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The SCCA Member Magazine

GAME OF THORNE'S

The Ultimate Journey from Solo to Pro Racing



72.6

THE PROFESSIONAL The Price of Going Pro

SUPER TOUR Racing at Road Atlanta

ROAD TO THE RUNOFFS Travel Guide

JUNE 2014
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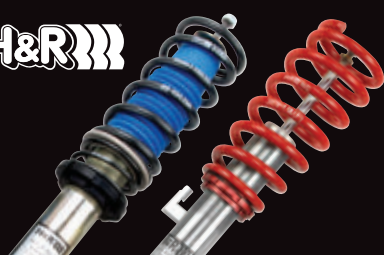
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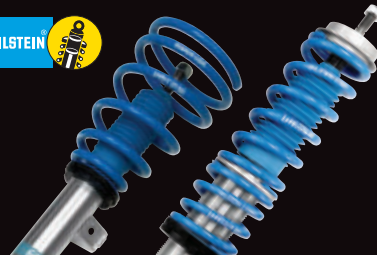
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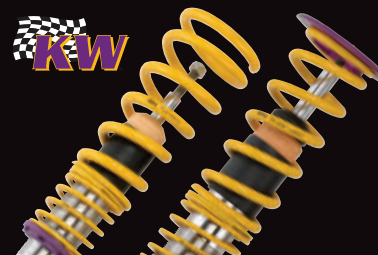
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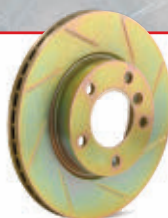
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RACING



ON THE COVER

The lens of Libero Di Zinno catches Robert Thorne suiting up for his season of SCCA Pro Racing Pirelli World Challenge GT. Superb photo editing by Sean Rice.



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All the action from the BFGoodrich Tires Super Tour at Road Atlanta

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

THIS MONTH IN FASTRACK NEWS >

The May 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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• Meeting minutes

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SOLO • Board minutes • Technical Bulletins

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As Jim Drago attacked the first qualifying session in his STL Miata at the Road Atlanta BFGoodrich Tires Super Tour, his engine let loose, shooting him backwards into the gravel at Turn 10A. While Drago escaped unscathed, the car needed a replacement engine and lengthy gravel removal. Drago and the Miata returned to the track two weeks later for the U.S. Majors Tour at Hallett.

DATE March 21, 2014

LOCATION Road Atlanta, Braselton, Ga.

WHAT Super Touring Lite Mazda Miata

PHOTOGRAPHER Clark McInnis

“Unfortunately for me, it broke at the worst possible time, at the fastest point of back straight”
JIM DRAGO





Donna Mae Mims was SCCA's first female Club Racing National Champion, claiming the 1963 H Production crown after a 10 race series that saw her victorious on two occasions behind the wheel of her pink 1959 Austin Healey Bugeye Sprite.

YEAR 1963

WHAT SCCA's Tracy Bird presents Donna Mae Mims with a trophy for winning the H Production National Championship.

PHOTOGRAPHER SCCA Archive

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Competition GTS-class turbocharged Optima shown.



CLUB LIFE



RUNOFFS VIDEOS FOR SALE

All 24 races broadcast from the 50th SCCA National Championship Runoffs are now available individually on DVD or via digital download through Amazon.com and CreateSpace. The race videos can be purchased for \$8.99 per race on DVD, and \$2.99 per race as a digital download.

2014 RUNOFFS DETAILS REVEALED

The initial schedule, event supplemental regulations, entry fee, and parking information for the 51st National Championship Runoffs, at Mazda Raceway Laguna Seca, has been released. This first trip to the West Coast in 46 years will feature the traditional three days of racing (Friday, Oct. 10, to Sunday, Oct. 12), preceded by three days of qualifying (Tuesday, Oct. 7, to Thursday, Oct. 9). The schedule for race days has been posted on www.scca.com/runoffs, with the qualifying groupings and order planned for announcement on Sept. 12.

Worker registration for the 2014 Runoffs will open June 4, while driver registration will open July 23. Driver car numbers from 2013 will be honored in the same class for one week after registration opens. The event entry fee is set at \$950, with \$200 in late fees kicking in after midnight on Aug. 29.

Included in each entry for 2014 is a 30-foot-long by 25-foot-wide paddock space. Larger spaces are available for participants with trailers longer than 30 feet for an additional cost. Unlike in the past, where specific spaces were reserved in the paddock, participants will be assigned to a paddock area based on their space needs and registration date, and then parked as they stage to enter the facility.

“Worker registration for the 2014 Runoffs will open June 4, while driver registration will open July 23”

Entrants wishing to paddock next to specific people are encouraged to stage together prior to entering the facility. South Boundary Road will be open for staging on Thursday, Oct. 2, and Friday, Oct. 3, from 7 a.m. to 5 p.m. Paddock parking will begin Saturday morning and run daily from 7 a.m. to 5 p.m.

Several special parking places and opportunities are planned for the event. All Spec Racer Ford participants will paddock in the area driver's right between Turns 2 and 5, with a separate tech area within their own paddock. A limited number of garages will be available for rent, and several auto manufacturers will have tents set up and available for their customers, including a special paddock area and tent for Mazda.

While recent Runoffs events have included multiple days of testing leading up to race week, the 2014 event will have a single test day, on Monday, Oct. 6. Test day registration will be available with Runoffs event registration, with additional information (including test day fees) being available prior to the opening of registration. Additional information is available at www.scca.com/runoffs.



25TH ANNIVERSARY WORLD CHALLENGE POSTER

A painting commemorating the 25th anniversary of the SCCA Pro Racing Pirelli World Challenge Championships was introduced at the Long Beach, Calif., series stop. The watercolor painting, in partnership with Pirelli, was created by California artist Hector Cademartori, and features a number of historic Pirelli World Challenge racecars.



Courtesy World Challenge

RUNOFFS READY

Start making your plans for the 51st running of the SCCA National Championship Runoffs, as the event heads to the West Coast for the first time in more than 40 years.



Chris Clark

TRANS AM RETURNS TO TV

The SCCA Pro Racing Trans Am Series has announced a partnership with Carolinas Production Group that will bring Rounds 6 and 7, from Road America and Mid-Ohio on the air. With veteran motorsports broadcaster Rick Benjamin at the helm, each show will be one hour in length with an estimated reach of over 70 million households, anchored by MAV TV, Tuff TV, and Altitude Network.

"The Trans Am Series is ready for this step forward," says John Clagett, President of The Trans Am Race Company. "Rebuilding Trans Am's television presence will take some time, but we feel that this is a step in the right direction. We're ecstatic that Rick [Benjamin] and his group have decided to come along for the ride; his talent and experience are essential to what we believe will be a production of the highest quality."

WORKER OF THE YEAR NOMINATIONS

SCCA is now accepting nominees for the 2014 BFGoodrich Tires Worker of the Year Award. A trip to the Mobil 1 12 Hours of Sebring and a lifetime membership to the SCCA are just two of the top prizes available to volunteers in 10 worker specialties.

The Worker of the Year Awards recognize volunteers in roles such as Emergency Services, Grid and Pit, Timing and Scoring, Registration, Race Administration, Flagging and Communications, Starter, Steward, Scrutineering, and Sound Control. One Worker of the Year from each of the 10 worker specialties will be honored at this year's National Championship Runoffs, with each winner receiving a set of BFGoodrich Tires for their passenger car or light truck, as well as a patch, plaque,



Clark McInnis

and jacket to commemorate the achievement. They will also be entered into the drawing for the Sebring trip and lifetime SCCA membership.

Each Divisional Administrator is being asked to nominate an outstanding worker in their specialty. Members can also submit nominations to the SCCA Club Racing Office for consideration by Aug. 8, 2014.

The nomination form is available at www.scca.com/runoffs, by clicking on the "BFGoodrich Tires WOY Nomination Form" on the right.

ABOVE AND BEYOND

If you know a worker who goes the extra mile nominate them for the BFGoodrich Tires Worker of the Year award.

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 MARCH

NAME	REFERRALS	REGION
Warren Leach	48	San Diego
Brian Ghidinelli	19	San Francisco
Sydney Davis	11	Houston
Alan Coy	9	Cal Club
Karen McCoy	9	Oregon
Brian Melani	8	Tennessee
Christine Snyder	8	South Texas Border
Erik Acks	6	San Francisco
Robert Crawford	6	Washington DC
Gayle Jardine	6	Cal Club

There are 890 additional members with at least one referral.

REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo Regions (800+):	
Washington DC Region	7.0%
Oregon Region	6.8%
San Francisco	4.8%
Large Regions (401-799):	
Buccaneer Region	11.0%
Texas Region	6.9%
San Diego Region	5.4%
Medium Regions (200-400):	
Las Vegas Region	24.5%
Eastern Tennessee Region	19.6%
South Jersey Region	13.7%
Small Regions (<200):	
Red River Region	16.1%
Montana Region	15.1%
Kentucky Region	4.1%



LAT / Richard Dale



CLUB LIFE

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WORLD CHALLENGE MAKE-UP

Inclement weather caused the cancellation of the first round of the SCCA Pro Racing Pirelli World Challenge at St. Petersburg GT/GT-A/GTS race. The series has announced that a make-up race will take place at Miller Motorsports Park, Sept. 12-13.



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

Send Us Your Best!

As I write this, I have just returned from a two-day meeting for one of the Board of Directors subcommittees. Board subcommittee work requires time and energy, but is highly rewarding when the resulting plans and strategies bear fruit. Every one of our Directors knows the importance of this work.

Opening my e-mail this morning, I was pleased to see that we'd received a second nomination for an Area Director position that will be filled by election this coming fall. We're losing a knowledgeable director, "timing off" the Board, as our bylaws require. The good news is that the two nominees are well qualified, and would bring the skills and knowledge needed by the Board. I know them both, and each would be an asset to the Board, although each would bring slightly different skill sets.

Many of our members misunderstand the work of the SCCA Board of Directors. While we are the final level of approval for programs and strategies of the Club, we are not - and shouldn't be - involved in the technical details of our competition programs. We don't debate the merits of different tires in program rules, nor do we debate tin tops vs. roadsters in racing classes, valve sizes, and class tire rules. We have the program boards - the RXB, RRB, TTAC, SEB, and CRB - to do that work, and they do it well.

Why am I discussing this? Well, elections matter. Your selection of a Director is important. Please don't consider it only as reward for prior service - a good attendance award, if you will. It's much more than that. Being an effective Board member is hard work. It's a commitment of time and energy, and requires a big-picture view of the Club.

What makes for an ideal Board member? Directors having legal, accounting, technical, HR, and management experience, as well as being a leader, are what propels the Board of Directors forward. The election of Directors with skills and experience is critical for the health of the Club. The motorsports world continues to change, and openness to change, bringing new ideas, and an ability to work cooperatively is what the Board will always need.

Those three or six years on the Board go by quickly, sometimes stunningly fast. Board members have only a short time to get up to speed and do the real work of the Board. If newly elected members arrive at the first Board meeting with the necessary skills, the Club benefits. I have just a little more than two years left on the Board before I "term off," and I've already started looking for candidates in my area who have the skills to do the job. That's my job as a member, though, not just as a departing Director. Each of you should be on the lookout for leaders in your area who can keep the SCCA growing and healthy. Send us your best - that's what we need! ☘

REECE EVERARD NAMED ENTERPRISES ROOKIE OF THE YEAR

SCCA Enterprises began recognizing the talented rookies who run its products starting with the 25th Anniversary Spec Racer Festival in 2010. "We knew it was time to acknowledge the incredible talent that our community brings forth year after year," says Erik Skrimants, President of SCCA Enterprises. The 2013 recipient of the award is SCCA First Gear member Reece Everard, who earned the award based on his stellar performance in Formula Enterprises at the 2013 SCCA National Championship Runoffs, where he qualified 10th in a tight field and finished an impressive second.



Stephen Everard

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RALLYCROSS CHAMPIONSHIP CAP

The 2014 RallyCross National Championships, scheduled Oct. 3-5, 2014, at I-80 Speedway, will include an event cap of 125 entrants. This number will accommodate a 20-percent growth from the number of entries in 2013. Early registration will run from June 1 to Aug. 31.

MEET THE PRESIDENT

A conversation with the new SCCA President and CEO, Lisa Noble | **WORDS & IMAGES** Philip Royle

On March 31, 2014, SCCA announced the Club's five month long search for a new President and CEO had come to an end. Stepping into the position would be longtime member, competitor, volunteer, past Board member and Chairman Lisa Noble. "We had a number of outstanding candidates for the position, and in the end, we unequivocally concluded that Lisa was the ideal selection," Chairman of the SCCA Board of Directors John Walsh said in the press release. "She has the right mix of vision, leadership, understanding, and passion to drive our organization forward."

I've been a long-time member and competitor in the SCCA...I understand the issues"
LISA NOBLE

Sitting down with Lisa, as we did shortly after the announcement, it's easy to feel her passion for the Club. The love for motorsports started in the early 1970s at age 14 when Lisa attended a professional race, deciding that day she would be involved in motorsports for the rest of her life.

By the age of 16, Lisa held numerous volunteer licenses, hitting the track as a driver in 1978 in Formula Vee, courtesy of her late husband and SCCA Hall of Famer Bill Noble. She has run Formula F and Super Vee throughout the years, and is also the first woman to win a National Formula Vee race.

While that background aids in her understanding of the Club and the

world of motorsports, it's the combination of her personal and professional life that really prepared her for the presidency of the SCCA.

"I'm very entrepreneurial," Lisa says. "My dad was a wildcat oil man and my mother had her own businesses. That's how I grew up. What we did put bread and butter on the table."

That entrepreneurial upbringing led to the creation of several businesses over the years. "Thirty-five years ago, I stepped in and ran the business end of our [Formula Vee] race engine prep shop," she says. "We ended up selling that business in the early 1980s. At that point we built a chain of jewelry stores across the Midwest, as well as a significant real estate business."

By the late 1980s, they sold their other ventures and returned to Formula Vee, becoming one of the most recognized Formula Vee engine builders worldwide. But while the businesses she ran are very different from the SCCA, her entrepreneurial background does have one distinct advantage: "I'm not bound by corporate traditions," she says.

When we spoke to Lisa, she had been the president of the Club for only a few weeks. And because she had stepped down as the Chairman of the Board of Directors to become the Interim SCCA President in October 2013, she was able to hit the ground running when the official announcement was made. There's still plenty to learn, however.

"I have a Board of Directors to answer to - that's a new paradigm for me," she says candidly. "What isn't new to me is building strong relationships. I've been a long-time member and



HOLLAND RETURNS TO BTCC

SCCA member Robb Holland has returned to the British Touring Car Championship for the 2014 season. Holland, who previously ran SCCA Pro Racing Pirelli World Challenge, first joined the BTCC in 2012, and returns with Rotek Racing in an Audi A3.



competitor in the SCCA. Because of that experience it's easy to relate to me as a racer or businesswoman. And it brings credibility. I understand the issues when I talk to members, sponsors, and Regions.

"I love to talk about the Club, to talk about racing, our programs and how important they are. I get it, live it; the 'it' that this job requires, from top to bottom, from real world, first hand knowledge and understanding of the SCCA."

Turning to the future of the SCCA, Lisa emphasizes three pillars that will be the building blocks of the Club: member engagement, participation, and leadership.

Finding ways to engage our membership and enthusiasts is the number one pillar"

LISA NOBLE

"As a motorsports club, we have great programs," she says. "As a membership club, we've fallen down. Finding ways to engage our membership and potential motorsports enthusiasts is the number one pillar: membership and enthusiast engagement. Whatever the barriers are that stop you from taking that first step, we have to break those down."

Currently, Lisa is working with the Board of Directors and SCCA staff to design a series of entry-level programs spanning all types of competition that make it as easy as tapping a button on a tablet to enter an event. Entrants will then receive step-by-step instructions for the weekend.

"The first time you drive into the event, someone is there to greet you and mentor you through this program," Lisa says. "Whether it's at a RallyCross, PDX, autocross, if it's a group of veterans just back from Iraq, or a group of inner city kids who want to understand how a car works and how to safely control their cars, we need to provide that entry level experience at an intuitive level that gets them engaged."

Lisa notes that it's also vitally important to engage existing

members. "We are a Club of over 60,000 people who are already active," she says. "So how do we continue to provide engaging programs for that segment of our membership as well? We have to make that experience for our current members as vibrant, as positive, and as compelling as we can make it."

Participation is the second pillar, and according to Lisa, the definition of participation within the Club must change. "Competition is our core, and enthusiasts are our base," she says. "But what is an enthusiast? Is it someone who reads *SportsCar* and stands at a fence and watches the races? Certainly. Sharing that passion for participation, whether it's actually competing or in a more casual and social way through social media or our social face-to-face Club events, participation is the glue that binds us together as a Club."

To attract new participants, or to transform enthusiasts into competitors, complete programs must be developed. "It's important that we give our Regions the support to be able to execute those program and build their Regions," she explains. "There are some elements of those programs out there [within the SCCA], but they've never been assembled in a comprehensive program for Regions to use to promote their programs and invite people in. Nor have we stepped in with the kind of one-on-one support to help them activate the programs locally. We'll accomplish this by bringing all of the diverse things we do have into a plan or a package having hard tools and modeling the use of those tools in person."

While new participation programs will help, Lisa acknowledges that not all SCCA Regions are the same, and what works on one coast may not work in the middle of America. For that, she insists on program flexibility.

"Even if it's one Region at a time - we have to touch all of the bases and be ready to work collaboratively with our Regions to help find the answers that are best for them."

The final pillar of the Club, says Lisa, is leadership, and understanding roles

within the Club. "The Board of Directors is charged with the strategic direction of the Club, the president is charged with developing the strategic plan and setting the tactics in behind it, the staff helps execute those tactics, and Region leadership embraces and develops those programs."

