integrity of the piece. "There are benefits to coating," says Vince Roman of Burns Stainless. "It keeps under hood temperatures lower, it also can help reduce the temperature of incoming air into the engine."

The heat in the exhaust is energy that helps expel it out of the pipe better, so by keeping the heat in the pipe, the gasses will expel better.

We took our header to Specialized Coatings in Huntington Beach, Calif. Specialized Coatings applied its black ceramic exhaust coating – which is capable of withstanding temperatures up to 2,000 degrees F – to our stainless header.

After coating, we measured a 10-percent reduction in heat transfer to the floor and firewall of the racecar, which helps reduced driver fatigue and means the engine won't be ingesting as much heat via the intake. As a bonus, it will now look great for years to come.

Burns Stainless has spent countless hours designing custom headers and components for professional race teams, and can help you optimize your setup as well. It all starts with the X-Design program, which finds the right combination based on your engine specs and performance goals.

"We designed X-Design about 10 years ago, and have been using it quite successfully since then," says Roman. "It amazes me how often we hit it on the nose. We work with NASCAR Sprint Cup teams, and the factory Corvette team. They have a new engine configuration we run through our numbers; we give them the baseline header configuration, and then those guys will do variations on that. We are surprised at how close it ends up being to our original numbers."

One brilliant side effect of a custom header is the ability to influence your power curve. With that in mind, you need to decide what your specific goals are, and you will have to supply some engine specifics for the X-Design program to create your header.

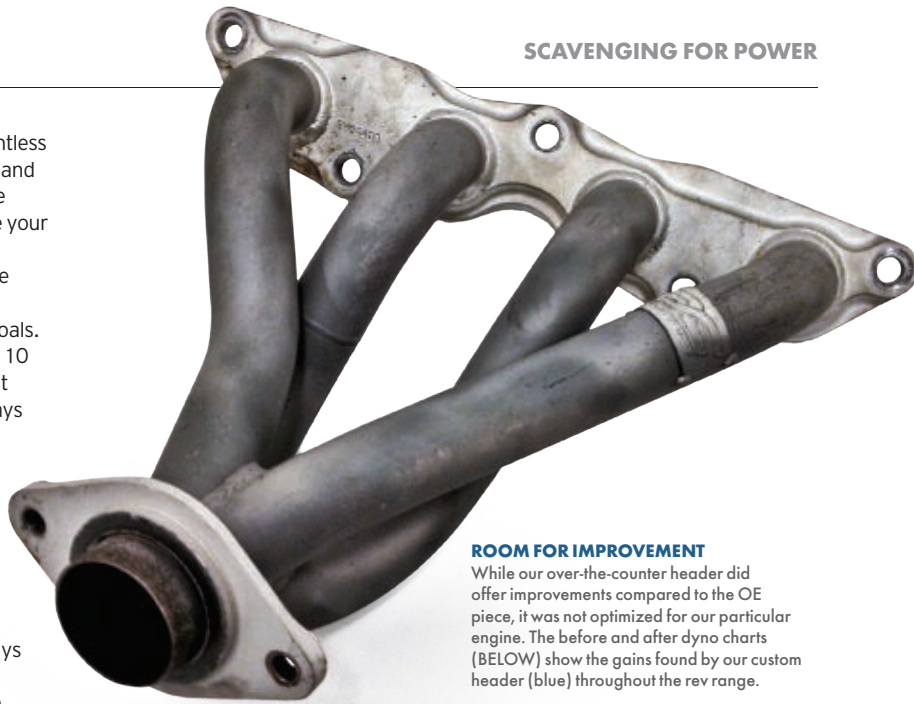
"What is it you are trying to accomplish with the new header?" says Roman. "What we're trying to get here is the peak horsepower and peak torque numbers; those define what the operating rev range should be. Most race engines that we have looked at need a power band between 1,500-2,000rpm wide. The camshaft and intake are two bigger factors for determining where that engine rpm band is going to be."

TO THE TEST

We decided to put X-Design to the test on our H Production Toyota Yaris. Because we are not running a Mazda Miata or a Ford Mustang, where parts are readily available, we didn't have the option of a purpose-built race header produced in quantity. Like many, up until this point we had been using an off-the-shelf header that was built for the street tuner market.

With our engine specification in Roman's hands, along with our desired power band and rev limit, he returned with a header design that dwarfed our bolt-on piece. Not only were our original pipes not equal length; they were too small in diameter and way too short.

We assembled a series of stainless



ROOM FOR IMPROVEMENT

While our over-the-counter header did offer improvements compared to the OE piece, it was not optimized for our particular engine. The before and after dyno charts (BELOW) show the gains found by our custom header (blue) throughout the rev range.

"This area is one of the biggest things that is overlooked with a production header" **VINCE ROMAN**

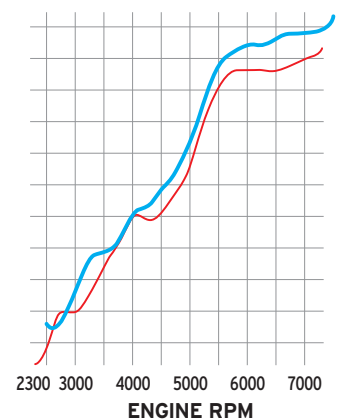
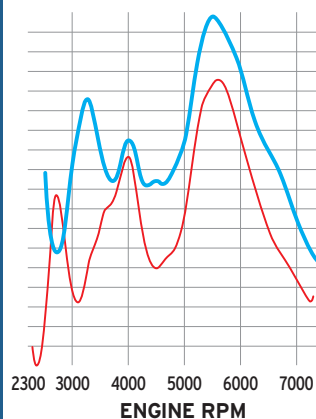
steel U bends, along with a custom-built merge collector from Burns Stainless, and took our design to Steve Kuhn at MillenWorks for assembly. Kuhn made quick work of the X-Design header specs, and turned out a long-tube, stepped primary header complete with merge collector. Bobby Beyer of MillenWorks fit Kuhn's handiwork to our Yaris.

On the dyno with Shawn Church at Church Automotive Testing in Southern California, the results

were immediate and sweeping, as we gained power throughout the entire rev range, and torque was equally enhanced. The X-Design header also eliminated a number of very harsh dips.

When all was said and done, our peak horsepower increased seven percent, and torque jumped five percent. The overall cost wasn't that bad, either. Burns Stainless includes the X-Design header specs with the purchase of a collector, and the parts and labor on assembly left us down between \$1,000-\$1,500 for this four-cylinder application. Ultimately, this exercise left little doubt that designing and building a custom header to match your engine is, without a doubt, the way to go. 🚀

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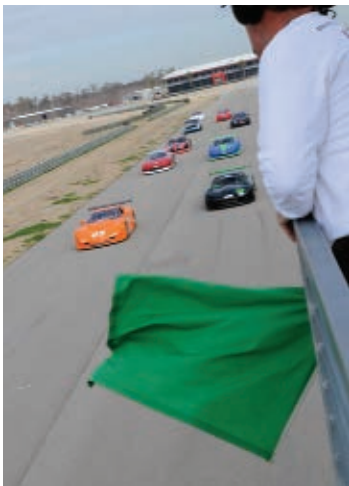
2014 TRANS AM SCHEDULE

Sun, March 2	Sebring International Raceway, Sebring, FL	Sat, June 21	Road America, Elkhart Lake, WI
Sun, March 9	Homestead-Miami Speedway, Homestead, FL	Sat, Aug. 16	Mid-Ohio Sports Car Course, Lexington OH
Sat, May 10	Road Atlanta, Brasletton, 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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GO TIME

The green flag waves over the big bore GT cars at the inaugural NOLA U.S. Majors Tour.



Mark Weber

NOLA SUPER TOUR

The second weekend of the BFGoodrich Tires Super Tour roared into action at NOLA Motorsports Park, **Feb. 7-9, 2014**

WORDS Jeff Zurschmeide MAIN IMAGE Mark Weber



DOWNFORCE

(RIGHT) Darryl Wills strung together a pair of Formula Mazda wins, as well as a podium finish in SRF during the NOLA weekend. (BOTTOM) In Formula Atlantic, Conner Kearby took the win on Saturday, but recorded a DNF on Sunday.



Mark Weber



Mark Weber

The second round of SCCA Club Racing's BFGoodrich Tires Super Tour was held at NOLA Motorsports Park in Avondale, La., on Feb. 8-9. This was the first SCCA U.S. Majors Tour ever held at NOLA, so no one could claim a home track advantage on the 16-turn, 2.75-mile road course. A total of 124 entries, only a tick lower than hoped for, took the track, continuing the strong precedent set at the Super Tour's first round at Sebring.

"All in all it was a very good event for the first time SCCA has ever raced there," says SCCA's Director of Club Racing Butch Kummer. "The infrastructure at the track is first rate, and obviously the location, just 20

minutes from Bourbon Street, has a great deal of appeal."

As a relatively new track without an SCCA history, NOLA was a bit of a gamble for such a high-profile event. The track's

"As expected with any new track, people kept getting faster as the weekend went on"

BUTCH KUMMER

flat elevation caused some concern about driving dynamics in advance of the races, yet the course apparently has more to offer than first meets the eye.

"Every driver I talked to had high praise for the race course," says

THE BIG EASY
Cliff Ira made quick work of the STL field both days, taking a pair of wins in his Acura Integra.



Kummer. "They said it was very racy, had adequate passing zones, and had nuances not immediately apparent that resulted in faster laps. As expected with any new track, people kept getting faster as the weekend went on, and many drivers turned their fastest laps of the event on Sunday."

