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The SCCA Member Magazine

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Amy Ruman
TA Corvette

Todd Napieralski
TA3A Camaro

72.8

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SCHOOL'S IN Host a ProSolo with Ease

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g-Force R1/R1 S

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Ventus Z214

Hoosier



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D.O.T. - Radial A7/R7

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

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Ventus R-S3

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NEW
14

ventus V12 evo2

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15 16 17 18

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15 16 17 18

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17 18

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17 18

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17 18 19

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ON THE COVER

Trans Am is back with a vengeance. Chris Clark snapped the modern-day competition cars, while Dave Friedman is responsible for the classic Trans Am racecars seen flying down from space.



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PONY CAR WARS

Trans Am is back, with hot cars and even hotter rivalries



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A RACER'S CLASS

Formula F celebrates its 45th anniversary



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Does light weight equal speed on the RallyCross course?

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Trans Am used to involve major manufacturer rivalries. Guess what has returned...

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The 2014 United States RoadRally Challenge joins the Coker Tire Challenge. We preview the event

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The Super Tour season might be winding down, but you wouldn't know it from the racing action

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

THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS

• Meeting minutes

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SOLO • Board minutes • Technical Bulletins

ROADRALLY • Board minutes

RALLYCROSS

• Board minutes

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At the start of the World Challenge race, Anthony Lazzaro (61) got the jump on GT polesitter and eventual race winner Andrew Palmer (21), while the GTS field saw a Turn 1 pileup that took out four Ford Mustang drivers, leading to a full course caution.

DATE April 27, 2014

LOCATION Barber Motorsports Park, Birmingham, Ala.

WHAT SCCA Pro Racing Pirelli World Challenge GT/GTS Round 4 start.

PHOTOGRAPHER Dave Green

I pressured [Anthony] Lazzaro enough to make one small mistake and I capitalized"
ANDREW PALMER





Fresh off an amazing 1972 season scoring Drivers' Championships in SCCA's Can-Am and Trans Am series, George Follmer (left) made his F1 debut at the 1973 South African Grand Prix behind the wheel of the Don Nichols UOP Showdown, where he finished sixth.

DATE March 3, 1973

LOCATION The Kyalami Circuit, South Africa

WHAT Pre-race at the South African Grand Prix, the UOP Shadow Racing Team, which included Jackie Oliver (right), gathers

PHOTOGRAPHER SCCA Archive

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CLUB LIFE



RUNOFFS REGISTRATION OPENS

Worker registration for the 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca opened on June 4 and, within a week, boasted more than 200 entries. It's almost the competitors' turn, with their registration opening July 23.



SOLO SPRING NATIONALS SUCCESS

Since its inception in 2011, the SCCA Solo Spring Nationals has been a popular Memorial Day destination weekend for Soloists, and 2014 proved no different. With 208 competitors tackling the SCCA Tire Rack ProSolo National Series, and 273 facing off at the Tire Rack Championship Tour, a lot of action was packed into the extended weekend.

The one-two punch of a back-to-back ProSolo and Championship Tour offers visitors a glimpse of what they can expect at the Tire Rack Solo National Championships come late August through early September. Also, it's a chance to dial in car setup on Lincoln Airpark's tricky concrete surface - perhaps more than any Solo



THE PLAYERS

(ABOVE) The big winner from the Spring Nationals weekend was Matthew Braun, who claimed the ProSolo Super Challenge win in addition to STR honors in both the ProSolo and Championship Tour. (LEFT) Jocelin Huang didn't sweep, but still took an impressive Ladies Challenge win over tough competition. (RIGHT) Annie Gill splashed her way to a second place L3 finish at the ProSolo, but took the Open STX class win at the Tour.

David Casseboom / Gotline.com

RALLYCROSS CONTINGENCY OFFERINGS

Mazda, Subaru, Honda Performance Development, and Hawk Performance are among the companies offering contingency programs for the SCCA RallyCross National Challenge events and RallyCross National Championship. Sign up at www.scca.com/rallycross.



Dave Green



David/Coseboom / Coseboom.Com

certainly does [help]," says Braun. "It also gives anyone who has struggled with car setup when they got to Nationals a chance to work on improving their cars. Especially nice was Nebraska Region having a test course that was available multiple days, making for a great test and tune opportunity on the Lincoln concrete."

With the Street category starting to take off, many drivers used this opportunity to test a number of tire options. Piles of street tires could be found as drivers took to the test and tune course, or trying different tire options between the ProSolo and Tour. "Lots of interesting tires are showing up," says Tire Rack's Chris Harvey, who also finished third in C Street at the ProSolo portion and second in C Street at the Championship Tour.

It is not uncommon for those making the trek to Lincoln finding themselves wanting similar concrete in their home Region, as the vast concrete offers great opportunities for course designers. Love it or hate it, competitors are always treated to challenging and technical courses that punish mistakes and reward precision.

"The ProSolo courses [at the Spring Nationals] were good and what you'd

With the Street category taking off, many drivers used this opportunity to test a number of tire options"

Nationals site, drivers are still working to find the optimum settings, including the best method of dealing with errant material sticking to competition tires.

Solo ace Matthew Braun, who claimed the ProSolo Super Challenge win at this year's Spring Nationals, emphasized the usefulness of these pre-Solo Nationals events at the site. "With decent courses like this year, it

expect for the ProSolo Finale site," says Braun. "For the Tour, the day one west course was well liked and fun to drive. Day two's east course had people talking about the difficult visuals, but generally the course was decent. Unfortunately, I was in drying conditions and wasn't really able to attack the course, which would have made it more fun."

"Mother Nature is cruel sometimes," says Harvey about the fickle Lincoln weather. Spring sprung on the event and, unfortunately, the rain was anything but consistent, in some cases gifting early drivers with a dry course, only to see the heavens open up for later drivers in the same class.

For complete ProSolo and Tour results, visit www.scca.com/solo.



LAT / F. Pierce Williams

EAST BOUND AND DOWN

2015 Runoffs competitors will be heading to Daytona in late September.

2015 RUNOFFS DATES RELEASED

The dates for the 2015 SCCA National Championship Runoffs at Daytona International Speedway have been announced, taking place Sept. 28-Oct. 4. The 52nd running of the event will be preceded by official test days, hosted by the Central Florida Region, Sept. 25-27, 2015.

The Runoffs returns to the 12-turn, 3.56-mile infield road course for the first time since 1969, as part of an annual rotation of venues that includes the 2014 event at Mazda Raceway Laguna Seca, Oct. 6-12, 2014. The SCCA is no stranger to Daytona International Speedway, however, as the Central Florida Region annually draws hundreds of drivers to regular season events at the track. Club workers also staff the Flagging and Communications stations at pro events on the road course, including the Rolex 24 at Daytona.

"While we're looking forward to Mazda Raceway Laguna Seca in October, we're also busy working on the information for Daytona in 2015," Lisa Noble, SCCA President and CEO, says. "The Runoffs' return to the 'World Center of Racing' for the first time in more than 45 years has already created buzz amongst our membership, and everyone is excited to add our part to the lore and history of Daytona."

The SCCA National Championship Runoffs has crowned Club Racing National Champions in a winner-take-all, single race format since 1964. Through 24 separate races over three days, the 2014 edition will crown champions in 27 classes in the pinnacle event of amateur racing.

Unlike past Runoffs events, parking, registration, and pre-event tech inspections will be good from test days through the length of the event. Test day registration will be available as an option when registering for the Runoffs.

The 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca includes an optional test day on Monday, Oct. 6, followed by a qualifying session for each of the 27 classes every day from Tuesday, Oct. 7, through Thursday, Oct. 9. Friday, Saturday, and Sunday feature the National Championship Runoffs races, broadcast live on SpeedcastTV.com.



Craig Wickox



ROADRALLY E-NEWS

The most recent edition of the SCCA Road Rally eNewsletter is available, with recent issues containing coverage of the Badger Burrow National, a review of the TSD Rally Computer App, and RRB Board meeting minutes. Visit www.scca.com/rally for more info.



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

SCCA Cares

There are a handful of social awareness or charitable organizations I support, but the one closest to my heart is the Tire Rack Street Survival schools we put on around the country. I remember one Saturday morning - it was 7:30 a.m. - a teenager and her dad pulled up to the parking lot where the school was to be held. He bounced out of the driver's side of their car looking chipper and optimistic. The girl followed in what can only be described as a reluctant, foot-dragging way behind him.

Dad watched as she lazily learned how to set tire pressures and uninterestedly did the walk around on her car. I watched their opposite expressions: she, blank faced, went to the classroom, and he, still hopeful eyed, joined the handful of parents in the lobby. I knew this young woman would be the challenge of the day. I went over and asked him how her driving experiences had been so far. His reply was the first time I noticed his optimism fade as he told me she "just didn't seem to get it."

One of the tools I've used in instructing over the years carries over from competition to the Street Survival schools: You are the master and in control of your machine; a driver, not a passenger. As we talked about this, a light seemed to go on for her. Perhaps a little of the fear disappeared as each element started to build confidence and skill. By noon, she was grinning and, by the end of the day, she was asking if she could come back the next day and bring a friend. I was thrilled to watch her drive her dad home that afternoon.

Street Survival, proven to save lives, is only one of our Club's great social awareness initiatives. Things that are genuine to what we are as an organization - caring about our communities and the greater good of those around us - runs deep. We are strong contributors to charitable efforts, such as the Drive for Babies in support of the March of Dimes that occurs every year at Road America. Some of our Regions support organizations such as ALS or American Cancer Society in the name of a stricken member. Food banks and many other regionally based charities receive much-needed visibility as we contribute through some of our events.

It's easy to say that the SCCA cares. We care about our members who are having difficult times, and we care about the communities in which we work and play. And, in the case of the Tire Rack Street Survival program, we care about saving lives by giving our community's young drivers with the confidence and skills to make them safer, and make our streets and highways safer for everyone.

I'd like to urge you to volunteer to instruct at a Street Survival event, and can only tell you that watching the metamorphosis of these young drivers from passengers to "drivers in control" has been the most fulfilling activity of my SCCA career. If your Region doesn't conduct a school, now is the time to start planning to do so. We are about more than competition; we are a family and we look out for each other. We are a Club that cares. 🍷

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 MAY 2014

NAME	REFERRALS	REGION
Warren Leach	83	San Diego
Brian Ghidinelli	42	San Francisco
Carol Deborde	15	Reno
Sydney Davis	14	Houston
Karen McCoy	12	Oregon
Brian Melani	12	Tennessee
Meredith Evans	11	Oklahoma
Jeremy McCauley	11	Allegheny Highlands
Allan Coy	10	Cal Club
Gayle Jardine	10	Cal Club

There are 1,431 additional members with at least one referral.

REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo Regions (800+):	
Oregon Region	9.0%
Detroit Region	8.3%
Milwaukee Region	5.6%
Large Regions (401-799):	
St. Louis Region	12.0%
Indianapolis Region	9.6%
Buccaneer Region	8.6%
Medium Regions (200-400):	
Las Vegas Region	25.9%
Tennessee Region	24.1%
Reno Region	22.4%
Small Regions (<200):	
Montana Region	35.8%
Big Sky Region	23.4%
Central Kentucky Region	19.4%

BENTLEY TAKES THE CHALLENGE

Ahead of its North American debut at the 2014 Road America round of SCCA Pro Racing's Pirelli World Challenge race, Dyson Racing took its new Bentley Continental GT3 around the historic track for a shakedown run. Chris Dyson and Butch Leitzinger, who will share driving duties in the GT class entry during its partial 2014 season, were on hand for the successful test session.



Jim Perry

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Not Your Average Midsize Racing Sedan.



It's not often that established racing brands are shown up on the track, let alone by a four-door, midsize sedan. In the past four seasons, the Kia Racing Team has scored two championships, six wins and 19 podium finishes. This year, look for us to leave the competition, and expectations, even further in the dust with Optima's innovative GDI turbo engine powering drivers Nic Jönsson and Mark Wilkins in the 2014 Pirelli World Challenge Championships.



world-challenge.com | facebook.com/kiaracing | kia.com/motorsports

Competition GTS-class turbocharged Optima shown.



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EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Eric Prill

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Dee Duncan,
Rocky Entriiken, James Heine, Peter
Hylton, Richard S. James, Jim Kearney,
Don Knowles, R.A. McCormack, David
Muramoto, Jon Olschewski, Randy Pobst,
Tom Schultz

CONTRIBUTING PHOTOGRAPHERS

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

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ASSOCIATE PUBLISHERS

Wen Lai, Steve Bottom

SALES MANAGER Sophia Lopez

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

INTERNS Luis Gaitan, Lauren Tamposi

PRINTING R.R. Donnelley, Pontiac, Ill

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RACER Media & Marketing, Inc.

17030 Red Hill Avenue

Irvine, CA 92614

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

E-mail sportscar@racer.com

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

niademarco@wrightsmedia.com

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Chuck Kohner

GT-LITE RESURGES

Thanks to a strong showing during the early parts of the 2014 race season, in the July *Fastrack* the CRB recommended to the Board of Directors to include GTL at the 2015 Runoffs. The class had previously been slated for consolidation at the end of 2014.



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

The Club, Regions, and Members

Membership in the SCCA can involve much more than competition. We joined for the recreational and sporting part of the Club, but as many of you know, we somehow find ourselves as more than just competitors. It's a short path from "member" to event staff, specialty chief, program chair, or Region leadership team.

Most of our interactions, member to Club, are with our local Region. Big or small, it's a social and competition outlet. It's a Region, not the SCCA National Office that organizes most of the events we're likely to experience every year.

It's easy to consider our National organization as an amorphous blob - a distant entity that collects dues, delivers rulebooks and magazines, and runs a handful of National Championship events each year. But that National organization - the Club (big "C") - is really the backbone, supporting all the program limbs. Providing structure for rules and procedures, delivering insurance and licensing, etc. All of those things are critical to having well-organized competition programs from coast to coast.

Members, Regions, and the National Club sometimes have different needs, and those are not always in alignment with each other. Event participants want low fees for events, and Regions can accommodate that with weekend memberships, as Regions survive on participation. The Club (big "C"), meanwhile, wants all of those participants to be full members, as those membership numbers are critical to keeping the Club on a solid financial footing. There is a news item in this month's issue directing you to the Club financials. Take some time to review them, and talk to our Regional and National leadership about the importance of attracting new members and keeping current members. It's a big deal.

SCCA President and CEO Lisa Noble and the team at SCCA's headquarters in Topeka, Kan., have embarked on programs to make Club membership more valuable. By the time this issue is delivered to you, you may have already seen the first of many announcements about "affinity programs" with businesses that are important to our members.

The Club's National Office is also exploring programs that extend beyond the traditional Solo, Club Racing, RallyCross, RoadRally, and Time Trials events. Lisa wrote about a new SCCA National Office department, "The Lab," in last month's *SportsCar*. Aside from the Bunsen burners and colored bubbling goo in glassware, The Lab is generating ideas, some for new Region-operated programs, and some for Club-operated events. Keep an open mind as these are revealed, as some may seem a little non-traditional for the "stodgy old" SCCA. But remember, your goals and their goals are the same: great events for our members, and membership growth that makes Regions and the National organization strong! 🍅



SUPER TOURS GET LIVE STREAMING

A new SCCA Live interface, featuring streaming webcams, was utilized for the final two events in the BFGoodrich Tires SCCA Super Tours, debuting at Mid-Ohio Sports Car Course round.

In addition to live notes, Timing and Scoring, and audio feed of the track public address system, SCCA placed multiple static cameras around the racetrack, providing a live look at the course during the weekend's races for those not able to attend in person.

Multiple GoPro Hero3+ cameras, each mounted to a fixed structure at the track, transmitted a separate signal captured through YouTube Live, which is subsequently brought into the SCCA Live Webpage.

An enhanced SCCA Live page includes the live timing feed, live Twitter notes, live audio, main camera feed, and a thumbnail of each of the four available cameras.



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FORMULA F ANNIVERSARY SPEEDFEST COMMITTEE

A steering committee of movers and shakers in the motorsports industry have assembled to promote the Formula F 45th anniversary celebration at the SCCA Summer SpeedFest, at Barber Motorsports Park in Birmingham, Ala., on Aug. 9-10.

Among the industry insiders helping the SCCA staff promote the event are *RACER* magazine founder and *SportsCar* publisher Paul Pfanner, Formula car stalwart and promoter Mike Rand, and SCCA President and CEO Lisa Noble.

Pfanner, a Formula F racer himself in his spare time, led the charge at the 20th anniversary festival in 1989. Pfanner's contacts within the industry, his media reach, and his passion for the sport drive his membership on the committee. Rand has had a hand in racing, promoting, and organizing Formula F events for over 40 years in the professional, club, and vintage ranks. Rand promoted the strong 40th celebration at Road America and has contacts and relationships with drivers, constructors, and key players in the ranks. Noble's experience with the Club and, specifically, the small formula cars stretches over many years. Noble has been a fixture in the Formula Vee community with forays into the FF world both as a driver and through her renowned Engines by Noble business.

The Formula F 45th anniversary event is the focal point of the SCCA Summer SpeedFest at Barber Motorsports Park. Run groups will feature cars from each era of the Formula F timeline, ranging from vintage racers to what are now known as "Club Ford" through the current National Championship-eligible specs. Register to race at www.scca.com.



D.E. Brier

TOGETHER AGAIN

All generations of FF will race at the Festival.



Perry Bennett

CHAMPIONSHIP CONTINGENCY PROGRAMS

As the championship season approaches for all aspects of the Club, competitors are reminded to visit www.scca.com to make sure they are up to date with the latest in contingency offerings, and are signed up for the championship event programs.