While this may seem straight forward, it's something that can get lost through the years. "That element of direction for the Club is something we have not had in a very long time," she says.

Beyond recognizing these pillars, Lisa has already jumped into action with the creation of a new department with the Club. "We have started a new department of the SCCA headed by Heyward Wagner that is charged with member engagement - finding ways to activate the entry level enthusiast, bring service and value to existing competitors, and finding hands-on ways for Regions to make both of those things happen. Critical to success is having the social media presence to support all of that."

To Lisa, the experience of an event is not complete until the story is told. "This is vital, and something we haven't recognized in the social media arena," she says. "We are now finding a way to make that a bigger part of the SCCA.com experience."

The coming months will undoubtedly see the creation of new programs, initiatives, and studies"

The coming months will undoubtedly see the creation of new programs, initiatives, and studies to better understand how the Club can obtain new membership and, just as importantly, retain current members. One thing is for sure, however, enthusiasm on Lisa's part will not be lacking, and we don't expect Lisa to not follow through. "If it's the right thing to do and it's going to build our Club, build our membership, make our Regions stronger, and engage our members," she says, "then it's going to happen." ●

Rupert Berrington





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POBST POSITION

RANDY POBST

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

I've written several times about property rights: when you have the right to some racing room, and when to back off. Recent comments from Jason Saini and Ken Grammer have brought up good points. Sometimes you may have the Randy-legal right to a spot, but the other cars haven't been reading this column. Or maybe, you know

"I've had drivers come over on me on the straights-are-straight. Sometimes I can't – or I am not – moving over"

what? They see the situation a little differently. Imagine that.

Racing is a dance of non-contact aggression. It's a time-space continuum. It requires an awareness of the constellation of car stars orbiting your personal sun. All racers within striking distance of you are your solar system, the entire field is your galaxy, and the season is your universe – or maybe your racing career is your universe. Cosmic.

Drivers have an energy. You can feel it radiating from their cars. Read that *energy*. I was watching the Pirelli World Challenge race at St. Petersburg (ugh, *watching*: Yes, I am available and looking for World Challenge rides to add to my Mazda ride in IMSA), and saw Andy Pilgrim do a masterful job of handling a shared responsibility near the end. The pole-sitting Thomas Enge Lamborghini had a poor start, but was aggressively piercing through the field from way back. I encourage you to watch this pass at seven minutes in on the highlights vid right now on world-challenge.tv (what a wonderful technology: on demand). Pilgrim had the Cadillac way out in the lead. Gone. Well, somehow, that

Shared Responsibility



Richard Coburn

FOOD FOR RACING STRATEGY THOUGHT

Driving a Mazda MX-5 Miata makes me very aware of this rarely discussed fact: the longer the straight, the less power to weight matters, and the more just plain horsepower does. Light weight aids acceleration (and deceleration, and lateral acceleration), and top speed is mostly just power and aerodynamic drag. At Bonneville, they even add road-hugging ballast for traction on the slippery salt with no effect on top speed. But, top speed is the easiest way to get and stay in front. Choose your weapons.

Lambo managed to miss the many cars it dive-bombed and reel him in. A second a lap, Andy told me, when I called to congratulate.

The straight at St. Pete is an airport runway; it's wide. It's a top speed to

top of second corner, with a long brake zone. Corners with a wide, paved entry like this have an enormous and tempting "Vortex of Danger" (my term, introduced at the MSX Expo, for the pavement inside you from turn-in



to mid-corner). It sucks cars in like a black hole. Both cars appeared to be good under braking, and - I know from experience - the Caddys certainly are. Enge is not next to Pilgrim in the brake zone, but he brakes very late and straight lines it toward the apex. I call it the Vortex of Danger because after the lead car turns for the corner, it is what Spencer Pumpelly calls, simply, a closing hole. (I think the Vortex name has a lot more zip, don't you?) Enge gets into Pilgrim's peripheral vision, alright, but very late in the corner, and arrives at the apex going straight, whereas the CTS-V is rotated and aimed for the exit.

What happens next is a form of shared responsibility. Even though it has been behind him through the beginning of the corner, he feels the Lambo (I'm sure he doesn't hear it over the rumbling Cadillac) - and just before the apex, Enge thrusts into

Andy's vision, forcing Andy to jig left to make room. Move or crash.

Attempting a pass in the Vortex will often become a crash without help and awareness from the other guy. From my bully pulpit, I am not saying Andy had a responsibility to move, I am saying that he chose to for the sake of his championship, his podium, and his team; and by doing so, avoided the impending impact. I will say that Enge put him in a position to dodge or crash with a late move: the "Outta My Way" pass.

Interestingly, Enge and the Lamborghini did not enter the next race at Long Beach. I'm guessing he was hired to run well in the Gallardo to encourage others to buy and run the car, or maybe the team did not buy the season package and just could not get a spot at the tight circuit. Regardless, his mission was clearly St. Pete solar system centered: win this race. Pilgrim, on the other hand, may have a greater

DIFFERENT GOALS

Sometimes racers have different objectives. At the St. Pete round of World Challenge GT, Andy Pilgrim (8) was racing with overall season points in mind, while Thomas Enge (22) was gunning for the win.

galaxy-directed mission, working toward a championship for Cadillac and himself. It shows in the levels of risk these pros chose.

If that Turn 1 pass attempt had been the last race and for the championship, I propose that the result would have been rather different, probably resulting in cracked carbon fiber, clouds of smoke, and somebody spun around, or in the wall, or both.

At a recent rain race on newly repaved VIRginia International Raceway, I was the aggressor, coming in hot and heavy while lapping a slower car. On the sticky new asphalt, I was modulating a front lockup - errt, errrt, errrt! The BMW was headed for the apex, and he was well ahead at turn-in, so he had the right, but he heard-felt-saw me and opened up his line to give me room. "Thank you, thank you!" I said out loud, giving the Bimmer a wave. Smart and alert, that BMW driver, aware of nearby planets and occasional comets, saved a contact.

Maybe he noticed me streaking into his solar system on approach. Perhaps he read the energy of my solar flare. It would have been my fault, yes, but by throwing me a bone, by being hooked up and on the ball, the BMW did what he could and avoided the crash. A bit of an awkward step this time, but a dance just the same.

I've had drivers come over on me on the straights-are-straight. Sometimes I can't - or I am not - moving over for you. I understand a little rub. I don't understand when they keep coming, as a few nut-case drivers will, and begin to spin themselves around the front of my car. Most times I will back off, if there is time and room, to prevent the huge crash the other guy is causing. I am usually not a destructive driver, and further, his spin could take me out, too - and it's shocking the amount of damage that can be done when the tires catch on what starts as a simple rub (see Figge/Skeen Mid-Ohio Pirelli World Challenge in 2012, race two, last lap).

Shared responsibility is doing what you can to prevent contact, even when it does not fit the standard rules. It's looking for comets streaking into your orbit. It's using your last opportunity to avoid contact. It's reading the energy of a traffic situation, and maybe leaving a lane, just in case, working with the flow. It's a driver/racecar/horsepower dance. ☉



Dave Green

GAME OF THORNE'S



WINNING PAIR

Robert Thorne and Amanda Hahn have had success on the Solo course, and Thorne hopes that his McLaren MP4-12C will take him to victory, just as his Honda S2000 CR did.

Like many racers, Robert Thorne's driving career started with karts, where he won a number of titles, garnering some attention before moving up the ranks at age 14. While karts built a good base, an opportunity to compete for the Formula BMW scholarship was really the first step toward his turning pro. "The Formula BMW junior program allowed you to submit your experience, and they chose 100 or so candidates out of karting to put into the program," says Thorne. "They flew us out to Spain and ran us for two days in their cars, competing against each other. The

shootout narrowed [the field] down to 40, and the 40 were brought back and they narrowed that down to four. I won the sponsorship for the 2006 season."

A successful rookie season led to other opportunities and invitations, but as is often the case, the pro rides came with a hefty price tag. "With limited funding, I tried to get into Grand Am and sports car racing. I was able to do a couple one-off races," says Thorne. "I was not able to continue [pro racing], and after that was when I started looking to campaign myself in Solo."

Finding success in Solo did not take long, as Thorne claimed a National title

in only his second season. "I had a 2001 Honda S2000 with 100,000 miles on it during the first season in 2010," says Thorne. "I was able to win locally, but certainly taking my car to the Tire Rack Solo National Championships at the end of the year was a big eye opener." At Solo Nationals, he finished 26th in B Stock.

"After that season, I ended up selling that car and bought an essentially brand-new S2000 CR. The initial plan right away was to build the new car for the Street Touring R class - I think I had the car for a total of three days before we started pulling it apart."

Robert Thorne is proof that it's possible to make your way to the top through hard work – and skill behind the wheel

WORDS Jason Isley IMAGES Libero Di Zinno



NEW BEGINNING

(RIGHT) 2014 brings a new car and driver to K-PAX.

The build took Thorne to STR's first Solo National Championship in 2011, which was no easy feat considering his lack of car building experience. "Prior

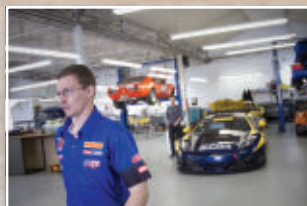
The Tire Rack Solo National Championships at the end of the year was a big eye opener"

ROBERT THORNE

to the first S2000, I probably never turned a wrench on a car in my life," he says. "It was all just down to research, practice, working with the car, and

making mistakes, learning what I could do and what projects were too big for me to take on."

Shortly after tasting victory at the Solo National Championships, Thorne went in a new direction – in both his career and racing – when he convinced Bob Raub of 3R Automotive to help him put together a program that found him renting an ex-SCCA Pro Racing Pirelli World Challenge Touring Car Volvo C30 from K-PAX Racing. This venture helped establish Thorne as a serious contender in sports car racing, and forged a relationship with K-PAX team owner Jim Haughey.



"In 2012, I had the opportunity to drive for [3R Automotive] in the K-PAX Racing Volvo C30 for the USTCC," says Thorne. "I was living about five minutes away from the shop, so in between my current job at the time I would hang around and work on the car, and I developed a good relationship with the owner and the guys there. Once they started looking for someone to be a

MCLAREN MP4-12C FIA GT3

The inclusion of FIA GT3 spec cars into SCCA Pro Racing Pirelli World Challenge GT is a major turning point for the series, giving many private teams resources similar to those of larger factory-backed efforts – and McLaren is mounting a solid effort with K-PAX Racing and 3R Automotive at the helm. "McLaren does a really good job of providing a very complete and ready to go car for us," says driver and mechanic Robert Thorne. "Short of painting it and putting it on the scale pad, there was not a lot that we had to do to the car. Having McLaren know what we're going to do with the car, they delivered it in spec ready to hit the track. I don't think we even had to touch the alignment. However, we spent a lot of time working on the car; it was simply a matter of getting used to changing parts out to see how long it would take to be able to pull a hub off or change an engine."

CO-DRIVER AMANDA HAHN

Amanda Hahn stepped into the SCCA Solo fray at the urging of her father, who likely never saw it as more than a good way for his daughter to learn car control skills. "I got involved with the SCCA when I turned 15," says Hahn. "My dad wanted to get me into autocrossing because it was something he had done in the 1980s, and he thought it would be a fun way to introduce driving to me. I don't think he ever intended for me to become as competitive as I have, though. "I met Robert Thorne through the local autocross events, and after letting me drive his car during one of the fun runs after a local event, I managed to convince him, and my parents, to let me drive it for a season."

By the time 2013 rolled around, Hahn had polished her Solo skills, and claimed the BSPL title in Thorne's S2000.



WORKING HARD

Thorne can be found in the shop working on the McLaren GT cars, or on his Solo car. (RIGHT) Experienced teammate Alex Figge (right) helps guide Thorne through his rookie year.

tech and help build some of the business, I was a bit of a shoo-in. I started working at 3R Automotive in the fall of 2012."

While expanding his road racing resume, Thorne was also looking for a new Solo outlet. "After two seasons in STR, I wasn't having fun anymore - I wanted more, I wanted to go faster, and I wanted a class that could be at the top of the overall charts Nationally," he says. "I had the platform already and I knew the B Street Prepared PAX was not unreasonably off the scale."

With the newfound resources and knowledgebase at 3R now at his disposal, the modifications resulted in a potent car that claimed the 2013 BSP and BSPL Solo titles at the hands of Thorne and Amanda Hahn.

"By the time I got into the BSP car and working at 3R, I was building all my own differentials, built the motor, built the transmission, and took care of the whole chassis and suspension," Thorne explains. "The car was certainly a very good learning platform - I guess I have a knack for being self taught. Everything except for the shocks I did all myself in-house at 3R Automotive. "We have a dyno and we rebuild shocks, but my valving was outsourced to Guy Ankeny, who immediately delivered a package that was very good. It was really the last missing part of the car that brought it alive during the early 2013 season."

At the start of the 2014 season, Thorne's hard work paid off with a dream shot, being named as a driver for K-PAX in one of its new McLaren MP4-12C GT3 World Challenge GT entries.

"I heard a rumor that they were deciding who was going to drive the new cars," he says. "I heard that there were three drivers who were in the shuffle, and two were going to get the ride. I was excited that I would even be considered, not actually thinking it would turn into reality. After a couple weeks of waiting, I finally got the phone call, and then got it in writing that I was penciled in to be one of the drivers, and a car was in the shop with my name on it - it was a pretty awesome experience for me."

For Thorne, the door being opened to a fulltime World Challenge ride has had little effect on his day to day, as he can still be found turning wrenches at 3R - and unlike most pro racers, Thorne can also be found working on the cars at races. Typically, at this level, the engineers prefer the drivers to be hands off, but a mutual respect and knowledge of the cars helps the team in this case.

"I am really just a general mechanic at 3R. I manage the autocross and time trial programs," says Thorne. "It's nice to be with the cars Monday through Friday. I think that is a bit of an advantage I have; it's one thing to drive them, and



WORKING TOGETHER

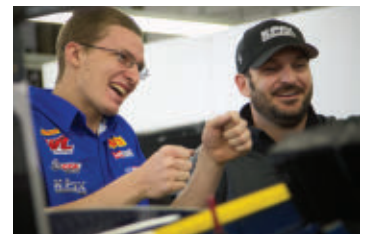
Not only does Amanda Hahn co-drive Thorne's Solo Honda, she also works at 3R Automotive.

it's another to be able to understand them and work with the guys.

"I do engine changes, help pull transmissions, I do a lot of electrical work for the team. It really helps build the relationship with the guys; they have a lot of trust in me, and I have a lot of trust in them."


At the first two rounds of the 2014 World Challenge season, Thorne had a bit of bad luck but, at the same time, he expected some challenges on the streets of St. Pete and Long Beach.

"The Solo community and everyone has helped push me forward"
ROBERT THORNE



"There's a big learning curve," he says. "I don't mind the pace of how fast the cars are, but actually running a pace that the tires can deal with on the heavier cars, as well as the street courses [is a challenge]. In Formula BMW, we did one or two street courses a year, and it's been years since then. I feel I will be right at home when we get to a normal road course, but these these street circuits are quite a handful for me, and I'm very thankful to have Alex [Figge] to help coach me through."

"I think we will get things sorted out quickly, and I think I will be able to have the pace to be at the front. I know we have a good chance; we have a great platform, and between Alex and me, we have two pretty good drivers."

This season will be a true test for Thorne as he not only helps K-PAX work to get the McLaren to the front, but also works toward another Solo title for himself. "The Solo community and everyone has helped push me forward; I want to continue with that, and be able to still show up and be one of the guys," he says. "I like to work at the shop, work on the car, and I like to run my own car during local autocross events. I'll still be out there, I'll be at the Solo Nationals this year, and hopefully have another championship." 

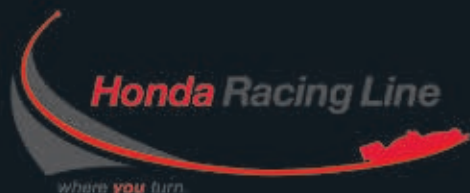
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THE PROFESSIONAL

MOVIN' ON UP

Many dream of becoming a paid driver in a professional racing series. For most, this will remain simply a dream, but some have managed the transition. Mike Skeen, who currently pilots the Hawk Performance Audi R8 in SCCA Pro Racing Pirelli World Challenge, is one of the most recent success stories. So how did he do it?

"There are as many solutions [to becoming a paid professional driver] as there are drivers that have made it," says Skeen. "For me, it was basically taking advantage of any opportunity to drive, whether it was a track day, Club race, or pro event."

If you want to make it, Skeen's method is as good as any. "Network as best you can at the highest level you can, and hope things fall into place," he says. "You will hear 'no' many more times than 'yes,' so you just have to stick with it."

The truth behind professional racing might not be what you think, but that doesn't make the competition any easier | **WORDS** Jeff Zurschmeide **MAIN IMAGE** Jay Bonvouloir

Most would say that "professional racing" means you're getting paid to drive. While that's true for a few highly skilled and fortunate drivers (think Johnny O'Connell, Michael Galati, and Andy Pilgrim), the reality for the rest of the field is that it takes money to drive in a pro series, and if you want a seat, you're going to be the one responsible for the funding. Think of it like Club-level competition - the difference, however, is that with every professional racing series comes professional teams, professionally prepped cars, and professional attitudes. To paraphrase an SCCA racer, professional racing is like competing at the SCCA National Championship Runoffs 10 or 15 times a year. You want to hang in a pro series? From car prep to wheel jockeying, you've got to be great.

Like Club Racing, the costs to putting yourself on the pro grid vary widely depending on the particular series and class you choose, as well as how you go about getting yourself and racecar to the track. To get a ballpark idea of the cost of running pro, we took a look at the price of fielding a car in each series sanctioned by SCCA Pro Racing. The answers might surprise you.