Learning the course was the name of the game all weekend, and even with three qualifying sessions, it was the quick studies who dominated Saturday's races. In the normally tight SRF grid, Denny Stripling ran away with the first day's win with a 13.2sec margin of victory over Formula Mazda Champion Darryl Wills.

"Saturday was a bit disheartening as Stripling simply dominated the field,



J. Michael Hensley



J. Michael Hensley

me included," says SRF driver Keith Verges. "He drove laps the best part of a second faster than I could muster."

But this is the Majors, so the other drivers were up to speed on Sunday.

"The flat terrain made for a real dearth of visual cues to brake and turn in, and I was constantly trying to find subtle cues," says Verges. "The track was much more technical than you might expect, and we studied data and made adjustments to car and technique all weekend long. Denny is a quick study and was fast immediately, but I had to ponder and adjust and just plain learn things."

Verges went on to take the SRF victory on Sunday, battling Stripling for the entire race and earning a



FIRST CLASS
The NOLA facility is first class, offering a challenging track and great impound (TOP LEFT) and paddock (LEFT) amenities.

CRUISE CONTROL

Tim Reinke was able to dial back and run to a pair of wins in FE.



Mark Weber



J. Michael Hensley

tight 0.35sec margin at the flag. Wills ran in SRF and in his usual Formula Mazda – in FM, he won both races of the weekend.

“The flat terrain made for a real dearth of visual cues to brake and turn in”
KEITH VERGES

In T4, Luis Rivera took the Saturday win in his Miata, while the Sunday victory went to Stan Czacki in an Acura RSX-S.

“On Saturday, Rivera’s Miata took about a second a lap from me in the twisty back part of the course, and I could not make it up on the front straight,” says Czacki. “I got a great start on Sunday by going down the middle and leading into Turn 1. I figured if I could get to the front straight first, I could then build a bit of a gap. [It] didn’t quite work that way as Luis could take away everything I built on the front straight by catching me at the end of the twisty back part of the course.”

By the end of the race, Czacki had

FAST ACTION

(ABOVE) Spec Miata was a hard fought battle, with Voytek Burdzy and Craig Berry splitting the weekend. (RIGHT) Competitors, like GT-1’s Zachary Monette, took advantage of ample paddock space to prep for the races, while P2 winner Jack Donnellan (BOTTOM RIGHT) was weighed in impound. (FAR RIGHT) Denny Stripling took the SRF win on Saturday, backed up with a runner-up finish on Sunday.



J. Michael Hensley



J. Michael Hensley



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FUN FOR ALL

It's hard not to have a good time in New Orleans, and that holds equally true at the track.

worked hard to open a 1.5sec lead on Rivera, bringing home the win in a solid fashion. "My fastest lap of the weekend was 2:05.412 on Sunday, with [Rivera's] best 2:05.568 on Saturday," Czacki says.

In Spec Miata, the first win went to Voytek Burdzy, who gapped the field with a little help from Craig Berry.

"We went back and forth, including once side by side through the esses at over 100mph"

CRAIG BERRY

Berry tried to challenge for the win, but couldn't close the deal.

"We went back and forth, including once side by side through the esses at over 100mph - that was pretty interesting," says Berry. "With one lap to go, I was in the lead. We hit the front straight and I missed a shift. Voytek passed and I didn't have an opportunity to get it back. You can't make a mistake against a guy that good."

Sunday's Spec Miata race was one of the closest of the weekend, and this time Berry was in front for the checker.

"Sunday was one of the toughest races I've driven in a long time,"


continues Berry. "In addition to Voytek, I had Tom Brown and Taylor Farranti right there with me. They all drove outstanding, so it was a four-car race instead of a two-car race. I was very fortunate to pull that one out."

It's an unusual thing to see a father and son team in the same class - and really unusual to see it in Formula Atlantic - but Gaston and Conner Kearby are making it work. Conner Kearby won the Saturday race while his dad, Gaston, won on Sunday.

"There has always been a lot of competition between us," Conner Kearby says. "When my dad and I are on track, there's no mercy - we both run our own race. It took four years but I finally managed to beat him."

Gaston is just as committed to making his son earn his wins.

"He wants to beat up on his old man as much as I want to show him who is boss," says Gaston Kearby. "I wouldn't have it any other way. I'm proud of the way Conner has progressed as a driver and how much he's taken to the sport."

The next stop for the BFGoodrich Tires Super Tour is Road Atlanta, hitting the track on March 21-23, 2014. 



J. Michael Hennessey

WORK HARD, PLAY HARD

(RIGHT) To the victor go the spoils, as Sunday's Spec Miata podium discovered.

RESULTS

U.S. Majors Tour, BFGoodrich Tires Super Tour NOLA Motorsports Park | Avondale, La. | Feb. 7-9, 2014

SATURDAY

GT1: (5 starters) 1. David Fershtand (Chevrolet) 1:42.660; 2. Zachary Monette (Jaguar); 3. Robert Monette (Jaguar); **GT2:** (2 starters) 1. Don McMillon (Chevrolet) 1:52.476; no other finishers; **GT3:** (1 starter) 1. William Gonzalez (Mazda) 2:12.257;

AS: (3 starters) 1. Charlie Vehle (Ford) 1:57.279; 2. B. Thomas Himes (Ford); 3. Ian Maloney (Ford); **EP:** (6 starters) 1. Jesse Prather (Mazda) 1:53.469; 2. Carey Grant (Mazda); 3. Paul Pineider (Mazda); **FP:** (4 starters) 1. Eric Prill (Mazda) 1:55.470;

2. Kyle Baker (Mazda); 3. Mark Weber (Mazda); **HP:** (4 starters) 1. James Rogerson (Honda) 2:05.629; 2. Randall Smart (Fiat); 3. David Louw (Fiat);

STU: (3 starters) 1. Matt Blehm (Nissan) 1:59.491; 2. Roy Johnson (Mazda); no other finishers; **STL:** (10 starters) 1. Cliff Ira (Acura) 1:59.902; 2. Voytek Burdzy (Mazda); 3. Tom Brown (Mazda); **T2:** (1 starter) 1. Steven Coleman (Ford) 1:56.945; **T4:** (4 starters) 1. Luis Rivera (Mazda) 2:05.568; 2. Stan Czacki (Acura); 3. James Place (Acura); **SM:** (21 starters) 1. Voytek Burdzy 1:59.573;

2. T. Craig Berry; 3. Tom Brown; **BS:** (1 starter) 1. Joseph McClughan (Mazda) 2:12.037;

P2: (1 starter) 1. Jack Donnellan (Lola) 1:47.685; **SRF:** (26 starters) 1. Denny Stripling 1:57.185; 2. Darryl Wills; 3. Keith Verges;

FA: (5 starters) 1. Conner Kearby (Swift) 1:32.322; 2. Gaston Kearby (Swift); 3. Lewis Cooper Jr. (Swift);

FC: (1 starter) 1. David Grant (Spectrum) 1:39.451; **FE:** (2 starters) 1. Tim Reinke 2:09.000; no other finishers;

FF: (6 starters) 1. Bill Kephart (Vestial) 1:50.990; 2. David H. Livingston Jr. (Swift); 3. Wesley Cunningham (Swift); **FM:** (3 starters) 1. Darryl Wills 1:41.609; 2. Russell Hillenburgh; 3. Larry Howard; **FV:** (8 starters) 1. Stevan Davis (Racer's Wedge) 1:57.349; 2. Charles Hearn (Protoform); 3. Sherman Engler (Protoform); **F5:** (2 starters) 1. David Vincent (KBS) 1:55.122; 2. Timothy Friest (KBS).

SUNDAY

GT1: (5 starters) 1. David Fershtand (Chevrolet) 1:2.526; 2. Zachary Monette (Jaguar); 3. Robert Monnett (Jaguar); **GT2:** (2 starters) 1. Don McMillon (Chevrolet) 1:51.111; 2. Milton Grant (Toyota); **GT3:** (1 starter) 1. William Gonzalez (Mazda) 2:13.732;

AS: (3 starters) 1. Charlie Vehle (Ford) 1:56.527; 2. Ian Maloney (Ford); no other finishers; **EP:** (6 starters) 1. Jesse Prather (Mazda) 1:54.350; 2. Sydney Davis (Mazda); 3. Paul Pineider (Mazda); **FP:** (4 starters) 1. Eric Prill (Mazda) 1:56.674; 2. Kyle Baker (Mazda); 3. Mark Weber (Mazda); **HP:** (4 starters) 1. James Rogerson (Honda); 2:02.635; 2. Randall Smart (Fiat); 3. David Louw (Fiat);

STU: (2 starters) 1. Matt Blehm (Nissan) 1:59.332; 2. Roy Johnson (Mazda); **STL:** (8 starters) 1. Cliff Ira (Acura) 2:00.012; 2. Tom Brown (Mazda); 3. Voytek Burdzy (Mazda);

T2: (1 starter) 1. Steven Coleman (Ford) 1:55.868; **T4:** (3 starters) 1. Stan Czacki (Acura) 2:05.412; 2. Luis Rivera (Mazda); 3. James Place (Acura);

SM: (19 starters) 1. T. Craig Berry 1:59.675; 2. Voytek Burdzy; 3. Taylor Ferranti; **BS:** (1 starter) 1. Joseph McClughan (Mazda) 2:12.855;

P2: (1 starter) 1. Jack Donnellan (Lola) 1:47.076; **SRF:** (25 starters) 1. Keith Verges 1:57.908; 2. Denny Stripling; 3. Chris Funk;

FA: (5 starters) 1. Gaston Kearby (Swift) 1:34.050; 2. Lewis Cooper Jr. (Swift); 3. William Owen (Star Mazda);

FC: (1 starter) 1. David Grant (Spectrum) 1:40.134; **FE:** (2 starters) 1. Tim Reinke 2:02.357; no other finishers;

FF: (2 starters) 1. Wesley Cunningham (Swift) 1:48.811; 2. Bill Kephart (Vestial); 3. David H. Livingston Jr. (Swift); **FM:** (3 starters) 1. Darryl Wills 1:40.910; 2. Larry Howard; 3. Russell Hillenburgh; **FV:** (6 starters) 1. Stevan Davis (Racer's Wedge) 1:57.268;

2. Sherman Engler (Protoform); 3. W. Dwight Calkins (Protoform); **F5:** (2 starters) 1. Timothy Friest (KBS) 1:52.134; 2. David Vincent (KBS).