Beverlee Larsson

TEST DAYS FOR THE 2014 RUNOFFS

With the 2014 SCCA National Championship Runoffs heading to the West Coast for the first time in 46 years, there will be many drivers looking for an edge as they visit Mazda Raceway Laguna Seca on Oct. 7-12, 2014. Monday, Oct. 6, marks the official event test day, open to Runoffs entrants. At a cost of \$300, the current target is five to six run groups with two 30-minute sessions each during the day. Registration for this test day will be a selectable option with the event registration when it opens on July 23.

San Francisco Region is offering a test weekend on Sept. 27-28. This weekend is limited to 50 cars per day, with open-wheel cars on Saturday and closed-wheel cars on Sunday. The cost is \$1,000 per day, with an open track format from 8:30 a.m. to 5:00 p.m., and a 30-minute lunch break. Sound for both days will be limited to 103db. Registration for this test weekend will open July 1 on MotorsportReg.com.

In addition, there will be a Double Regional race weekend at Mazda Raceway Laguna Seca on Sept. 12-14. This San Francisco Region event also serves as a Divisional Runoffs qualifier for NPDiv drivers in need of another weekend.

CHECKERED FLAG: JOHN BISHOP

Former SCCA Executive Director and Hall of Fame inductee, John Bishop, widely recognized as one of the most important names in American sports car racing, passed away June 5, 2014.

In addition to holding the Executive Director of the SCCA position from 1962-'69, Bishop also revolutionized the Club Racing classification system, ranking cars on their potential rather than displacement. He also oversaw the creation of the class championship system and the SCCA Runoffs concept.

Bishop played a key role in the creation of the United States Road Racing Championship series, Can-Am, Trans Am, and Formula 5000. Following his tenure with SCCA, he left to become a co-founder of the International Motor Sports Association (IMSA), and built that organization into prominence.



Philip Royce

SCCA ANNUAL FINANCIAL REPORT

SCCA and its subsidiaries (Pro Racing and Enterprises) undergo a financial statement audit on an annual basis. The following condensed consolidated statements of financial position as of Dec. 31, 2013 and 2012, and the related condensed statements of activities for the years then ended, are presented as a summary and therefore do not include all of the disclosures required by accounting principles generally accepted in the United States of America. To review a copy of the complete audit report, please visit our Website at www.scca.com, use the member login, and follow these links: Resources - File Cabinet - SCCA Files - Audited Financial Statements - 2013 Audit Report.

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION	2013	2012
Total Assets	\$6,890,472	\$6,415,810
Total Liabilities	\$3,111,012	\$2,855,654
Unrestricted net assets	\$3,779,460	\$3,560,156
Total liabilities and net assets	\$6,890,472	\$6,415,810

CONSOLIDATED STATEMENTS OF ACTIVITIES		
Total operating revenues	\$10,007,321	\$9,444,225
Total operating expenses	\$10,006,395	\$9,442,671
Net operating revenue in excess of expenses	\$926	\$1,554
Total other income	\$218,378	\$333,310
Net income	\$219,304	\$334,864

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CHRIS ROBBINS

CUSTOMER SERVICE SENIOR MANAGER, SOUTHWEST AIRLINES
FIRST JOINED SCCA: 1975
TEXAS REGION

I grew up in the car business. My dad was a Chevrolet salesman in Oklahoma City from 1958 (when I was born) to 1968. He was into sports cars, and over the years had three Corvette Stingrays, including a white '67 427cid, 435hp, 4-speed coupe. Each summer, he would take my brother and me to the SCCA Ponca City Grand Prix. I fell in love with the sound and ferocity of the big bore A and B Production 'Vettes, Cobras, and Mustangs; I was also fascinated by the sports racers.

My father went to work for a VW dealer in Oklahoma City in 1968. One evening, he came home in a new Porsche 911, and *man* could it handle! That next summer in Ponca City, I was suddenly more focused on the Porsches and other small-bore production cars. I read everything I could find about Porsche's racing heritage, and I didn't have to look hard. The 917 won endurance races at Daytona, Sebring, and Le Mans, and dominated in Can-Am, fueling my passion.

When I could finally drive, my dad took me to a local autocross, where I met and was mentored by longtime SCCA racer John Saucier. I joined the SCCA in the Oklahoma Region, and autocrossed my 1974 Audi Fox in my first event. We went to Salina in 1975 for the SCCA Solo National Championships and I was hooked. Then dad bought the dealership in '76 and I worked there in various roles in service and sales.

Over the years, I've autocrossed in a variety of cars and classes, and in Oklahoma, Rocky Mountain, and Arkansas Regions. Recently, I've been focused on building a Nationally competitive 2006 Mazda MX-5 for C Street Prepared. I'm also involved with the Texas Region as Membership Chair, and now as the Solo Development Coordinator for the Southwest Division. I enjoy the camaraderie as much if not more than the competition."

MAIN IMAGE Michael Duval
INSET IMAGE Perry Bennett



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Let me tell you about last weekend. I was up at Lime Rock, racing a Mazda MX-5 for Freedom Autosport. Spec Miata guys, if you've never tried a 2006 or newer Miata, let me tell you the personality is still there. It's amazing how Mazda reprinted the DNA of the original 1990 model on the new model. Far more powerful (50 percent), a little bigger, but not much heavier at all – that's one secret. The steering still has that incredible immediacy. The truest of modern sports cars is still all about front grip, and the rear just hangs on for dear life in a beautiful neutral balance, with quite a bit of body roll, and lots of lateral g force ability. There is another recreated version just about to be released, and I'll bet the traits will still be there.

It's amazing how Mazda reprinted the DNA of the original 1990 model on the new model"

I drive with Andrew Carbonell, a kid from Miami. I was racing against his father, Alfredo, when I was starting out. Our teammates are SCCA members Mat and Mark Pombo. I was racing their dad, Pepe, when I was starting out. Hmm. Time marches on. Andrew likes it loose and free – and I'm not talking about his dating life, I'm talking car setup. "Loose is fast," he says. Must have seen *Days of Thunder* one too many times (he was in diapers when

that movie was released). After watching him earn two tough wins, I just say, "Set it up so you're happy, Andrew, and I'll drive it, don't you worry." At Mazda Raceway Laguna Seca, I witnessed him pass top guys on the outside of Turn 5, twice, mouth agape in awe. You can't do that! Well, he did.

Loose at Lime Rock is not what I would normally choose, however. A short but deceptive little track, almost circular, with fast and thrilling up and downhill corners that demand talent and bravery. That downhill takes your breath away just before you level out. You must enter at speeds that feel like a crash in order to turn a good lap, and then hang on as the road falls off camber at the exit. Locals rule. Lots of laps here pay off.

I led for a while, having started first on points due to a rainout of the qualifying. I felt strong, growing the gap to second, laying her in softly with slow hands and not much brake, working on Andrew's advice. It's so hard to release the brake and carry lots of speed in, when my butt is telling me it's about to spin while it rolls into the corner. Once the weight is transferred, all's well, however, and she sticks. It's hard to push through the danger and adrenaline, but I'm gettin' it, less



POBST POSITION

RANDY POBST

4 TIME WORLD CHALLENGE CHAMP; 2 TIME RUNOFFS CHAMP; 2 TIME SOLO AND 4 TIME PROSOLO CHAMP; 2 TIME ROLEX 24 GT WINNER

Never Give Up

Michael Duval

than a tenth off the fastest lap by the end.

There was a big pileup on the start (imagine that) and three of those came back out of the pits right in front of me, each taking a second out of my lead until it was gone to a BMW. He got a run down the hill and powered past. Still very early in the race, so I did not protect real hard, but as soon as he slipped in front, I knew it was a mistake. The lightweight Mazda is so quick from Turns 1 to 4, and so easy on the tires. He must have used his up getting to me, 'cause now he was just in my way. A C.J. Wilson Racing (yeah, the pro baseball pitcher) Miata in third caught us in Turn 3, then got us both around the outside while I was trying the Bimmer on the inside. Still stuck behind blue Bimmer, orange Bimmer gets me down the straight next. Crap, I'm fourth.

After a while, the tires start to fade on the BMWs, and I battle through and get to work; free at last, free at last. No brake for the downhill now (it'll hold, Cole!), getting comfy rollin' Andrew style, and I go the length of the rumble exit curbing - best run yet onto the Sam Posey Straight. Give the brakes a couple little taps, having been warned about the pad knockback here by the team, then go for the whoa pedal into Turn 1, and slam! It bangs instantly to the floor. Yeeow! Pump, pump, pump! Too late, we're sliding over the apex curb at a frightening rate of

speed as the pedal finally returns.

Why didn't I just straighten up into the runoff? Never get to practice that move. Thought of it an hour later in the pits.

"It's so hard to release the brake and carry lots of speed in, when my butt is telling me it's about to spin"

This is gonna be a big one, I'm thinking, hanging my head and squeezing my eyes shut across no man's land backward. Then I raise my head, not wanting to give it a head start before it whacks the seatback on impact. Seemed like I had lots of time to consider my crash position, in contrast to the instant terror when the brakes didn't report for duty a moment before.

With a giant ka-pooooof and some hang time, I landed atop the tires, staring down at the grass. As the corner worker ran up, I surveyed my situation.

That wall-op wasn't nearly as painful as expected for the speed. Out the sides, I could see that I never even made it to the guardrail. Lime Rock has installed a wonderful device: the freestanding, banded tire wall. It caught me something between a catcher's mitt and a trampoline.

"You all right?" the stalwart worker yelled through the window, probably expecting blood and guts.

"Pull me off, pull me off!" I shouted back. He looked at me like I was nuts, then said, "You know, it just might work." The wrecker guys yanked me down, I fired that tough little Mazda up, and away we went, staying off line while I sniffed and looked for leaks. Not so much as a tire rub, but we're not gonna win any concours.

I pitted on my own yellow, climbed out over the jammed door, and away Andrew went, turning top times even after a shock broke. Well, we had to pit to fix a mirror; yep, IMSA requires it, then the abused exhaust came apart, and we got so far back it was best to just park the Miata. Crap, I wrecked it, and we were leading the points, and Andrew was gonna make it three in a row for us.

"This is gonna be a big one, I'm thinking, hanging my head and squeezing my eyes shut across no man's land backward"

But wait, the third Freedom MX-5 is running second, and then the leader pits with five to go, and all of a sudden they win the race. Picture this: on top of the podium stood Mazda's Tom Long and active Marine Sergeant Liam Dwyer, a heroic champion of perseverance, who lost one leg and seriously damaged the other and a hand in service in Afghanistan, winners on Memorial Day weekend! Wow - a real five-star silver lining. 🍷

RANDY'S TOWING TIPS

I love towing. Hints: You don't need lots of tongue weight, but you do need a nice level trailer for that to work. Get your hitch height right, and the ride will be much more comfortable and controlled. If you keep most of your racecar weight over the axles, you'll need even less. This means front-wheel drivers are happiest backward. And too much load on the ball is unstable, too. Don't pull your car all the way up if you don't have to. Strap on wheels and suspension pickups, the strongest places on the car.



I GOT IT

A lot can happen during a race, like when Jim Drago (2) nearly spun while racing for the lead at the 2013 SCCA Runoffs. But if you stay focused, as Drago did, you can often recover and get back in the game.



THE NEW GUARD

With every era of Trans Am, there is a new generation of cars, heroes, and rivalries. In 2014, they come in the form of (left to right) Todd Napieralski (TA3A Camaro), Amy Ruman (TA Corvette), and Ron Keith (TA2 Mustang).

PONY CAR WARS

With nearly 50 years of racing, SCCA Pro Racing's Trans Am is experiencing a resurgence of great battles and epic rivalries

WORDS Jason Isley IMAGES Chris Clark

Trans Am first made its mark on the North American road-racing scene on March 25, 1966, at Sebring International Raceway - the rest, as they say, is history. Through six decades, the series has thundered from racetrack to racetrack, giving fodder to some of the greatest races and rivalries American racing has ever known.

Trans Am is interesting because each fan will have his or her favorite era of racing. For many, mentioning the series conjures up visions of George Follmer and Parnelli Jones in Mustangs, or Mark Donohue in his iconic Penske Camaro, or the rough and tumble AMC Javelin. While cars and classes came and went, these battles set the stage for what has become a classic pony car rivalry.

Long before the series recognized individual driver achievements, Trans Am was all about manufacturers - and they all wanted to win. Ford, Chevrolet, and American Motors each claimed the series title in the late 1960s and early 1970s.

While the cars were the stars, the larger than life drivers became heroes and legends in their own right. Donohue, Follmer, Jones, John Morton, Bob Tullius, and Peter Gregg are synonymous with North American road racing, and all were Trans Am champions. In addition, Dan Gurney, Jim Hall, Vic Elford, and Sam Posey all spent time piloting the thundering Trans Am beasts.



Getty Images / Arie Joris

CLASSIC BATTLE

Battles between the Ford Mustang and Chevrolet Camaro, like those between George Follmer (16) and Ed Leslie (2) in the 1970s, are the stuff of legend.



variant of the GT-1 Club Racing rules, making it attractive for the amateur racers to cross over when the series visited a track near them. Tommy Drissi wasted no time claiming a pair of wins that season on the way to the title overall.

Another change was with series management. The Trans Am Race Company stepped in to run the day-to-day operations of the series beginning with the 2012 race season, and along with it came more changes. The addition of TA2, TA3 International, and TA3 American Muscle classes increased car counts, and the racing in those classes harkens back to the glory days.

“It was really cool to run as close as I did to Ron Fellows at Canadian Tire Motorsports Park”

AMY RUMAN

MODERN BATTLE

Ron Keith's TA2 Ford Mustang utilizes a tube frame and crate engine, making for a cost effective and competitive package. The TA2 class boasts large fields, close racing, and – importantly for the fans – great rivalries between Ford and Chevy.

TIME MARCHES ON

By the time the 1980s rolled around, Trans Am had a new look, new teams, and new legends in the making. Tube-frame cars were becoming more popular, and small displacement turbocharged engines took on V8 powered cars.

Roush Racing led the charge for Lincoln-Mercury, and was the dominant power for much of the decade, thanks to the talents of drivers like Wally Dallenbach Jr., Dorsey Schroeder, and Scott Pruett.

The DeAtley Motorsports entries marked the return of the Chevrolet Camaro to the series after an extensive hiatus, with drivers David Hobbs and Willy T. Ribbs.

The landscape changed in the late 1980s when Audi shook up the scene with its potent Audi 200 Quattro, a car that Hurley Haywood drove to the 1988 title. Rule changes would later restrict cars to two-wheel drive, also prohibiting the use of foreign engines for a while.

As the calendar turned to the 1990s, a new generation of stars and cars were ready for their shot. Tommy Kendal brought glory to Ford, collecting three consecutive titles in his Mustang. Jack Baldwin and Scott Sharp waved the flag for Chevrolet during this period, with Sharp claiming the Drivers' Championship twice. Paul Gentilozzi emerged as a

powerhouse, winning titles in a Chevrolet, Ford, and Jaguar – a few years later, his own Rocketsports Racing Jaguars became the dominant cars, and can still be found running at the front today.

At the turn of the century, the series was still going strong, with renewed interest from additional manufacturers. Brian Simo picked up his sole title in 2000 driving the Qvale Mangusta – a car SCCA Hall of Fame member Kjell Qvale fielded with the support of Huffaker Engineering. Boris Said scored the 2002 title in another unique ride, this time a Trans Am spec Panoz Esperante.

PHOENIX RISING

The 2000s marked the darkest days for Trans Am. After 40 years of racing, in 2006, the series all but ceased operations. That year, two races took place, but no champion was crowned. Trans Am then went dark.

Trans Am's engines relit in 2009, this time utilizing a cost-effective

RIVALRIES REBORN

Amy Ruman is a second-generation Trans Am driver and was the first woman to win in race series history, taking the 2011 season finale at Road Atlanta. “My dad [Bob Ruman] raced in the Trans Am series from 1996-'04, and I loved the series,” says Ruman. “I knew it was where I wanted to race. It's 100 miles of pure excitement and hard racing, in some of the fastest cars around.

“My first Trans Am race was in 2005, at the Cleveland Grand Prix in front of my home crowd,” she says. “Since then, I have participated in 46 Trans Am races, had three wins, 28 top fives, and 37 top 10 finishes. In 2012, I finished second in the Trans Am championship, just 11 points shy of first.”

Ruman fields the No. 23 McNichols Company Chevrolet Corvette in the Trans Am class and, at the June 2014 New Jersey Motorsports Park round, she recorded her first Trans Am pole.

“I grew up with Corvettes – it is a car I love,” says Ruman. “When the Corvette body style came out years ago in Trans Am, my dad decided to re-body the car to run Vettes.” At the time, the car wore the popular Camaro body. “We have been running the Vette bodies ever since,” she says.

The 2014 season looks full of promise for Ruman, as she was sitting second in the championship points at the midpoint of the season. “There

RUNNING STRONG

(RIGHT) Trans Am is once again seeing packed fields and attracting multiple car makes, giving the fans a lot to cheer for.



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have been some great battles in the first four rounds of the series this year," she says. "I had some great side-by-side racing at Road Atlanta, but it was really cool to run as close as I did to Ron Fellows at Canadian Tire Motorsports Park. I didn't get around him, but we had a solid second place there."

TA2 JOINS THE FRAY

The TA2 new class inspires visions of the Follmer vs. Donohue, Mustang vs. Camaro battles of the 1960s, but with a modern twist. The TA2 class utilizes a tube frame with silhouette body and crate engine, making for an extremely cost-effective and attractive point of entry.

"After renting a car from Bob Stretch at Mid-Ohio last year, I was hooked," says Ron Keith, a newcomer to the series. "The Trans Am series is a first-class operation. They treated me very well and made sure I enjoyed my time. I want to race in a touring professional series, and Trans Am is exactly that."