The conventional wisdom in racing is that it's always far less expensive to buy a well-sorted competition car than to build a new one. That's still true, although the number of competitive used cars in professional racing is much smaller than in Club Racing. For many of SCCA's pro series, however, you may find that the most affordable ride is your very own Club Racing car. Most of the SCCA Pro series now support at least one class that allows direct or near-direct crossover with a related Club Racing class. Whether your dream is to race Trans Am, Pirelli World Challenge, or formula cars, Club cars and drivers

are more welcome in pro than ever.

Regardless of the series you choose, renting a ride is frequently the least expensive option - and often the smartest choice. Every series in SCCA Pro Racing features experienced teams that offer "arrive-and-drive" racing, generally at a small fraction of the cost of getting yourself and a well-sorted car to the first event. Rental agreements generally cover


"Making racing your profession requires more than talent; it takes dedication and tough work that doesn't stop"

everything except your personal driver's gear and competition license, transportation to and from the event, and your hotel room. A typical arrive-and-drive rental will cover the car, entry fee, tires, fuel, wear items like brakes, crew and coaching services, access to the team trailer, and food at the track. To top it off, some teams even provide crash insurance on the cars, limiting your

liability to a reasonable deductible. Let that sink in for a while.

What that means is, you don't have to buy a racecar, much less a huge truck and trailer. You don't have to have an equipped racing workshop or hire a crew to go pro racing. You do have to write a check, but even that is less daunting than you might think - at least at the slower end of the range - and if you're industrious enough, you might even be able to find a sponsor to help reduce some of those costs.

Making racing your profession requires more than talent; it takes dedication and tough work that doesn't stop when you get your first sponsor. In fact, that's when the work becomes the hardest. It turns out that the real reason it's called "professional" racing is not because you get paid, but because everyone involved is working overtime to win. This is serious business.

What follows is a look at each SCCA Pro Racing sanctioned series, with some advice from the current participants on the best way to get to the green flag. 





BRIGHT LITES

A new SCCA Pro Racing formula car series was announced at this year's SCCA National Convention. Formula Lites will be an entirely new spec racecar, featuring a carbon-composite monocoque chassis, a pneumatic paddle-shift sequential gearbox, and a 2.0L turbocharged Volkswagen engine. Pirelli will supply tires for the series.

Formula Lites is being created to give career-minded young drivers a place to begin their climb up the professional motorsports ladder. Although final figures for participation are not yet available, the goal in developing the new series is to create a level playing field while keeping the financial expenditure required of a driver to a minimum. The concept mirrors the TDI Cup series of a few years back, but in formula cars.

The series plans to stage four races as early as September 2014, with plans for a complete schedule in 2015. Arrive and drive programs are already in the works.

THE PRO LIFE

There are many roads to professional racing, but all require intense dedication and determination.



Jay Bonvallier

THE PROFESSIONAL

PIRELLI WORLD CHALLENGE

Competing in Pirelli World Challenge is a proven path to a paid professional racing career. Successful Club Racers such as Randy Pobst and Michael Galati have made their mark in this series, being paid to do so. One thing that makes World Challenge attractive is that the class structure makes it comparatively easy to get in, and proven drivers can move up as their sponsorship situation improves.

“There have been some cost saving measures implemented, but...this racing is expensive”
PETER CUNNINGHAM

World Challenge offers a 14-race season for the Touring Car, Touring Car A, and Touring Car B classes. According to the series, a prepaid season of entry fees runs \$9,800 for TCB, \$11,200 for TCA, and \$15,400 for Touring Car. World Challenge GTS and GT offer a 16-race season, and the fees run to the tune of \$32,400 for GTS and \$36,000 in GT.

Among all the classes, TCB and TCA are the entry level. The TCA class is new for 2014, and emphasizes lower costs to facilitate entries. Examples of eligible TCA cars include the Honda

Civic Si, Mazda MX-5, Ford Focus, and Scion FR-S, while TCB uses the same cars as B-Spec in Club Racing.

B-Spec cars can generally be purchased new for about \$15,000, and modifications are limited. Turnkey B-Spec cars are offered for sale as low as \$14,000 and well-sorted Touring Cars as low as \$18,500 through the classifieds on world-challenge.com or in *SportsCar*.

Rentals are also widely available in the Touring classes. Brad Davis is the racing team manager at Mini of Charleston, and his son Robbie won the 2013 World Challenge Touring Car B-Spec championship. “A Pirelli World Challenge two-race weekend rental is between \$7,500 on the low side to \$10,000 on the high end. The lower price would include entry fees, tires, fuel, and crew for the weekend. The driver is responsible for personal transportation to the track, lodging, and all damage,” Davis says.

Branden Peterson runs a Touring Car team with rentals available and turnkey cars for sale. Peterson’s Touring Car rentals are advertised with full trackside support, including services such as coaching and video data logging as well as fuel, tires, entry fee, and a test day.

“There are about three different tiers of cars you can rent,” says Peterson. “Back-of-the-grid cars you can rent for

about \$10,000, for a front-of-the-pack team that will cost about \$16,000 to \$17,000. Renting from a top team can cost you up to about \$24,000. On top of that, most rental car drivers tell me they’re spending about \$2,000 for their personal expenses for a weekend.”

Costs take a big jump when you move up to the World Challenge GTS and GT classes. For example, Compass360 Racing advertises an arrive-and-drive weekend in GTS at about a \$36,000 budget.

“There have been some cost-saving measures implemented, but the fact of the matter is, this racing is expensive,” says Peter Cunningham, who holds the record for the most World Challenge titles. For 2014, his RealTime Racing team is shifting from a multi-car GTS effort to a single-car GT entry.

At the top of the game, a fully supported ride for a season in World Challenge GT costs well over \$500,000, including insurance for the car with a deductible of \$10,000 per crash.

“If you go with the Audi R8, it’s \$525,000 for the season, and if you go with the McLaren, it’s \$680,000,” says Jon Lewis of ASR Global Services AutoSport. “We’re not the cheapest, but we’re definitely not the most expensive out there, either.”

TOP DOG

GT is the fastest, and most expensive, class to campaign in World Challenge. With the inclusion of FIA GT3 cars, however, the price to compete has been reeled in.

FINDING MONEY

Sponsorship is the holy grail of auto racing – everyone wants it, and almost everyone needs it to get on track. But finding enough sponsorship to go racing at any level is elusive. Joey Bickers and Shea Holbrook are two drivers who have managed to find some support. Bickers found his money to compete in MX-5 Cup by winning the Mazda Club Racing Shootout, which requires a professional driver marketing program. “You need to find a way to help a company’s financial situation in order for them to help yours,” Bickers says.

Holbrook came at World Challenge the old-fashioned way. “The first step to obtaining financial support at a grass-roots level is family and friends,” she says. “That’s what we did for several races. It was charity, but it gave me the opportunity to run a few pro races and gain some credibility. Then it became a little easier to go after other sponsors.”



Mark Weber

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Ken Dwinell

SPEC FUN

MX-5 Cup offers full fields of spec cars, putting emphasis on driver skill. The series also hits venues that Club Racing doesn't have access to.

WHY NOT SKIP?

If you're not sure you want to jump in for a full year in MX-5 Cup, you might consider the Skip Barber Mazdaspeed Pro Challenge series. This is a complete arrive-and-drive series featuring identical MX-5 racecars owned by the series. For \$65,000 plus your personal costs, you get a six-weekend series that puts you at tracks including Sebring, Mazda Raceway Laguna Seca, Houston (with IndyCar), Canadian Tire Motorsports Park, Road America, and at the Petit Le Mans at Road Atlanta. This series comes with crash damage insurance, and the champion is eligible for the Mazda Shootout for a fully funded year in MX-5 Cup.



Mark Weber

THE PROFESSIONAL

MX-5 CUP

The SCCA Pro Racing MX-5 Cup presented by BFGoodrich Tires is among the most affordable sports car pro series. Based on the wild success of Spec Miata, the allowable modifications to the basic production car in MX-5 Cup fit comfortably on a single page.

The entry fee in MX-5 Cup is \$499 per event weekend, and the season includes six weekends, but if a driver enters the first five, Mazda picks up the tab for the sixth—every little bit helps. Best of all, Mazda will start by selling you a car at a tidy racer discount, but you'll still be in for a good chunk of change to buy the car and get it set for racing, and then there's the cost of getting to the track and through the weekend.

Total costs for a season of participation as a privateer could range upward of \$150,000, depending on how much equipment you have to begin with, and whether or not you have crash damage to deal with. To help spread costs, MX-5 Cup is known for large teams with extensive arrive-and-drive programs.

"Our rental fee is all inclusive, \$96,000 for 2014," says Ara Malkhassian of Alara Racing. "This is entries, tires, fuel, test days, maintenance, and so on. But this is excluding crash damage, over revving, or abuse. Over the years, we see a wide disparity in the 'extras' and they can literally go from zero to over \$50,000. Usually, the better the driver, the lower the number. The average is probably under \$20,000."

"Our rental fee is all inclusive, \$96,000 for 2014. This is entries, tires, fuel, test days..."
ARA MALKHASSIAN

Beyond saving some investment on big-ticket items like car haulers, rental teams offer a critical intangible benefit: teamwork.

"We strive to have the best team atmosphere in the paddock," says John Dean of Sick Sideways. "All of us on the team have a very positive and

playful attitude, but we are very serious about delivering a winning product. We push each other to be better with a 'what is best for the group?' attitude. This shows on and off the track. All of our data and video is shared with the hopes of making everyone on the team better. Our team goal is for all of Sick Sideways' drivers to be toward the front of the pack."

Of course, the best way to get into MX-5 Cup is through the Mazda Shootout. Each year, Mazda offers \$75,000 toward a ride in the series to a deserving driver from a variety of Mazda-based SCCA Club Racing classes and other starter series. This year's beneficiary of that program is Joey Bickers.

"I competed in the Teen Mazda Challenge West," Bickers says. "By winning this championship, I was invited to the Mazda Club Racer Shootout. By winning the Shootout, I was provided with the resources necessary to go pro racing. Mazdaspeed, BFGoodrich Tires, SCCA Pro Racing, and Sparco all contribute."

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Chris Clark

THE PROFESSIONAL

TRANS AM

The longest lasting series in the SCCA Pro Racing world is Trans Am. The series has had a close relationship with SCCA Club Racing's GT-1 class for decades, usually with ex-pro cars filtering down to the Club Racing level. With rules development in both Trans Am and GT-1 staying in sync and remaining stable for many years, Trans Am is an attractive step into professional racing for many GT-1 drivers.

You can probably get two races out of a set of tires in GT-1, but not in Trans Am"

BOB RUMAN

"If anything, costs have gone down some," says Trans Am team owner Bob Ruman. "We've gone to 358ci motors, which is common with NASCAR and many short oval track racers. That cut engine costs to about one third of what they were in the 1990s."

But the Club racer dreaming of driving in SCCA Pro's iconic series should still expect some extra expenses.

"First of all, you can probably get

two races out of a set of tires in GT-1, but not in Trans Am," says Ruman. "The minimum would be one set of tires per race, and I can almost guarantee you it will be two sets of tires per race. The other thing is travel expense. There's a fair amount of travel involved, and I would say it's the second or third highest expense. It depends on the size of your crew. The U.S. Majors Tours are getting close to pro racing, but I'd guess it's at least 50 percent or maybe 100 percent more to run Trans Am."

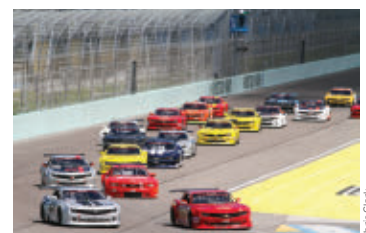
In an attempt to keep costs down and attract participation, Trans Am has introduced three other classes. The traditional Trans Am class is what it's been for years - a professional GT-1 series. The newer TA2 class still uses a tubeframe silhouette car, but with a sealed engine and specified components. The new TA3 class uses showroom stock principles and is designed to reignite the historic pony car wars. The TA3 American Muscle Group includes only the Dodge Challenger, Chevy Camaro, and Ford Mustang. The TA3 International Group includes Corvettes, Vipers, Ferraris, Porsches, and BMWs.

THE MUSCLE

Trans Am is made up of four classes, including the fire-breathing TA (ABOVE) and the increasingly popular TA2 (BOTTOM).

Like every series, Trans Am teams have rental programs for aspiring drivers to get a taste of the action. "Some people have a pretty strong rental program, like Tony Ave; and four or five people in the TA2 class have as many as four cars in their rental program," Ruman says. "TA2 is much less expensive than the standard TA class, primarily because the tire cost is much less."

Surprisingly, rental costs in TA2 run about the same as a World Challenge Touring Car. "My information relative to TA2 is that somewhere around \$17,500 per race will get a championship level program, and other rides are available from \$12,000 to \$15,000," says John Clagett, President of the Trans Am Race Company.



Chris Clark

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Dennis Valet

THE PROFESSIONAL

F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

If open-wheel racing is your thing, there's a well-established set of classes based on their Club Racing counterparts. The SCCA Pro Racing F1600 Championship Series is based on Formula F, and any Club Racing-legal FF car is welcome in this series. Similarly, F2000 is based on SCCA Club Racing's Formula Continental class, and all legal FC cars are welcome to race in F2000. There are some differences between the pro series and Club Racing cars, tire mandates and the like, but for the most part the crossover is straightforward.

Both F1600 and F2000 offer a seven-weekend series of doubleheader races for a total of 14 races in a championship year. As with other pro series, the list of tracks is impressive, including Road Atlanta, Watkins Glen, VIR, Mid-Ohio, Pittsburgh, and Thompson Speedway.

A driver contemplating a season in either F1600 or F2000 can purchase an arrive-and-drive package for \$55,000 to \$75,000 (excluding crash damage) in F1600, and reaching up to \$120,000 in F2000, according to SCCA Pro Racing.

Professional Atlantic racing has been running for 40 years under



Dennis Valet

MOVING UP

Series like the F1600, F2000, and Atlantic Championship Series offer the pro experience and challenge. Many drivers utilize series like these to break into pinnacle open-wheel series like IndyCar.

various banners, and the current SCCA Pro Racing Atlantic Championship Series is based on SCCA Club Racing's Formula Atlantic class. The 2014 Atlantic Championship Series is an abbreviated version of the F1600 and F2000 season, taking in only the first five weekends at Road Atlanta, Watkins Glen, VIR, Mid-Ohio, and Thompson Speedway. Costs are commensurately higher than other formula series, given the Atlantics' much greater engine power, larger tires, and greater downforce. Based on the costs of campaigning a Formula Atlantic in Club Racing, it's not unreasonable to expect a bill somewhat higher than \$100,000 to run a year at the pro level, if you don't already own the car and equipment.

However, Club racers who already own their cars and equipment can generally enter some or all of these Formula series for far less than someone renting a ride. Since this is an East Coast series, drivers from the eastern seaboard enjoy comparatively short tows to every event. If drivers pre-enter at the start of the season, entry fees for the entire season run \$5,625 for Atlantics, \$6,270 for F2000, and \$5,350 for F1600. With the comparatively low cost of running a Formula F, a well-equipped driver could step up to pro for as little as \$20,000 per season, but the average will be more than that.

Three-time Club Racing FF National

"My pro events averaged \$7,500 each, and that is with very minimal damage to the car"

TIM KAUTZ

Champion Tim Kautz ran the F1600 Championship Series in 2011, finishing second that year. "I live in Illinois, so there was a lot of towing," he says. "We logged over 10,000 miles that year, accounting for a large portion of the budget."

"A typical pro weekend will require 20 to 25 gallons of fuel, depending on whether you run the test day. You will need a minimum of 10 tires for an event, and 12 to 14 if you do the test day. Then there are little things you don't think about, like showing up at VIR and the track employee asking for \$25 per scooter and golf cart for usage stickers. My pro events averaged \$7,500 each, and that is with very minimal damage to the car."

Comparative to many pro series, the F1600, F2000, and Atlantic Championship Series are a steal. This bang for the buck is why you'll find the field filled with not only SCCA Club racers looking to improve their racing program, but also young European racers attempting to make a name for themselves.



Dennis Valet

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ROAD TO THE RUNOFFS: A VISITOR'S GUIDE TO MONTEREY

With the National Championship Runoffs hitting Mazda Raceway Laguna Seca in 2014, here's how to get the most out of your stay in Monterey, Calif. | WORDS Renee Brincks

When SCCA brings this year's National Championship Runoffs to Monterey, Calif., on Oct. 6-12, 2014, history will be made. This is the event's first time at Mazda Raceway Laguna Seca, and its first West Coast excursion since 1968 - that event was hosted at the now-defunct Riverside Raceway. Doubling the event's westward foray with a world-class racetrack and spectacular setting, it's guaranteed to be an unforgettable week.

October offers some of the peninsula's most pleasant weather, making it an ideal time for spectators and participants. The coastal communities in the area each have a distinct atmosphere. Monterey, the central city on the peninsula, is home to Cannery Row and the Monterey Bay Aquarium, plus historic attractions and a bustling waterfront. Restaurants and retail shops line the streets of Carmel, an artsy community with a stunning beach. Affordable hotel options and the National Steinbeck Center distinguish Salinas, and it's a picturesque drive from there to the track.

Participants traveling to town from the north will follow Highway 101 to Highway 156 west, and that connects with Highway 1 into Monterey. From the south, it's Highway 101 to Salinas, and Highway 68 toward the coast. Then, it's off to the races - or, off to exciting hotels, restaurants, and recreation.

WHERE TO STAY

Mazda Raceway Laguna Seca is a short drive from accommodations suited to every style. Out in Carmel Valley, the newly remodeled Quail Lodge offers modern digs, and it is home to the Land Rover Experience Driving School.