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MIKE MISERENDINO

SCCA MEMBER SINCE: 1986

Like many Club members, Mike Miserendino was born into racing. His father, Tom, and uncle, Paul Marino, are both longtime Spec Racer Ford competitors. In fact, Tom purchased his first SRF, then Sports Renault, in 1987.

Mike's racing career started with karts in the early 1990s, where he won two IKF Karting Grand National Championships before shifting gears to Club Racing in 2002. Of course, it's no surprise that Mike's class of choice would be SRF, where he accumulated four consecutive National Championship Runoffs gold medals, including pulling off the shutout at Heartland Park Topeka where he won all three years the event visited that track. In 2006, Mike was awarded one of Club Racings highest honors, the President's Cup.

"My focus will always be on SRF, and enjoying doing something I love with my dad and family."

Mike has made a life and career out of the sport he loves, spending time working at Speed TV before taking the position of business development manager at Buttonwillow Raceway Park in Buttonwillow, Calif. Mike fully engrained himself into the DNA of the SRF community when he married his wife Shannon, who is the daughter of longtime racing confidant Mark Ballengee, of MBI Racing.

While other racing opportunities have come up over the years, Mike stays focused on SRF, a class his entire family shares a passion for.

IMAGE Sean Klingelhofer



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counting the Ladies classes.

Apparently, class profusion might not be what it seems on the surface if our average class size hasn't changed. In fact, looking at the 2012 numbers, the averages are slightly higher than they'd been in 1986.

Now, we do have fully 10 more classes in 2014 than we had in 2013. That's a ballooning of almost a fifth, with no particular reason to expect a significant growth in attendance, but

It turns out that the number of classes has grown at just about the same rate as the number of competitors"

WORDS Paul Brown
IMAGE Perry Bennett

The cry "we have too many classes" is a common refrain in the SCCA, especially in Solo. We do seem to have a lot of classes these days, and as of late we've been adding whole new categories. This year has the distinction of hosting both Street and Street-R categories, but the latter, with the exception of SSR, will disappear in 2015. So, do we really have "too many classes?"

Let's define 1986 as the beginning of the "modern era" of Solo. We'd been holding what is now called the Tire Rack Solo National Championships long enough that it could no longer be considered in its infancy. The first year the event was held at the active airport in Salina was 1986, so we had well-defined course areas separate from the well-defined paddock, and the course areas were rather large and generally rectangular. Grids were finally fixed spots rather than slowly moving queues. We were also getting away from a single Region administering the entire event. There was no great hue and cry about there being too many classes at that time, though the addition not long before of Street Prepared might have been the start of

the growth trend. The mid 1980s could be defined as the "good old days."

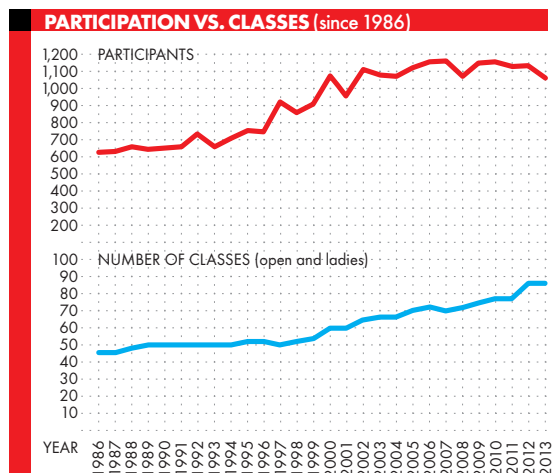
As the years progressed, it turns out that the number of classes has grown at just about the same rate as the number of competitors. In 1986, we had not yet conceived of Street Touring or Street Mod. Karts in Solo were years from acceptance. Each of the existing categories had at least one less class in it then than it does now. There were just 23 classes on the Open side, each with its corresponding Ladies class, sharing 616 entries in total at Nationals. A quick bit of math shows that we had an average of almost 27 entries per Open class, or just over 13 per class counting all the Open and Ladies classes.

Fast forward to 2013. More classes everywhere, and more categories to count them in. Entries at the Solo Nationals stabilized around 1,150 for a few years, but were down closer to 1,100 for the year. Forty-two Open classes in competition, for a total of 84, counting the Ladies classes, though the recent rule about minimum participation for Championship status resulted in more empty classes than were usually seen. The same quick math as before shows that we averaged just over 26 competitors per Open class, and right at 13 per class,

COUNTING CARS
The number of Solo classes has risen dramatically in the last decade, but that doesn't necessarily mean there are too many classes.

it's also an artificial number, as nine of the 10 are due to the parallel Stock/Stock-R structure that is already set to expire after this year. Whether the CAM class brings in any new blood remains to be seen, but it's a somewhat new idea, and we know there are cars out there built with a similar rule set in mind, so there is reason to hope.

In any case, it would appear that a driver has to best just about the same number of rivals to win a Solo National Championship now as they did in 1986. By that measure, at least, it's still the good old days. ☺



SHIFTIN' GEARS

WHO'S IN THE PICTURE?

WORDS Raleigh Boreen
SCCA Foundation Board

IMAGE SCCA Archive

Velma and I had a great experience this spring. We were at the MIDiv annual convention and received some great pictures and a diorama that was being donated to the SCCA Archives. The pictures were from the Des Moines Trans Am race from many years back, and the diorama had patches and pins from 40 years of working races. Everything was well marked, and what a treasure this was for the SCCA Archives. I want to thank Maureen Wheeler and Fred Asbury for the patches and photos. All of these items brought back memories of Maureen's husband Joe, who passed away recently, for Fred and Maureen.

As Velma and I drove back to Indianapolis, we thought about one of the best days we had spent with my grandmother who lived to be 102. It was Christmas of 1998, and my grandmother was 97 at the time. Her mind was as good as mine, or better, and she loved to tell stories. We sat

They entered any information that was on the photos, and then they guessed on the unmarked ones"

down on that winter day and spent eight or more hours looking at photos and writing on them who was in the picture and when the picture was taken. It was a great day, and one both of us will remember forever.

The key is, we had boxes of pictures and albums and we knew very little about the pictures. My grandmother was able to help us understand the history of our family. We were lucky enough to have a similar day with both of our mothers before they passed away. Today we have the albums, the memories, and we can put times, places, and faces together.

This brings me to a project that Pete



Hylton, the former SCCA Archivist, had done for the SCCA by the School of Library Science at Indiana University, Purdue University, the Indianapolis campus. IUPUI digitized 1,800 photos for the SCCA. They are on the IUPUI archives page on their Website. The students did a great job, and we owe them a huge debt of gratitude for their work. They entered any information that was on the photos, and then they guessed on the unmarked ones. In the first 30 or so pictures there is a driver in bib overalls receiving a trophy, and the caption the students made says, "award winner." Guess who the driver in bib overalls was? Carroll Shelby.

The SCCA Archives needs your help. Please take time to look at the photos on the IUPUI Website and let the SCCA Foundation know if you can identify people in the photos, or give us more information, like the year, event, or Region. This will help the history of the SCCA a great deal. The IUPUI Website is: <http://indiamond6.ulib.iupui.edu/cdm/search/collection/SCCA>.

If you find photos that you have information about, please send the information along with the page number and the number of the photo on the page so we can get everything updated. Information should be sent to me at rvboreen@gmail.com. ☺

FOR YOUR RECORDS

Please go back and look at your old photos, old patches, old SCCA information, and try to identify it for your family so they can share in your experiences within the SCCA. Also, if you are cleaning out old photos or memorabilia, please mark what it is and potentially share it with the SCCA Archives. We are always looking for items from our Club's history. We do not want to lose our heritage, our history, or our ability to reflect on how the Club got to where it is today. Spend a day looking at your old stuff – I know you will have fun with the memories.

WHO'S THAT?

Part of the challenge of organizing older images is figuring out who is in the photo. This image in SCCA's archive was simply labeled "award winner." A closer inspection reveals the nameless driver to be Carroll Shelby himself.



FRONT LINE

KAREN CRIDER IS GREAT LAKES DIVISION'S F&C WORKER OF THE YEAR

WORDS James Kearney

IMAGE Philip Royle

Karen Crider's longtime association with the SCCA is due to a pizza pie. Born and bred in the Detroit area, she was laboring in a pizza parlor when her boss announced that he was racing that weekend at Waterford Hills and that she should come along. She didn't know anything about Waterford Hills or sports car racing, but she was glad she took him up on the offer.