While the bulk of the TA2 field is made up of the Camaro variant, the Mustang bodied cars are growing in popularity. "I chose the Mustang because everyone is running the Camaro," says Keith. "[Camaros] make an awesome looking racecar, but I wanted to be different. It is also awesome running up front in a Ford. I gained a lot of fans because Ford race fans are the best. I meet a lot of people when I am signing autographs, and they are rooting for me because I am driving a Ford."

The cost effectiveness of this new class has made it a popular place for

veteran racers and young up and comers - and the racing action is always fierce. "The drivers in TA2 are all really good and fun to race with," says Keith. "My favorite race was at [Canadian Tire Motorsports Park] this year. We were running in a five-car pack for over half the race. It was awesome racing with Cameron Lawrence, Kevin Poitras, Adam Andretti, and Bob Stretch."

ENTER TA3

The TA3 classes are the newest to join the fold, with the International class (TA3I) catering to BMW, Porsche, or other GT-2 SCCA Club Racing cars like the Dodge Viper and Chevrolet Corvette. Meanwhile, the American Muscle class (TA3A) brings back the historic Ford-Chevrolet-Chrysler battles courtesy of the Mustang,



ACTION PACKED

The TA3 class (BELOW) features a variety of makes and models, and allows for many existing cars to cross over from other series. Cars like the Ford Mustang (RIGHT) and Aston Martin (FAR RIGHT, BOTTOM) can transition from Pirelli World Challenge GTS to TA3 American Muscle or International. (RIGHT) The Trans Am series has long been a fan favorite, and continues to breed racing heroes, especially with up and coming wheelmen like Cameron Lawrence (red race suit).



"It was truly a war, with eight or nine lead changes and at least that many contact incidents"

TODD NAPIERALSKI

Camaro, and Challenger. American Muscle is another class that welcomes the Club level racer to slide over and do battle in front of big crowds.

Todd Napieralski is the kind of guy this class was built for. Having competed in Club Racing and SCCA Pro Racing Pirelli World Challenge, TA3A was the perfect opportunity for him to grow his team.

"Trans Am was something I had recollections about from years ago, but it was one of my crew members who



Getty Images / George Follmer

BLAST FROM THE PAST

While many decades have passed since the inception of Trans Am, the sights and sounds of a modern Trans Am race is not that different. George Follmer and his AMC Javelin (1) have moved on, but the next generation of stars and cars are taking the track by force.

turned my attention to it last year," says Napieralski. "He was helping another team in Trans Am and he told me we should take a serious look at the series. It was a natural fit for our team, and everyone at Trans Am was very welcoming. It is truly a racer's series and it has a lot of good things going on now. You can see the growth and momentum building with each event."

Napieralski is a lifelong Camaro fan, and TA3A gave him a competitive outlet in Pro Racing. "Growing up in a GM family, the Camaro has always been one of my favorites," he says. "In fact, my first car was a Camaro, and I have always owned one of them. The new Z-28 will be here next month - what an awesome machine. To see more and more racing components on a production Camaro is a huge statement by Chevrolet."

"We have three different TPR Camaros dedicated to racing," Napieralski says. "In Club Racing, we have a T2 Camaro SS which will have the new Z-28 Performance Package for 2014. We also have two other Camaros for the Trans Am TA3A class and the World Challenge GTS class."

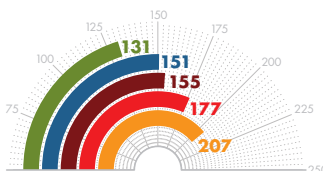
Just like the other Trans Am series classes, the racing in TA3 is very

I meet a lot of people... [who] are rooting for me because I am driving a Ford"

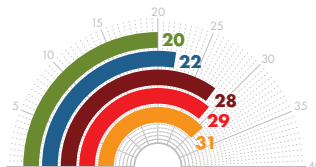
RON KEITH

competitive. After five rounds in the 2014 season, four drivers had recorded victories, making for many memorable battles. "Without a doubt, the Trans Am Road Atlanta battle with Steve Kent Jr. is a standout for me," says Napieralski. "It was truly a war, with eight or nine lead changes and at least that many contact incidents between us. Let me rephrase that to 'communication incidents.' It was clear from early on that neither one of us could run away. The win was great, and my hardest earned to date."

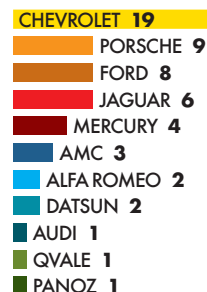
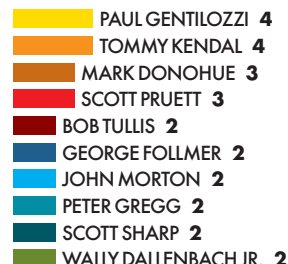
While Trans Am racecars have evolved over the years, and legendary drivers stepped away, making room for the next generation of heroes, the racing has stayed as exciting as ever. With new classes and cost-controlling measures in place, Trans Am is ready to bring pony car wars back to the forefront of American racing - where it belongs. 🏁

TRANS AM BY THE NUMBERS**MOST TRANS AM STARTS**

207 Paul Gentilozzi
177 Greg Pickett
155 Randy Ruhlman
151 Jim Derhaag
131 Donald Sak

ALL TIME TRANS AM RACE WINNERS

31 Paul Gentilozzi
29 Mark Donohue
28 Tom Kendall
22 Scott Pruett
20 Ron Fellows

TRANS AM CHAMPIONSHIPS BY MANUFACTURER**TOP TRANS AM CHAMPIONSHIPS BY DRIVER**

A RACER'S CLASS

Formula F(ord) has launched numerous careers, rocketing SCCA racers into international fame. This year, FF celebrates its 45th anniversary



SPORTS ILLUSTRATED

PERSISTENT

(ABOVE) In 1993, Anthony Lazzaro logged the first FF SCCA National Championship title for a Van Diemen. This win was a long time coming, as this exact car had claimed the Runoffs pole in 1978.

WORDS Jeff Zurschmeide

MAIN IMAGE D.E. Baer

In the summer of 1969, most people were paying attention to the Apollo 11 moon landing, the concert at Woodstock, or the war in Vietnam. It's not surprising that a popular new formula car in amateur sports car racing would escape notice. But the class that first went to the Runoffs at Daytona International Speedway in the fall of 1969 has lasted, mostly unchanged, since that year and launched more professional racing careers than any other.

"The first couple of years of Formula Ford were probably the toughest," says racing legend Skip Barber, who won the first FF championship in SCCA. "There was no question - it was where the good drivers went. If you were good you tried to go to Europe, and Formula Ford was how you could establish that you were good. For example, there was a race at Sebring in 1969 or 1970 that had seven guys in it who went on to drive in Formula 1."

MODERN MACHINE

(RIGHT) Tim Kautz was an early adopter of the Honda Fit power plant. At the 2012 Runoffs, he became the first to claim a National Championship for a Honda-powered FF.

FOUNDING FATHERS

Formula Ford was built around Ford's readily available and reliable Kent 1,600cc cross-flow pushrod engine, placed in an affordable chassis that offered full adjustability, inexpensive tires, and no downforce-producing wings. The combination was magic.

"Formula Ford started small in 1969 and by the end of the year it had a reasonable number of good people in it," says Barber. "The Runoffs were at Daytona that year - I won that race from the back of the pack because my car got demolished that morning."

Barber's story is one for the history books. He tells it like this: "I drove a works effort from Ray Caldwell and Autodynamics. It was an American car and one of the most popular. I was on the pole, decisively. But, at the end of qualifying, we discovered the motor needed to be replaced and we didn't have a spare, so we flew the block from Daytona to New England and chased parts up in Detroit. We got the motor

back in time for the Sunday morning warm-up, and in that warm-up Jim Clark - not *the* Jim Clark, this guy was from the Detroit area - broke an A-arm on the banking and he ran into me and destroyed the car. I had a spare car so we took the motor out and put it in the spare - and then there was a lot of arguing about whether I could start from the pole or whether this was different. I got moved three times from the front to the back, but I won from the back."

One of the factors that helped the new class grow was support from all sides of the supply chain. Chassis builders, Ford, and others all offered assistance to aspiring Formula Ford drivers.

"I actually made a profit that year running Formula Ford," Barber remembers. "I got the car for nothing, to sell. I got two motors to sell. I got money from Ford and I got money from Valvoline, and I got free tires all year. So it ended up we ran a really professional effort."

The class was appealing to drivers for the level of competition, the affordability of the class, and the chance to develop and advance.

"What was unique about Formula Ford was that it was mostly up to the driver, not the car," says Barber. "The most important thing was that the best driver had a good chance. It was a reliable car at a reasonable price. It took the huge check-writing component out of it. You couldn't buy a win in that class, and that is unusual. That's why it was the training class all over the world."

"Plus, there were many manufacturers involved, and that provided opportunity for some drivers,"

"The cars got cleaner aerodynamically so the drafting diminished to some degree"

DAVE WEITZENHOF



JEFF LOREVE



THE CLASSICS

Early Formula Fords had some of the most iconic lines, with Lotus making several unforgettable FFs. The Lotus 61 (LEFT) was released in 1969, and can be found in competition to this day.

LONGEVITY

An attractive characteristic of FF is how long a chassis can be competitive. For example, the Swift DB-1 won its first SCCA National Championship in 1983 with R.K. Smith behind the wheel (BELOW). In 1996, Bruce May claimed the Swift DB-1's 10th Runoffs title (RIGHT).



Ken Brown

1980s, and into the 1990s, winning his first FF championship in 1977 and then taking five more, with his most recent championship earned in 1998. Along the way, his engineering expertise helped the class develop into a more sophisticated set of machines.

"Obviously there were gradual motor upgrades, but the most important thing is that cars got a lot more aerodynamic," Weitzenhof says. "Early on, you had these huge drafting battles with maybe 10 cars in a pack. Nobody could get away from anyone because the draft was so important. Later on, the cars got cleaner aerodynamically so the drafting diminished to some degree. Obviously, dampers and suspension technology – all that stuff that goes with any kind of racing – but the biggest thing was aero."

HONDA CHANGES THE GAME

The addition of the 1,500cc fuel-injected overhead cam Honda Fit engines to the class for the 2010 competition year fundamentally changed the landscape – and the name, with SCCA changing the designation to "Formula F." While SCCA was careful to maintain competition parity with the carbureted pushrod Ford motors by limiting Honda horsepower through the use of intake restrictors, the Honda engines benefited from almost 50 years of



SportsCar Archive

Like Barber, Weitzenhof was attracted to Formula Ford for all the right reasons. "It was the place to be," says Weitzenhof. "The racing was intense, it wasn't too expensive, and there wasn't a huge amount of technology to buy, like different dampers, every week. It was fairly stable and driving ability and the ability to tune your own car without a lot of outside influence was important, and that made it a lot of fun. When I went into Formula Ford, my first car cost \$4,800 and the engine was \$1,300. That's a far cry from what it is today, but I could not have afforded any other classes."

Weitzenhof went on to become the leading FF driver through the 1970s,

THE MAN

Dave Weitzenhof is one of the most respected names in FF. Earning a total of four Runoffs titles, his first came in 1977 (RIGHT, 67).

The addition of the 1,500cc fuel-injected overhead cam Honda Fit engines to the class... changed the landscape"

Barber continues. "There were people who got loaner cars, free cars, or got help. The third thing was that it brought a lot of good drivers into one series, and that is hugely important in terms of driver development. You have to race against good guys. Some people hide from that and try to find a class where they're the only good guy. They win lots of races but they don't get any better."

RIDING THE WHIRLWIND

As the new class grew, other racers took notice and many switched to Formula Ford to get in on the action. 1972 FV Champion Dave Weitzenhof was among those who saw the potential in the new class.

"I went into Formula Ford for 1973 because I thought it was the place to move up. At that age, I had dreams of being a champion in some major series, but as things progressed I gravitated toward being in control of my own life and not worrying about that sort of thing," Weitzenhof says.



SportsCar Archive

FLASHBACK TO THE AMERICAN FORMULA FORD ASSOCIATION

Like any successful class, it wasn't long before Formula Ford gained a pro series to provide a little upward mobility for drivers. "It was 1975, and the guy who started it was Bill Claren," says driver Peter Olivola. "The thing that appealed to me immensely about the whole thing was the continuity. The other big thing that it gave me was the opportunity to compete with the same people at new tracks I had never run before."

Michael Andretti, Davey Jones, Scott Goodyear, Chip Ganassi, and Chip Robinson all began their professional careers in AFFA races. Dave Weitzenhof won six championships in the series.

"My best competition was in the Formula Ford Association. I got into it in 1976 and ran that through 1983. That was the epitome of Formula Ford racing. It was major competition," Weitzenhof says.

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THE STANDARD

Skip Barber set the standard in Formula Ford competition and has continued to support the class ever since. During the 25th anniversary of the class, Barber helped host an event at Lime Rock Park (RIGHT).



Randy McKee / SportsCarActive

technology development.

"The biggest thing the Honda engine did was level the playing field," says Weitzenhof. "The problem is that there were always one or two or three absolutely dynamite motors around, and if you didn't have one of those you were really kind of screwed as far as the National Championship was

concerned. Now the Honda has leveled the playing field and, unfortunately for the guys with the Kent engines, unless you have one of those really great ones, you can't be competitive with the Honda. But it was always the case when only a couple people had really good motors. Now everybody is more or less equal horsepower-wise."

With the Honda engine offering a modern version of the same stability, reliability, and performance that the Ford engine brought in the late 1960s, the fundamental appeal of FF as a driver's class has remained compelling.

"There was always some other driver who could drive the same car faster than me, but my big advantage was being the engineer on the car and understanding how it worked and getting it to do what I needed it to do to be fast," Weitzenhof says. "If you know the basics, you can always figure out what to do about it. That combination is what's given me my longevity in racing."

FAST FORWARD


Tim Kautz has won the last two FF championships in a Honda-powered car, and his performance in winning the 2013 championship earned him SCCA's prestigious President's Cup.

"I started with the Ford engine, and there's no doubt that a Ford is still competitive, but the key is that it's competitive at a much higher price tag," says Kautz. "At the Mid-Ohio Super Tour event this year, the top five cars were all under the previous track record. The third-fastest time of the day, also under the track record, was by Russ Ruedisueli in a Ford-powered car. There's no doubt they are capable."

Still, Kautz acknowledges there's a good reason to choose the Honda engine. He says, "It's typical Honda. They start, they run, and it's really hard to hurt them. They take a lot of abuse and you have to guilt yourself into doing a valve adjustment every now and then, which they don't typically need. Not only is that a cost advantage, but also when you're at the track you're not spending your time worrying about the barometric pressure

What was unique about Formula Ford was that it was mostly up to the driver, not the car"

SKIP BARBER

and the temperature to figure out your jetting. You're spending your time on your data figuring out where the nut behind the wheel is leaving time on the table. It's more than just a financial deal. It allows more time for driver development. That's what the series originated from and it's what we're getting back to." 



Skip Barber Personal Archive

FIRST CHAMP

Formula Ford's first SCCA National Championship race took place in 1969 at Daytona International Speedway, where Skip Barber claimed the inaugural title (RIGHT). Barber successfully defended his title at the 1970 Runoffs at Road Atlanta (ABOVE).



Skip Barber Personal Archive

FF GOES PRO AGAIN

Today, FF has ample competition in the race to be the proving ground for young open-wheel drivers. Within SCCA, classes such as Formula Enterprises and Formula 1000 offer downforce, more power, and a faster chassis. Yet the original low-cost formula continues to attract drivers who want to sharpen their skills, and there is growing interest in SCCA Pro Racing's series for the FF class.

"The advent of the [SCCA Pro Racing] F1600 Championship Series has brought a time of renewal," says Tim Kautz. "It's great competition and a great series. The series offers single-class racing and you've got eight to 10 cars that could win on any given lap. There are drivers as young as 15 years old, and I don't think there's a better way to develop a driver than to throw him into that kind of race. Everyone comes away from their first event saying the same thing: You'd better bring your 'A' game. It's like the Runoffs every single time you show up."

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USRRRC MEETS THE CTC

Previewing the 2014 United States RoadRally Challenge, set for Sept. 18-20, 2014, in Chattanooga, Tenn.

WORDS Rick Beattie

IMAGES Tommy Lee Byrd

For this fall's 20th anniversary United States RoadRally Challenge, the USRRRC will run as part of the Coker Tire Challenge – something completely unheard of for the event. Traditionally, the USRRRC runs three rallies over three days, so joining the Coker Tire Challenge (CTC) on Sept. 18-20, 2014, in Chattanooga, Tenn., will provide an event that's in keeping with the USRRRC's original goals, but in a different rally format.

Jeanne English, the RoadRally Board's liaison to CTC, and RoadRally Board (RRB) member Bruce Gezon,

Coker believes in drawing attention to the cars, and the USRRRC competitors will join in"

both point out the most important factor behind the decision. "It is the desire of the RRB to have the USRRRC be what was first intended: a destination event emphasizing both competition and social interaction." The single, two-and-a-half day, 20-control Tour rally of the ninth annual Coker Tire Challenge will more than meet that goal while allowing SCCA rallyists to run under almost all of the current rules for SCCA National Tour rallies. The Coker event typically draws about 40 cars.

There are differences of note between the CTC and USRRRC, however. While the CTC runs veteran and rookie classes, they only allow the use of a speedometer, and the event's instructions make references only to time, not distance. SCCA entrants,

however, will still enter in the "E," "L," and "S" equipment classes using the CTC instructions.

In the more social aspects everyone is treated the same – and "treated" is a good word for it. Gezon notes, that "past Coker Tire Challenges have traversed the rural valleys and mountains of Alabama, Georgia, North Carolina, and Tennessee that haven't been seen by SCCA rallyists since the Heart Of Dixie days. There is no more varied scenic terrain anywhere else in such a confined geography."