Carmel Valley Ranch has a golf course and spa, along with spacious suites, rope swings, and fire pits, if you're into evening s'mores. Nearby, picturesque Bernardus Lodge is known for its highly regarded restaurants.

Blocks from the beach - in downtown Carmel - La Playa Carmel offers historic charm and contemporary amenities. Mission Ranch, a 22-acre property saved from development by Clint Eastwood, boasts beautifully landscaped grounds. Carmel Mission Inn is close to Highway 1; up in Marina, Sanctuary Beach Resort is also well situated for racing fans. Travelers coming in on

Reservations are always a must on race weekends, pretty much wherever you go"

KENTON KOCH

Highway 101 will find reasonably priced options in the Courtyard by Marriott and Holiday Inn Express in Salinas, as well.

With hotels positioned close to dining, shopping, and recreational activities, Monterey is a good match for guests who want a "walkable" experience. A trio of downtown hotels - Hotel Pacific, Portola Hotel & Spa, and Monterey Marriott - offer easy waterfront access. On Cannery Row, the Monterey Plaza Hotel & Spa is a bay view gem with well-appointed rooms and on-site dining. The Hotel Abrego is a recently renovated property not far off Highway 1.

FREE TIME

The Monterey Bay Aquarium put this seaside community on the map, and it

remains one of the region's most popular attractions 30 years after opening. The "Tentacles: The Astounding Lives of Octopuses, Squid, and Cuttlefishes" exhibit, which debuted this spring, captivates all ages. From the aquarium, stroll down Cannery Row for shopping, wine tasting, and great bay views.

Should you have spare time between qualifying sessions, this is also a good place to rent a bike and explore the Monterey Bay Coastal Recreation Trail. Downtown, follow the Monterey Path of History for a self-guided tour of the area's celebrated adobes, and stop at the Monterey Museum of Art to see the work of renowned California artists.

Carmel earns rave reviews for its boutiques, art galleries, and gift stores. After shopping, take Ocean Avenue down toward Carmel Beach for white sand and sweeping panoramas of Pebble Beach. Several Monterey County wineries operate tasting rooms in Carmel, and more are clustered in Carmel Valley Village.

In Salinas, the National Steinbeck Center celebrates the Pulitzer Prize-winning author with interactive exhibits, and more than two dozen Monterey County golf courses provide plenty of opportunities to tee off.

GO FOR A DRIVE

When you're done at the track for the day, rather than heading back to the hotel, hit the road for the region's breathtaking driving routes. Monterey County is home to 99 miles of prime Pacific coastline, and some of the prettiest are in Big Sur. Here, the Santa Lucia Mountains tower over the

KENTON KOCH

SCCA Pro Racing
Mazda MX-5 Cup
racer and 2013 Skip Barber MazdaSpeed Pro Challenge Champion

kentonkochracing.com

"The Best Western on Sand Dunes Dr. is the place to stay in Monterey if you want a nice bang for the buck place on the shore. As far as food goes, in Monterey there is a place called Hulas that is really tasty. If you like sushi, there is the Crystal Fish. Reservations are always a must on race weekends, pretty much wherever you go.

If you want to get away from the not so amazing track food, within five minutes of the track, Tarp's Roadhouse is the only option of quality. This is the perfect place for either lunch or dinner. Usually it isn't terribly busy, so this might be the only place a wait might not be a factor, depending on the time you go."



Mark Weber

ANDY LEE

World Challenge
GTS racer

andyleeracing.com

"To avoid the crowd on Cannery Row, try driving up to the Carmel Valley for dinner - there are great little restaurants in that area, and it's not too busy."



Phila Boyle

RANDY POBST

Four-Time World Challenge Champ
randypobst.com

"Vegetarian and health-nut preferred food is found at Happy Girl Kitchen Company, 7:30 a.m. to 5 p.m. Also, Tillie Gort's, a little vegetarian-oriented cafe in Monterey, and Ambrosia Indian Bistro. A great long-established, locals only, real food place just a mile or two east of the main track entrance for breakfast and lunch only is the Toro Place Cafe.

Stay at the Best Western Plus Beach Resort. It's kind of nice, and right on the beach in Seaside. Quick, straight run to track.

Here's a little tip: Arrive at the track early. The steep two-lane entrance road jams badly. Use S. Boundary Road side entrance to the west, but watch your speed and keep an eye out for school zones!"



Mark Weber

MIKE SKEEN
World Challenge
GT racer

mikeskeen.com

"Cannery Row can be pretty busy, but the Sea Harvest Fish Market Restaurant is a nearby alternative. If you aren't in the mood for seafood, try Gianni's for casual pizza, or Epsilon Greek closer to Fisherman's Wharf. For Mexican, there's Los Altos in Salinas. If you find yourself in Carmel, try Katy's Place for breakfast or lunch."



LAT / Scott R. LePage

THE SIGHTS

If you spend any time in Monterey, you'll undoubtedly become familiar with the Fisherman's Wharf and aquarium (BELOW).



Stock Photo.com / gregobagel

Pacific Ocean, and Highway 1 takes drivers through redwood stands, past state parks, and over the often-photographed Bixby Bridge.

For another coastal treat, trace the Pacific Grove waterfront on Ocean View Boulevard, where waves crash against craggy shoreline. Turn into Pebble Beach to follow the 17-Mile Drive past famed golf courses and grand homes, and look out for wildlife – it's common to spot deer, shorebirds, and sea otters along this stretch. Wide-open spaces beckon near Mazda Raceway Laguna Seca, where Laureles Grade links Highway 68 and Carmel Valley Road. The grade is all about elevation and wide vistas, while Carmel Valley Road fronts vineyards and ranches tucked into the rolling



Stock Photo.com / gregobagel

Tarpy's Roadhouse promises steak and seafood just a short distance from the track, while Montrieo Bistro, its sister restaurant in downtown Monterey, prides itself on local ingredients and well-crafted cocktails. With vintage racing photos and American fare, Monterey's Turn 12 Bar and Grill (the name is a nod to Mazda Raceway Laguna Seca) draws a lively crowd. Follow Laureles Grade to Carmel Valley for another car lover's favorite, Baja Cantina. This casual gathering spot offers a Mexican-inspired menu, an outdoor patio, and a display of assorted auto memorabilia.

Several Carmel restaurants offer upscale dining options, as well. Casanova and Aubergine are favorites for romantic evenings out, and Cantinetta Luca presents contemporary Italian food in an urban atmosphere. For a more relaxed alternative, try lunch at Carmel Belle or grab tapas at Mundaka. Resorts throughout the area also dish out top-shelf food and wine. 🍷

WATCH OUT

Want a break? Go for a boat ride.



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CASANOVA

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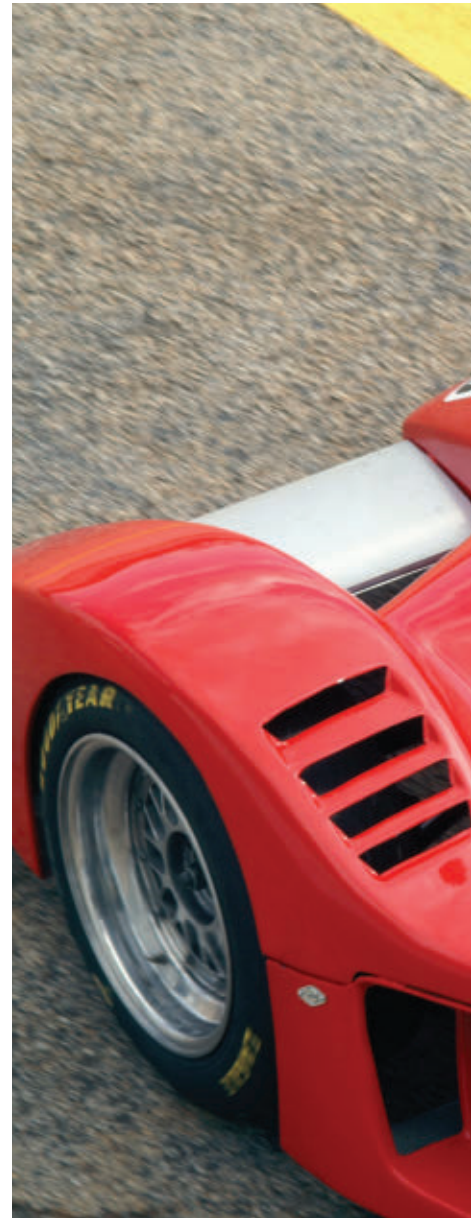
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ATLANTA SUPER TOUR

Round three of the BFGoodrich Tires Super Tour placed the series at the famed Road Atlanta for a weekend of intense racing **March 22-23, 2014**

WORDS Jeff Zurschmeide **IMAGES** Clark McInnis

The 2014 BFGoodrich Tires Super Tour continued its strong showing as it entered the fourth stop on its nationwide tour. With 297 taking to the track at the Road Atlanta round, the bar was certainly raised over last year's 202-car level. The weekend was marked by a series of close races, as National Championship contenders showed at least some of what they intend to bring to the National Championship Runoffs in Monterey, Calif., this fall.

Defending FF National Champion Tim Kautz brought his car to his first race weekend since accepting the SCCA President's Cup at the SCCA

National Convention in early March. In Saturday's race, Kautz demonstrated the style that won him the crown at Road America last fall, dropping back on lap one but then taking the lead and stretching a gap to a solid win.

"After the long winter we've had up north, what could be better than Road Atlanta in the spring?" says Kautz. "The weather was good and competition was great. Clint McMahan in F500, Max Hanratty, John Benson, and I had a good race going. I worked my way into the lead, was fortunate through traffic, and brought home the win. I need to thank the people who

FAST PACED (TOP) Jim Drago (2) could only muster a fourth place finish on Saturday, but claimed the win on Sunday. (ABOVE LEFT) With nearly 300 cars taking to the track, the grid officials were hopping. (ABOVE) Robert Lentz II took the top spot in GTL on Saturday.

make my racing possible: Braeburn Systems, Hoosier Tires, Two Dogg, Inc. and Euroquipe, LLC."

On Sunday, Kautz gave it his best, but light sprinkles ahead of the race posed a strategic challenge. Benson made the right tire choice and claimed the win.

"It rained for exactly 32 minutes on Sunday - start to finish of the Group 2 race," Kautz continues. "The radar showed the rain coming, but it looked like we might just get the race in before the weather, so we headed to the grid on slicks. Benson chose wets, which ended up being a good choice. I ran as hard as I could on slicks but could not

SWEET VICTORY

Bailey Monette claimed a pair of P2 class wins at the Road Atlanta BFGoodrich Tires Super Tour.



quite match Benson's pace. I was happy with second given the circumstances."

As expected, the SRF contests previewed some of the strongest contenders for the Runoffs this fall. Reigning National Champion Brian Schofield took the win both days, but not without serious challenge.

"My car was great all weekend," says Schofield. "We had a great four-way battle on Saturday with Tray Ayres, Franklin Futrelle, and my teammate John Greene. It was a classic SRF race with lots of passing and close racing."

On Sunday, weather and strategy came into play for the SRF drivers, as

After the long winter we've had up north, what could be better than Road Atlanta?"

TIM KAUTZ

PODIUM POSITION

Glenn Cooper finished second in FB on Saturday, but went on to claim victory on Sunday.



the race began on a damp track, with more rain threatening. As the pole sitter, Schofield made an unusual call on pre-grid.

"I took driver's left, which is not normal for Road Atlanta, but PDX [SCCA's Performance Driving Experience] had been on track during the quiet hours so they were able to dry the track some," Schofield explains. "I was very cautious at first because of the conditions. Once the track dried, Tray and John and I were able to pull a gap. Then the rain started again, so I just wanted to be out front in case of a full course caution. When





ROAD TOUR

The Super Touring Lite class continues to be one of the most popular in Club Racing, with better than 30 starters each day at Road Atlanta.

my crew gave me [the] two to go [message], I put down a great lap that gave me a half-second gap, and I was able to keep that until the checker."

Racing was just as close among the downforce formula cars. In Formula Enterprises, defending National Champion and Super Sweep winner Scott Rettich took the wins on both days. In Formula Mazda, however, contender Robert Noell faced a major challenge from sitting National Champion Darryl Wills.

"Sunday's race was the most intense I have ever driven," Noell says. "The race started as usual, with Darryl leading. I passed him briefly and then lost the lead again at Turn 3. Then Darryl caught traffic in Turn 7 and lost momentum. From then on, he was in my mirrors for another 13 very long laps. I have to thank Victor Seaber and

Corey Lind at VIPER for an awesome car. I have never had a DNF since running with them. Also, David Krier and Rick Corredera at Guest Concepts – I could not win without them."

In Formula 1000, contender Glen Cooper showed what might have been

The race weekend started a day late. I missed practice due to school being a priority"
DILLON MACHAVERN

if he had not wrecked his car in practice at last year's Runoffs.

"In the Saturday race, I got a good start, but Jason Slahor was absolutely flying, so I just hung right with him and planned on a last lap assault," Cooper says. "On a restart with two to go, I got

the jump into Turn 10, and by the time we were going under the bridge I was leading – zero-to-hero type stuff! The next day I was not waiting around. I pulled a massive hole shot and led the thing until an unfortunate crash in Turn 1 claimed Slahor and Alex Mayer. Our race timed out while under the black flag in the hot pit. C'est la vie."

Spec Miata is always a brawl, and this weekend was no exception. Well-known driver Alex Bolanos and two-time champion Jim Drago took the wins, but the driver to watch was Dillon Machavern, an 18-year-old college freshman from Charlotte, Va., who finished a strong second in both races.

"For me, the race weekend started a day late. I missed practice due to school being a priority. I went into qualifying cold, but fortunately I was able to secure 10th position for both

FAST FUN

(LEFT) Robert Noell (27) took the top step of the podium both days in FM. (MIDDLE) Brian Shanfeld (66) drove his Honda Civic Si to a pair of STL wins. (RIGHT) Scott Rettich (17) Dominated both races in his FE.





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FAMILIAR GROUND
 Brian Schofield (61) is a fixture at the front of the SRF field, and Road Atlanta was no different as he took a pair of wins in the hotly contested class.

“races. I knew it wasn't going to be easy since the field was deep with talent, but was confident I could make my way up to the leaders. Come race time I was able to pick my way through the field fairly quickly leaving plenty of time to battle it out at the front.”

“We had a great four-way battle on Saturday...it was a classic SRF race”
BRIAN SCHOFIELD

Atlanta was the final southern round of this year's Super Tour. From this point, the tour moves to Thunderhill Raceway Park in California, then to Mid-Ohio Sports Car Course, and finishes at Watkins Glen International in New York. 📍



THE PAY OFF
 Tom Ellis (center) enjoys the rewards after a pair of hard-fought AS victories.

RESULTS

BFGoodrich Tires Super Tour

Road Atlanta | Braselton, Ga. | March 22-23, 2014

SATURDAY

GT1: (7 starters) 1. Doug Peterson (Chevrolet) 1:22.343; 2. Simon Gregg (Chevrolet); 3. Tim Rubright (Ford); **GT2:** (9 starters) 1. Randy Kinsland (unknown) 1:28.314; 2. Tom Patton (Sunbeam); 3. Jerry Onks (Chevrolet); **GT3:** (1 entrant) no starters; **GTL:** (9 starters) 1. Robert Lentz II (Nissan) 1:38.631; 2. Peter Shadowen (Honda); 3. Charles Leonard (Nissan);

AS: (7 starters) 1. Tom Ellis (Ford) 1:38.644; 2. Al Wheatley (Chevrolet) 3. Dainton Brooks (Ford); **EP:** (4 starters) 1. Jim Daniels (Mazda) 1:36.188; 2. Tim Estes (Mazda); 3. Donald Walsh (Mazda); **FP:** (5 starters) 1. Ken Kannard (Mazda) 1:40.797; 2. Patrick Crider (Mazda); 3. Don Ahrens (Mazda); **HP:** (5 starters) 1. Michael Miller (Austin Healey) 1:46.862; 2. Andrew Wright (Triumph); 3. Bob Toler (Austin Healey);

STU: (3 starters) 1. Matthew Pullano (Lotus) 1:36.077; 2. Stephen Mullen (BMW); 3. John Pickle (Lotus); **STL:** (38 starters) 1. Brian Shanfeld (Honda) 1:41.416; 2. Tim Estes (Mazda); 3. Bruce Andersen (Mazda); **TI:** (5 starters) 1. Jason VonKluge (unknown) 1:33.270; 2. Ricardo Flores (Ford); 3. Joe Aquilante (Chevrolet); **T2:** (5 starters) 1. Kurt Rezzetano (Ford) 1:33.303; 2. John Shannon (Chevrolet); 3. Gregory Schermer (Porsche); **T3:** (7 starters) 1. Rob May (BMW) 1:38.587; 2. Luke Wilwert (Acura); 3. Marc Feinstein (Acura); **T4:** (2 starters) 1. Michael Scornavacchi (Ford) 1:44.416; 2. Tony Pandjiris (Dodge); **BS:** (3 starters) 1. Travis Washay (Mini) 1:52.033; 2. Brad Davis (Mini); 3. Ryan Hall (Mini); **SM:** (49 starters) 1. Alex Bolanos 1:43.708; 2. Dillon Machavern; 3. Andrew Carbonell;

PI: (9 starters) 1. Jacek Mucha (JMS) 1:22.222; 2. Jim Downing (Peach Day); 3. Bob Wheless (Stohr); **P2:** (2 starters) 1. Bailey Monette (Mazda) 1:30.448; 2. Richard L. Knoblauch (AMAC); **SRF:** (32 starters) 1. Brian Schofield 1:41.491; 2. John Greene; 3. Tray Ayres;

FA: (13 starters) 1. Michael Mallinen (Swift) 1:21.131; 2. Daniel Burkett (Swift); 3. Gaston Kearby (Swift); **FB:** (8 starters) 1. Jason Slahor (Van Diemen) 1:23.724; 2. Glenn Cooper (RFR); 3. Alex Mayer (JDR); **FC:** (8 starters) 1. Thomas McGregor (Spectrum) 1:25.568; 2. Chuck Moran (Van Diemen); 3. Daniel Denison (Van Diemen); **FE:** (9 starters) 1. Scott Rettich 1:25.550; 2. Reece

Everard; 3. Paul Schneider; **FM:** (5 starters) 1. Robert Noell 1:27.139; 2. Jason Vinkemulder; 3. David Obenauer; **FF:** (12 starters) 1. Tim Kautz (Piper) 1:30.640; 2. John Benson (Swift); 3. Max Hanratty (Spectrum); **FV:** (7 starters) 1. Laura Hayes (Protoform) 1:42.974; 2. Jonathan Weisheit (JK); 3. Charlie Rogers (Protoform); **FS:** (8 starters) 1. W. Clint McMahan (FDS) 1:30.649; 2. Thomas Edwards (Scorpion); 3. Jack Walbran (Scorpion).