"As soon as I got to the track, I thought, 'This is it!'" She recalls being fascinated by the energy of all the activity and the regular rhythm provided by the sessions as different groups lined up to go out. And the people were warm, friendly, and generally wonderful. She was hooked. And, 30-plus years later, the boss from the pizza joint and she were both at the 2013 National Championship Runoffs, crewing for friends - and when she wasn't crewing, she was flagging.

Her F&C involvement also began at Waterford. "I noticed a bunch of flaggers at lunch one day and they

"I made an effort to meet a lot of people and we learned from one another."

KAREN CRIDER

seemed to be having a lot of fun. As long as you have a pulse, they'll let you give it a try. Of course, once out there, you have to prove yourself." She liked it right away. "You are up close and definitely part of the action."

Karen notes that you need to keep your wits about you and be ready for action. It can be hours of repetition punctuated by moments of terror, she says. "But we're not just there to watch cars and admire the racing; we enjoy one another's company as well."

A bit over 10 years ago, she was



working Turn 1 at Gingerman when a Formula Mazda lost it and headed her way. "I took a step back and dropped and rolled into a wooden box that was the worker station. The car flew right over us. It was my own up close and personal near-death experience," she laughs.

She grows serious as she notes that flaggers have to discipline themselves not to follow a particular car as it goes by. "Someone is always watching each direction. We are not out there sightseeing." She had been blue flagging when the Formula Mazda

HEAD'S UP

Karen Crider has learned a lot of lessons over the years as an SCCA volunteer, and one of the most important is to always be aware of your surroundings.

came her way, so she got the full view.


As much as they want and need help, she understands that F&C is not for everybody. Flaggers are the hardcore folks in white. They are out there for long hours, rain or shine.

"When newbies give it a try, they either like it or they don't. We pay a lot of attention to linking them with an experienced person who is a good match for them." How can you tell who will be a good match?

"That's where my professional life helps me out."

She moved up from the pizza parlor long ago. She works sometimes as a coder for a local hospital. She also volunteered for a woman's shelter and helped women dealing with domestic violence. "Someone told me I was really good at it and that I should go to school for it." She has now been a clinical psychologist for eight years. "It is about empathy and compassion. It is being with someone at the worst point of their life and helping them find hope." No surprise then that she is good at matching up personalities at the track.

She was totally surprised to win the BFGoodrich Tires Worker of the Year award at the 2013 Runoffs banquet. In fact, a friend had to poke her to let her know that her name had been called. As she wound her way through the packed room to the stage, the announcer asked where she was, and someone hollered out, "She's taking a victory lap!"

"I felt it was important to be part of all the Regions in our Division. I made an effort to meet a lot of people and we learned from one another. It is about building relationships." She notes that as chief, she often is calling around looking for workers to come to races. "If one person commits, your chances are good that others will join in. I called some friends in Cincinnati last year when we were short, and a whole car full of people showed up. It pays off when you need it." 

FIRST GEAR

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REECE EVERARD IS ALREADY MAKING HIS MARK ON THE SCCA

WORDS R.A. McCormack

IMAGE Courtesy Steve Everard

When then 20-year-old Reece Everard took the silver medal in Formula Enterprises at the 2013 National Championship Runoffs with a dramatic last-lap pass of Brandon Kennedy - this after climbing up from the back of the 10-car field - it was the successful culmination of his rookie year in the class.

Less dramatic but just as rewarding, it also marked hard-earned success for Reece's self-taught crew chief and mechanic, his father, Steve, whose job brought him first to Wisconsin and then to Detroit from Basingstoke, England, when Reece was 5.

"When I lived in England," says Steve, who then as now is a manager with giant automotive conglomerate ITW, "I would typically go to the British Grand Prix, so I clearly enjoyed racing. My wife and I also drove Brands Hatch in karts on one of those experience days. But I would not have even thought it possible to be doing what we do today."

What has ended up with Steve taking care of a thoroughbred high-performance racecar, including hastily rebuilding a seriously hurt frontend after Reece got into the marbles and went flying off the track during qualifying at the Runoffs (which put him at the back of the grid), started out as a Boy Scouts project.

"When Reece was about 10," says Steve, "he asked me to help build a wooden go-kart with 2x4s for a Boy Scouts project, which we did." Reece remembers steering by pushing on the ends of a 2x4 cross member, exactly the way one directs a sled.



"Growing up, I was always interested in how things worked," says Reece, "which turned into a passion for cars. I'd been watching races on TV with my dad ever since I was a kid." When one of Reece's friends bought a go-kart, Reece began lobbying. Dad looked into buying a non-running go-kart to bring it back to life.

"We restored it to mess about with, not realizing it was too fast for our subdivision street," says Steve. "We decided we should take it to a track at East Lansing. One session out on track was the decider. The look on Reece's face was priceless. We were told that the kart we bought was not up to race spec, so we came home, listed it for sale and bought a race spec kart. We headed back to the track and had a blast."

Steve was now hooked and so was Reece, who began karting in earnest. "I eventually started racing regional and national events, but my dad had always told me we had to stop karting at 16," says Steve. "What he didn't tell me was that we were then going on to the SCCA. We entered in the Formula First class because of its great support structure, low budget, and close racing. We learned a lot about racecars and felt the pain of poor prep. I feel much more comfortable now for that experience. Learning to drive in this class helped me transition easily to the more powerful, winged Formula Enterprises class."

QUICK LEARNER

Reece Everard has progressed from karts to Formula First, and now to Formula Enterprises, where he finished second at the 2013 Runoffs.

LIVE ON SPEEDCAST

"My mum thinks it's exciting to watch me race," says Reece, "and, surprisingly, does not worry too much. But she did miss some races last year, so this year she is committed to making the journey from Michigan to California for the Runoffs, along with my grandparents, who are coming over from England. Thankfully, last year's Runoffs was available live on SpeedcastTV.com, so our friends and family in England were able to watch."

Jim Schings of SR Racing, a longtime stalwart in Formula First, recalls Reece's entry into the class, where he was Rookie of the Year right off the bat. "We all recognized that he was going to be fast from watching his first practice session," says Schings. "His only problem was they purchased a car that needed some work. So, while his driving learning curve wasn't steep, the car preparation curve was. In any case, when his car and engine stayed together he was in the pointy end of every race. He was always a good kid and never used his car as an excuse."

Learning to drive in this class helped me transition easily to the more powerful...class"
REECE EVERARD

"People are often amazed at the way Reece takes whatever he does in his stride," says Steve. "He is very calm on the grid and before a race. He is very grounded."

Reece is now studying mechanical engineering at Oakland Community College and plans to continue on to Oakland University. He also has a heavy work schedule subcontracting his mechanical skills to V2 Motorsports, which primarily fabricates and preps Mazda Miata's for racing.

Reece plans to compete in four or five Majors this year in Formula Enterprises and take another shot at the Runoffs. "I enjoy competing the most," says Reece, "and I seem to be most effective in the final laps of a race. SCCA racing has helped improve my race strategy, patience, and safety, knowing when to make a move and when not."

Reece also very much knows he is part of a team, wherein his father "not only preps the car, but manages the calendar and the finances. I think it's important that my dad and I spend time together doing something we both enjoy. It's just not something everyone can do." ☉



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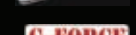
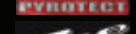
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May 17 Canadian Tire Motorsport Park,

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Jun 1 New Jersey Motorsport

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Jun 21 Road America, Wis.

Aug 16 Mid-Ohio Sports Car

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N.Y.

Aug 1-3 Summit Point Motorsports Park,

Summit Point, Va.

MID-STATES CONFERENCE

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,

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Jul 12-13 Gingerman Raceway, South

Haven, Mich.

Jul 26-27 Road America, Elkhart Lake,

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May 31-Jun 1 NJMP/Jersey Racing Board

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Jun 21-22 Summit Point/Wash. DC

Jun 20-21 Lime Rock/New England

Jun 21-22 ** Nelson Ledges/Finger Lakes

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Jul 11-13 * New Hampshire Motor

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Jul 12-13 Summit Point/Wash. DC

Jul 19-20 Watkins Glen/Glen

Jul 26-27 Ro* Nelson Ledges/Mahoning

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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* Roebeling 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

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North Carolina (800) 342-7390

South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org

May 10-11 Gingerman/Sounth Bend/

Detroit/Western Ohio

June 28-29 * Grattan/Western Michigan

Aug 9-10 *



Clark/Williams

CLUB RACING

Atlanta Region hosts a
Runoffs qualifier at Road
Atlanta on May 17-18.