The daily rally runs are called Stages, and English filled in details about what to look for in each one. Friday's stage ends at Corky Coker's home, Mountain Valley Farm, at the base of Lookout Mountain. Antique cars and motorcycles, a nice dinner, and the "What Am I Doing Wrong?" seminar are all part of the evening.

Saturday includes a stop at the courthouse where the 1925 Scopes trial was held, and the end includes, as English says, "The W Road: a scenic, historic portion of the old Dixie Highway. It's a steep, downhill, two-lane road, with three sharp switchbacks in quick succession leaving the summit [hence the name 'W']."

Although rallying on Sunday ends by noon or one o'clock, there will be time for a scenic overlook.

Coker believes in drawing attention to the cars, and the USRRRC competitors will join in. Everyone will carry a half dozen or so decals and stickers on each side of their car. The CTC logo surrounding the car number is the biggest one and will fill the car door nicely.

As part of that attention, entrants must keep their vehicles on display at the Saturday parc fermé until 6-6:30 p.m.

IT'S AN EXPERIENCE

The Coker Website, www.cokertirechallenge.com, provides many more details than here, but the event really lasts four days. Arriving Wednesday evening has many, many advantages.

Most of the day on Thursday is taken up by registration and tech inspection at the Honest Charley Garage. You'll see many SCCA rally folks helping out at registration, controls, or handing out route instructions.

The SCCA Chairman is Chattanooga Region member Janice Strawbridge, with Bill Perry serving as





liaison between Region and RRB.

There is a rally school starting mid-afternoon. The rally school is a good idea for everyone, especially anyone not familiar with the instruction symbols and format, even if they have read the rules many times.

Thursday ends with a reception before competitors find dinner at locations of their own choosing before starting the event early the next day.

A NEW CHALLENGE

The challenge for SCCA competitors will be adapting to the timing format. Some competitors describe the Coker format as time-speed rallying. In that format, with only a speedometer to describe progress, the rally car must be stopped, moving at a constant speed or accelerating/decelerating at a constant rate to begin to know for certain how far the vehicle has traveled.

The instructions are written to test competitors in that method. Timing is in seconds. Instead of an odometer calibration zone, there is a

speedometer check. There are numerous, and sometimes short, speed changes and stops.

Speeds are set below the speed limit and at the warning speeds posted at corners and turns. Speed changes are typically referenced to these signs, and the event almost exclusively uses signs erected by government agencies.

The Chattanooga, a AAA four-diamond-rated hotel adjacent to the Honest Charley Garage, will be the USRRC headquarters.

IN THE DETAILS

John Classen, a multi-time SCCA National RoadRally Champion and the



THE CLASSICS

This year, the USRRC will run alongside the Coker Tire Challenge in Chattanooga, Tenn. The CTC attracts a variety of classic cars (ABOVE) and also features a car show (LEFT) and dinners at entertaining venues (BELOW).

EXPERIENCE IT

My first experience with this type of event was watching nearly 100 vintage cars stop for a Great Race rest break in Uniontown, Pa. A half dozen blocks of Main Street were closed to other traffic as Studebakers, Ramblers, Plymouths, a Velie, and a bunch of pre- World War II Fords and Chevys with numbers, advertisements, and "Aces" (small stickers earned for scoring a zero on a leg) dodged pedestrians and, with great effort, backed to the curbs, all about a minute apart.

Balloons were everywhere. The drivers and navigators looked completely exhausted as they were pointed to snacks and refreshments. It was the whole deal. There was even a band playing. You soon realized that as a road rallyist, you could be more than an observer; you could do all of this.



MORE THAN A RALLY

It would be well worth spending more than just the three rally days in Chattanooga, Tenn. The Lookout Mountain Incline Railway, the Chickamauga National Military Park, and other Civil war sites are visible from downtown. The Tennessee Aquarium is adjacent to the Riverfront Parkway, about a mile from the headquarters hotel. Ruby Falls and Raccoon Mountain Caverns are worth seeing and, of course, like it says everywhere, "See Rock City" (about six miles from downtown).

CTC rallymaster, offers some administrative and competitive clarifications. The CTC will administer entries, receive applications, and collect entry fees. The entry form will contain all the information needed by both CTC and USRRC competitors.

The SCCA RoadRally Rules (RRR) and the CTC rules will both apply. In the event of a conflict, the CTC rules govern with clarifications and exceptions.

The USRRC entry fee will be \$350 and includes T-shirts and other such booty. All entrants must carry insurance of at least \$250,000/\$500,000/\$100,000 or a \$500,000 single limit. A copy of the declarations page or a certificate of insurance must be provided at registration.

USRRC entrants will run in Equipped, Limited, or Stock classes and comply with the signage and parc fermé requirements previously referenced.

USRRC and CTC vehicles will run in separate groups each day. Most likely, USRRC will run first on Friday and Sunday, but last on Saturday. The Stage 1 starting positions in each group will be determined by date of entry. The subsequent Stage starting positions will be determined by a number draw.



CAR LOVER'S DREAM

With this year's USRRC joining the Coker Tire Challenge, expect to see all kinds of fantastic machinery competing.

All checkpoints are passage controls. Timing is checkpoint to checkpoint, not cumulative and in-time is out-time.

Unless something unexpected goes terribly wrong with the scoring system; at the Stage finish line, each team will receive a scorecard with their times, the true times, their scores, and their Stage score. Early times are marked with an asterisk.

True times will be available only at the end of the day. Mileage and timing logs will not be available. Daily and multi-day score sheets will be available showing the finishing positions of all USRRC teams.

Although CTC competitors may

discard their worst leg from scoring, USRRC competitors may not.

CTC will provide first-place USRRC class winners in each class with trophies equal to the CTC winners and second-place trophies to any class with more than 15 entries, as of Aug. 15, 2014.

It's easy to see that everything about registration, scoring, instruction clarity, and awards will be first rate, and you will undoubtedly be happy to have been a part of this year's unique USRRC. 📍

PRACTICE

Jeanne English suggests it is a good idea to study the Event Regulations and the Sample Rally at www.greatrace.com. Column D contains explanations of each symbol and instruction. Remember that the Coker Tire Challenge has a speedometer check, typically lasting about 20 minutes. The speed is 50mph, and there are numerous intermediate locations where the "correct" time is given to a tenth of a second. "With the speed and the time, you can calculate the official mileage and set your factor."

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WHEN STOPPING COUNTS

If you've been an SCCA member for any amount of time, you're familiar with Hawk Performance, but there's more to the company than brake pads | **WORDS** James Heine **IMAGES** Jay Bonvouloir

"Since the beginning, the brand has been involved in motorsports; since its inception, the managers and the staff have been racers," says Mike DeFord, vice president of marketing and new business development for Hawk Performance/Finish Line Marketing. "As a company we have supported, sponsored, and raced virtually everything with four wheels, from monster trucks to GT and prototype racecars around the world."

Hawk Performance added to its level of involvement in motorsports when, in 2002, it became the official brake products partner of SCCA. Considering its lineup of performance brakes for everything from Solo to Club Racing to tow vehicles, it was a natural fit. And the parts work, as proven by the fact that in the past decade Hawk's line of products has won more motorsports championships than any other friction manufacturer.

In addition to SCCA, Hawk maintains relationships with the Richard Petty Driving Experience, the Ron Fellows Performance Driving School, the Skip Barber Racing School, the Hawk with Brian Redman (Road America's annual midsummer vintage extravaganza), and a variety of professional racing teams, including most recently Penske Racing and Juan Pablo Montoya's IndyCar effort.

Beyond high-profile relationships such as that with Penske Racing, Hawk Performance supports roughly 250 racers in the United States at the road racing, sports car, Club Racing level, DeFord says.

"Most notable in the SCCA would be Mike Skeen and the CRP Racing team that have campaigned the Hawk Performance cars in [SCCA Pro Racing Pirelli] World Challenge, including the new Audi R8 that made its debut at Long Beach this year," says DeFord. "While Mike and Juan are very high profile, we have drivers of all levels and racing in virtually every form of SCCA activity, like Mike Kuhn, who runs a Mazda RX-8 in Solo and is very dominant."

DeFord himself has a long association with the SCCA. He grew up in Southern California, where his dad road raced and autocrossed Datsuns.

"At a very young age, I knew that I wanted to work in the industry," he says. "I got my start 23 years ago at a small race prep shop. I have worked all sides of the business in a marketing role, from being the publisher and editor for an independent magazine directed to the import and compact market in the late '90s to working for manufacturers and event companies."

With each, he has always sought to promote the SCCA, including working closely with Kurt Spitzner in the late 1990s to launch the Street Touring Solo classes and introduce rallying to the import market. Along the way, he has raced everything from Solo Vees to BMW GT cars.

"Racing is my passion and my life, I am blessed to make it my career," he says.

Many of Hawk Performance's staff are SCCA members as well, and have been racing everything from Solo to pro classes for years, DeFord adds.

"While we partner with the Club to drive sales and market our product, we are also very passionate about our racing and what we do, be it professionally or personally with the Club."

THE BIG PICTURE

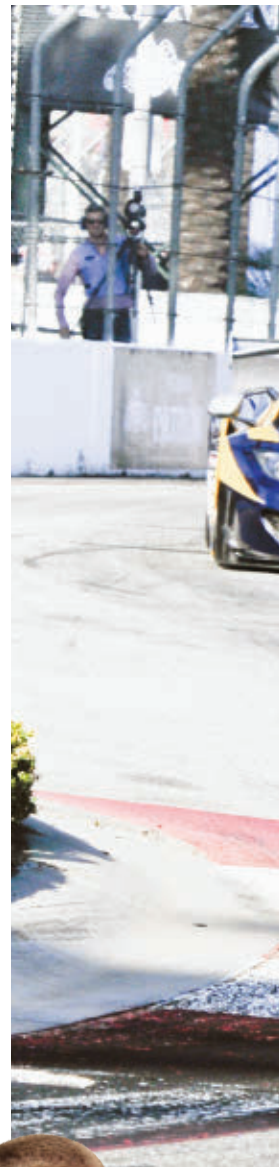
Today, Hawk Performance is part of Carlisle Brake and Friction, a manufacturer of high-performance and heavy-duty aftermarket and OEM parts (i.e.: brakes, clutches, and transmissions) for an array of markets worldwide, including mining, military,

"Once our product meets our standards, we distribute it to select teams and drivers"

MIKE DEFORD

construction, agricultural, industrial, and aerospace industries. Plus, Carlisle Brake and Friction itself is a component of the Carlisle Companies, a globally diversified organization that focuses on products for a wide spectrum of markets, from transportation and construction to food service and medical equipment products.

What this means for SCCA racers and gear heads of all stripes is this: In designing and manufacturing motorsports products,





Hawk Performance has significant design and engineering resources at its disposal.

"Being part of a company the size of Carlisle Brake and Friction allows our engineers to work with the best equipment and to have a wealth of resources to pull from in order to develop the best products possible," says DeFord. "We do it all in-house, from compound creation, testing, manufacturing, packaging, and then shipping."

Yet, development always begins "with our customers and their wants and desires," DeFord explains. "We have staff on site at all the U.S. Majors Tours and many Club and

Solo races, working with teams and customers."

That engagement at the track leads to new ideas, new applications and, eventually, new products, DeFord explains.

"Our initial testing is done in-house. Once a product meets our standards, we distribute it to select teams and drivers who give us their feedback. We then take all our data and the input from those using the product in competition and on the street, make any changes necessary, and then go into production."

However, it is seldom a fast or easy process, DeFord notes.

"Last November at the SEMA

Show, we started sharing information with customers that we were in final development of two new compounds. At the time, we were close, or at least we thought we were close, to releasing the product to the market. The reality, though, is that through testing and input from our racers and testers, we kept making small tweaks in order to release the best product possible. We are finally at that point now, after a lot of hard work by a dedicated staff, that we are launching two new compounds directed right at SCCA members."

The first is Hawk's High Performance Street 5.0 compound, a street-friendly compound suitable for

WINNER'S EDGE

Hawk is involved with the SCCA on many levels, including sponsoring race teams, like the SCCA Pro Racing Pirelli World Challenge GT Audi R8 (ABOVE) driven by Mike Skeen (LEFT). It's through this type of torture testing that Hawk develops its brake pad compounds.



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Perry Bennett

THE GAMUT

Hawk brakes are found in all aspects on SCCA, including on cars competing in National Solo.

Solo, Time Trials, [and] track day type activities. "It is a step higher than the HPS compound that we have offered for years," DeFord says.

"The other new compound is our High Performance Street/Race. This is a very aggressive compound that is street friendly, though it does have a little noise. It is an ideal track compound for those who are competing heavily with their street car, or for track-only cars that are light to mid weight. The optimum operating temperature range is 100 to 1,200 degrees [Fahrenheit]."

The broad range makes the compound effective in a variety of competition environments while still being street friendly, DeFord says. "It provides a firm and consistent pedal feel with medium brake torque. It's the next step above our HPS Plus

compound, and it will be a game changer for those who want to drive their car to the track and not swap out pads when they get there."

A FULL CIRCLE

For Hawk Performance, its association with the SCCA offers a full circle partnership, DeFord says, from racers and members "helping us develop compounds to supporting racers and introducing the Hawk Performance brand to the masses at races.

"The worst part of the partnership is that when we are at the track working, we are all wishing that we

When we are at the track working, we are all wishing that we were actually on track"

MIKE DEFORD

were actually on track instead of working. Lisa Noble, SCCA's President, and I sat down and talked at Daytona during the 24 Hours. We talked for close to two hours. It would have been a 30-minute conversation if we were anywhere else, but we kept pausing to look at the monitors, checking our team's lap times, commenting about moves being made on the track, and so on."

What's next for Hawk Performance? Come the Runoffs in October, "We will be announcing a very cool program for racers," DeFord hints. 📍

WHAT PAD SHOULD I USE?

At Hawk Performance, staff members answer a lot of questions from SCCA members but, says DeFord, there are two questions that always arise.

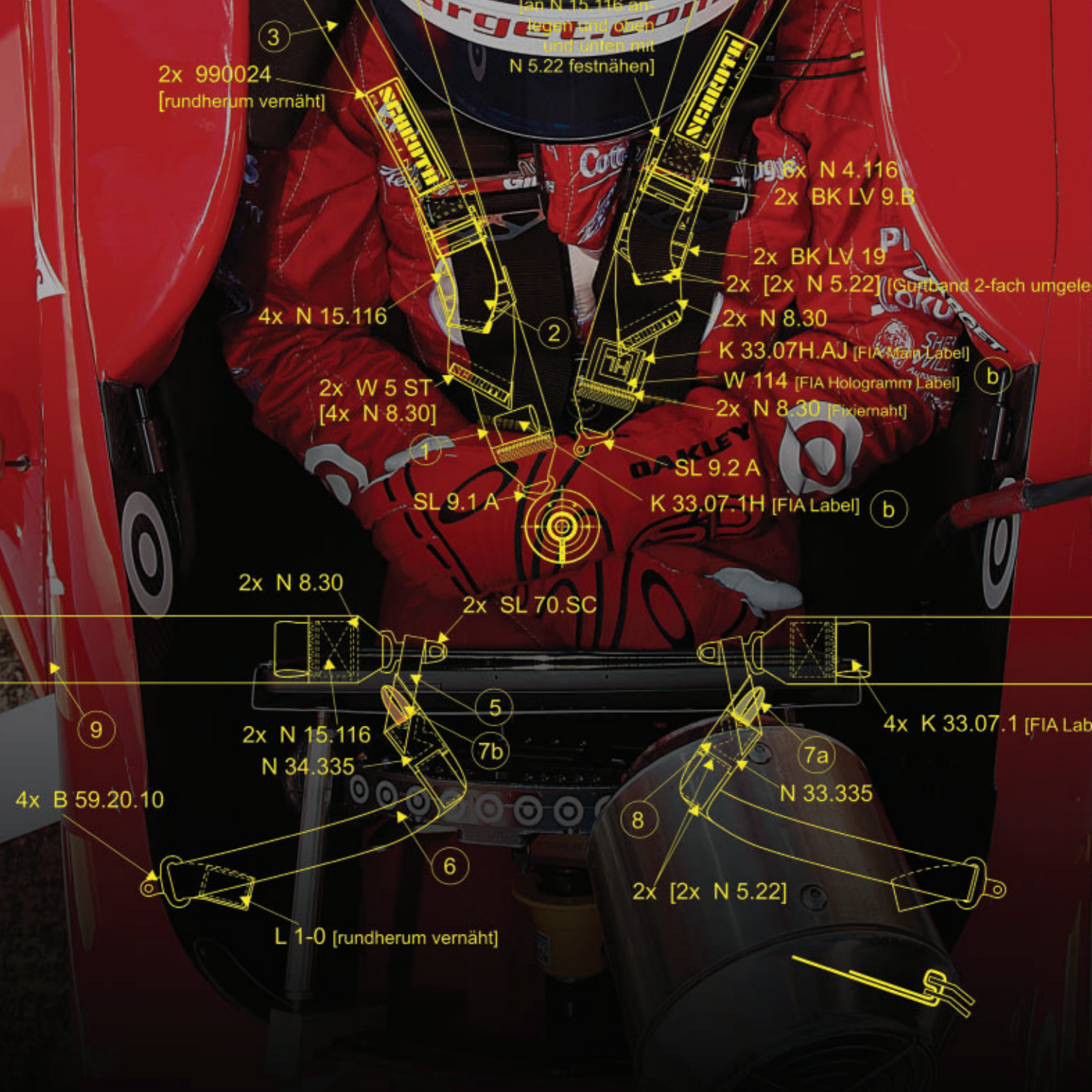
What pad should I use? "[There] is not a simple answer," says DeFord. "We offer so many compounds that picking the perfect one requires additional information, such as, how is the car used? How is it modified? What does it weigh? What is your driving style and how do you prefer your car to handle?"