SUNDAY

GT1: (6 starters) 1. Doug Peterson (Chevrolet) 1:22.373; 2. Simon Gregg (Chevrolet); 3. Richard Grant (Chevrolet); **GT2:** (8 starters) 1. Pete Peterson (Toyota) 1:27.581; 2. Tom Patton (Sunbeam); 3. Tim Myers (Dodge); **GT3:** (1 starter) 1. Chad Bacon (Toyota) 1:37.377; **GTL:** (6 starters) 1. Peter Shadowen (unknown) 1:40.260; 2. Charles Leonard (unknown); 3. Ken Blackburn (unknown)

AS: (6 starters) 1. Tom Ellis (Ford) 1:38.013; 2. Al Wheatley (Chevrolet); 3. Lynn Broglin (Ford); **EP:** (3 starters) 1. Jim Daniels (unknown) 1:35.057; 2. Donald Walsh (unknown); 3. Steven Lustig (unknown); **FP:** (6 starters) 1. Patrick Crider (unknown) 1:38.664; 2. Mark Weber (unknown); 3. Gary Johnson (unknown); **HP:** (5 starters) 1. Michael H. Miller (unknown) 1:48.152; 2. Brad Davis (unknown); 3. Bob Toler (unknown);

STU: (2 starters) 1. Matthew Pullano (Lotus) 1:40.191; 2. Stephen Mullen (BMW); **STL:** (34 starters) 1. Brian Shanfeld (Honda) 1:41.823; 2. Bruce Andersen (Mazda); 3. Mark Drennan (Mazda); **TI:** (5 starters) 1. Jason VonKluge (unknown) 1:32.241; 2. Preston Calvert (Chevrolet); 3. Joe Aquilante (Chevrolet); **T2:** (4 starters) 1. Kurt Rezzetano (Ford) 1:33.285; 2. Andrew Longe (Porsche); 3. John Shannon (Chevrolet); **T3:** (6 starters) 1. Rob May (BMW) 1:38.207; 2. Luke Wilwert (Acura); 3. Marc Feinstein (Audi); **T4:** (2 starters) 1. Tony Pandjiris (Dodge) 2:03.442; 2. Michael Scornavacchi (Ford); **BS:** (3 starters) 1. Travis Washay (Mini) 1:51.628; 2. Ryan Hall (Mini); 3. Brad Davis (Mini); **SM:** (38 starters) 1. Jim Drago 1:43.314; 2. Dillon Machavern; 3. Alex Bolanos;

PI: (9 starters) 1. Jacek Mucha (JMS) 1:20.730; 2. Jim Downing (Peach Day); 3. Bob Wheless (Stohr); **P2:** (1 starter) 1. Bailey Monette (Mazda) 1:52.827; **SRF:** (26 starters) 1. Brian Schofield 1:41.063; 2. Tray Ayres; 3. John Greene;

FA: (10 starters) 1. Daniel Burkett (Swift) 1:19.626; 2. Keith Grant (Swift); 3. Jimmy Simpson (Swift); **FB:** (8 starters) 1. Glenn Cooper (RFR) 1:22.479; 2. Jason Bell (Stohr); 3. Richard Franklin (Stohr); **FC:** (7 starters) 1. Thomas McGregor (Spectrum) 1:25.756; 2. Chuck Moran (Van Diemen); 3. Conner Kearny (unknown); **FE:** (9 starters) 1. Scott Rettich 1:25.679; 2. Paul Schneider; 3. Reece Everard; **FM:** (4 starters) 1. Robert Noell 1:26.653; 2. Darryl Wills; 3. Stuart Rettie; **FF:** (12 starters) 1. John Benson (Swift) 1:46.095; 2. Tim Kautz (Piper); 3. Jason Generotti (Swift); **FV:** (7 starters) 1. Donnie Isley (Agitator) 1:56.329; 2. Mitchell Ferguson (Vector); 3. Charlie Rogers (Protoform); **FS:** (7 starters) 1. W. Clint McMahan (FDS) 1:47.400; 2. Chris Smith (Invader); 3. Brian Heun (QRE).

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CHRIS "TRENT" HARVEY

BRAND MANAGER BRAKES &
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Growing up in a small Iowa town, my exposure to auto racing was limited to television coverage of IndyCar and NASCAR races in the 1980s and early '90s. The road racing discipline and the engineering behind the cars captured my attention from the beginning. Further stoking this interest was the opportunity to attend the Ruan Des Moines Grand Prix in 1989 with my father and brother. We watched in awe as the SCCA Trans Am teams did battle between the concrete barriers. A couple of years later, we made the trek to our first natural road course event, the IndyCar and Trans Am weekend at Road America. I vividly recall walking toward the track on our way to Canada Corner and hearing the IndyCar turbo V8s pounding through Thunder Valley. It's a moment and sound I will never forget.

My college path led me to the Mankato State University's Automotive Engineering Technology program, led by long-time SCCA member Kirk Ready. There, I became involved with the SAE Club and ultimately the SCCA. Seeing my interest, a fellow student invited me along to an SCCA Solo event. This was my first exposure to SCCA Solo and the mythical 'Alien Driver.' I recall multi-time Solo National Champ Russ Wiles drove a borrowed, 100,000-plus mile BMW 318i in H Stock to the fast time of the day while several Street Prepared cars were left in his wake. I was in disbelief that the driver alone could have that much influence on the course time.

As the years have gone by, I've come to appreciate the relationships I've made through SCCA. These relationships have opened the door to my nearly 14-year career at the Tire Rack, and many friendships with like-minded SCCA members from across the country. The opportunities my SCCA membership has provided have been truly priceless."



THEN AND NOW

(ABOVE) Chris Harvey poses with his first car, shortly before the beginning of his SCCA Life.



MAIN IMAGE Courtesy Tire Rack

INSET IMAGE Courtesy Chris Harvey

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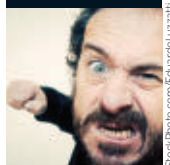


PILGRIM'S RULES
Pro racers Andy Pilgrim offered words of wisdom at the 2014 MSX Expo.

IT'S HOW YOU SAY IT

You are standing in impound, looking at your recently damaged racecar, trying to determine how much fixing it is going to take to make the race the next day, when a total stranger says, "Give me your logbook." What would your reaction be? Now, same place, same conditions, and someone comes up, shakes your hand and says, "Hi, I'm John Doe, the Chief of Tech, and I will need to make a note in your logbook about the body damage. Would you please bring it up to impound when you get a chance?" Totally different feeling, right?

I'm not trying to lecture anyone, but remember that courtesy should always be a part of what you do in the SCCA. Something this simple can change the entire experience for all involved.




excellent, with great displays and exhibits that were focused on what we do in the SCCA. Kudos to the team that put this all together. If you missed it, you should make plans to attend next year, where all signs point to it being even better.

Walking the event floor took forever, since every few yards there was another familiar face. At one point, four CRB chairman ended up side by side for a photo. Bob Dowie, my immediate predecessor, Phil Creighton, Kurt Weiss, and I did some bench racing on the Expo floor. The most common comment was, "Well, when I was on the CRB, we didn't do it that way." My comment was, "When you were on the CRB, they still delivered the mail by horseback, not instant e-mail."

The CRB had its face-to-face meetings on Thursday and Friday, meeting with the Board of Directors

If a rule is unclear to you, you can always submit a letter via crbscca.com and ask to have the rule clarified

for a rules discussion on Saturday. At the BoD meeting, a 10-year rule stability idea was proposed by Mike Lewis. This concept is just in the formative stages, but the basic idea would be to continue to reduce the number of classes while guaranteeing 10 years of rules stability for the remaining classes. The number of classes, however, is yet to be determined, and the specifics for the plan are not finished.

On another note, the naming of Lisa Noble as the President and CEO of SCCA Inc. should be positive for the Club. She has worked with the CRB as a member of the BoD, chairperson of the BoD, and interim President of the SCCA. She is the first real racer to take the job in a long time, competing in Formula Vee. We look forward to good things in the future. 

WORDS Jim Wheeler, Chairman, Club Racing Board

IMAGE Philip Royle

Don't ask me, and don't ask any other member of the Club Racing Board if some modification you are contemplating would make your car noncompliant. It is not part of the job description for members of the CRB or members of the various Advisory Committees to determine whether a car is legal. The responsibility for compliance has forever rested with the entrant and driver, and that has not changed. If you think you might be making a marginal modification, a good rule of thumb is not to do it.

Of course, if a rule is unclear to you, you can always submit a letter via crbscca.com and ask to have the rule clarified. The Advisory

Committee and the CRB will take a look at the rule and see if it is OK as written, or whether it could use a tune up. However, We will not make any comments about the legality of your car.

Section 8.1.4, Rules Interpretation, is being removed from the GCR. This allowed for a sort of non-protest, self-protest. The normal protest and appeal system for cars that are protested or found to be noncompliant will remain unchanged.

NATIONAL CONVENTION

This year's SCCA National Convention was one of the best, with the tie-in with the MSX Expo. In addition to the usual meetings for all facets of SCCA, there were talks by Randy Pobst and Andy Pilgrim in the big room at the MSX Expo. This entire event was

LEAVING THE LINE

BRINGING AMERICAN MUSCLE

WORDS Paul Brown

IMAGE Richard S. James

It will take time to see what happens with the new Classic American Muscle (CAM) Solo class. Given that the class caters to a crowd that doesn't include a whole lot of active SCCA Soloists, this could tap into a whole new market for the Club. There are other sanctioning bodies seeing a burgeoning market for cars of this type (classic American muscle, as the name implies), so this category isn't something the SCCA can be accused of inventing; it is, however, something we can – and should – capitalize on.

Multi-time Solo National Champion Mary Pozzi campaigns a car that fits squarely in the new CAM class. She drives a 1973 Chevy Camaro powered by a late model LS7. The car had recently undergone a major renovation of its rear suspension from the vintage live-axle and leaf setup to a modern independent design and, at 3,400lbs, it's within shouting distance of the CAM minimum weight. Pozzi also has no

making CAM a category, with different classes for different types of cars – and yes, she is writing a letter to the SEB about this.

Currently, SCCA Regions are encouraged to tweak the CAM rules to fit their needs, so this is a change some Regions could quickly put into action should they find the need. The problem with that approach, however, is that if the class takes off, all of those Regional rule sets will have to be merged into one set of National rules. But that's a problem to be faced should the class really take off.

Pozzi is in an interesting position because she's also involved in events where "Pro Touring" cars are popular, like the Goodguys events. The events started as showcases for vendor cars, she says, where they could demonstrate how well their parts worked. The events evolved quickly, to the point where they are no longer a vendor expo, but are now focused on the competition. Consequently, rules are evolving from some really odd limits to something more user friendly.

When Pozzi first got involved, these types of events allowed only cars up

to the 1972 model year. That meant her 1973 Camaro wasn't eligible, even though other than the VIN plate, it's identical to a 1972 car. She also says the event organizers generally are not much good at setting up a good Solo course. Their events tend to be extremely short and tight, yet they manage to have significant safety problems.

Because of this, Pozzi has been a successful recruiter for SCCA, sending multiple competitors from those events to the SCCA, where they are amazed at the difference in the driving experience. CAM gives them a class where they have a hope of being successful, though some are turned off by the specter of competing against late-model Corvettes.

Pozzi says that of any given event put on by other sanctioning bodies, "half of the cars would be ideal for CAM." It seems that with the creation of CAM, SCCA has a tremendous opportunity to attract some very interesting vehicles driven by people who aren't currently SCCA competitors – that sounds like a win for everybody. 🍷

HAMBURGER OR FILET MIGNON?

Multi-time SCCA National Champ Mary Pozzi notes that Goodguys-type events tend to run short, basic autocross setups – a far cry from a traditional SCCA Solo. "Event organizers such as Goodguys don't always have the real estate to put on the faster, more flow-type courses we see at the National or Tour level, and they do the best that they can with course design and giving entrants lots of track time," says Pozzi. "A lot of folks start off on these smaller courses, and if that's all they run, it's sort of like eating a steady diet of hamburger. When they get to a more open, flowing-fast course that's easy to read, they're being served filet mignon – and they're hooked."

On a more open, flowing-fast course that's easy to read, they're being served filet mignon"

MARY POZZI

interest in building a single-purpose racecar like you'll find in C Prepared, so this one has air conditioning and a full interior. It is a CAM car. She also has some thoughts about the burgeoning class.

Pozzi thinks the CAM rules "need a year limit," or the rules need to specifically list eligible cars, probably based on body style. That would be a generational split, like first and second generation Camaros and Firebirds, all pre-Fox Mustangs, all Barracudas and Challengers up to 1974, and so on. This kind of change could involve



SOMETHING NEW
Multi-time National Champ Mary Pozzi is giving CAM a try.

PRO FILE

TRANS AM **ROCKETS** INTO THE 2014 SEASON



track was incredibly hot and slippery"

Lopez started the race on the pole next to 2013 TA Champion Doug Peterson, with Cliff Ebben and John Baucom in the second row. The race started with Peterson jumping out to the lead. He and Lopez battled back and forth, while Amy Ruman moved up, overtaking Baucom and challenging Ebben for third.

On lap three, Peterson made contact

"I thought I was going to be in trouble; the car was wicked loose and the track was...slippery"

R.J. LOPEZ

WORDS Clark Trexler,
edited by Philip Royle
IMAGES Chris Clark

Doug Peterson and Cameron Lawrence ended 2013 on top as TA and TA2 champions, and they began 2014 in the same fashion, with victories at The Earwood Classic, Round 1 of the 2014 Trans Am Championship. The race began with 49 cars on grid, the highest since 1983, at Road America.

Peterson started on pole and quickly shot out ahead of the pack. However, his lead dwindled as the course immediately went under a double yellow as the Mustang of Michael Defontes caught on fire, the result of a ruptured fuel cell.

After the restart, Peterson was leading, but was tailed closely by Amy Ruman; meanwhile, Cliff Ebben edged in on Ruman. After several attempts, Ebben made his move, overtaking for second position. The three leaders stayed in that order for the remainder of the race.

"We've got a lot of power with the pro motor guys, and all of the fellas at Tony Ave Racing know how to set up a car," Peterson said after the race. "We made change after change after change this weekend...but we had the power and ran well, and I was patient."

In TA2, defending champ Cameron Lawrence started on pole and never relinquished his position. "Miller Racing gave me a great car," said Lawrence.

"They worked hard after a few mishaps in practice and improved the front end tremendously. It's a great feeling to come out on top, especially with all the competition and cars we have out on the track. It's always exciting to be racing with multiple classes on track; you have cars passing you and you're constantly trying to pass cars. It's what makes multi-class racing fun."

The TA3 American Muscle Group ended with Dean Martin taking the victory, while Lee Saunders led the International Group to the checker.

HOMESTEAD BOUND

"It's a great feeling to win here at home in front of all my friends and family," said R.J. Lopez after winning the TA class at the second round of the 2014 Trans Am Championship at Homestead-Miami Speedway. "I thought I was going to be in trouble; the car was wicked loose and the

YELLOW MONSTER

Doug Peterson and his powerful TA car wasted no time this season claiming victory.

BACK ON TOP

Cameron Lawrence immediately returned to his winning ways, finishing the first two rounds on the top step of the TA2 podium.



with tires on the edge of the course, causing him to slide to a standstill and forcing him into the pits to change a damaged tire. The course quickly went under double yellow to clean up debris.

Gregg applied pressure to Ruman on the restart, eventually making the pass. Lopez managed to hold his lead for the duration of the race, with Ruman eventually spinning off course. Gregg challenged Ebben, battling until Gregg surged into second. Ebben remained in third, with Gregg finishing second.

For the first time, TA2 had its own race group. Cameron Lawrence led the field to the green. Next to him was Adam Andretti, with Ron Keith and Tommy Archer in the second row. With the exception of minor contact with lap traffic, Lawrence cruised to his ninth straight TA2 victory. Andretti finished in second, followed by Ron Keith.

"We have a great car from Miller Racing," said Lawrence. "Our day came down to being consistent, saving our tires and being able to run hard the whole race. We had a bit of trouble in the back with traffic, but that's just something you have to deal with in racing. I probably could have been a bit smarter in going for the pass, but with a guy like Adam [Andretti] behind you, you never want to slow down - it's just something that happens in racing, and fortunately not too much came of it."

In TA3, Dean Martin took the American Muscle Group, while Michael Camus claimed the International Group win. 

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FRONT LINE

CHRISTY HOPKINS IS ROCKY MOUNTAIN DIVISION'S F&C WORKER OF THE YEAR

WORDS James Kearney

IMAGE Courtesy Christy Hopkins

The racing world opened up to Christy Hopkins because of a calendar. The Denver area native was working at a valve and fitting supply store in 1998 when a customer noticed her desk calendar. "It was just a classic NASCAR calendar," says Christy. Was she interested in racing? "I was a fan of everything from Sprint cars to drags to figure-eight racing." He gave her the phone number of a Flag & Communications chief. She called and was told that she should come up to La Junta and check out an upcoming vintage race weekend. She was indeed interested so she drove the three hours solo on a Friday evening. Christy is not a shrinking violet.