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

Sep 20-21 D* Pikes Peak International/
Continental Divide
Colorado anniedew@msn.com
Cont. Divide anniedew@msn.com

NORTHERN PACIFIC norpacscca.org

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

May 17-18 Ro* Thunderhill/San Francisco
Jun 6-8 Ro* Mazda Raceway/San
Francisco

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

Jun 21-22 Ro* Thunderhill/San Francisco
Jul 5-6 Ro* Sonoma Raceway/San
Francisco

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

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

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

Sep 12-14 Ro* Mazda Raceway/San
Francisco

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

SOUTHERN PACIFIC scca-sopac.org

May 3-4 Ro* Inde/Arizona

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

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

Oct 25-26 * Buttonwillow/Cal Club
Arizona (480) 832-1327
Cal Club (661) 304-3468
San Diego TBD

STREET SURVIVAL SCHOOLS

NORTHEAST nediv.com

Apr 27 TRSS Boardman Park/Mahonigh
Valley

NORTHERN PACIFIC norpacscca.org

Oct 12 Portland Int'l Raceway/Oregon
Oregon (503) 327-8990

DRIVERS SCHOOLS

NORTHEAST nediv.com

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 sedivacing.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

GREAT LAKES greatlakes-scca.org

Apr 26-27 Waterford Hills/Great Lakes

CENTRAL cendiv-scca.org

Apr 25 Blackhawk Farms/Chicago,
Milwaukee
Chicago/Milwaukee TBD

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

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

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

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

The Jim Russell Racing Schools
(707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

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

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220 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

FAASST Performance Driving School

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

Danny McKeever's Fast Lane

Racing School
(888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130
proformanceracingschool.com

Sports Car Driving Experience

(800) 453-5506
corvettetracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

All dates/events subject to change

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

+ = Addition/Change v = Vintage

HC = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional 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



OFFICERS

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Vice Chairman DICK PATULLO
Secretary TODD BUTLER
Treasurer MICHAEL LEWIS

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HOWARD DUNCAN
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VP Marketing/Communications ERIC PRILL

PRO RACING STAFF

President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

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

NATIONAL OFFICE INFO. HOURS

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

NATIONAL PHONE NUMBERS

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

COMMUNICATION ACCESS

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

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370 Chapin Road, Hampden, MA 01036
(413) 566-3643; dpatullo@scca.com
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(856) 223-0807; thanushek@scca.com

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(678) 697-9755; tpulliam@scca.com

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

TIME TRIALS
[NORTHEAST nediv.com](http://NORTHEAST.nediv.com)
Apr 19-20 PDX/CT Summit Point/Wash. DC

May 3-4 PDX/CT Summit Point/Wash. DC

May 24-25 TT Summit Point/Blue

Mountain

Jun 14-15 HC Weatherly, Pa./NE Penn.

Jun 28-29 HC Reading, Pa./Blue Mountain

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

Jul 19-20 PDX/CT Summit Point/Wash. DC

Jul 26-27 PDX/CT Nelson Ledges/

Mahoning Valley

Aug 2-3 HC Flintstone, Md./Steel Cities

Aug 16-17 HC Reading, Pa./Blue Mountain

Aug 30-31 HC Summit Motorsports/Steel

Cities

Sep 13-14 HC Weatherly, Pa./NE Penn

Sep 20-21 PDX/CT Summit Point/Wash. DC

Sep 27-28 PDX/CT Nelson Ledges/

Mahoning Valley

Oct 3 (Club Racing Experience) Watkins

Glen/Glen

Blue Mountain (610) 804-9047

Glen (607) 425-4339

Mahoning Valley (330) 418-3328

NE Pennsylvania (610) 863-4709

Steel Cities (Flintstone) (301) 729-2407

Steel Cities (Summit) (301) 729-2407

U.S. MAJORS TOUR

The Majors returns to High Plains Raceway on May 3-4 for more intense racing action. This marks the fourth Majors weekend in the Mid-States Conference.



Elizabeth Berrington

[SOUTHEAST sedivacing.org](http://SOUTHEAST.sedivacing.org)
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 Motorsports

Park/Atlanta

Oct 30-Nov 2 PDX Road Atlanta/Atlanta

Nov 15-16 TT Roeboling Road/Buccaneer

Alabama, Tenn (205) 422-1417

Atlanta (770) 472-0460

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

[GREAT LAKES greatlakes-scca.org](http://GREAT LAKES.greatlakes-scca.org)
Aug 8 Mid Ohio/Cincinnati

Oct 10 Mid Ohio/Ohio Valley

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Harry G Constant 4/1/1954 Detroit