How often should I change my pads? "Again, this is not an easy or exact question to answer, as it depends on how you drive, how hard you use the brakes, the

weight of your car, and so on," he says. "In the end, all drivers must be proactive. They must inspect their pads every 10,000 miles to determine the amount of life left in them. Or take it to a repair shop, which will usually check them for you at no charge."

There are other questions, too, and many of the answers can be found in the FAQ section of Hawk Performance's downloadable brake catalog. Visit www.hawkperformance.com to download the catalog.





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MID-OHIO SUPER TOUR

A packed BFGoodrich Tire Super Tour returns to Mid-Ohio Sports Car Course, May 30-June 1, 2014

WORDS Jeff Zurschmeide MAIN IMAGE Kenneth Hawking



The BFGoodrich Tires Super Tour traveled to Mid-Ohio at the end of May for the penultimate round of the 2014 series. The event was also rounds three and four of the Northern Conference U.S. Majors Tour, making this a must-attend event for racers hundreds of miles around who have their eyes set on qualifying for the 2014 National Championship Runoffs.

The GT-Lite races this weekend were sponsored by racegearbox.com, and featured special cash prizes and unique trophies supplied by the transmission manufacturer. Kyle Disque won \$500 for each of the two

races of the weekend by finishing first in the No. 92 Toyota/TRD/Hoosier Tire Toyota Tercel. In both races, Kent Prather and Roy Lopshire finished second and third, respectively, making them eligible for the special contingency program.

Reigning FF National Champion Tim Kautz was on hand for the weekend in his No. 88 Braeburn/Two Dogg/Hoosier Piper DF3D/Honda Van Diemen RF99, setting the bar on Saturday amid heavy competition.

"The top five cars were all under the previous track record," Kautz says.

"With Jeremy Grenier, Russ Ruedisueli,



Ken Brown



Kenneth Hawking



HANGIN' ON

(ABOVE) While Robert Allaer struggled to make the end of Saturday's FC race, he had no problem capturing Sunday's win. (ABOVE RIGHT) GT-1 driver Tom Smith (62) claimed a pair of wins, while GT-2's Tom Patton (50) scored a first and a second. (RIGHT) F500's Calvin Stewart avenged Saturday's DNS with a win on Sunday.



Kenneth Hawking

Lew Cooper, and Cliff Johnson, there was some definite competition."

But his strategy is simple, Kautz says: get out in front early and stay there. "I learned long ago that if everyone is evenly matched and you can gain a second or two at the beginning of the race, it's really hard to pull that back," he says.

It worked on Saturday and brought Kautz the win, but in Sunday's feature race going quick right out of the box was not enough to swing the results. Jeremy Grenier slipped past Kautz for the win in his No. 12 Ski Motorsports/Hoosier Citation.



"I had a second of lead after the first lap," Kautz says. "But Jeremy and three others were really picking up the pace, so I was pretty fortunate to hang on for second."

Current Formula Enterprises Champion Scott Rettich reiterated that he has what it takes to run up front in his No. 17 Alliance Autosport/Springboro Car Wash Spec Racer Ford, bringing home two SRF victories on his way to Monterey, and chalking up two more in FE driving the No. 17 Alliance Autosport/PDI Communications/Formula Enterprises/Ford car.

"We had an awesome weekend,"

says Rettich. "I had a great run on Saturday in SRF and I was able to run just a few thousands off my own FE track record on Sunday."

With this kind of success, Rettich is looking forward to the Runoffs, and plans to be a contender in both SRF and FE. "I have never driven SRF or FE at Mazda Raceway, but I have raced there twice in another series," he says. "Mike Miserendino, Todd Harris, and the other West Coast guys will be strong competition, but I plan to run up at the very front."

Jim Daniels continued his juggernaut run at the E Production

7 The top five cars were under the previous track record...there was some definite competition"

TIM KAUTZ



Kenneth Hawing

VICTORY LAP
(ABOVE) Greg Vandersluis took the checker in dominating fashion both days in Touring 4. (LEFT) Jim Daniels also proved himself a powerhouse, cruising to a pair of E Production wins.

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EVENT REPORT



Kent Brown

SMOKIN'

(ABOVE) American Sedan's Andy McDermid celebrated his wins the only way he knows how. (BELOW) Scott Rettich's weekend went well, splitting four wins between SRF and FE.



Kenneth Hawking

Drago leading the field on Saturday in a new No. 2 Mazda Miata. Drago, like many others, is looking for the combination that will work to his advantage at the Runoffs.

"I had built a new car for the race," Drago says. "It's a 2003 Variable Valve Timing car, which makes a lot of torque but doesn't have quite as much top end. The car ran real good Saturday, and never missed a beat. We'll test it again at Road America, but we think it may be a better car for Mazda Raceway."

Saturday's results from Mid-Ohio should be required reading for all Spec Miata hopefuls.

"We qualified on pole and I was really surprised at how well the car did," says Drago. "For the first five or six laps I was about a second faster than the field. So I finished with a seven-second lead. It was one of the biggest leads I've ever had in a Spec Miata race, so I was pretty happy with it."

But there's a reason this sport is called "racing" instead of "winning," and that became apparent when Drago pulled out of pole position and retired with a broken rear axle half shaft on the pace lap of Sunday's feature race.

"It was a freak deal when I was scrubbing the tires," he explains. "It just felt like someone snuck up

It just felt like someone snuck up underneath the car and stole the driveshaft"

JIM DRAGO

National Championship with two decisive wins in the No. 76 TheRacingInsiders.com Mazda MX-5. Daniels ran just 0.003sec off the track record for EP, serving up a 23-second margin of victory on Saturday and extending that to 33 seconds on Sunday. In both races, Sam Halkias finished second in the No. 83 Catawba Island Marina Triumph TR-6.

"I'll be going up against Jon Brakke at the June Sprints," says Daniels. "Jon has a great car, and he's won a bunch at the Sprints and the Runoffs. If I can just stay with him there, that's going to be a great measuring stick of how we're going to do at Mazda Raceway."

Spec Miata saw some exciting racing with two-time Champion Jim

underneath the car and stole the driveshaft. Unbelievable! I don't think anyone was shedding any tears when I pulled off."

Jonathan Davis, driver of the No. 16 Mazda Miata, agrees. "With Jim Drago pulling off, everyone's race looked a little more open," Davis says. "I slotted in behind Voytek Burdzy and tried to stick with him and not let anyone else get past. Erik Stearns tried to out-brake me at the end of the back straight. I held on to the outside and then to the inside for the next corner, and then Voytek and I pulled away from the others. A few minutes later I got a run on Voytek down the back straight and made the pass."

Burdzy tried to find his way back into the lead, but Davis has substantial

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Kenneth Hawking

CLOSE CALL

(ABOVE) Jonathan Davis logged a third place Spec Miata finish on Saturday, but came back to win on Sunday – albeit by a scant 0.38sec. (RIGHT) Michael Varacins had to race for his Formula Vee wins, taking both checkers with no room for error.

I was just trying to keep enough of a gap that Voytek [Burdzy] couldn't get a draft on me"
JONATHAN DAVIS



Ken Brown

experience at Mid-Ohio and kept the door shut tight on his way to his first Majors win.

"I was just trying to keep enough of a gap that Voytek couldn't get a draft on me, but I didn't want to push so hard that I was more likely to make a mistake," Davis says. "I was just trying to maintain a second or two gap there at the end."

Only one round remains of this year's BFGoodrich Tires Super Tour. Racers will gather on the Independence Day weekend at Watkins Glen International to conclude the series. ●

3. Lewis Cooper III (Spectrum); **FV:** (7 starters) 1. Michael Varacins (Speed Sport) 1:40.181; 2. Andrew Abbott (Vector); 3. Jeff Loughhead (Vortech); **F5:** (3 starters) 1. Michael Brent (Invader) 1:34.975; 2. T J Shaughnessy (Invader); 3. Don Napier (Red Devil).

SUNDAY

GT1: (5 starters) 1. Tom Smith (Chevrolet) 1:30.158; 2. K. Dane Smith (Chevrolet); 3. Robert Hofmann (Chevrolet); **GT2:** (8 starters) 1. Tom Patton (Sunbeam) 1:30.765; 2. Mark Boden (Porsche); 3. Randy Kinsland (Chevrolet); **GT3:** (4 starters) 1. (4 starters) 1. Paul Young (Ford) 1:35.174; 2. Miek Cyphert (Toyota); 3. Ken Nelson (Nissan); **GTL:** (6 starters) 1. Kyle Disque (Toyota) 1:40.865; 2. Kent Prather (Mazda); 3. Roy Lopshire (Toyota);

AS: (9 starters) 1. Andy McDermid (Ford) 1:36.713; 2. Philip Smith (Chevrolet); 3. B. Thomas Himes (Ford); **EP:** (6 starters) 1. Jim Daniels (Mazda) 1:37.057; 2. Sam Halkias (Triumph); 3. Brian Haupt (Mazda); **FP:** (7 starters) 1. Kevin Ruck (Acura) 1:39.342; 2. Sam Henry (Mazda); 3. David Strittmatter (Lancia); **HP:** (6 starters) 1. Matt Brannon (Fiat) 1:44.185; 2. Greg Gauper (Honda); 3. Eric Vickerman (Austin Healey);

STU: (1 starter) 1. John Schmitt (Honda) 1:41.494; **STL:** (7 starters) 1. Jim Drago (Mazda) 1:40.491; 2. Brian Shanfeld (Mazda); 3. Andrew Salzano (Honda); **T1:** (3 starters) 1. John M Buttermore (Chevrolet) 1:34.499; 2. Jason Von Kluge (Ford); 3. Larry Funk (BMW); **T2:** (6 starters) 1. John M Buttermore (Chevrolet) 1:36.873; 2. Andrew Longe (Porsche); 3. Gary Mason (Porsche); **T3:** (4 starters) 1. David Daughtery (Nissan) 1:39.477; 2. Sage Marie (Acura); 3. Aaron Kaplan (BMW); **T4:** (2 starters) 1. Greg Vandersluis (Ford) 1:44.173; 2. Ralph Porter (BMW); **SM:** (38 starters) 1. Jonathan Davis 1:43.338; 2. Voytek Burdzy; 3. Michael Novak; **BS:** (6 starters) 1. John Heinrichy (Chevrolet) 1:49.506; 2. Brian Audet (Mini); 3. Chris Capaldi (Ford);

PI: (10 starters) 1. Ralph Provitz (Staudacher) 1:22.749; 2. Gianpaolo Ciancimino (Stohr); 3. David Locke (Stohr); **P2:** (2 starters) 1. John Fergus (Carbir) 1:29.554; 2. Richard Colburn (Nostendo); **SRF:** (32 starters) 1. Scott Rettich 1:39.330; 2. Adam Gottlieb; 3. Mark Greb;

FA: (9 starters) 1. Daniel Burkett (Swift) 1:19.349; 2. Jimmy Simpson (Swift); 3. Sedat Yelkin (Swift); **FB:** (5 starters) 1. Jeremy Hill (Photon) 1:24.726; 2. Charles Livingston (JDR); 3. Nicho Vardis (RFR); **FC:** (7 starters) 1. Robert Allaer (Van Diemen) 1:27.206; 2. Thomas Gaffney (Reynard); 3. Devin Lesueur (Van Diemen); **FE:** (4 starters) 1. Scott Rettich 1:26.599; 2. Reece Everard; 3. Dean Oppermann; **FM:** (1 starter) 1. Brian Lift 1:29.714; **FF:** (13 starters) 1. Jeremy Grenier (Citation) 1:30.358; 2. Tim Kautz (Piper); 3. Russell Ruedisueli (Van Diemen); **FV:** (7 starters) 1. Michael Varacins (Speed Sport) 1:39.262; 2. Gary Blanak (Silver Bullet); 3. Jeff Loughhead (Vortech); **F5:** (4 starters) 1. Calvin Stewart (Novakar) 1:34.045; 2. Michael Brent (Invader); 3. T J Shaughnessy (Invader).

RESULTS
U.S. Majors Tour and BFGoodrich Tires Super Tour
Mid-Ohio Sports Car Course | Lexington, Ohio | May 30-June 1, 2014
SATURDAY

GT1: (5 starters) 1. Tom Smith (Chevrolet) 1:28.967; 2. Dick Greer (Chevrolet); 3. Robert Hofmann (Chevrolet); **GT2:** (7 starters) 1. John Kachadurian (Porsche) 1:30.834; 2. Tom Patton (Sunbeam); 3. Mark Boden (Porsche); **GT3:** (5 starters) 1. Joe Kristensen (Acura) 1:34.252; 2. Paul Young (Ford); 3. Mike Cyphert (Toyota); **GTL:** (7 starters) 1. Kyle Disque (Toyota) 1:40.978; 2. Kent Prather (Mazda); 3. Roy Lopshire (Toyota);

AS: (8 starters) 1. Andy McDermid (Ford) 1:37.381; 2. Edward Hosni (Ford); 3. Tom Sloe (Ford); **EP:** (8 starters) 1. Jim Daniels (Mazda) 1:37.439; 2. Sam Halkias (Triumph); 3. Steven Lustig (Honda); **FP:** (7 starters) 1. Kevin Ruck (Acura) 1:39.026; 2. Sam Henry (Mazda); 3. David Strittmatter (Lancia); **HP:** (7 starters) 1. Greg Gauper (Honda) 1:45.077; 2. Matt Brannon (Fiat); 3. Eric Vickerman (Austin Healey);

STU: (1 starter) 1. John Schmitt (Honda) 2:15.143; **STL:** (14 starters) 1. Jim Drago (Mazda) 1:40.646; 2. Brian Shanfeld (Honda); 3. Andrew Salzano (Honda); **T1:** (3 starters) 1. John M Buttermore (Chevrolet) 1:34.812; 2. Larry Funk (BMW); 3. Jason Von Kluge (Ford); **T2:** (7 starters) 1. John M Buttermore (Chevrolet) 1:37.405; 2. Aaron Quine (Chevrolet); 3. Andrew Longe (Porsche); **T3:** (4 starters) 1. David Daughtery (Nissan) 1:39.480; 2. Sage Marie (Acura); 3. Aaron Kaplan (BMW); **T4:** (2 starters) 1. Greg Vandersluis (Ford) 1:43.739; 2. Ralph Porter

(BMW); **SM:** (38 starters) 1. Jim Drago 1:43.127; 2. Voytek Burdzy; 3. Jonathan Davis; **BS:** (6 starters) 1. John Heinrichy (Chevrolet) 1:50.095; 2. Brian Audet (Mini); 3. Chris Capaldi (Ford);

PI: (10 starters) 1. Ralph Provitz (Staudacher) 1:23.147; 2. Jim Hallman (Stohr); 3. Jim Downing (Peach Day); **P2:** (3 starters) 1. Richard Colburn (Nostendo) 1:29.357; 2. John Fergus (Carbir); 3. Rob Sherwood (Carbir); **SRF:** (32 starters) 1. Scott Rettich 1:39.584; 2. Jim Gray; 3. Mark Greb;

FA: (9 starters) 1. Daniel Burkett (Swift) 1:21.173; 2. Jimmy Simpson (Swift); 3. Sedat Yelkin (Swift); **FB:** (5 starters) 1. Jeremy Hill (Photon) 1:26.465; 2. Tyler Thielmann (JDR); 3. Steve Hamilton (JDR); **FC:** (7 starters) 1. Thomas Gaffney (Reynard) 1:29.021; 2. Robert Allaer (Van Diemen); 3. Devin Lesueur (Van Diemen); **FE:** (4 starters) 1. Scott Rettich 1:26.842; 2. Reece Everard; 3. Dean Oppermann; **FM:** (1 starter) 1. Brian Lift 1:29.748; **FF:** (14 starters) 1. Tim Kautz (Piper) 1:31.239; 2. Jeremy Grenier (Citation);

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PRO FILE

TRANS AM'S MID-SEASON BATTLES

WORDS Clark Trexler,
edited by Philip Royle

IMAGES Chris Clark

The third round of the 2014 Trans Am Championship, the 100 Miles of Luna-C, took place on May 10 at Road Atlanta. In the TA class, Doug Peterson began the day on pole, with Amy Ruman in second and John Baucom third. Peterson and Ruman battled back and forth throughout the first half of the race. Ruman was delayed by lapped traffic during the 19th lap, allowing Baucom to move into second.

A double yellow fell over the field during the 28th lap of the race to retrieve Jason Berkeley's Corvette, opening a window of opportunity for Ruman, who immediately shot between two cars during the restart down the main straight, pushing her way back into the fray with Peterson and Baucom. However, just as it seemed Ruman was about to challenge for position, she spun, leaving her back in sixth position.

Cliff Ebben took advantage of Ruman's misfortune and grabbed third position, but only for a lap as he made contact with traffic and went off course, causing another full course yellow.

With only three laps to go at the restart, Peterson and Baucom bolted forward, with Peterson barely keeping Baucom at bay as the cars crossed the finish line.

The TA2 race featured three different race leaders, with Adam Andretti taking the checkered flag come the end of what quickly became a race of endurance between TA2 frontrunners.

Andretti began the race on pole with two time TA2 Champion Bob Stretch next to him and defending TA2 Champion Cameron Lawrence in third position. Lawrence was first to make a move, overtaking Stretch for second during the second lap of the race; Lawrence continued to power forward, passing Andretti the next lap - a position he held up until the sixth lap when Andretti and Lawrence made contact in Turn 10A.



Unfortunately, when Cameron left me plenty of room I apparently needed the whole track"
ADAM ANDRETTI

"He gave me plenty of room, and it just was very slick in the breaking zone going into Turn 10A and I locked up the tires, causing a little sideways action and contact, said Andretti. "Unfortunately, when Cameron left me plenty of room I apparently needed the whole track."