Many of the Club members were

"They took me around the paddock the next day. I'd never seen a bug-eye Sprite before"

CHRISTY HOPKINS

hanging out in the motel parking lot. "They were very nice to me, very receptive." Because the group already had a Christy, she was designated the "Good Christy." "They took me around the paddock the next day. I'd never seen a bug-eye Sprite before. I remember seeing a Fiat Abarth and an Alfa Romeo Giulietta." This was not a figure-eight race.

She loved working corners right from the start. "I was just amazed. It was so cool. I wasn't scared. Everyone knew what they were doing." The cars going by just looked so beautiful zinging by like a speeding museum. But they really sunk the hook at lunchtime. "They had drive-arounds! It was like heroin," she cackles. She got into a 1967 Corvette, driven by Don Heins. "I had a moment of fear but when I looked over at him, he was so relaxed. And by the time we got to

Turn 1, it was just 'Whoooooo!' It was loud, it was fast; it was everything!"

She stayed active in the vintage circles, but joined the SCCA in 2002 when the Denver Grand Prix came back to town. She was in awe of the cars. "I manned a huge fire bottle. It was not my favorite thing to do, but they put us where we were needed."

Working corners is her favorite place to be and she became a chief in 2011. She continues to be a woman on the move. "I'm going to see this country one racetrack at a time." An average year sees her at three to four pro races, about 10 local races, and three to four track days. "Pro racing has been amazing." She's worked IndyCar, ALMS, World Challenge, Petit Lemans, V-8 Supercars, and F-1. "Just to be there and experience the speed and the sound at COTA was incredible." Her bucket list includes Road America, Watkins Glen, Montreal, Waterford Hills,

and Mazda Raceway Laguna Seca.

PDX days are also a big draw for Christy. Once she discovered that she could get 30 free minutes of lapping in her Miata in exchange for a day of flagging, she couldn't get enough. "The first time I tried it, I was like, 'Yeah!' It was awesome. I still do it."

She wasn't at the National Championship Runoffs when she was presented with the BFGoodrich Tire Worker of the Year Award for Rocky Mountain Division. Rather, she found out about the award via Facebook. "I'm so shocked by this award," she says. "I never thought I'd win it. I guess it's because I volunteer for everything," she laughs. She received a free set of BFGoodrich tires for her Silverado, but she proudly notes that earlier in the year she made a point of buying a set of BFGoodrich tires for her Miata. "I wanted to support them because they are supporting us." 🍷



HARD AT WORK

Christy Hopkins volunteers for everything, thus she finds herself doing very cool things, like working Petit Le Mans.

THE KEYHOLE DASH: RUN!

The favorite track for Christy Hopkins is Mid-Ohio. Her first day flagging there was in the wet. "I'm from a dry climate, so I wasn't quite ready for that. Then it stopped, and with the humidity, I couldn't believe how hot I got." But her most memorable Mid-Ohio moment came when she was working an IndyCar event. "It was exciting. There was a big crowd. The two-seater went by, with Mario driving. Another worker and I were inside the Keyhole and walking across the track to take our station on the outside of the turn when we heard motor noises and people shouting, 'Run! IndyCars are coming!'" "We got in trouble for that one," she admits.

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FIRST GEAR

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BRIAN LIFT HAS A FORMULA FOR SUCCESS

WORDS R.A. McCormack

IMAGES Rick Corwine

Given the circumstance of the family motorsports business and his father Jody's long and varied SCCA driving career (member since 1973, four times to the National Championship Runoffs, plus stints in Pro Rally and what is now Pirelli World Challenge), it would be easy to say 21-year-old Brian Lift has been handed his immediate Formula Mazda success on a silver platter. You would be very mistaken.

Brian has been more like an obsessive Lone Ranger: building the car himself, acting as his own mechanic, then strapping himself in for endless test runs at the Autobahn Country Club, using its timing system to measure his performance. With Jody as his crew chief providing sage advice and counsel, Brian's exhaustive seat time has paid off, producing a silver medal at the Runoffs last year in FM in just his second year of racing. In the process, he beat two former class champions (Alan McCallum and Doug Peterson) and lost to a third (now three-time winner Darryl Wills).

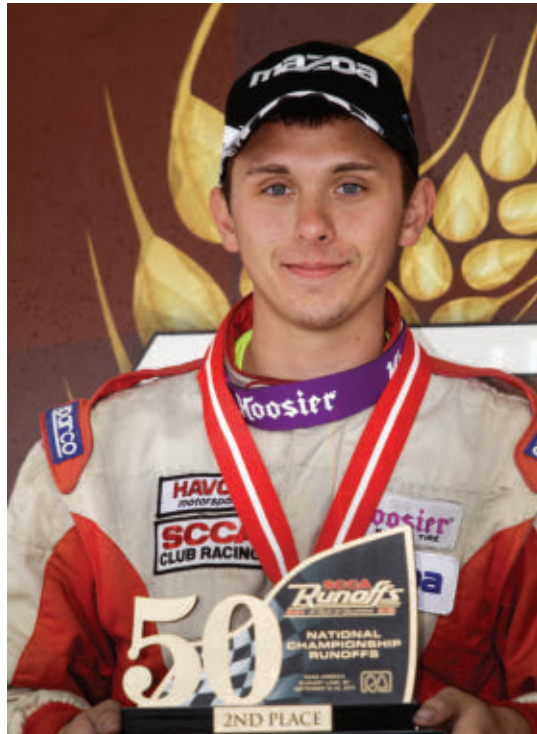
How did this come about? "My father, Jody, owns Havoc Motorsport, a race prep shop on the Autobahn Country Club race course in Joliet, Ill.," says Brian. "He's been my main influence in motorsport. My mother, Marge, also works in the family business. My dad has raced in SCCA since before I was born, so I grew up around racecars and they were part of my everyday life when I was young."

"When I turned 5 I got my first go-kart as a birthday present and my mom says



ON TRACK

Brian Lift has already proven he has what it takes to perform on the race course.



I would drive it until it ran out of gas. Despite this, I did everything I could to stay away from racecars. I focused on team sports during my teen years."

Team sports included paintball, and believe it or not, Brian was actually contemplating going pro. Fortunately, fate intervened. "When I turned 18, my father had been hounding me to do a track day in a Formula Mazda.

I reluctantly agreed, and my obsession with motorsports was soon to be in full swing. In the winter of 2012, I began building my own car.

"We call my Formula Mazda 'Bucket' because a lot of my first parts came literally out of old buckets of parts. In 2012, I ran some SCCA Regionals and at the Autobahn. Then, in 2013, I ran 'Bucket' in her first SCCA National appearance and won both races that weekend. I also won seven of the 10 race series in the Autobahn Mazda series and the championship, as well as holding the track records in the series."

FRESH AIR

"Brian has always been inquisitive about how things work, but shy or quiet about approaching people," says ace mechanic, dyno tuner, and carburetor wizard Paul Trapp. "He does not always have the best car or parts. There are a lot of hand-me-downs that end up on his car, but he makes them perform."

"I have worked full weeks at Havoc on customer cars and [seen that] it is usually only Brian working on his car. He is very humble when winning and pleasant in other finishes. A breath of fresh air in comparison to most others of his age group."

Brian's prowess caught the eye of Tony Kester, chief instructor at the Autobahn Country Club and veteran SCCA Formula Ford pilot, who won the gold medal in 1990 at the Runoffs. "Brian," says Kester, "went through the usual growing pains experienced by new drivers, such as spins, off road excursions, etc., but condensed three to five years of learning curve into a matter of months."

"He very quickly became an accomplished racecar driver. By that, I don't mean that he could drive around a racetrack competently; I mean he was dicing with and dominating experienced racecar drivers - including myself - competitively and safely. When there was an opening for an instructor, I immediately thought of Brian."

Kester is quick to point out that instructing at Autobahn entails little

"I did everything I could to stay away from racecars. I focused on team sports"

BRIAN LIFT

to do with racing. "Our programs are attended by corporate groups and the general public," says Kester, "and consist of car control drills, autocross, and lead/follow sessions. Instructors are required to impart specific knowledge about procedures for each drill and the vehicle dynamics items that are the focus of each drill."

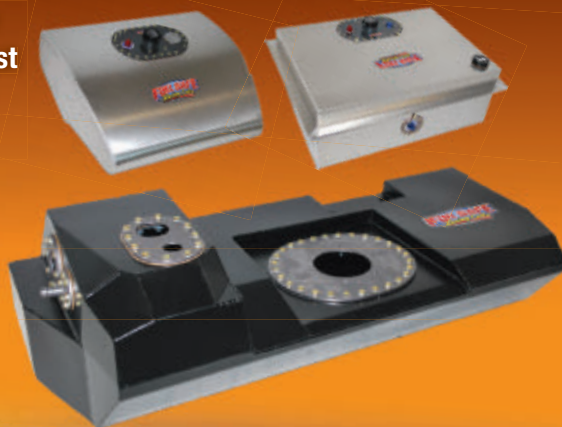
Yes, the ex-paintball player and reluctant racer has his eyes now set on pursuing a pro career, although his life these days is mighty busy. He will be a junior this fall at Moraine Valley Community College majoring in marketing, in addition to several days a week instructing at the Autobahn and working as a race technician at Havoc Motorsports.

While he is "working diligently" to realize his pro aspirations, Brian will emphasize racing in the SCCA for 2014, with his eyes set on returning to the Runoffs. "I've got some unfinished business there," he says with a smile. ☺

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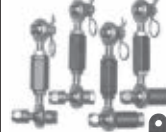


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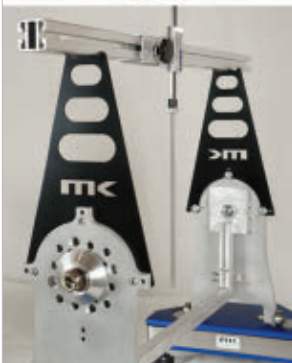
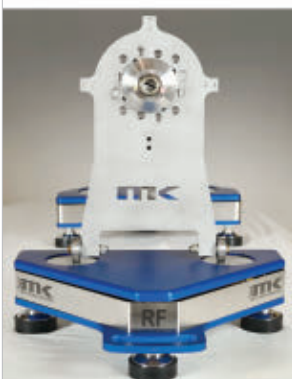
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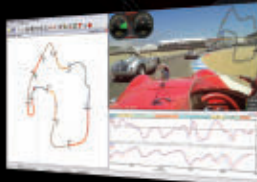
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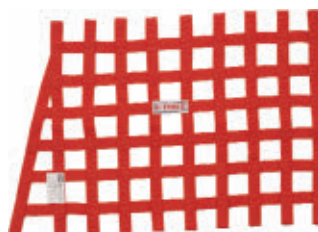
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Dean Martin (TA3A)

Mar 9 Homestead-Miami Spdw, Fla.

R.J. Lopez (TA); Cameron Lawrence (TA2);

Michael Camus (TA31); Dean Martin (TA3A)

May 10 Road Atlanta, Ga.

May 17 Canadian Tire Motorsport Park,

Canada

Jun 1 New Jersey Motorsport

Park, N.J.

Jun 21 Road America, Wis.

Aug 16 Mid-Ohio Sports Car

Course, Ohio

Aug 31 Brainerd Int'l Raceway, Minn.

Sep 20 Lime Rock Park, Conn.

Sep 28 VIRginia Int'l Raceway, Va.

Nov 15 Daytona Int'l Speedway, Fla.



MAZDA MX-5 CUP

mx-5cup.com

Mar 12-14 Sebring Int'l Rcw, Fla

Kenton Koch; John Dean II

May 2-4 Mazda Raceway, Calif.

Jun 27-29 Grand Prix of Houston, Texas

Jul 11-13 Canadian Tire Motorsports Park,

Canada

Aug 8-10 Road America, Wis.

Oct 1-3 Road Atlanta, Ga.

(all events double weekends)

PRO RACING

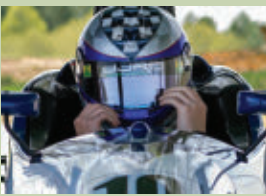
WHAT F1600, F2000, Atlantic

WHEN June 6-8, 2014

WHERE VIRginia Int'l Raceway

Pro open-wheel racing returns to

VIR for three double weekends.



Dennis Yeast

F2000 Championship

f2000championshipseries.com

Apr 11-13 Road Atlanta, Ga.

S. Robinson; Tim Minor

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

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

Jul 4-6 Mid-Ohio, Ohio

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

Aug 29-31 Thompson Speedway Road

Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y.

(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga.

F. Futrelle; J. Coughary

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

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

Jul 4-6 Mid-Ohio, Ohio

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

Aug 29-31 Thompson Speedway Road

Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y.

(all events double weekends)



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Apr 11-13 Road Atlanta, Ga.

D. Burkett; D. Burkett

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

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

Jul 4-6 Mid-Ohio, Ohio

Aug 29-31 Thompson Speedway Road

Course, Conn.

(all events double weekends)

CLUB RACING



Date Track/Region

Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com

EASTERN CONFERENCE

Jun 6-8 NJMP, Millville, N.J.

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

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

MID-STATES CONFERENCE

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

May 24-25 Pueblo Motorsports Park,

Pueblo, Colo.

Aug 30-31 Heartland Park topeka,

Topeka, Kan.

NORTHERN CONFERENCE

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

May 30-Jun 1 Mid-Ohio Sports Car

Course/Lexington, Ohio

Jun 13-15 Road America, Elkhart Lake, Wis.

Jul 12-13 Gingerman Raceway, South

Haven, Mich.

Jul 26-27 Road America, Elkhart Lake, Wis.

Aug 23-24 Grattan Raceway, Belding, Mich.

WESTERN CONFERENCE

May 24-25 Pacific Raceway, Kent, Wash.

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

Ore.

FESTIVALS

Aug 9-10 Barber Motorsports Park,

Birmingham, Ala.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct. 6-12, 2014 Mazda Raceway Laguna

Seca, Monterey, Calif.

DIVISIONAL/REGIONAL

NORTHEAST nediv.com

May 24-25 Ro* New Hampshire Motor

Speedway/New England

May 31-Jun 1 NJMP/Jersey Racing Board

Jun 14-15 * Pitt Race/Steel Cities

Jun 21-22 Summit Point/Wash. DC

Jun 20-21 Lime Rock/New England

Jun 21-22 * Nelson Ledges/Finger Lakes

Jun 28-29 Ro* NJMP/Jersey Racing Board

Jul 11-13 * Thompson Speedway

Motorports Park/New England

Jul 12-13 Summit Point/Wash. DC

Jul 19-20 Watkins Glen/Glen

Jul 26-27 Ro* Nelson Ledges/Mahoning

Valley

Aug 9-10 * New Hampshire Motor

Speedway/New England

Aug 9-10 Ro* Pocono/Tri-Region Race

Group

Aug 15-17 * NJMP/Jersey Racing Board

Aug 28-29 * Thompson Speedway/

Jersey Racing Board

Aug 30-Sep 1 * Summit Point/Washington

DC

Sep 6-7 Ro* New Hampshire Motor

Speedway/New England

Sep 13-14 Ro* Watkins Glen/Finger Lakes

Sep 26-27 Ro* Lime Rock/New York

Sep 27-28 * Nelson Ledges/Mahoning

Valley

Oct 3-5 * Thompson Speedway

Motorports Park/New England

Oct 5-6 # Watkins Glen/Glen

Oct 4-5 Summit Point/Wash. DC

Oct 17-18 * NJMP/Jersey Racing Board

Finger Lakes (Nelson) (315) 597-9637

Finger Lakes (Glen) (585) 328-2617

Glen (607) 425-4339

Jersey Racing Board (609) 784-5316

Mahoning Valley (330) 418-3328

New England (508) 561-2188

New York (518) 789-3762

Steel Cities (412) 831-0361

Tri-Region Race Group (609) 352-1757

Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

May 3-4 Ro* Daytona Int'l Speedway/

Central Florida

May 10-11 Ro* VIR/North Carolina

May 17-18 * PBIR/Florida

May 17-18 Ro Road Atlanta/Atlanta

May 24-25 * Carolina Motorsports

Park/Central Carolinas

May 31-Jun 1 Sebring/Central Florida

Jun 14-15 Ro* Homestead/Florida

Jun 28-29 Ro* Roebing Road/Buccaneer

Jul 12-13 * Road Atlanta/Atlanta

Jul 19-20 # Sebring/Central Florida

Aug 9-10 * Daytona/Central Florida

Aug 16-17 Ro* Charlotte Motor

Speedway/Central Carolinas

Aug 30-31 Ro* Barber Motorsports Park/

Alabama, Tennessee

Aug 30-31 # Sebring/Central Florida

Sep 13-14 * Homestead/Florida

Sep 27-28 * Daytona/Central Florida

Oct 18-19 * VIR/North Carolina

Oct 18-19 Sebring/Central Florida

Oct 24-25 * VIR/North Carolina

Oct 30-Nov 2 # Road Atlanta/Atlanta

Nov 1-2 # PBIR/Florida

Nov 29-30 Sebring/Central Florida

Alabama, Tenn (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (704) 575-5960

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org

May 10-11 * Gingerman/Sounth Bend/

Detroit/Western Ohio

June 28-29 * Grattan/Western Michigan

Aug 9-10 * Mid Ohio/Cincinnati

Aug 30-31 * Mid Ohio/Ohio Valley

Oct 11-12 * Mid Ohio/Ohio Valley

Oct 18-19 * Pittsburgh/Neohio

CENTRAL cendiv-scca.org

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

Lakes

Jun 28-29 Ro* Blackhawk Farms/

Blackhawk Valley, Milwaukee

Jul 5-6 D Brainerd Int'l/Land O' Lakes

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

Lakes

Sep 20-21 Ro* Road America/Chicago



Ken Brown

NJMP INTO ACTION

New Jersey Motorsports Park will host a U.S. Majors Tour on June 6-8, 2014.