55-YEAR MEMBERS

Gordon K Krebs 4/1/1959 San Francisco

Richard L Roe 4/1/1959 Land O'Lakes

Charles M Ruckman 4/1/1959 San Francisco

50-YEAR MEMBERS

Rex J Apker 4/1/1964 Northeast Oklahoma

Earle M Chiles 4/1/1964 Oregon

William R Emery 4/1/1964 Glen

Jerry V Jacob 4/1/1964 Delta

Robert McKee 4/1/1964 Chicago

Jerry A Petersen 4/1/1964 Neohio

45-YEAR MEMBERS

Thad A Appelman 4/1/1969 Arizona Border

Robert W Archer 4/1/1969 Chicago

Louis G Galanos 4/1/1969 Central Florida

Robert W Layman 4/1/1969 Detroit

Fred Myerson 4/1/1969 San Francisco

John W Rynerson 4/1/1969 Central Florida

Richard Simon 4/1/1969 New York

John R Sutton 4/1/1969 Blackhawk Vly, Chicago

Donald M Taylor 4/1/1969 Chicago

Sharon Weitzenhof 4/1/1969 Neohio

40-YEAR MEMBERS

Bill Allen 4/1/1974 Atlanta

Robert G Beaulieu 4/1/1974 New England

Elise Beaulieu 4/1/1974 New England

Robert Frennesson 4/1/1974 Central Florida

Stanley H Geist 4/1/1974 Western Ohio

Philip L Hennrich 4/1/1974 North Carolina

Mary R Livingston 4/1/1974 Central Kentucky

Rip Moore 4/1/1974 Central Kentucky

Mark Saviet 4/1/1974 New England

Larry A Svaton 4/1/1974 Houston

35-YEAR MEMBERS

Jack C Bennett 4/1/1979 Detroit

Carl Berggren 4/1/1979 Chicago

Walter M Bower 4/1/1979 Oklahoma

James W Brown 4/1/1979 Glen

Jerolyn C Brown 4/1/1979 Glen

Michael D Decker 4/1/1979 Tennessee

Allen W Dermody 4/1/1979 Northwest

Paul D Gilbert 4/1/1979 Great River

Dorothy Harrington 4/1/1979 Neohio

John D Hastig 4/1/1979 Northwest

William Kovick 4/1/1979 Steel Cities

Robin L Lamb 4/1/1979 Milwaukee

R G Mitchell Jr 4/1/1979 Associates

David C Ours 4/1/1979 Western Michigan

Chuck Riblett 4/1/1979 Colorado

Brad Schlossmann 4/1/1979 Milwaukee

Leslie James Sklenar 4/1/1979 Washington DC

Michael J Ticonchuk 4/1/1979 Southern New York

Eric Weiss 4/1/1979 Mohawk Hudson

Michael D Woodworth 4/1/1979 Buccaneer

30-YEAR MEMBERS

Mary Jo Aquilante 4/19/1984 Philadelphia

William A Argyle 4/16/1984 New England

Daniel Balkunow 4/24/1984 Northern New Jersey

Thomas M Bartz 4/24/1984 Milwaukee

Stanley Berry 4/30/1984 Neohio

Jeffrey G Boris 4/24/1984 Western Michigan

Karen Cantu 4/25/1984 San Francisco

Catherine B Denomme 4/24/1984 New England

Donald J Erickson 4/12/1984 Land O'Lakes

Robert J Foley 4/24/1984 Northern New Jersey

Jack R Fuller 4/27/1984 Central Florida, Florida

Albert J Gaudino 4/30/1984 Neohio

Nancy Gaudino 4/30/1984 Neohio

Gail B Green 4/17/1984 Neohio

Randall O Hartman 4/24/1984 Ohio Valley

William E Harvey 4/30/1984 Central Florida

Norman R Kayler 4/26/1984 Washington DC

Garry W Ketchie 4/30/1984 Central Carolinas

Cynthia H Krolkowski 4/25/1984 Detroit

Debbie A LaFond 4/24/1984 Neohio

Henry Lawrence 4/30/1984 North Carolina

Edwin W Maklenburg 4/30/1984 Detroit, W Michigan

Janis Marino 4/30/1984 Central Florida

Kenneth R. Marino 4/30/1984 Central Florida

Michael H Marr 4/25/1984 San Francisco

James A McQuaig 4/25/1984 Central Florida

Grant H McStay 4/30/1984 New England

Eileen A Mcstay 4/30/1984 New England

William S Mease 4/24/1984 Southern West Virginia

Robert J Raffaele 4/26/1984 Central Florida

Jim Reilly 4/30/1984 Central New York

Eric L Ritchie 4/17/1984 Houston

Danny L Robson 4/24/1984 Central Louisiana, Delta

Bruce J Rodman 4/17/1984 New England

Wayne I Rogers 4/30/1984 Western Michigan

George A Sanchez 4/30/1984 Chicago

Mary E Shiloff 4/30/1984 Detroit

Gerald P Shiloff 4/30/1984 Detroit

Bonnie J Smith 4/16/1984 Central Florida

Ken J Stefancic 4/8/1984 Milwaukee

Ray Sukekane 4/25/1984 San Francisco

Henry William Thew 4/30/1984 Oregon

Shirley L Thompson 4/25/1984 Washington DC

Richard J Valentine 4/19/1984 New England

David S Vestrand 4/30/1984 Western Michigan

Frederick E Wicks 4/17/1984 Atlanta

Rodney Wise 4/24/1984 Kentucky

Dorothy Zientara 4/30/1984 Milwaukee

25-YEAR MEMBERS

Richard M Allen 4/13/1989 Washington DC

Robert Berger 4/24/1989 Philadelphia

Larry Best 4/12/1989 Indiana Northwest

Janis M Bosenko 4/22/1989 San Francisco

Marsha C Bridges 4/25/1989 Central Carolinas

Jeffery L Bridges 4/25/1989 Central Carolinas

Bob Burris 4/25/1989 Central Florida

Bill Coffey 4/25/1989 Buccaneer

Lawrence M Cooper 4/25/1989 San Francisco

Melvin D Dale 4/12/1989 Kansas

Edson Elnoi DeGobbi 4/23/1989 Central Carolinas

Andrew D Doyle 4/20/1989 Indianapolis

Keith R Duntze 4/19/1989 Arizona

Larry Ehmann 4/18/1989 Atlanta

Leah Epting 4/13/1989 Washington DC

Kaye Fairer 4/24/1989 Guam, North Carolina

Scott Finlay 4/26/1989 Central Florida, Florida

W Bruce Foss 4/26/1989 South Bend

Greg Gerdon 4/18/1989 Atlanta

Russ Goodsell 4/18/1989 Des Moines Valley

Gary Grubb 4/11/1989 Neohio

Janice K Jeffords 4/18/1989 Milwaukee

Ron Jones 4/24/1989 Houston

Ron Krantz 4/12/1989 Western Michigan

Kim D Macdonald 4/18/1989 Neohio

Christine McAllister 4/12/1989 Finger Lakes

W Burns Moore 4/23/1989 Northern New Jersey

Michael Odonovich 4/21/1989 Washington DC

Justin Luke Pritchard 4/22/1989 Ohio Valley

Clifford D Rassweiler 4/18/1989 Florida

Karen Richardson 4/25/1989 New England

Stanley Todd Robinson 4/22/1989 San Francisco

Edward L Savage 4/27/1989 New England

Daniel V Scully 4/25/1989 New England

Spencer Shepard III 4/21/1989 Central Carolinas

Michael E Spencer 4/25/1989 Wichita

Mark P Strohm 4/12/1989 Lake Superior

Richard S Sweigart 4/26/1989 Philadelphia

Jose Tatad 4/21/1989 New York

Kathy S Tipsworth 4/25/1989 Southern Indiana

Peter AJ Tonelli 4/22/1989 New England

Ann S Vogel 4/11/1989 Northeast Oklahoma

Scott R Webb 4/25/1989 Cal Club

Donna Wiernicki 4/26/1989 Glen

Edward L Wildman 4/26/1989 Susquehanna

Timothy S Zelenak 4/25/1989 Neohio

Godfrey P Zimmerman 4/22/1989 San Francisco

David P. Zurlinden 4/24/1989 San Francisco

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

TIRE RACK[®] SCCA PROSOLO FINALE

Aug 30-31 2014 Lincoln, Neb.

TIRE RACK[®] SCCA SOLO CHAMPIONSHIP TOUR

Apr 5-6 Qualcomm Stadium, Calif.
May 3-4 MetLife Stadium, N.J.
May 25-26 Lincoln Airpark, Neb.
Jun 14-15 Crows Landing Air Facility, Calif.
Jul 5-6 Hampton Mills Lumber Plant, Wash.
Aug. 2-3 Wilmington Airpark, Ohio
Sep 27-28 Arkansas Aeroplex, Ark.

TIRE RACK[®] SCCA SOLO NATIONAL CHAMPIONSHIPS

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

TIRE RACK[®] MATCH TOUR

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

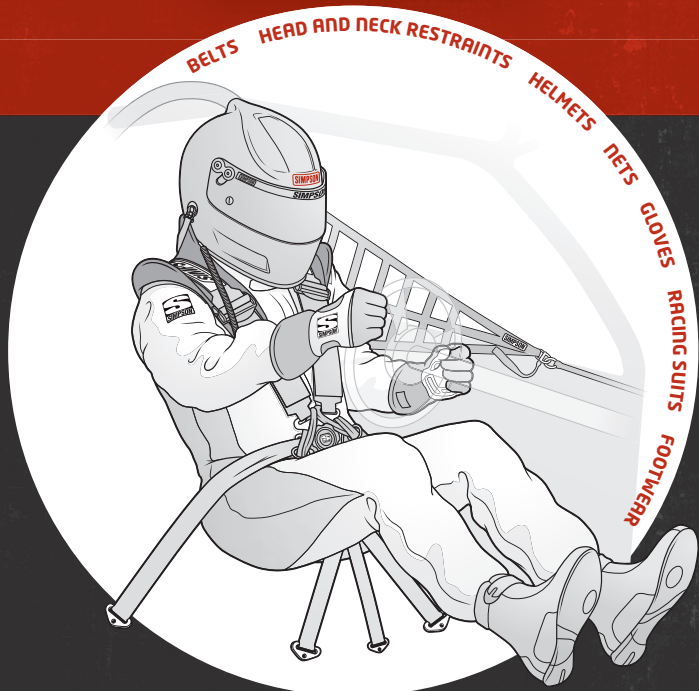
REGIONAL

Date Track/Region
Phone numbers are for Region registrars

NORTHEAST nediv.com

Apr 5-6 Meadowlands Atadium/Northern New Jersey
Apr 6 Central Pennsylvania Institute/Central Pennsylvania
Apr 6 FedEx Field/Washington DC
Apr 19 Moore Airfield/New England
Apr 19 FedEx Field/Washington DC
May 18 Moore Airfield/New England
Jun 7 Meadowlands Stadium/Northern New Jersey
Jun 7-8 Moore Airfield/New England
Jun 8 FedEx Field/Washington DC
Jun 15 Meadowlands Stadium/Northern New Jersey
Jun 22 Moore Airfield/New England
Jun 22 FedEx Field/Washington DC
Jun 29 Central Pennsylvania Institute/Central Pennsylvania
Jul 17 FedEx Field/Washington DC
Jun 12-13 Moore Airfield/New England
Jun 20 Moore Airfield/New England
Aug 10 FedEx Field/Washington DC
Aug 17 Moore Airfield/New England
Aug 24 Central Pennsylvania Institute/Central Pennsylvania
Sep 14 Moore Airfield/New England
Sep 21 FedEx Field/Washington DC
Sep 28 Central Pennsylvania Institute/Central Pennsylvania
Oct 5 Moore Airfield/New England
Oct 12 FedEx Field/Washington DC
Oct 25-26 Hershey Park/Susquehanna
Oct 26 Moore Airfield/New England
Central Pennsylvania (814) 386-3097
New England (203) 687-8589
Northern New Jersey
ea455@optonline.net
Susquehanna (717) 367-7853
Washington DC (410) 529-2338

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We introduced our Envelope of Safety concept in 1999. By surrounding every part of the body with protective gear, Simpson's 360° approach enhances containment within the safety cell or cockpit, which is vital to safeguarding drivers in many dangerous situations.

AN INTELLIGENT SAFETY CHOICE.

The new **HYBRID SPORT** head and neck restraint is 20% lighter than its' predecessor, the Hybrid Pro Rage, and every bit as strong. With sleek DuPont carbon-polymer construction, defined wings for seatbelt containment, and an available multi-tether system that enhances side-to-side movement, it's a smart safety decision. Priced in the same range as the Hybrid Pro Rage, it's a smart value as well. (Sized for Generations of Safety, the Hybrid Sport is available in child and youth models. Youth base price \$399)

SIMPSON

DRIVEN BY SAFETY



Visit TEAMSIMPSON.COM or call 800.654.7223



SOUTHEAST sedivrac.org

Apr 6 Eastgate Towne Center/Tennessee
May 4 Eastgate Towne Center/Tennessee
May 31 Oak Mountain Amphitheater/Alabama
Jun 8 Eastgate Towne Center/Tennessee
Jun 15 Oak Mountain Amphitheater/Alabama
Jul 12 Oak Mountain Amphitheater/Alabama
Jul 13 Eastgate Towne Center/Tennessee
Jul 27 Oak Mountain Amphitheater/Alabama
Aug 10 Eastgate Towne Center/Tennessee
Aug 17 Oak Mountain Amphitheater/Alabama
Sep 7 Eastgate Towne Center/Tennessee
Sep 7 Oak Mountain Amphitheater/Alabama
Oct 5 Eastgate Towne Center/Tennessee
Oct 19 Oak Mountain Amphitheater/Alabama
Nov 2 Eastgate Towne Center/Tennessee
Nov 30 Oak Mountain Amphitheater/Alabama
Dec 7 Eastgate Towne Center/Tennessee
Alabama (334) 444-0699
Chattanooga (423) 400-3686

GREAT LAKES greatlakes-scca.org

Apr 5-6 Wilmington Airport/Cincinnati
Apr 5-6 UPS/Kentucky
Apr 6 Majestic Star Casino/Indiana Northwest
Apr 27 Robert's Stadium/Southern Indiana
Apr 27 Kentucky Exposition Center/Kentucky
May 4 Mid-American Air Center/Southern Indiana
May 18 Majestic Star Casino/Indiana Northwest
May 18 Mid-American Air Center/Southern Indiana
May 18 Kentucky Exposition Center/Kentucky
May 31-Jun 1 UPS/Kentucky
Jun 7 Majestic Star Casino/Indiana Northwest
Jun 8 Mid-American Air Center/Southern Indiana
Jun 15 Kentucky Exposition Center/Kentucky
Jun 29 Turfway Park/Cincinnati
Jun 29 Majestic Star Casino/Indiana Northwest
Jun 29 Kentucky Exposition Center/Indiana Northwest
Jul 13 Turfway Park/Cincinnati
Jul 13 Mid-American Air Center/Southern Indiana
Jul 20 Majestic Star Casino/Indiana Northwest
Jul 20 Kentucky Exposition Center/Kentucky
Jul 27 Mid-American Air Center/Southern Indiana
Aug 17 Mid-American Air Center/Southern Indiana
Aug 17 UPS/Kentucky
Aug 23-24 Grissom Aeroplex/Indiana Northwest

PROSOLO

The Tire Rack ProSolo National Series returns to Lincoln Airpark on May 23-24. This mid-season romp on the championship playground always proves popular with competitors.