Todd Napieraski, in TA3A, and Russ Snow, in TA3I, were able to manage start-to-finish victories over their respective groups.

ROUND 4: CTMP

Ron Fellows returned to Trans Am for the Canadian Tire Motorsport Park round of the series, claiming the TA pole in his 100th Trans Am appearance. Through all 100 miles, three full course cautions, and multiple challenges from Amy Ruman, he prevailed, leading every lap.

Fellows began the day on pole with teammate Simon Gregg in second position and Amy Ruman in third. Likewise in TA2, Adam Andretti started in first, with Kevin Poitras in second and Cameron Lawrence third.

The TA class saw a change in the top three immediately with Ruman passing Gregg during the first lap, pressuring Fellows. Doug Peterson also charged

forward, passing Gregg as well, and quickly caught Ruman.

Peterson's stint in the top three would only last two laps as he was forced to pull off track with a mechanical failure. Gregg quickly resumed and solidified his standing in the top three.

In TA2, Bob Stretch pushed ahead of Lawrence for third place during the second lap, but Lawrence quickly responded during the seventh lap, returning to third, then overcoming Poitras for second place during lap 13. The track then went under a full course yellow as Andrew Romocki came to a halt on the front straight.

Racing resumed, albeit briefly, as a three-car incident between Tom Sheehan, Mike McGahern, and Mel Shaw occurred only two laps later, forcing another yellow.

On a return to green, the TA2 class became the site of a nose-to-tail line of Andretti, Lawrence, Poitras, Stretch, and Ron Keith. Not long after, another caution came out as Stretch blew his motor.

The race restarted with six laps remaining, and as the checkered flag flew, Fellows crossed the finish line for his 20th Trans Am win on his 100th Trans Am start.

In TA2, Cameron Lawrence proved why he's the defending champion, fending off Andretti's challenges.

In TA3A, Joe Chan picked up the win, while Norman Betta claimed the TA3I victory. 🏆

CENTURY MARK
Ron Fellows came out of retirement to record his 100th Trans Am career start behind the wheel of the No. 6 Derhaag Motorsports Chevrolet Corvette, as the series visited his home track, Canadian Tire Motorsport Park.

STILL GOT IT
Ron Fellows (center) started from the pole at Round 4 and led every lap on the way to his 20th series victory in what was his 100th start.



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RACING ROOM

TIME-SENSITIVE ISSUES



UP TO DATE

While *Fastrack* should be read monthly to keep abreast of the latest adjustments and proposals, it's just as important to read any Racing Memos, which are pushed out in order to expedite time sensitive issues. For example, in May 2014 a Racing Memo covered the allowance of an alternate flywheel in Formula Mazda.

WORDS Jim Wheeler, Chairman, Club Racing Board

IMAGE Chuck Koehler

I have the best job in SCCA. Like the countless jobs done by our volunteers, the pay isn't so hot (as in zero), but the rewards are immense. Working with the group of overachievers who are the CRB, Advisory Committees, and Board of Directors members is very rewarding. On a daily basis, I e-mail, text, and talk with captains of business and National Champions about one topic: racing. There is nothing quite like talking about Spec Miata with two-time Runoffs Champion Jim Drago (who is on the CRB), or talking about American Sedan with multi-time National Champion Andy McDermid (on the American Sedan Advisory Committee).

I highly recommend considering joining an Advisory Committee for whatever class you race. I also recommend the GCR Advisory Committee for Stewards, racers, and administrators who are interested in


the "front of the book" - where the GCR covers all of the rules that are not class specific.

If you look at the "Cars and Rules" page at SCCA.com, you might notice that there are well more than 10 Racing Memos posted for this year alone. Racing Memos, posted by SCCA staff members Chris Blum and John Bauer, are being used more frequently to help racers with time-sensitive issues.

I highly recommend considering joining an Advisory Committee for whatever class you race"

RM 14-13, for example, came as a result of a new classification for the Dodge Viper. The original implementation date was after the May 30-June 1 Mid-Ohio U.S. Majors Tour/BFGoodrich Tires Super Tour. At the request of a racer, we were able to issue the Racing Memo to make a

change "immediate." Many of these memos are used to correct slight errors or omissions that are brought to our attention after a rule is posted in *Fastrack*. If there is an issue and it is a time-sensitive matter, drop me an e-mail and I will see what the CRB can do to help.

The CRB has only two face-to-face meetings this year. The first was at the National Convention and the next will be at the Runoffs, where we will have a meeting in addition to the daily town hall meetings with all of you. We may try to schedule another meeting for late fall, depending on the number of issues that rear their heads at the Runoffs. There is also a long-term "Concorde Agreement" that is being discussed by the Board of Directors that may require a face-to-face meeting. The name was purloined from the recent F1 agreement that was designed to keep consistent rules for an extended period. There are currently no details ready for your input, but we might have something to discuss by the Runoffs. 



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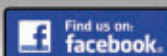
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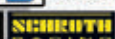
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LEAVING THE LINE

HOW TO CHAIR A PROSOLO

WORDS Tom Berry

IMAGE Perry Bennett

Quite a while back, roughly 20 years ago, Cal Club Region's RE Renee Angel approached me at a local Solo event to see if I would act as chairman for the Los Angeles, Calif., stop of what is now called the Tire Rack ProSolo National Series. Certainly she was joking, as I had never been involved in organizing any type of event - even a local one. I was convinced that this was a really bad idea, but she was persistent; that persistency led to me agreeing, and sticking with it for the next two decades.

From my perspective, so many things seemed to go wrong at that first event. To say it was an excellent learning opportunity would be an understatement. But after all these

I I've found that you have to start by assigning topnotch workers to core positions and then trust them to do a great job"

years of chairing the event, I've learned a trick or two.

I immediately discovered you need to be organized and delegate, delegate, delegate. It's important not to get sucked into thinking that you'll have the time to take care of things during the event. I've found that you have to start by assigning topnotch workers to core positions and then trust them to do a great job. This is their sport, too, and they want the event to be just as successful because we all know that your Region is on display.

After a few years of getting the organizational aspects mostly wrong, I got a little smarter and developed a one-page spreadsheet that displays a plethora of information: all the jobs, the names of who is assigned to each job, each person's cell phone number, the class they are running in, times when the jobs needed to be done (if applicable), who to call on if more help is needed,



contact information for the site, the potties, and the SCCA National Staff. This has proven to be an enormous help in keeping things running smoothly. This sheet gets distributed to everyone involved, including the SCCA National Staff. The hope is that everybody knows what is going on.

Having a great site is wonderful! A ProSolo course requires a pair of mirror-image courses, but that means even a large runway isn't always easy to work with. An ideal site would include some sort of grid setup that facilitates making the courses match each other. When you're working on mirror-image courses, you have to be prepared to make adjustments to accommodate surface irregularities - and this changes the course on both sides. In the last 20 years we have held the Los Angeles ProSolo at four different sites, and they all have had plenty of challenges. Our Region has

been very fortunate to use the retired El Toro military base in Irvine, Calif., for at least the past seven years. This site provides lots of space for large courses and several layout possibilities. It has also provided sufficient space for a test and tune course on the Friday before the event. But, alas, it appears that this will be our last year using this facility. Off we go to find another site...

Be flexible; you never know what may come your way. One year an overnight rainstorm flooded half of our lot at Auto Club Speedway and the entire course had to be redesigned Saturday morning within roughly half of the space. These things happen - so just go with the flow.

And put your best foot forward. This is a great opportunity to show off how good your Region really is. Bring out those shiny new cones. Have a good food truck on premises if you can to make it easier for everyone to have food or snacks. Put your friendliest people on the front lines, like the gate, registration, worker check in, etc. Remember what Patrick Swayze said in *Road House*: "Be nice!" The Friday night Welcome Party can be a terrific way to promote fun! Have a variety of great food and set up a few chairs as an invitation to sit around and bench race. This sets the tone for a great weekend. 🍷

HIGH PRESSURE

Competition can be stressful, but with good planning and a great support system, chairing the event does not have to be.

EXPERIENCE COUNTS

The courses can make or break a Solo event, and ProSolos are not where you want to try out a first-time designer. Rather, let those who want to design their first course get roughed up at a local event first. Go with someone you know will do a great job on the course design and be able to work within the requirements of the SCCA National Staff. If at all possible, have the course pre run in several different cars. This gives feedback for making those minor adjustments that make for a great course. In the last few years, our Region has brought in excellent "guest designers" from other Regions. Sometimes a fresh perspective can lead to a different approach other than the usual layout.



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GETTING DIRTY

IS LIGHTER BETTER?

WORDS Jonathan Olschewski

IMAGE Rupert Berrington

There is a myth that is weighing down RallyCross. The worst part is, you might be the one helping perpetuate it, and in reality there aren't any facts to back the theory. But with a little thought, hopefully everyone can come to understand that reducing the weight of your RallyCross car is not the ticket to faster times or winning. Wait, what did I just say?

To be completely up front, there is one situation where weight does matter and will be a major factor in an event: In muddy or extremely slick conditions, lighter cars tend to be

RallyCross will always be a driver-matters-most sport with our every-run-counts scoring system"



faster. For those events there is strong evidence that lighter cars are faster. The sad part is that in all other conditions, those cars do not seem to have any advantage.

Sometimes we have a car that has a single modification that will place it into the Modified class. This is exactly what happened to me. Seeing that I was now going to be racing with cars 500lbs lighter than my car, I started removing all the major interior components. I also purchased a carbon fiber hood, removed the sunroof, and pulled the air conditioning system. I was then in a much lighter arena and the car felt amazing, although I had to purchase coilovers because the lack of weight meant the car became too tall. It also seemed that most of the weight was shed from the rear, causing the car to become more nose heavy. On course, however, the car was playing second fiddle to a less prepared, much heavier car. The reduced weight was not the key to winning.

KEEP IT SIMPLE

The quickest path to winning is likely focusing on your driving, and tires. Don't sweat the small stuff.


But that's an anecdote, and anecdotes are easy to blow holes in as there are too many variables at play. Here are the facts...

The only class where extremely light cars have won at the RallyCross National Championships has been Modified Front Wheel Drive. But in past years, there have been completely stock, 3,000lb cars win that category against some of the lightest cars Modified has seen. That same 3,000lb beefy car claimed both first and second place against a 1,700lb car that had a National podium driver behind the wheel - the car has also claimed an MF title. That's nearly half the weight of the winning car, yet it wasn't enough to win. Another data point is the fact that the cars that won Modified Rear and Modified All Wheel Drive for the last two years have been stock weight.

The fact of the matter is, RallyCross will always be a driver-matters-most sport with our every-run-counts scoring system. If you can't catch them

in a fairly stock car, the mod game probably isn't going to get you there, and neither is stripping out your car to shed a couple hundred pounds.

If you look at the major RallyCross events over the years, there is simply no proof that lighter cars are the ticket to victory. The only possible exception to light weight being key is in Modified Front Wheel Drive, but this is mainly due to the fact that so many of those cars have undergone weight reduction that there is not enough data to compare.

So what will get you faster times on the RallyCross course? Aside from more seat time, great tires look to be key. Look at champions like Warren Elliot, Sam Henry, and Ken Cashion; they all compete in heavy cars with good tires, and they make sure to get plenty of seat time. Tires are easy to change out after an event, and don't leave you with a car that has a completely stripped interior and is almost unable to be driven between events. 

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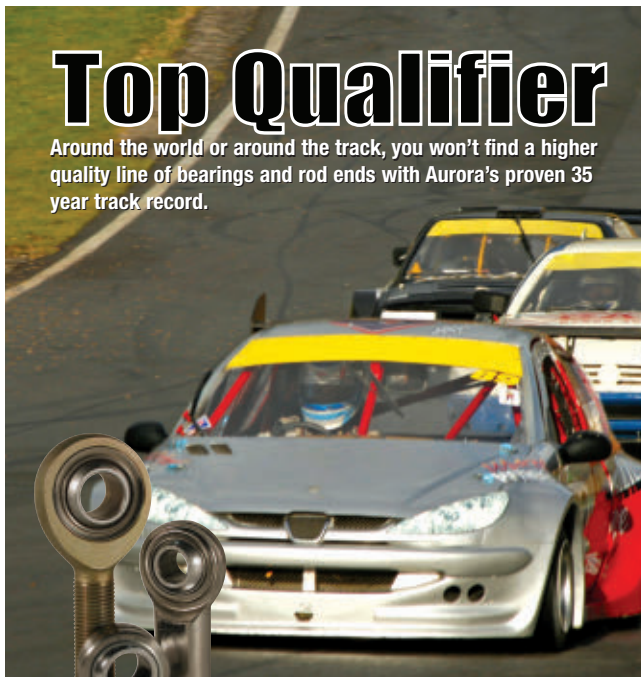
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SHIFTIN' GEARS

SCCA ARCHIVE UPDATE

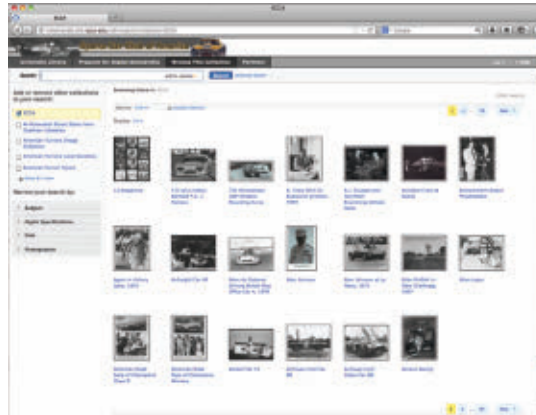
WORDS Raleigh Boreen and Jennifer Johnson

What is happening to the SCCA's archives and historical keepsakes? We currently have more than 2,000 square feet of historical documents and memorabilia in Indianapolis, Ind., and it's constantly growing. To put this into perspective, this is the equivalent of a nice size ranch home. That's a lot of stuff! Consequently, the SCCA Foundation is looking at several alternatives to help preserve what we have, as well as ways to handle growth as we receive donations of personal and Regional archives.

The SCCA Foundation has been working with Indiana University Purdue University Indianapolis (IUPUI) in Indianapolis, Ind., since 2011. The relationship has been good for our Foundation and for the university - we have both learned a great deal through our partnership. They have been of great help as the SCCA Foundation tries to get its arms around how to protect and utilize our greatest asset: our history. Jennifer Johnson, the Digital Scholarship Outreach Librarian at IUPUI, has assembled what follows below:

IUPUI is an urban university situated on the western edge of downtown Indianapolis. This location makes collaboration with geographically close businesses and cultural heritage institutions ideal to provide library services that include access and preservation to archival collections that currently are not available to the public. Since 2004, the IUPUI University Library has been working with organizations like the Indianapolis Motor Speedway and the Indianapolis Recorder to assist in the creation of digital collections. These collections consist of photographs, audio, video, maps, monographs, and other archival material. University Library implements best practices for the creation, description, preservation, and sharing of digital collections.

In 2011, librarian Kristi Palmer gave a presentation to an IUPUI engineering class. She shared the services that the



library offers including a list of digital collections that have been created. It is always exciting to provide outreach to the campus faculty about the work the library does with the community. It is the intention of our work to facilitate the use of digital collections to enhance and complement faculty research.

SCCA archivist and IUPUI faculty member Pete Hylton followed up with Kristi after the meeting to discuss the possibility of creating a digital archive for the SCCA collection.

ONLINE ACCESS

Thanks to the hard work at IUPUI, some of SCCA's extensive photo archive is online and searchable.

Dating back to its inception in 1944, the SCCA has been collecting artifacts"

Dating back to its inception in 1944, the SCCA has been collecting artifacts that capture the proud history of its diverse motorsports organization. The collection includes photographs, reel-to-reel movie collections, race programs, posters, and *SportsCar* issues. The physical collection resides in storage and is currently unavailable to the public. Lacking the ability to meet the needs for public use of the collection, there was a need to figure out the best way to provide access to these materials. Digitization and online access seemed like a simple solution to meet that need. By digitizing this material, the

digital collection not only captures the heritage of the SCCA, but it allows for open access to images that can be used by SCCA members, motor enthusiasts, and historians.

University Library worked with Dr. Pete Hylton and the SCCA Foundation to establish a project plan for digitization. With limited resources within SCCA to organize and prepare materials, the photograph collection was selected as a top priority. Utilizing internal library funding that supports faculty research, the library digitized 1,554 photographs. Coinciding with each image is information that describes what is happening in each photograph. The online collection provides various features, allowing a user to search. The collection can be viewed by clicking on a single link allowing access to the entire photograph collection. To perform a more advanced search, a user can specify a search term. The collection can be found at www.ulib.iupui.edu/digitalscholarship/collections/SCCA.

The IUPUI University Library looks forward to supporting the SCCA and providing guidance as the Foundation determines additions and enhancements to the digital collection. For further comments or questions regarding the project please contact Raleigh Boreen with the SCCA Foundation. ☺



CROWD SOURCING

The SCCA archive contains a vast amount of material to be digitized. University Library and SCCA are determining what the next project might be to add to the collection. While discussing additional items that can be added, there is also the discussion about how to enhance the usability of the photographs that are presently online.

A project idea that has sparked interest is called "crowd sourcing." Crowd sourcing would allow a large group of people, especially from the online community, to describe a photograph. Someone viewing the collection may have firsthand experience of who is in the photograph, or may be able to describe the details of the event. Their knowledge is valuable in validating the information, making the photograph more useful to researchers.