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 sccasopac.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
Aug 16 Stratford Army Engine Plant/New England
New England soloseveng@gmail.com

GREAT LAKES greatlakes-scca.org
Jun 21 Tire Rack/South Bend
Aug 16 Tire Rack/South Bend
South Bend (616) 610-0042

CENTRAL cendiv-scca.org
Jun 8 Iowa Speedway/Des Moines Valley
Des Moines Valley (515) 570-7441

ROCKY MOUNTAIN coloradoscca.org
Aug 10 Pikes Peak International Raceway/Continental Divide
Oct 19 Eagle County Regional Airport/Continental Divide
Continental Divide (719) 310-8281

NORTHERN PACIFIC norpacscca.org
Oct 12 Portland Int'l Raceway/Oregon
Nov 22 Pacific Raceways/Northwest
Northwest (360) 479-6082
Oregon (503) 327-8990

DRIVERS SCHOOLS

NORTHEAST nediv.com
May 23 New Hampshire Motor Speedway/New England
Oct 3 Watkins Glen/Glen
Glen (607) 425-4339
Jersey Racing Board
Jersey (609) 784-5316
New England (508) 561-2188
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org
Jul 19-20 Sebring/Central Florida
Buccaneer (704) 575-5960
Central Florida (407) 568-6902

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL
Bertil Roos Racing School
Bertil (800) 722-3669 racenow.com
Bob Bondurant School
Bob (800) 842-7223 bondurant.com
Bridgestone Racing Academy
Bridgestone (905) 983-1114 race2000.com
The Jim Russell Racing Schools
Jim Russell (707) 939-7600 jimrussellusa.com
Pettiford's Go 4 It Racing Schools
Pettiford's (303) 666-4113 go4it-services.com
Skip Barber Racing School
Skip Barber (860) 435-1300 skipbarber.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

REGIONAL ONLY

Allen Berg Racing School
Allen Berg (888) 722-3220
allenbergracingschools.com
MSR Houston
MSR (281) 369-0677 msrhouston.com
Porsche Sport Driving School
Porsche Sport (888) 204-7474 porschedriving.com
Spring Mountain Advanced Driving School
Spring Mountain (888) VET-4FUN
springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School
BIR (866) 511-7606 birperformance.com
FAASST Performance Driving School
FAASST EAST: (877) 266-4429
 WEST: (719) 761-1372 faasst.com
Danny McKeever's Fast Lane Racing School
Danny McKeever's (888) 948-4888 raceschool.com
Pro Drive Racing School
Pro Drive (503) 285-4449 prodrive.net
Proformance Racing School
Proformance (253) 630-5130
proformanceracingschool.com
Sports Car Driving Experience
Sports Car (800) 453-5506
corvetteracingschool.com
Waterford Hills Road Racing Inc.
Waterford Hills (248) 623-0070 waterfordhills.com



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 Treasurer MICHAEL LEWIS

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

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President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

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

NATIONAL OFFICE INFO. HOURS

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

NATIONAL PHONE NUMBERS

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

COMMUNICATION ACCESS

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

SCCA DIRECTORS

Area 1: Dick Patullo
 370 Chapin Road, Hampden, MA 01036
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 22 St. Johns Lane, Mullica Hills, NJ 08062
 (856) 223-0807; thanushek@scca.com
Area 3: Robin Langlotz
 3116 Indian Drive, Orlando, FL 32812
 (407) 851-2232; rlanglotz@scca.com
Area 4: Stephen Harris
 1619 Chartwell Dr., Dayton, OH 45459
 (937) 438-3005; sharris@scca.com
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 532 Stiles Ct., Darien, WI 53114
 (262) 724-3346; blindstrand@scca.com
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 24 Edgeworth Ave.,
 Maryland Heights, MO 63043
 (314) 724-7098; pzekert@scca.com
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 343 Lago Trace Dr.,
 Huffman, TX 77336
 (281) 324-6664; dhelman@scca.com
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 4735 Centennial Blvd.,
 Colorado Springs, CO 80919
 (719) 632-8000; bkephart@scca.com
Area 9: Brian McCarthy
 1048 Millet Way, Sacramento, CA 95834
 (916) 712-5742; bmccarthy@scca.com
Area 10: John Walsh
 244 Mendon Center Rd., Honeoye Falls, NY
 (585) 624-9289 (h); jwalsh@scca.com
Area 11: Michael Lewis
 18781 Heritage Drive, Poway, CA 92064
 (760) 291-1261; mlewis@scca.com
Area 12: Tere Pulliam
 10 Northwood Springs Dr.,
 Oxford, GA 30054
 (678) 697-9755; tpulliam@scca.com
Area 13: Todd Butler
 P.O. Box 607, Yamhill, OR 97148
 (503) 754-0988; tbutler@scca.com

TIME TRIALS
NORTHEAST nediv.com
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

SOUTHEAST sedivtracing.org
May 17-18 PDX/TT Road Atlanta/Atlanta

May 31-Jun 1 PDX Sebring/Central Florida

May 26 PDX/TT Carolina Motorsports

Park/Central Carolinas

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 30-Nov 2 PDX Road Atlanta/Atlanta

Nov 15-16 TT Roebing 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
Aug 8 Mid Ohio/Cincinnati

Oct 10 Mid Ohio/Ohio Valley

SOUTHWEST sowdivscca.org
May 3-4 PDX/CT MSR Houston/Houston

Texas

Aug 23-24 PDX/CT MSR Houston/Houston

Houston (281) 373-3961

Texas TBD

SOLO
TIRE RACK® SCCA PROSOLO
Mar 22-23 Arkansas Aeroplex, Ark.

David Whitener; Kim Whitener
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
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.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

George Buchanan 5/1/1954 Life Members

55-YEAR MEMBERS

 Alan Brengle 5/1/1959 San Diego
 Ted A Clark 5/1/1959 Colorado
 WM A Hamilton 5/1/1959 Atlanta
 Norman J Hart 5/1/1959 San Francisco
 John A Willes 5/1/1959 Central Carolinas

50-YEAR MEMBERS

 Virginia Close 5/1/1964 Western New York
 Richard E Crowell 5/1/1964 Tennessee Valley

45-YEAR MEMBERS

 Patrick Farrell 5/1/1969 Land O'Lakes
 Melody Jacob 5/6/1969 Delta
 Robert A Robertson 5/1/1969 Delta
 Richard Starita 5/1/1969 Florida

40-YEAR MEMBERS

 David M Bonar 5/1/1974 San Francisco
 Harley E Cluxton 5/1/1974 Arizona
 Janet Weaver Kaufman 5/1/1974 San Francisco
 David L Smith 5/1/1974 Old Dominion

35-YEAR MEMBERS

 Thomas V Barker 5/1/1979 New York
 Rand Baumgartner 5/1/1979 Milwaukee
 Michael Doyle 5/1/1979 San Francisco
 Donald Elston 5/1/1979 Chicago
 Ricardo C Farres 5/1/1979 Central Carolinas
 Joe Garner 5/1/1979 Atlanta
 David Hale 5/1/1979 Western Ohio
 David L Hettinger 5/1/1979 Milwaukee
 Lois Hummel 5/1/1979 Chicago
 Kathy M Maleck 5/1/1979 Land O'Lakes
 Chuck Stanley 5/1/1979 North Carolina
 Richard W Topping 5/1/1979 Detroit
 Thomas D Weaver 5/1/1979 Glen

30-YEAR MEMBERS

 Norman Anderson 5/16/1984 Detroit
 Tim Boles 5/29/1984 Nebraska
 Kim Bollinger 5/15/1984 South Bend
 Gannon Bryant 5/15/1984 Northwestern Ohio
 Karen Bryant 5/15/1984 Northwestern Ohio
 Edward A Callo 5/24/1984 New England
 James Carlson 5/23/1984 New England
 Jan B Conover 5/22/1984 South Jersey
 James K Dietz 5/29/1984 Neohio
 Douglas L Dill 5/16/1984 Land O'Lakes
 Brian A Downey 5/29/1984 Washington DC
 Richard M Elverud 5/22/1984 Oregon
 Ralph Erber 5/22/1984 Chicago
 Thera K Follett 5/21/1984 Oregon
 Michael R Getz 5/29/1984 Blackhawk Valley
 Peter F Gruen 5/22/1984 Western New York
 John W Heinrichy 5/8/1984 Detroit
 Bradley A Huber 5/21/1984 Land O'Lakes
 Suzanne J King 5/24/1984 South Jersey
 Kenneth D Kotyk 5/14/1984 Neohio
 James R Lovett 5/22/1984 Oregon
 William Matty 5/24/1984 Cal Club
 Terrence McMullen 5/30/1984 Florida
 Gail McNaughton 5/25/1984 South Carolina
 Marc Meirovitz 5/21/1984 Land O'Lakes
 Daniel A Minkler 5/15/1984 Neohio

 Gregory G Naive 5/15/1984 Big Sky
 Alan B Nusbaum 5/29/1984 Western New York
 Thomas Pane 5/24/1984 Northern New Jersey
 Larry E Peak 5/15/1984 Houston
 Carl A Prouty 5/22/1984 Finger Lakes
 Thomas J Richtar 5/29/1984 Neohio
 Steven S Schmidt 5/8/1984 Kansas City
 Judi Sievers 5/29/1984 Arizona
 Judi Sievers 5/29/1984 Land O'Lakes
 David E Smith 5/30/1984 Washington DC
 H James Smith 5/23/1984 New England
 Joseph W Smith 5/24/1984 Central Florida
 Steve D Smith 5/25/1984 Central Florida
 Sheila A Thornburg 5/9/1984 Texas
 Roxana Waller 5/21/1984 Southwest Louisiana
 Richard Weixler 5/9/1984 Northwest
 Paul M Williamsen 5/24/1984 Cal Club
 Cynthia Marci Yavorski 5/29/1984 Northern New Jersey

25-YEAR MEMBERS

 Annette Ahrens 5/15/1989 Misery Bay
 Linda Baalke 5/10/1989 Milwaukee
 Eric Patrick Beer 5/24/1989 Arkansas
 Margaret S. Black 5/16/1989 Neohio
 Steven Brentano 5/18/1989 San Diego
 L Jeffrey Brubaker 5/25/1989 Ohio Valley
 Ralph Christopher Burr 5/29/1989 Blue Ridge
 Chris Chiu 5/2/1989 Finger Lakes
 Bradley M Cohn 5/22/1989 Blackhawk Valley
 David M Cole 5/8/1989 New York
 James Martin Elder 5/10/1989 Florida
 AJ Engelmeyer 5/16/1989 Central Florida
 Doug Esterbrook 5/29/1989 Oregon
 Daniel Evon 5/9/1989 New England
 John E Fine 5/24/1989 Atlanta
 Timothy S Fisher 5/16/1989 Texas
 Michael T Gnadt 5/29/1989 Milwaukee
 Paul Guptill 5/24/1989 San Francisco
 Jess W Heitman 5/26/1989 San Francisco
 Tracy Hughes 5/2/1989 Northern New Jersey
 Cindy Janke 5/19/1989 Nebraska
 Gregory S Kozuhowski 5/25/1989 South Jersey
 Terese Lange 5/5/1989 Blackhawk Valley
 Kenneth G Larsen 5/24/1989 San Francisco
 Sheryl A Lemon 5/9/1989 Colorado
 Dave Lipsky 5/16/1989 San Francisco
 Gayle S Lorenz 5/10/1989 Washington DC
 Frank G. Malone 5/15/1989 Central Florida
 Paul E McBride 5/10/1989 South Bend
 Edwena M Miller 5/29/1989 Blue Mountain,
 Washington DC
 Teresa Neidel-McKee 5/16/1989 San Francisco
 Michael P Perry 5/10/1989 Washington DC
 Maria C Riano 5/19/1989 Florida
 Gabriel E Riano 5/19/1989 Florida
 Greg Rickes 5/16/1989 Mohawk Hudson
 Peter H Rogers 5/18/1989 New England
 John Rogers 5/15/1989 South Bend
 Mark D Sanetrik 5/16/1989 Old Dominion
 Robert D Schlessinger 5/29/1989 Buccaneer
 Debbie A Stonge 5/8/1989 New York
 Lee Sutton 5/24/1989 San Francisco
 Jeff Trier 5/8/1989 Des Moines Valley
 Michael G Trier 5/8/1989 Des Moines Valley
 David B Vodden 5/24/1989 San Francisco
 Roy S Walzer 5/9/1989 New England
 Kenneth S West 5/25/1989 North Carolina

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HEAVY DUTY
STEEL FLOOR JACK

LOT NO. 68048/69227/62116

Item 68048 shown

SAVE \$90

\$69.99 REG. PRICE \$159.99

24352064

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/14. Limit one coupon per customer per day.

SUPER COUPON!

NEW!

SAVE \$280

44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET

LOT NO. 68784
69387
62270

Item 68784 shown

• 2633 lb. Capacity
• Weighs 245 lbs.

• Super High Gloss Finish!

\$369.99 REG. PRICE \$649.99

35761789

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SUPER COUPON!

MECHANIC'S GLOVES

MEDIUM LOT NO. 61235
LARGE LOT NO. 93640/60447
X-LARGE LOT NO. 93641/60448

Item 93640 shown

SAVE 63%

\$3.69 REG. PRICE \$9.99

26476878

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SUPER COUPON!

SAVE 37%

"The Ideal Trailer Dolly"
- RV Magazine

HEAVY DUTY
TRAILER DOLLY

LOT NO. 37510
60533/69898

Item 37510 shown

\$49.99 REG. PRICE \$79.99

23656920

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SUPER COUPON!

NEW!

800 RUNNING WATTS
2 HP (63 CC)
GAS GENERATOR

LOT NO. 66619
69361/60338

Item 69361 shown

SAVE \$90

\$89.99 REG. PRICE \$179.99

94454282

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SUPER COUPON!

"Impressed with the Quality, Covers your Entire Garage at an Unbelievable Low Price"
- Street Trucks Magazine

RETRACTABLE AIR/WATER HOSE REEL
WITH 3/8" x 50 FT. HOSE

LOT NO. 93897
CENTRAL PNEUMATIC 93897/69265

Item 93897 shown

SAVE \$70

\$59.99 REG. PRICE \$129.99

94044382

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SUPER COUPON!

CAN AND OBD II CODE READER
WITH MULTILINGUAL MENU
CENTECH

LOT NO. 98568

SAVE 43%

\$44.99 REG. PRICE \$79.99

77583161

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SUPER COUPON!

10 FT. x 17 FT. PORTABLE GARAGE

LOT NO. 69039
68217/60727/62286

Item 69039 shown

SAVE \$120

\$179.99 REG. PRICE \$299.99

36368913

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SUPER COUPON!

4-1/2" ANGLE GRINDER
drillmaster

LOT NO. 95578
69645/60625

Item 60625 shown

SAVE 50%

\$9.99 REG. PRICE \$19.99

55845525

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SUPER COUPON!

500 LB. CAPACITY
ALUMINUM CARGO CARRIER

LOT NO. 92655
69688/60771

Item 92655 shown

SAVE \$60

\$69.99 REG. PRICE \$129.99

19427666

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SUPER COUPON!