Rupert Berrington

Aug 24 Wilmington Airport/Cincinnati
Aug 31 Kentucky Exposition Center/Kentucky
Sep 7 Wilmington Airport/Cincinnati
Sep 7 Mid-American Air Center/Southern Indiana
Sep 21 Wilmington Airport/Cincinnati
Sep 21 Mid-American Air Center/Southern Indiana
Sep 21 Majestic Star Casino/Indiana Northwest
Sep 21 UPS/Kentucky
Oct 5 Mid-American Air Center/Southern Indiana
Oct 11 Majestic Star Casino/Indiana Northwest
Oct 12 UPS/Kentucky
Oct 15 Wilmington Airport/Cincinnati
Oct 19 Wilmington Airport/Cincinnati
Oct 25 NCM Motorsports Park/Kentucky
Cincinnati (513) 256-0469
Indiana Northwest (219) 713-9148
Kentucky (502) 758-5314
Southern Indiana (812) 477-5936

CENTRAL cendiv-scca.org

Apr 13 Hawkeye Tech Truck Driving School/Iowa
May 18 Oskaloosa Airport/Iowa
May 17-18 Minnesota State College/Land O' Lakes
Jun 1 Oskaloosa Airport/Iowa
Jun 8 Hawkeye Tech Truck Driving School/Iowa
Jun 15 La Crosse Fairgrounds Speedway/Land O' Lakes
Jun 22 Oskaloosa Airport/Iowa
Jun 22 Hawkeye Downs/Iowa
Jul 12-13 Minnesota State College/Land O' Lakes
Jul 13 Hawkeye Downs/Iowa
Jul 27 Oskaloosa Airport/Iowa
Aug 9-10 Minnesota State College/Land O' Lakes
Aug 17 Oskaloosa Airport/Iowa
Sep 14 Marshalltown Go Kart Track/Iowa
Sep 28 La Crosse Fairgrounds Speedway/Land O' Lakes
Oct 12 Hawkeye Tech Truck Driving School/Iowa
Iowa mholzi@aol.com
Land O' Lakes (608) 785-1773

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
Mississippi (601) 441-0088
Arkansas (501) 218-3267
Nebraska (402) 827-3282

ROADRALLY

Get ready for the 2014 running of the Badger Burrows National Tour RoadRally, hosted by Milwaukee Region, on May 3.



James Heine

SOUTHWEST sowdivscca.org

Apr 5-6 NOLF Waldron Field/South Texas Border
Apr 27 Chennault Airpark/Southwest Louisiana
May 3-4 NOLF Waldron Field/South Texas Border
Jun 7-8 NOLF Waldron Field/South Texas Border
Jul 5-6 NOLF Waldron Field/South Texas Border
Aug 2-3 NOLF Waldron Field/South Texas Border
Sep 6-7 NOLF Waldron Field/South Texas Border
Oct 4-5 NOLF Waldron Field/South Texas Border
Nov 1-2 NOLF Waldron Field/South Texas Border
Dec 6-7 NOLF Waldron Field/South Texas Border
South Texas Brdr (361) 980-8000

ROCKY MOUNTAIN coloradoscca.org

May 10-11 Cohen Stadium/El Paso, TX
Mar 16 Front Range Airport/Colorado
Apr 12 Pikes Peak Int'l Raceway/Continental Divide
Apr 27 Front Range Airport/Colorado
May 10 Front Range Airport/Colorado
May 17-18 Pikes Peak Int'l Raceway/Continental Divide
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 Pikes 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 Pikes 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 Pikes 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 norpac-scca.org

Apr 13 Oakland Coliseum/San Francisco
Apr 13 Montana Expo Park/Montana
Apr 27 Oakland Coliseum/San Francisco
May 17-18 Rocky Mnt Emergency Services/Montana
May 18 Oakland Coliseum/San Francisco
Jun 8 Montana Expo Park/Montana
Jul 13 Oakland Coliseum/San Francisco
Jul 27 Oakland Coliseum/San Francisco
Aug 16-17 Rocky Mnt Emergency Services/Montana
Aug 25 Montana Expo Park/Montana
Sep 6-7 Rocky Mnt Emergency Services/Montana
Oct 5 Montana Expo Park/Montana
Oct 12 Montana Expo Park/Montana
Montana (406) 788-1735
San Francisco www.sfrscca.org

SOUTHERN PACIFIC scca-sopac.org

Apr 6 Aloha Stadium/Hawaii
Apr 13 Paniewa Drag Strip/Big Island
Apr 13 Firebird Int'l Raceway/Arizona
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
Sep 28 Maui/Hawaii
Oct 12 Paniewa Drag Strip/Big Island
Oct 18-19 Marana Regional Airport/Arizona Border
Oct 26 Maui/Hawaii
Nov 23 Paniewa Drag Strip/Big Island
Nov 23 Marana Regional Airport/Arizona Border
Dec 14 Marana Regional Airport/Arizona Border
Dec 21 Paniewa Drag Strip/Big Island
Arizona (602) 920-5127
Hawaii Aloha www.sccahawaii.org
Hawaii (808) 281-3654

ROAD RALLY

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

NATIONAL

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) 228-9249

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 (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

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

Arizona Border (520) 664-0906

Cal Club (310) 372-7168

DIRTY TIMES

The RallyCross National series culminates in the RallyCross National Championship, which takes place at I-80 Raceway in Nebraska.



Rupert Berrington

RALLYCROSS

NATIONAL CHAMPIONSHIP

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

REGIONAL

MIDWEST midiv.org

May 18 RallyCross 3/Nebraska

Jun 15 RallyCross 4/Nebraska

Sep 14 RallyCross 5/Nebraska

Nov 2 RallyCross 6/Nebraska

Nebraska Contact

spducharme@mac.com

ROCKY MOUNTAIN coloradoscca.org

Apr 5 RallyCross 2/Continental Divide

Jun 7-8 RallyCross 4/Continental Divide

Jul 5 RallyCross 5/Continental Divide

Aug 9 RallyCross 7/Continental Divide

Aug 24 RallyCross 8/Continental Divide

Sep 20 RallyCross 9/Continental Divide

Oct 19 RallyCross 11/Continental Divide

Nov 1 RallyCross 12/Continental Divide

Continental Divide ryolse@gmail.com

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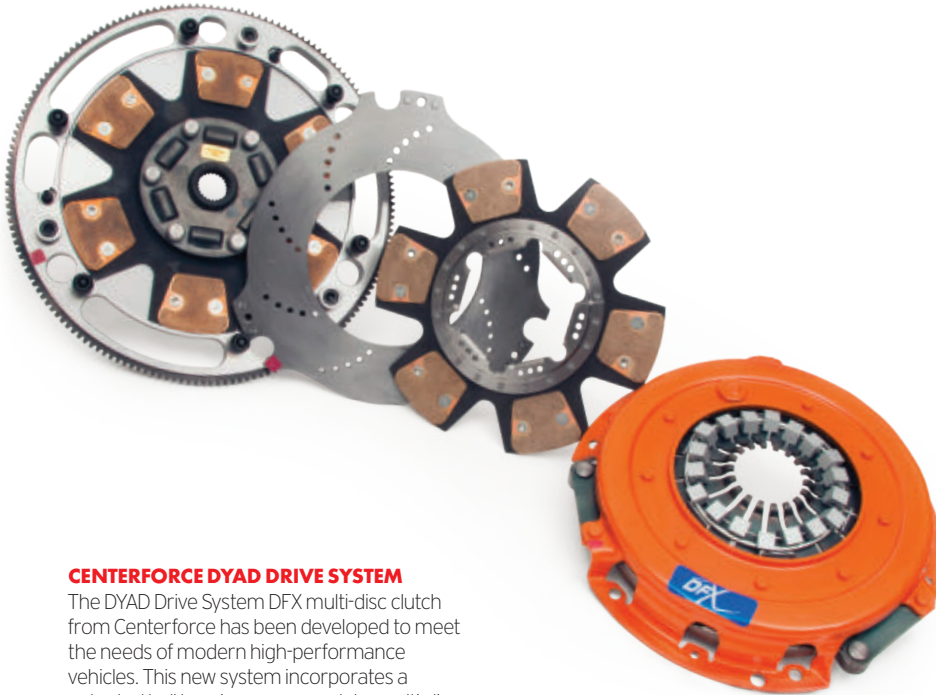
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www.centerforce.com



AFE POWER EURO MAF COUPLING

AFE Power introduces its Euro MAF tube upgrade for the 1996-'99 BMW M3. This exclusive EURO MAF coupling upgrade retains the ASC throttle body option on your E36 M3 3.2L when upgrading to a 3.5-inch EURO MAF sensor. Constructed of polyurethane for strength and durability, the coupling increases airflow and velocity by controlling the air intake dynamics.

www.afepower.com

RACEQUIP SPORTMOD

RaceQuip's new SportMod helmet was designed for the budget-minded racer. The SportMod delivers all the standard features you would expect to find in a Snell SA-2010 certified helmet, except the price. A hand-laid fiberglass shell is fitted with an expanded polystyrene liner material, while a blended Nomex interior provides comfort and a proper fit.

www.racequip.com



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FLOWMASTER AMERICAN THUNDER EXHAUST

Flowmaster's all new American Thunder Axle-back system for the 2014 Corvette Stingray offers its familiar Flowmaster exhaust note that will turn heads on the street or on the track. Dyno-tuned for maximum flow, the system uses three-inch mandrel bent pipes. Dual 60 Series mufflers minimize interior resonance for driver comfort even on long-distance drives.

www.flowmastermufflers.com

AUTO METER ULTIMATE DL

Auto Meter introduces the Ultimate DL Data Logger tachometer. This affordable, convenient, and compact package offers a 30-percent weight reduction over its previous generation tachometers. It also offers connections for, and ability to record, wideband air/fuel ratio as well as pressure channel data, which can help you diagnose fuel delivery issues.

www.autometer.com



DEATSWERKS DW300

DeatschWerks has redesigned its popular DW300 (V2) in-tank fuel pump to offer greater flow with no significant increase in current draw. The new DW300 pump flows 26-percent more at its peak and 20-percent more on average across all pressures. The low amperage draw minimizes pump temperatures, maximizes pump life, and reduces stress on OE wiring.

www.deatschwerks.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

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MAILBOX

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The following letter has been edited for length, sadly removing some very interesting information about DSR technology of the time, and how Dave Leeson and his two-gal crew accomplished the feat they did.