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FRONT LINE

LORI VITAGLIANO IS SOUTHEAST DIVISION'S REGISTRATION WORKER OF THE YEAR

WORDS James Kearney

IMAGE Courtesy Lori Vitagliano

Color Lori Vitagliano busy, but not too busy to care about what she is doing. In her non-racing world, she works with special needs children in a pre-kindergarten setting in Boca Rotan, Fla. Needless to say, she is a patient and caring person. In her racing world, her husband Jay got involved in the Club by renting a ride. At first Lori was his crew person, but in 2004 she was asked to help out in registration and she did what seemed natural: She pitched in. When some other folks retired, she was the last person standing. "It didn't seem like that long before I was in charge - the position just sort of fell into my lap," she says.

Luckily for all involved, it is a very good fit. "I love meeting new people and welcoming drivers," she says. "We

It didn't seem like that long before I was in charge - the position just sort of fell into my lap"
LORI VITAGLIANO

have an awesome group of drivers." Although she is a big racing fan, she has no desire to get behind the wheel. "I've ridden in the racecar and I sometimes help out with the pace car, but personally I don't like the driving. I'd rather do the organizing and setup and run the race."

Lori, who became Chief in 2007, prides herself on a modern registration system that is both easy and fast for the customer. "A quick in and out," she says. She notes that a very good, near paperless DLB system was already in place when she came on board. She needs to bring along but a few plastic bins for supplies and forms. She never witnessed the old days of piles of paper everywhere, but she's heard the stories.

One thing that's still in place, however, is prep work. "There is quite



a lot to do well before a race weekend rolls around," she says. "I coordinate closely with the Race Director and we have monthly meetings. Once a sanction number is obtained, I prepare the supplemental regulation and set up the race schedules. A big issue is to get the car numbers figured out - that can be time consuming."

She also became the treasurer for Florida Region, so between the roles she says there is some work to be done every day, often squeezing in some time midday before her three daughters are out of school.

Far from being overwhelmed by her current responsibilities, beginning in January of 2104, she became the Divisional Administrator for the Southeast Division. She plans to visit many of the 20 tracks in the Division that she has not yet been to.

"I have an excellent team who are all very good sports. Sometimes the weather can be a challenge, but they can deal with it. Sometimes they are out in the elements working at tables set up under canopies. But they get it done."

Lori was not at the National Championship Runoffs and didn't know about her being awarded the BFGoodrich Tires Worker of the Year Award for Southeast Division until she saw it on Facebook. "I read it on my phone and then re-read it on my computer. Finally, I asked my husband what it all meant. I was totally shocked and stunned. I was in awe of the whole thing. Frankly, I'm still speechless about it. There are a lot of people putting in a lot of effort to make these races happen. I'm just so grateful for this award." 

THE KIDS ARE ALRIGHT

Jay and Lori are very proud that the three girls, Kristin, 17, Jennifer, 15, and Amy, 12, are all active Club members. Kristin began in Timing and Scoring but has since gravitated to helping her dad, who is Chief of the Pit and Grid. Jennifer works in Timing and Scoring and also helps her mom in Registration. Amy prefers to help out with Tech. All three girls were recognized for their contributions to the Club at the Southeast Division Convention in 2011 when they were each awarded the Bright Star Award in memory of Lara Cone. "I didn't even know their names were up for the award," said the overjoyed mom.

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ALAN BENOWITZ IS ALONG FOR THE MOTORSPORTS RIDE

WORDS James H. Heine

IMAGES Courtesy Rob Benowitz

Nestled in the farming, ranch, and timber country of the Ozark foothills some 150 miles southwest of St. Louis, the town of Salem, Mo., is the Show-Me State's gateway to the Ozark National Scenic Riverways. A recreational mecca for residents of America's Heartland, it's not only the home of the highly esteemed Dillards bluegrass band (some may remember them as "the Darlings" on CBS-TV's long-running *Andy Griffith Show*) but also the locus of RallyAmerica's award-winning Rally in the 100 Acre Wood and the SCCA's 100 Acre Tour National Road Rally.

Salem is also the home of Alan Benowitz, a St. Louis Region member making his mark both in RallyCross and as a valuable member of the Region's cadre of young motorsports enthusiasts and workers. Benowitz, 19, graduated (salutatorian) last year from Salem High School. This fall he will begin his sophomore year as an engineering student at Missouri University of Science and Technology in nearby Rolla. He works also at Fleming Variety, his family's 80-year-old retail business in downtown Salem, and as a data processing back-up clerk at a local bank, a position he has held for more than three years.

"I grew up playing golf, helping with the Rally in the 100 Acre Wood, loving cars, and being involved in many things," he says. "I love every minute of it all."

In 2012, "Alan joined the SCCA on his own," explains Eileen Waters, secretary for the St. Louis Region and a longtime observer and promoter of motorsports in St. Louis. "Last year he stepped up to represent RallyCross on our Region's



WHEELS FOR SOLO, AND CRUISING

On Benowitz's list of things he'd like to do this summer is Solo. Two years ago, he acquired a set of wheels ideal for a foray into that component of the SCCA – a classic 1986 Guards Red Porsche 944.

He and his father found the car on eBay and then drove 11 hours to Ohio to pick it up, Benowitz recalls. When they arrived, the car "looked even better than in the pictures," he says. "It's been a wonderful car. Porsche really hit the nail on the head with it. The best part: It has run like a train the whole time I've had it."

awards selection committee and this year – along with Steve Sloten, our membership and RallyCross chair – he has spearheaded the revitalization of RallyCross in the St. Louis Region. Alan handles most of our RallyCross posts to Facebook, rallies the troops, and does a good job of promoting the sport."

That Benowitz is hooked on motorsports shouldn't surprise anyone. It is, in a sense, part of his genetic makeup.

"He has spearheaded the revitalization of RallyCross in the St. Louis Region"

EILEEN WATERS

"I went to my first race, an IMSA race at Indianapolis Raceway Park, not long before I was born," he explains as he names the tracks where he's attended IndyCar, ALMS, NASCAR, Grand-Am, or SCCA events: Gateway International Raceway (the predecessor of Gateway Motorsports Park); Gateway Motorsports Park itself; IMS; Kentucky, Nashville, and Iowa speedways; Road America; and Barber Motorsports Park.

"The Rally in the 100 Acre Wood is how I was introduced to rallying," he adds. "My dad [Rob Benowitz] worked with Kim DeMotte to bring the event back [in 2002], and I've been involved ever since."

As for his RallyCross career, it began more than two years ago at a St. Louis Region event near Salem. "I was able to use Zach and Kyle Williams' Ford Festiva rally car for the event and was instantly hooked," Benowitz says.

These days, he uses his own Ford Focus ZX4 ST and finds the sport as exhilarating as his first experience. "I enjoy the opportunities it gives people to compete and drive," he says. "I had a blast at my first event and every event since. After my last run of the day, I just want more."

Benowitz also participates in a variety of church and community activities. He has received service awards from several organizations, including his high school and the Salem Area Community Betterment Association, been named his school's scholar-musician, all-around bandsman, outstanding upperclassman, and most valuable member of his high school golf team, advancing in 2012 to Missouri's statewide high school golf tournament but missing the cut in 2013 by "about eight shots."

"My game is constantly getting better, and I hope to play more this summer," he adds. "I love to play. I'm not great by any means, but I can play."

What advice would he offer a friend interested in motorsports?

"I would tell them, 'Just do it.' Attend an event or two and go from there. Making connections is easy, and everyone is more than willing to help you out."

It helps, too, that the SCCA's RallyCross program doesn't have to be a high-dollar sport, Benowitz adds. "I know they won't regret getting involved," he says. "At our April 13 RallyCross [co-organized by the St. Louis and Ozark Mountain Regions], I told my friend to come. He ran the event in his Chevrolet S10 and had a blast doing so. After the first taste, they're hooked."

That includes his girlfriend, Alexis Crocker, who "has been in the passenger's seat for the past two RallyCrosses. She likes to ride along and thinks it's pretty exciting. She smiles the whole time!"

What will hook Benowitz down the line? "As of right now, I am going to school at [Missouri University of Science and Technology] to become a mechanical engineer. I love cars, so we shall see where that takes me!"



DO IT ALL

Alan Benowitz wants to do it all, from RallyCross competition and organization (LEFT) to autocrossing his most recent acquisition, a Porsche 944 (TOP).



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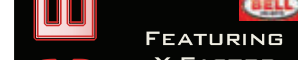
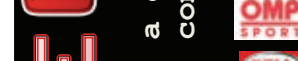
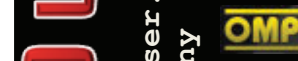
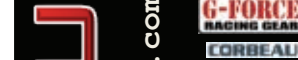
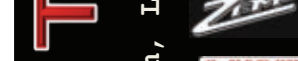
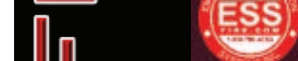
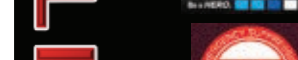


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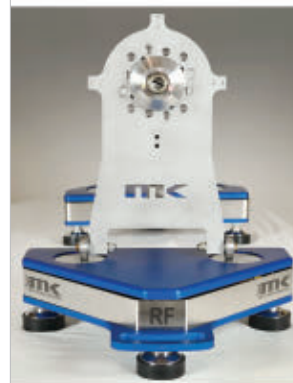
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CALENDAR

SPORTS CAR CLUB OF AMERICA AUGUST 2014
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

PRO RACING



WORLD CHALLENGE

world-challenge.com

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

*Round 1 cancelled due to weather
T. Enge (GT); L. Aschenbach (GTS)*

Apr 11-13 Long Beach, Calif.

(GT, GT-A, GTS single)

J. O'Connell (GT); N. Johnson (GTS)

Apr 25-27 Barber Motorsports, Ala.

(GT, GT-A, GTS double;

TC, TC-A, TCB single)

A. Lazzaro (GT); M. Wilkins (GTS); M. DiMeo

(TC); S. Holbrook (TCA); B. Price (TCB)

A. Palmer (GT); J. Baldwin (GTS)

May 16-18 Canadian Tire Motorsports

Park, Canada (TC, TC-A, TCB triple)

M. DiMeo (TC); J. Wolfe (TCA); B. Price (TCB)

M. DiMeo (TC); J. Wolfe (TCA); B. Price (TCB)

M. DiMeo (TC); E. Francis Jr. (TCA);

N. Stacy (TCB)

May 30-Jun 1 Detroit Belle Isle, Mich.

(GT, GT-A, GTS double)

J. O'Connell (GT); D. Martin (GTS)

J. O'Connell (GT); D. Martin (GTS)

May 30-Jun 1 New Jersey Motorsports

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

DiMeo (TC); Holbrook (TCA); Price (TCB)

DiMeo (TC); Holbrook (TCA); Palmer (TCB)

Jun 19-21 Road America, Wis.

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

Jul 18-20 Streets of Toronto, Can.

(GT, GT-A, GTS double)

Aug 1-3 Mid-Ohio Sports Car Course, Ohio

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

Aug 22-24 Sonoma Raceway, Calif.

(GT, GT-A, GTS double)

Aug 30-31 Brainerd Int'l Rcw, Minn.

(TC, TC-A, TCB double)

Sep 12-13 Miller Motorsports Park, Utah

(GT, GT-A, GTS double)

(TC, TC-A, TCB double)



TRANS-AM SERIES

gotransam.com

Mar 2 Sebring Int'l Raceway, Fla.

D. Peterson (TA); C. Lawrence (TA2); L.

Saunders (TA3); D. Martin (TA3A)

Mar 9 Homestead-Miami Spdw, Fla.

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

M. Camus (TA3); D. Martin (TA3A)

May 10 Road Atlanta, Ga.

D. Peterson (TA); Adan Andretti (TA2);

R. Snow (TA3); T. Napieralski (TA3A)

May 17 Canadian Tire Motorsport Park,

Canada

R. Fellows (TA); C. Lawrence (TA2);

J. Chan (TA3A); N. Betts (TA3)

Jun 1 NJMP, N.J.

A. Ruman (GT); C. Lawrence (TA2); E.

Francis Jr. (TA3A); J. Berkeley (TA3)

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.

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



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.

John Dean II; Kenton Koch

Jun 27-29 Grand Prix of Houston, Texas

Jul 11-13 Canadian Tire Motorsports Park,

Canada

Aug 8-10 Road America, Wis.

Oct 1-3 Road Atlanta, Ga.

(all events double weekends)



F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-13 Road Atlanta, Ga.

S. Robinson; T. Minor

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

T. Minor; T. Minor

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

T. McGregor; T. Minor

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)

PRO RACING

WHAT Pirelli World Challenge

WHEN Aug. 1-3, 2014

WHERE Mid-Ohio, Lexington, Ohio

It's a full house when all of Pirelli

World Challenge's classes

converge on Mid-Ohio for a

double-header battle to the

checkered flag.



Mark Weber



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga.

F. Futrelle; J. Goughary

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

J. Goughary; M. Golkhberg

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

B. Newey; S. Bamford

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.

D. Burkett; D. Burkett

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

J. Simpson; D. Burkett

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

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

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

MID-STATES CONFERENCE

Aug 30-31 Heartland Park topeka,

Topeka, Kan.

NORTHERN CONFERENCE

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

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

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/J

ersey 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 sediv racing.org

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 Valley

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, TVR (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

Aug 9-10 * Mid Ohio/Cincinnati

NORTHERN PACIFIC norpacscga.org
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 scga-sopac.org
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-scga.org
Aug 16 Tire Rack/South Bend
South Bend (616) 610-0042

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

NORTHERN PACIFIC norpacscga.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
Oct 3 Watkins Glen/Glen
Glen (607) 425-4339

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

SCCA ACCREDITED SCHOOLS

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

Bob Bondurant School
 (800) 842-7223 bondurant.com
Bridgestone Racing Academy
 (905) 983-1114 race2000.com

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

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

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

REGIONAL ONLY

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 (888) 722-3220
allenbergracingchools.com

MSR Houston
 (281) 369-0677 msrhouston.com

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

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

DRIVERS SCHOOLS

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

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

CLUB RACE

WHAT Double Club race
WHEN Aug. 15-17, 2014
WHERE NJMP, Millville, N.J.
 The Jersey Racing Board is set to host another double race weekend at New Jersey Motorsports Park. Racing there always produces close battles.



Ken Brown

Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com

Pro Drive Racing School
 (503) 285-4449 prodive.net

ProFormance Racing School
 (253) 630-5130
proformanceracingschool.com

Sports Car Driving Experience
 (800) 453-5506
corvetteracingschool.com

Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com
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 sedivacing.org
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 Valley
Aug 30-31 PDX Sebring/Central Florida
Sep 13-14 HC Robbinsville, N.C./Central Carolinas
Oct 4-5 TT/PDX Talladega/Alabama, Tennessee Valley
Oct 30-Nov 2 PDX Road Atlanta/Atlanta
Nov 15-16 TT Roebeling Road/Buccaneer Alabama, Tennessee Valley
 (205) 422-1417 (TVR)
Atlanta (770) 472-0460
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

GREAT LAKES greatlakes-scga.org
Aug 8 Mid Ohio/Cincinnati
Oct 10 Mid Ohio/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 846-1228

CENTRAL

cendiv-scga.org
Jul 6 PDX Autobahn of Joliet/Chicago
Jul 10 PDX Milwaukee Mile/Milwaukee
Jul 21 PDX/TT Blackhawk Farms/Chicago; Milwaukee
Aug 2 PDX Autobahn of Joliet/Chicago
Aug 21 PDX Milwaukee Mile/Milwaukee
Aug 29 PDX Autobahn of Joliet/Chicago
Sep 13 PDX Autobahn of Joliet/Chicago
Sep 18 PDX Milwaukee Mile/Milwaukee
Oct 17 PDX Road America/Milwaukee
Oct 25 PDX Milwaukee Mile/Milwaukee

SOUTHWEST sowdivscga.org
Aug 23-24 PDX/CT MSR Houston/Houston
Houston (281) 373-3961

SOLO

TIRE RACK® SCCA PROSOLO

Mar 22-23 Arkansas Aeroplex, Ark.
David Whitener; Kim Whitener
Apr 12-13 El Toro Base, Calif.
Greg McCance; Christine Grace
Apr 26-27 FedEx Field, Washington DC
James Feinberg; Shelly Monfort
May 3-4 Mineral Wells Airport, Texas
Mark Madarash; Jocelin Huang
May 23-24 Lincoln Airpark, Neb.
Matthew Braun; Jocelin Huang
Jun 7-8 Crows Landing, Calif.
Jeff Kiesel; Annie Gill
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

Jul 5-6 Hampton Mills Lumber Plant, Wash.
Aug. 2-3 Wilmington Airpark, Ohio
Sep 27-28 Arkansas Aeroplex, Ark.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

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

TIRE RACK® MATCH TOUR

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
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 Pitt Race/Steel Cities
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



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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; scga.com
 Pro Racing info/results: sccapro.com

SCCA DIRECTORS

Area 1: Dick Patullo
 370 Chapin Road, Hampden, MA 01036
 (413) 566-3643; dpatullo@scga.com
Area 2: Terry Hanushek
 22 St. Johns Lane, Mullica Hills, NJ 08062
 (856) 223-0807; hanushek@scga.com
Area 3: Robin Langlotz
 3116 Indian Drive, Orlando, FL 32812
 (407) 851-2232; rlanglotz@scga.com
Area 4: Stephen Harris
 1619 Chartwell Dr., Dayton, OH 45459
 (937) 438-3005; sharris@scga.com
Area 5: Bruce Lindstrand
 532 Stiles Ct., Darien, WI 53114
 (262) 724-3346; blindstrand@scga.com
Area 6: Peter Zekert
 24 Edgeworth Ave.,
 Maryland Heights, MO 63043
 (314) 724-7098; pzekert@scga.com
Area 7: Dan Helman
 343 Lago Trace Dr.,
 Huffman, TX 77336
 (281) 324-6664; dhelman@scga.com
Area 8: Bill Kephart
 4735 Centennial Blvd.,
 Colorado Springs, CO 80919
 (719) 632-8000; bkephart@scga.com
Area 9: Brian McCarthy
 1048 Millet Way, Sacramento, CA 95834
 (916) 712-5742; bmccarthy@scga.com
Area 10: John Walsh
 244 Mendon Center Rd., Honeoye Falls, NY
 (585) 624-9289 (h); jwalsh@scga.com
Area 11: Michael Lewis
 18781 Heritage Drive, Poyay, CA 92064
 (760) 291-1261; mlewis@scga.com
Area 12: Tere Pulliam
 10 Northwood Springs Dr.
 Oxford, GA 30054
 (678) 697-9755; tpulliam@scga.com
Area 13: Todd Butler
 P.O. Box 607, Yamhill, OR 97148
 (503) 754-0988; tbutler@scga.com