PITTSBURGH AUTOMOTIVE
3 TON HEAVY DUTY
JACK STANDS

LOT NO. 38846
69597/61196

Item 38846 shown

SAVE 60%

\$17.99 REG. PRICE \$44.99

79509242

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WHERE Crows Landing Air Station
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Rupert Berlington

TIRE RACK® MATCH TOUR

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

May 18 Moore Airfield/New England
May 31-Jun 1 Mid-State Regional Airport/
 Central Pennsylvania
May 31-Jun 1 Warminster Community Park/
 Philadelphia
Jun 1 Farm Show/Susquehanna
Jun 1 Pitt Race/Steel Cities
Jun 7 Meadowlands Stadium/Northern
 New Jersey
Jun 7-8 Moore Airfield/New England
Jun 8 FedEx Field/Washington DC
Jun 8 Pitt Race/Steel Cities
Jun 13-15 Jennerstown Speedway/
 Allegheny Highlands
Jun 15 Meadowlands Stadium/Northern
 New Jersey
Jun 22 Pitt Race/Steel Cities
Jun 22 Moore Airfield/New England
Jun 22 FedEx Field/Washington DC
Jun 29 Central Pennsylvania Institute/
 Central Pennsylvania
Jul 6 Schuylkill Mall/NE Pennsylvania
Jul 12-13 Mid-States Regional Airport/
 Central Pennsylvania
Jul 12-13 Wyotech Campus/Allegheny
 Highlands
Jul 12-13 Moore Airfield/New England
Jul 17 FedEx Field/Washington DC
Jul 19-20 Warminster Community Park/
 Philadelphia
Jul 20 Farm Show Complex/Susquehanna
Jul 20 Moore Airfield/New England
Aug 2-3 Mid-States Regional Airport/
 Central Pennsylvania
Aug 3 Farm Show Complex/Susquehanna
Aug 10 FedEx Field/Washington DC
Aug 15-17 Jennerstown Speedway/
 Allegheny Highlands
Aug 17 Moore Airfield/New England
Aug 23 Regency Furniture Stadium/
 Washington DC
Aug 24 Pitt Race/Steel Cities
Aug 24 Central Pennsylvania Institute/
 Central Pennsylvania
Aug 31 Farm Show Complex/Susquehanna
Sep 13-14 Wyotech Campus/Allegheny
 Highlands
Sep 14 Moore Airfield/New England
Sep 21 Pitt Race/Steel Cities
Sep 21 Warminster Community Park/
 Philadelphia
Sep 21 FedEx Field/Washington DC

Sep 28 Central Pennsylvania Institute/
 Central Pennsylvania
Oct 4-5 Brodart Company/NE
 Pennsylvania
Oct 5 Jennerstown Speedway/Allegheny
 Highlands
Oct 5 Mid-States Regional Airport/Central
 Pennsylvania
Oct 5 Moore Airfield/New England
Oct 11-12 Pitt Race/Steel Cities
Oct 12 Warminster Community Park/
 Philadelphia
Oct 12 FedEx Field/Washington DC
Oct 19 Regency Furniture Stadium/
 Washington DC
Oct 25-26 Hershey Park/Susquehanna
Oct 26 Moore Airfield/New England
Allegheny Highlands
primal2112@gmail.com
Central Pennsylvania (814) 883-0388
NE Pennsylvania (570) 881-0474
New England (203) 687-8589
Northern New Jersey
ea455@optonline.net
Philadelphia (484) 949-4100
Steel Cities (412) 860-8084
Susquehanna (717) 367-7853
Washington DC (410) 529-2338
WDC AutoXinc (240) 508-5335

SOUTHEAST sedivacing.org

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

May 4 Mid-American Air Center/Southern
 Indiana
May 17-18 Wilmington Airport/Cincinnati
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
May 31-Jun 1 Grissom Aeroplex/South
 Bend
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 13 Barstow Airport/Saginaw Valley
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
Aug 24 Wilmington Airport/Cincinnati
Aug 28 Tire Rack Test Track/South Bend
Aug 31 Kentucky Exposition Center/
 Kentucky
Sep 7 Wilmington Airport/Cincinnati
Sep 7 Mid-American Air Center/Southern
 Indiana
Sep 14 Barstow Airport/Saginaw Valley
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 19 Tire Rack Test Track/South Bend
Oct 25 NCM Motorsports Park/Kentucky
Cincinnati (513) 256-0469
Indiana Northwest (219) 713-9148
Kentucky (502) 758-5314
Saginaw Valley (517) 719-8158
South Bend (574) 277-6016
Southern Indiana (812) 477-5936

CENTRAL cendiv-scca.org

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 8 Tire Rack Street Survival, Iowa
 Speedway/Des Moines Valley
Jun 8 Miller Park/Milwaukee
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 3 Miller Park/Milwaukee
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 Miller Park/Milwaukee
Oct 12 Hawkeye Tech Truck Driving
 School/Iowa
lmholzi@aol.com
Land O' Lakes (608) 785-1773
Milwaukee (414) 688-4893

MIDWEST midiv.org

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 1 Metropolitan Community College/
 Kansas City
Jun 1 Gateway Motorsports Park/St.
 Louis
Jun 21 War Memorial Stadium/Arkansas
Jun 21-22 Columbus Air Force Base/
 Mississippi
Jun 22 Lincoln Airport/Nebraska
Jun 28-29 Metropolitan Community
 College/Kansas City
Jun 29 Gateway Motorsports Park/St.
 Louis
Jul 6 Gateway Motorsports Park/St.
 Louis
Jul 13 Lincoln Airport/Nebraska

Jul 19 War Memorial Stadium/Arkansas
Jul 19-20 Grenada Airport/Mississippi
Jul 20 St. Charles Family Arena/St. Louis
Jul 26-27 Metroplitan Community
 College/Kansas City
Aug 2-3 Columbus Air Force Base/
 Mississippi
Aug 3 Motorsports Park Hastings/
 Nebraska
Aug 10 St. Charles Family Arena/St. Louis
Aug 10 Lincoln Airport/Nebraska
Aug 15-17 Lincoln Airport/Nebraska
Aug 17 St. Charles Family Arena/St. Louis
Aug 23 Motorsports Park Hastings/
 Nebraska
Aug 23-24 War Memorial Stadium/
 Arkansas
Aug 24 St. Charles Family Arena/St. Louis
Sep 6-7 Grenada Airport/Mississippi
Sep 14 St. Charles Family Arena/St. Louis
Sep 28 Lincoln Airport/Nebraska
Oct 12 St. Charles Family Arena/St. Louis
Oct 18-19 Columbus Air Force Base/
 Mississippi
Oct 19 St. Charles Family Arena/St. Louis
Oct 26 Metropolitan Community College/
 Kansas City
Nov 8-9 Gateway Motorsports Park/St.
 Louis
Nov 15-16 War Memorial Stadium/
 Arkansas
Dec 14 War Memorial Stadium/Arkansas
Arkansas (501) 218-3267
Kansas City (816) 356-1445
Mississippi (601) 441-0088
Nebraska (402) 827-3282
St. Louis (314) 691-6728

SOUTHWEST sowdivscca.org

May 3-4 NOLF Waldron Field/South Texas
 Border
Jun 7-8 NOLF Waldron Field/South Texas
 Border
Jun 22 Chennault Airpark/SW Louisiana
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
SW Louisiana (337) 263-5457

ROCKY MOUNTAIN coloradoscca.org

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 Miller Motorsports Park/Utah
Jun 1 Front Range Airport/Colorado
Jun 8 Cohen Stadium/El Paso, TX
Jun 21-22 Miller Motorsports Park/Utah
Jun 21-22 Cohen Stadium/El Paso, TX
Jul 12 Front Range Airport/Colorado
Jul 13-14 Cohen Stadium/El Paso, TX
Jul 19 Miller Motorsports Park/Utah
Jul 26-27 Miller Motorsports Park/Utah
Jul 27 Pikes Peak Int'l Raceway/
 Continental Divide
Aug 3 Cohen Stadium/El Paso, TX
Aug 16-17 Miller Motorsports Park/Utah
Aug 16-17 Cohen Stadium/El Paso, TX
Aug 17 Front Range Airport/Colorado
Sep 14 Pikes Peak Int'l Raceway/
 Continental Divide
Sep 20 Miller Motorsports Park/Utah
Sep 21 Cohen Stadium/El Paso, TX
Sep 28 Front Range Airport/Colorado

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

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
Utah (801) 495-1442

NORTHERN PACIFIC norpacscga.org
May 17-18 Rocky Mnt Emergency
Services/Montana
May 18 Oakland Coliseum/San Francisco
Jun 7-8 Expo Idaho/Snake River
Jun 8 Montana Expo Park/Montana
Jul 13 Oakland Coliseum/San Francisco
Jul 19-20 Expo Idaho/Snake River
Jul 27 Oakland Coliseum/San Francisco
Aug 2-3 Expo Idaho/Snake River
Aug 16-17 Rocky Mnt Emergency
Services/Montana
Aug 25 Montana Expo Park/Montana
Sep 6-7 Rocky Mnt Emergency Services/
Montana
Sep 20-21 Expo Idaho/Snake River
Oct 4 Expo Idaho/Snake River
Oct 5 Montana Expo Park/Montana
Oct 12 Montana Expo Park/Montana
Oct 18-19 Expo Idaho/Snake River
Nov 1-2 Expo Idaho/Snake River
Montana (406) 788-1735
San Francisco www.sfrscga.org
Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org
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
Jul 19 Hoosier Hollers/Indianapolis
Jul 20 Hoosier Hills/Indianapolis
Aug 30 NC Oktoberally/Land O' Lakes
Aug 31 NT Badger Trails/Land O' Lakes
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
May 18 Witch Way is Plus/Minus/South
Jersey
Jun 28 RT The Wounded Turkey Classic/
Philadelphia
Jun 29 RT Homeward Bound/
Philadelphia
Jun 29 Oldies but Goodies Tour/South
Jersey
Aug 24 GPS Monte/South Jersey
New England librally@aol.com
Philadelphia (215) 260-2303
South Jersey (856) 228-9249

GREAT LAKES greatlakes-scca.org
Jun 29 RT Cannon/Southern Indiana
Southern Indiana (312) 476-6216

CENTRAL cendiv-scca.org
Aug 30 CR Oktoberally/Land O' Lakes
Aug 31 RT Badger Trails/Land O' Lakes
Land O' Lakes (608) 685-6572

SOUTHWEST sowdivscga.org
Jun 21 DFW Map/Texas
Aug 9 Clear Blue Sky/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org
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

RALLYCROSS

NATIONAL CHAMPIONSHIP

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

REGIONAL

NORTHEAST nediv.com
Jul 5 Susquehanna RallyCross/
Susquehanna
Jul 26 Susquehanna RallyCross/
Susquehanna
Oct 11 Susquehanna RallyCross/
Susquehanna
Susquehanna (717) 697-1610

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
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

NORTHERN PACIFIC norpacscga.org
Jun 6-8 Prairie City/San Francisco
San Francisco (916) 595-3355

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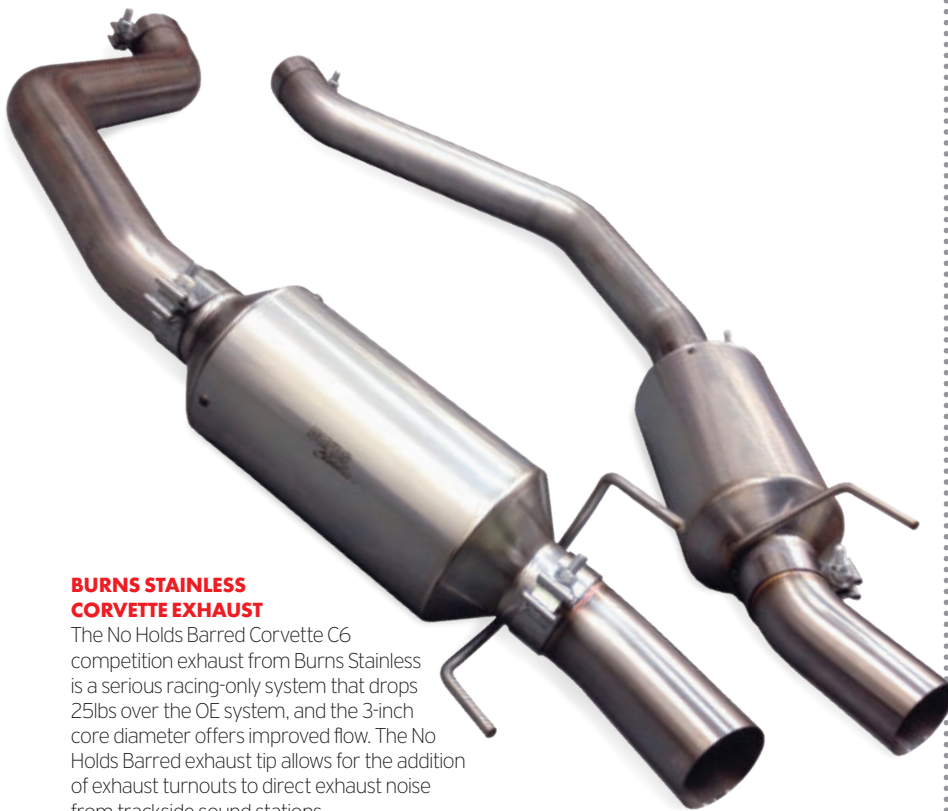
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THE REDESIGN

I must admit that I was skeptical when notified of the changes coming to *SportsCar*. I have just downloaded and read the first "new" issue [April 2014] and was pleasantly surprised. I found that I read more of the content than usual and it all had practical application. Sometimes change is good!
Doug Jewett

I would like it to be known that I've been a member of the Club for over 20 years. In that time, I've seen a lot of changes within the SCCA and in *SportsCar*. While building a small business and raising a family has sidelined my racing for some time (hoping to make it back in time for the 2015 season), I always liked to check in to see what was up every month when my latest issue of *SportsCar* arrived - although to be brutally honest, as of late my copy of *SportsCar* was quickly getting from mailbox to the recycle bin without much braking at the apex, if you know what I mean.

That said - wow! The April issue of *SportsCar* is exactly what our Club's magazine should be! It is beautiful, well thought out, and has amazing photography that "takes you there" rather than being a dull Monday morning report of events.

I have even passed it along to employees in our shop to look at, and they agreed it looks really good, with good information. I like to congratulate good work, and this is it! Here's to future issues, with more of the excellent photography, history, and articles like this issue embodied.

Marcello Canitano

MISSING SECTION

The last two issues have not contained the Divisional Reports, and there was no explanation given as to why. Now the last two issues seem to be only oriented toward drivers. I couldn't care less about things for them. I am a worker and like to see info like I received in the Divisional Reports. As it now stands, the only thing in the magazine of any value to me is the calendar, which has member anniversary listings. Within 15 minutes of opening the package, the magazine is in the recycle bin. I'd like to see better.

Bob Brookfield

You have a very valid point. Rest assured, however, that volunteer-oriented articles are in the works for future issues.

THANKS FOR THE MEMORIES

It is hard to believe that I am into my 60th year with the SCCA. It would have been longer, but you had to own a sports car to join, and I didn't do so until early 1954. I have met so many great people that I am afraid to mention even one for fear of leaving out hundreds. I raced for several years and got into the stewards program

while you could race and still be a chief steward at the same race. I got my National chief steward license in 1967, which opened the door to meeting many more great people from around the world. Thanks to being a member of Detroit Region, I was able to be involved with every racing series the SCCA was involved with, including F1. As for lifelong friends, I have lunch every week with a guy who raced his dad's Alfa 1750 at Watkins Glen in 1948. I bought a place in Florida nine houses from a guy who I instructed at Waterford Hills in 1961. I still see lots of people I have raced with and many in the stewards program. I also have dinner every three months with a couple I served with on the GP committee for Detroit Region. The list could go on, so "thanks for the memories" SCCA and Detroit Region!

Harry Constant

REMEMBERING DENNIS DUNCAN

Former Chicago Region member and GT-4 National driver Dennis Duncan recently passed away at the age of 75. Dennis was a driver of some note. In the 1960s he was a Ford factory driver in Trans Am in a Ford Cortina in the old under 2-liter class. In the 1980s, he was a frequent GT-4 competitor in another Ford Cortina at the National Championship Runoffs. He was also a CENDiv champion in 1984. He lived a fast and furious life and was quite a character! I thought people around the country who knew him would like to hear of his passing.

Ron Tambourine



courtesy Dawn Balan

MEMBER BENEFITS

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EDITOR, SPORTSCAR MAGAZINE

Aspirational, but in
a different way

Several times a year, *SportsCar* produces extended features on professional racing, and every year it elicits a decided response from the membership. Some people love to read about the exotic machinery and talented drivers, while others have little interest in the various series. You might be surprised that I, the editor of the magazine that produces said features, fall somewhere in the middle.

Often, the word “aspirational” is tossed around when referring to professional racing. Funny thing is, like many SCCA members, I don’t aspire to race professionally. I am a Club-level competitor. I enjoy maintaining and prepping my car for competition, and I don’t completely dislike the budgeting aspect of assembling a season’s worth of racing. While competing on the amateur level doesn’t bring fame, I can’t say I want to even skirt the limelight. I’m happy at my current level, attempting the Tire Rack Solo National Championships once, the RallyCross National Championships once, and competing at the National Championship Runoffs three times so far. This month’s pro feature, titled *The Professional*, didn’t change my mind either. Intriguing and educational, yes, but it also left me with the knowledge that my racing decisions have been right for me. Then I heard Robert Thorne’s story.

Thorne is, without a doubt, the most recent shining example of success in the SCCA that almost any Club member dreams of replicating – even me. I don’t much care for extended lengths of travel for an event,

repeating the experience 10 or more times a year, seeing my family more on a computer screen than in person (this is standard fare in many pro series), but the thought of getting a call to drive a McLaren in SCCA Pro Racing Pirelli World Challenge GT is something I think I’d be OK with.

I watched the first two rounds of World Challenge to see how Thorne would stack up (he is our “any man” in a field of unnerving professionals), and I left each broadcast excited to see how Thorne would stack up at the next race. So far, a couple of minor mechanical mishaps have sidelined him during the races, but he is proof that driving skill is still a viable path to competing in an established professional series.

That’s not to say I’m now hunting for a pro ride. Rather, I’m doubling my efforts for this year’s Runoffs, playing the long game for a strong showing at Mazda Raceway Laguna Seca in October. Thorne’s journey has reinvigorated my desire to prove myself against the Club-level superstars I see while behind the wheel of my own racecar. If Thorne can do it in World Challenge, I can do it in Club Racing.

Perhaps series like World Challenge are aspirational for people like me after all. Rather than giving me the drive to turn pro, however, they instead inspire me to compete with more vigor and determination at the level I have chosen. But if a team needs someone to fill a GT seat at an upcoming race, you know how to contact me. 📞

LOOKING
BACK

A JOURNEY INTO SPORTSCAR’S PAST

20 YEARS AGO... **JUNE 1994**

- *Having A Good Time* showed us the state of the art in timing and scoring software of the day.
- The ProVee Championship was alive and well, and L. Michael Gray took the 28 car season opener at Gateway International.
- Swift Engineering showed us its newly-built wind tunnel.

30 YEARS AGO... **JUNE 1984**

- A feature on Sports Renault covered the ambitious project, and a special outing that included Dave Weitzenhof, Jim Brookshire, John Finger, Ben Burrell, Rollin Butler, Jeff Carlin, and Joe Cogbill III.
- *SCCA At Indy* discussed a number of Club drivers now at the top of the open wheel ranks.

50 YEARS AGO... **JUNE 1964**

- The Race Drivers Association was working to ensure that drivers coming to the Inter-divisional Runoff at Riverside would not be at a disadvantage, and that all types of parts and services would be readily available.
- Arizona Region hosted an SCCA-FIA National at PIR.

60 YEARS AGO... **JUNE 1954**

- Contributor Carl W. Georgi gave us an in-depth look at the effects of motor oils and additives on engine fuel consumption.
- Coverage of Los Angeles Region’s first Bakersfield Road Race was highlighted. The successful event attracted some 25,000 spectators.

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