RUNOFFS GREATEST MOMENT #2

I'm a 50-year SCCA member, and my 1978 and 1979 DSR wins at the SCCA National Championship Runoffs rank among the high points of my life. So, as racers yourselves, you can appreciate the deep disappointment I've felt over the years at the spread of the urban legend that the 1979 second-place driver unwittingly lost by mistakenly letting me by, thinking I was not on the same lap.

From my viewpoint, that is simply not true. I'm writing now because, at a local DSR reunion just last December, I learned to my dismay that the story had resurfaced again in a very public form, featured as an all-time Runoffs highlight in your video *SCCA Runoffs Top 10 Moments No. 2* [www.youtube.com/theracerchannel].

There's an Italian saying, *Se non è vero, è ben trovato*, which translates to: *Even if it isn't true, it's a great story*. I think it applies here. I sincerely hope you'll find it of interest to correct the record.

The lack of interest in my first-hand side of the story still rankles after all these years. The retelling of the tale that Paul Decker lost, rather than that I won, took away much of my pleasure



Courtesy Dave Leeson

VICTORY!

Dave Leeson's 1979 DSR National Championship was hard earned.

from winning that race, a life-long goal I wouldn't have a chance to repeat. I retired then from the Runoffs victory stand to get on with my growing obligations as a Silicon Valley CEO and later as a Stanford professor, while enjoying my other competitive hobby, amateur radiosport.

So, what's the real story? When I passed Decker to win the 1979 race, it was because my serial number 001 LeGrand Mk18 Kohler was going at lap record pace, gaining some two seconds a lap, as noted in a contemporaneous report in the 1979 "DSR Newsletter." My pit board showed lap splits of -12, -9, -8, -8, -6, -4, -2, so I was going to catch him.

When I overtook Decker on the Road Atlanta back straight on the last lap, he moved to block me on the outside but I had the speed differential to make the pass easily. I just switched to the inside and shot past. From my car, I did not see any evidence of his "waving me by." He certainly didn't act as if he had a lap lead.

Before the race, Decker told me he thought running down the pit lane entrance was a

secret shortcut if you could cope with re-entering over the speed bumps. After my pass, he tried it again as he had the previous lap, but it wasn't enough and I took the checker. His Hail Mary move raises the question of whether he really thought he had a lap lead. A recently recovered 8mm film of the pass confirms my recollections.

After the race, Decker didn't come to the victory stand. Apparently, he bent the ear of a press correspondent with the complaint that he had let me by because he thought I was un-lapping myself. I didn't know about his story at the time, but it made an appealing tale that went viral without any confirmation. You can imagine my own disappointment then, and also my dismay more recently at discovering that the myth is still very much alive and featured in your video.

In his post-race disappointment at the time, Decker may have imagined he had given way. But from my first-hand viewpoint, it simply wasn't true. In a later account, he attributed the lap-time differential to a hot engine, and the SCCA records do mention "grass in radiator." I don't intend this to take anything from Paul, who became a great competitor, winning multiple championships in cars of his own making. It's just that the one-sided story of the 1979 race has always left me with a burning sense of injustice.

In the race, I broke the lap record lap after lap, relished the checkered flag even more than the year before, and retired on the spot. I still dream about racing, and I relive the pass in my mind. I know I earned the win on my own merit.

Please accept my admiration for your contributions to the sport, and my thanks for reading this with the interest and empathy born of your own racing experiences.

Dave Leeson

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:



EmpireCovers is offering Club members a 45-percent discount and free ground shipping on their complete line of covers.

Sam's Club members can receive up to a \$25 gift card with the purchase or renewal of a membership.



Fairfield Inn & Suites Millville/



Vineland is offering a 30-percent discount off regular rates to SCCA members.

LINCOLN WELDERS

Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.

S&W Race Cars is offering a one-time use 10 percent discount on a **S&W Race Cars & Components** order.



At the **Wingate by Wyndham Vineland**, SCCA members will receive a 15-percent discount.



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.

NO. 82

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



Jeff Bartz, No. 82

Autocrosser + SCCA member since 2012

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

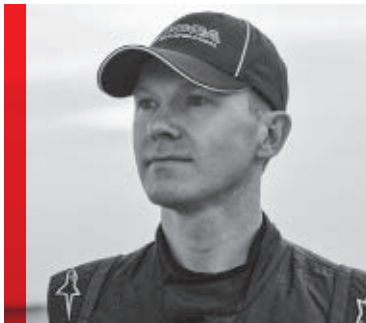


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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Of the same Club

Standing on the balcony moments before the ribbon cutting for the MSX Expo at this year's SCCA National Convention, many thoughts were racing through my mind. First, there was the impending U.S. Majors Tour I'd just registered for despite the fact that my car was far from ready - hey, I'm a racer. Second, as I looked through the crowd, glancing from face to familiar face, I was taken aback at all of the notable SCCA members before me.

One of the first people I spotted was Pete Hylton, who has been a regular contributor to *Sportscar* for longer than I'm aware. Pete headed up the SCCA archive for years, becoming the official SCCA archivist and keeping the Club's valuable past safe and in order, as well as setting forth a plan to organize photos in such a manner that was barely possible when he undertook the project. On the following day, Pete would be inducted into the SCCA Hall of Fame for his dedicated work. I also spotted Gary Pitts, who was the Chairman of the SCCA Board of Directors when I joined the Club, and is continuing to give back, currently serving as San Francisco Region's Regional Executive - the region hosting the Majors I had just registered for.

Also amongst the crowd was Anatoly Arutunoff. If you don't know Toly, you need to search his name online - he's one of SCCA's living legends. Toly's stories are a far-reaching treasure trove of endless entertainment and education, as we were reminded of two days later when he hosted "Tall Tales with SCCA Legends" on the MSX Expo floor. There, he led the conversation with the

likes of Bob Bondurant, Marc Gerstein, and R. David Jones, who was also part of the crowd at the MSX opener.

A fascinating part of this grouping was that these members were standing with the next generation of Club influencers: Sydney Davis, Doug Myers, Mike Simanyi, and many more. These are the people continuing the tradition of the SCCA, and they were standing shoulder to shoulder with SCCA Hall of Famers, Woolf Barnato Award winners, and Solo Cup recipients.

"A fascinating part of this grouping was that these members were standing with the next generation of Club influencers"

Once the ribbon ceremony had ended and the crowd moved to the MSX Expo, I found myself amid the group, joining my fellow Club members on the show floor to peruse the newest wears and admire the shining machinery. SCCA's greats were now in conversations with first-time SCCA National Convention attendees. It turns out, when you're admiring Mike Skeen's Pirelli World Challenge Corvette up close, it doesn't matter if you're a 50-year Club member who is a dedicated volunteer, or a new member set on furthering his or her driving career, everyone had something in common: They are proud members of the greatest car club around.

That having been said, I really need to get to work on those rear brake pads seating right if I'm to make that Majors race. 🏁

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LOOKING BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... MAY 1994



- A Hot Lap of Thunderhill Park showed the way around this exciting new racetrack on the West Coast.

- In *Cross Training*, Todd Hartmann and Kirk Knestis bravely tackled Pro Rally, drag racing, Solo, a hillclimb, Club Racing, and RoadRally all in the same Volkswagen GTI.

30 YEARS AGO... MAY 1984



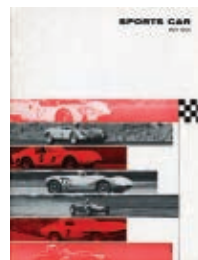
- Some 350 Club members signed on for the National Convention cruise to Nassau. While there was no shortage of fun times, it was perhaps not the most productive location.
- Veteran racer and team owner Bob Sharp gave sound advice for finding and keeping sponsors in *Sponsor Stalking*.

40 YEARS AGO... MAY 1974



- A wrap up of the 13th SCCA National Convention, from San Francisco, Calif., graced the pages, including mention of a Solo event held on nearby Pier 43 1/2, which a number of attendees took part in.
- Coverage of the new IROC series included the inaugural series win by Mark Donohue.

50 YEARS AGO... MAY 1964



- *Racing Tire Primer* gave readers an inside look at race tires, penned by James A. Loulan, Goodyear's manager of race tire engineering.
- Mimi offers valuable advice on reducing household costs, and other tips to help further the female racers venture in *For Lady Drivers Only*.

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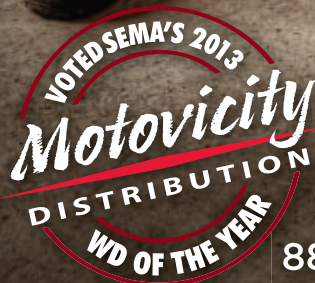


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