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 Brodort Company/NE Pennsylvania
Oct 12 Jennerstown Speedway/Allegheny Highlands
Oct 12 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
Philidelphia (484) 949-4100
Steel Cities (412) 860-8084
Susquehanna (717) 367-7853
Washington DC (410) 529-2338
WDC AutoX Inc (240) 508-5335

SOUTHEAST sedivrac.org
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
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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

David A Deuble	7/1/1954	Life Members
Lindley Manning	7/1/1954	Reno

50-YEAR MEMBERS

William C Bradshaw	7/1/1964	Glen
Bill Lane	7/1/1964	Western New York

45-YEAR MEMBERS

Gerald Murch	7/1/1969	Oregon
--------------	----------	--------

40-YEAR MEMBERS

Curtis Freeman	7/1/1974	Ohio Valley
Steven R Pucher	7/1/1974	Indiana Northwest

35-YEAR MEMBERS

Marilyn G Arnold	7/1/1979	Des Moines Valley
W.D. Bell	7/1/1979	San Francisco
Kevin P Bjerke	7/1/1979	Ohio Valley
Marvin Blair	7/1/1979	Central Carolinas
Michael C Brewer	7/1/1979	Land O'Lakes
John Carriere	7/1/1979	Detroit
Carl M Cason	7/1/1979	North Carolina
Meridith L Croucher	7/1/1979	Finger Lakes
Hans K Fiedler	7/1/1979	Central Kentucky
Neava A Ford	7/1/1979	Kansas City
John F Howe	7/1/1979	New England
Harold Janke	7/1/1979	Nebraska
Ann Klem	7/1/1979	Kentucky
James H Martin	7/1/1979	Finger Lakes
John R McKnight	7/1/1979	San Diego
Thomas J O'Connor	7/1/1979	Mohawk Hudson
Carl B Stein	7/1/1979	San Francisco
Diane M Thoman	7/1/1979	Florida
Joseph A Vaccarella	7/1/1979	Finger Lakes

30-YEAR MEMBERS

Gary T Baker	7/11/1984	Tennessee
Michael David Bell	7/26/1984	Washington DC
Matias Bonnier	7/31/1984	Western New York
Eric Breitenbach	7/11/1984	Chicago
Mark Chiles	7/12/1984	Central Florida
John L Crosby	7/27/1984	Delta
John R Dietz	7/9/1984	Detroit
Ove Falck	7/27/1984	Northeastern
Pennsylvania		
Craig I Henry	7/12/1984	Finger Lakes
Lisa Krueger-Burgess	7/18/1984	Saginaw Valley
Joseph B Kruskamp	7/6/1984	San Francisco
W Gregory Lester	7/31/1984	Neohio
William A Mack	7/12/1984	Western New York
Marianne Maloney	7/25/1984	Northeastern
Pennsylvania		
Robert M Martin	7/12/1984	Detroit
Alfred C Matthews	7/12/1984	North Carolina
Daniel K McCarty	7/13/1984	Central Florida, Glen
Donald Anderson Miller	7/27/1984	Associates
Basil F O'Connor	7/1/1984	Northern New Jersey,
South Jersey		

Russell C Patterson	7/25/1984	Ohio Valley
Jon M Pose	7/31/1984	New England
Christopher J Rauch	7/11/1984	Cal Club
Warren Schiff	7/20/1984	Northern New Jersey
Julia Spadin	7/5/1984	Central Illinois
Gary Lee Spadin	7/5/1984	Central Illinois
Alan J Stratton	7/6/1984	Buccaneer
Daniel L Thomas	7/11/1984	Wichita
Frank Troxell	7/17/1984	Susquehanna
Thomas J Ullrich	7/27/1984	Northern New Jersey
Phillip C Waters	7/5/1984	Texas

25-YEAR MEMBERS

Mike Acinger	7/26/1989	Kansas
Rod Beckman	7/27/1989	Nebraska
Charles L Blake	7/14/1989	Atlanta
Beth Brillinger	7/26/1989	Susquehanna
Lauri Burkons	7/19/1989	Neohio
Fabio Castellani	7/14/1989	Chicago
Ed Diehl	7/19/1989	Central Florida
Linda Diehl	7/19/1989	Central Florida
Michael D Engelke	7/14/1989	Milwaukee
William H Foster	7/25/1989	North Carolina
Andrew Darin Giacobone	7/13/1989	Tennessee
Edwin J Gilfus	7/31/1989	Lone Star
William Goldkind	7/18/1989	Central Florida
William Goldkind	7/18/1989	New York
John Grosseto	7/21/1989	San Francisco
Tom Grossmann	7/25/1989	Las Vegas
Alan Harriman	7/14/1989	Buccaneer
Daisy C Huffman	7/26/1989	Arizona
George M Ibbotson	7/7/1989	Colorado
Christopher J Kopley	7/10/1989	New England
Karen Anne LaMore	7/11/1989	Lake Superior
Holly Ann Lane	7/13/1989	Mahoning Valley,
Neohio		
Jon Scott Lane	7/13/1989	Mahoning Valley,
Neohio		
Gary R Lippert	7/10/1989	Finger Lakes
Jeffrey E. Luckritz	7/31/1989	South Bend
Dennis Marklein	7/27/1989	Milwaukee
Bernhard Mayer	7/7/1989	Cal Club
Robert A Nash	7/13/1989	Land O'Lakes
Louise I Nash	7/13/1989	Land O'Lakes
David R Petzko	7/10/1989	Philadelphia
Mike Quadrini	7/31/1989	New York
Richard F Ruhl	7/13/1989	Ohio Valley
Jonathan D Rush	7/7/1989	Philadelphia
Chris E Safranek	7/27/1989	Nebraska
Frank J Safranek	7/27/1989	Nebraska
Jack Smith	7/21/1989	Ohio Valley
James Steinhelfer	7/27/1989	Colorado
Joseph F Trapani	7/7/1989	Northeastern
Pennsylvania		
Richard Walford	7/14/1989	Continental Divide
Paula E Weir	7/24/1989	Kansas
Robert Weir	7/24/1989	Kansas
John K Wilkins Jr	7/25/1989	North Carolina
Fred M Young	7/24/1989	Washington DC

CLUB RACE

WHAT Double race and enduro
WHEN Aug. 30-31, 2014
WHERE Sebring Int'l Raceway, Fla.
 Make sure your doors are closed and hood is latched before heading to the Central Florida Region enduro at Sebring at the end of August.



Dave Green

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
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
Iowa mholzi@aol.com
Land O' Lakes (608) 785-1773
Milwaukee (414) 688-4893

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PITTSBURGH

Item 69080 shown



**1" x 25 FT.
TAPE
MEASURE**

ITEM 47737/69080
69030/69031

**\$6.99
VALUE**

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PURCHASE**

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2 PIECE VEHICLE WHEEL DOLLIES

- 1500 lb. Capacity

HaulMaster
Item 67338 shown
LOT NO. 67338/60343

SAVE 50%

\$39.99

REG. PRICE \$79.99

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SUPER COUPON!

WINNER Truckin' Magazine

580 LB. CAPACITY FOUR DRAWER TOOL CART

US*GENERAL
Item 95659 shown
LOT NO. 61634/61952

SAVE \$180

\$99.99 \$153.99

REG. PRICE \$279.99

27639926

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SUPER COUPON!

PACIFIC HYDROSTAR 1500 PSI PRESSURE WASHER

Item 68333 shown
LOT NO. 68333/69488

SAVE \$50

\$79.99

REG. PRICE \$129.99

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SUPER COUPON!

"The Perfect Compressor with Powerful, Quiet and Consistent Airflow... Plus we Love the Low Price!" - Street Trucks Magazine

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR

Item 67847 shown
LOT NO. 61454/61693

SAVE \$70

\$149.99

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27688935

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SUPER COUPON!

PITTSBURGH AUTOMOTIVE LOW-PROFILE CREEPER

- 300 lb. Capacity

Item 2745 shown
LOT NO. 69262 2745/69094 61916

SAVE 60%

\$19.99

REG. PRICE \$49.99

27572309

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SUPER COUPON!

PITTSBURGH AUTOMOTIVE RAPID PUMP® 3 TON ALUMINUM RACING JACK

Item 68052 shown
LOT NO. 68052 61386/62248

SAVE \$80

\$169.99

REG. PRICE \$249.99

27696617

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SUPER COUPON!

CENTECH NON-CONTACT INFRARED THERMOMETER WITH LASER TARGETING

Item 69465 shown
LOT NO. 69451 69465/60725 61894

SAVE 53%

\$27.99

REG. PRICE \$59.99

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SUPER COUPON!

POWDER-FREE NITRILE GLOVES PACK OF 100

- 5 mil. thickness

LOT NO. 68496/61363

YOUR CHOICE!

\$6.49

REG. PRICE \$10.99

Item 68498 shown
LOT NO. 68498/61359/37052

27579879

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SUPER COUPON!

CHICAGO ELECTRIC WELDING 90 AMP FLUX WIRE WELDER

- No Gas Required!

Item 68887 shown
LOT NO. 68887 61849

WE CARRY A FULL LINE OF WELDING WIRE

\$99.99

REG. PRICE \$149.99

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SUPER COUPON!

PREDATOR GENERATORS

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS

- 70 dB Noise Level

Item 68528 shown
LOT NO. 68528/69676/69729 69675/69728 CALIFORNIA ONLY

SAVE \$200

\$299.99

REG. PRICE \$499.99

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17 FT. TYPE 1A MULTI-TASK LADDER

- 300 lb. Capacity
- 23 Configurations

Item 67646 shown
LOT NO. 67646

SAVE \$82

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REG. PRICE \$199.99

27683920

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SUPER COUPON!

18 VOLT CORDLESS 3/8" DRILL/DRIVER WITH KEYLESS CHUCK

Includes one 18V NiCd battery and charger.

Item 68239 shown
LOT NO. 68239/69651

SAVE 54%

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THE FINALE

The Tire Rack ProSolo Finale hits Lincoln, Neb., on Aug. 30-31, 2014. Are you ready?

MIDWEST midiv.org

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 Metropolitan 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

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

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
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 norpacscca.org

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.sfrscca.org
Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org

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

NATIONAL

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
Sep 19-22 USRRRC with the Coker Tire Challenge/Chattanooga Region
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

Aug 24 GPS Monte/South Jersey
South Jersey (856) 228-9249

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 sowdivscca.org

Aug 9 Clear Blue Sky/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

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

Sep 14 RallyCross 5/Nebraska
Nov 2 RallyCross 6/Nebraska
Nebraska Contact
spducharme@mac.com

ROCKY MOUNTAIN coloradoscca.org

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

MEMBER BENEFITS

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

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Save 10 percent on **Avis Super Value** daily and weekly car rental rates in the U.S.

COOLSHIRT
SYSTEMS

Cool Shirt is offering SCCA members a 10-percent discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.



Prize Possessions

Prize Possessions is offering members a free custom logo setup and 10-percent off on the initial order.



Racer Parts Wholesale offers members a 10-percent discount on all G-Force Racing Gear, RaceQuip racing equipment, Impact Racing products, Aeroquip hose and fittings, and Mocal products.



U.S. Bank's SCCA Visa Signature Card offer of a \$100 statement credit with your first purchase.

Worldwide Hotel Discounts

SCCA members receive special access to a worldwide inventory of hotels at exclusive discounted rates at **Worldwide Hotel & Car Rental Discounts**.

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

**S-Plan
Pricing**



mazda®

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5-25% OFF!

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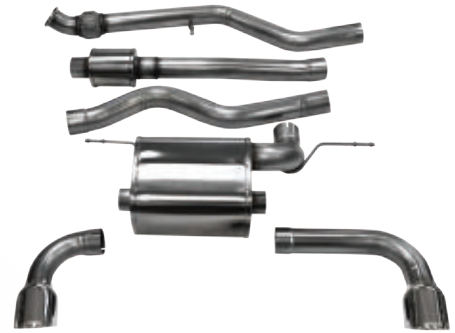
Boisset Wine Living brings the wine tasting experience from our tasting rooms to homes across America. Receive a 20% discount on all purchases and you also receive an additional 10% off any order of 12 or more bottles.

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FIDANZA QWIK-REV KIT

Fidanza Performance introduces its Qwik-Rev kit for the 2012 and newer Subaru BRZ and Scion FR-S 2.0L. Like all Fidanza aluminum flywheels, this newest release is constructed of 6061 T6 aluminum for optimum weight reduction and tensile strength, delivering faster acceleration, quicker throttle response, better vehicle braking, increased clutch efficiency, and long-lasting durability. www.fidanza.com



CORSA BMW 335i EXHAUST SYSTEM

Corsa Performance has expanded its exhaust lineup for BMWs to include the dual rear exit, cat-back system for the 2012-14 BMW 335i. BMW owners can enhance their driving experience with a Corsa exhaust system, which is engineered to maximize engine performance with a straight-through design to reduce backpressure. www.corsaperformance.com

MEGIUAR'S AIR RE-FRESHER

To help car owners keep their cars smelling great, Meguiar's has developed its Air Re-Fresher with Odor Eliminating Mist. This new product eliminates unpleasant odors and leaves behind a fresh, crisp-smelling interior. Once activated, the canister uses Meguiar's odor-eliminating technology to find and neutralize unwanted odors quickly and permanently, including odors in the car's air-duct system. www.meguiars.com



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BOLT ONE-KEY LOCK

Strattec Security Corporation, a leading automotive lock and key manufacturer, has expanded its Bolt product line to encompass a wide range of Toyota's most popular automobiles, trucks, and SUVs. The patented One-Key Lock Technology permanently programs the lock to the owner's vehicle ignition key, eliminating the need for extra keys. www.boltlock.com



BANKS RAM-AIR INTAKE SYSTEM

Thanks to its enclosed cold-air housing, huge inlet, giant dome-shaped lifetime filter, and streamlined design, the Banks Ram-Air Intake maximizes the flow of cool, dense air to the engine for greater power and fuel economy on your 2011 and newer GM Duramax LML 6.6L. www.bankspower.com

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EDITOR, SPORTSCAR MAGAZINE

Waxing Nostalgic

I'm not old enough to remember Trans Am or Formula F in what many consider "the golden age." By the time I entered this world, both series were well under way. Skip Barber had won two FF National Championships, Mark Donohue had collected his Trans Am wins, and George Follmer was putting the final touches on his last Trans Am title. All three were already racing heroes, but I didn't know it. I was unaware of any kind of motorsport for my first decade and a half; even when racing entered my life, I still didn't appreciate everything that had been accomplished. Research, however, unearthed an incredible world I'm kind of sad I missed.

Combined, these two classes embody the essence of the series and harken back to the feisty 1970s"

This year is the 45th anniversary of Formula Ford, which SCCA has dubbed Formula F since the inclusion of the Honda Fit power plant. Before I researched FF history, I didn't grasp the effect this class was having on racing when I was still in diapers. Back then, FF was *the* launching platform for professional racing careers, with some drivers transitioning from their first Formula Ford race to Formula 1 in just a few years. Think about that. It's truly incredible, and probably something that will never be repeated.

Meanwhile, I became aware of Trans Am fairly early in my life, although as a teenager I had no

interest in the history of the series. In the 1980s, I just knew the cars were loud and fast. Over time, I discovered more about the history and really began to appreciate Trans Am's past. You often become nostalgic for the era at the time you first noticed racing, so for me, that would mean I should long for the days when Wally Dallenbach Jr., Scott Pruett, Hurley Haywood, and Tommy Kendall were riding the Trans Am wave. But the more I learned, the more I leaned toward the Parnelli Jones and Bob Tullius era. It's an easy era to like.

That said, while time will be the true teller, it feels like Trans Am is in the midst of reentering what I consider the golden era of the series. For me, it's currently all about Trans Am 2 and Trans Am 3 American Muscle. Combined, these two classes embody the essence of the series and harken back to the feisty 1970s. Don't get me wrong, I enjoy the ground-pounding muscle of the big-bore TA class, but to me, TA2 and TA3A are an adrenaline infusion. They are a modern interpretation of classic pony car wars. Everyone loves a good rivalry.

This issue has been such a treat for me to be part of. Gathering stories told by racing luminaries Skip Barber and Dave Weitzenhof was extraordinary, and something *SportsCar* needs to do more often; likewise, telling the tales of Trans Am is always a blast. But while I may be sad that I missed the early years of these series, both are amidst a launch into another era - one that should prove to be just as golden, and will undoubtedly be talked about in another 45 years by the generation currently in diapers. 🍷

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **AUGUST 1994**

- Coverage of the 39th running of the Chicago Region June Sprints told the tale of some great racing among the 414 drivers who took part.
- The 25th anniversary celebration of Formula Ford at Lime Rock Park made the news. It was reported that 113 entrants participated.

30 YEARS AGO... **AUGUST 1984**

- A letter published in the April 1984 issue of *SportsCar* by Colonel Joe Hauser spawned so much response, a feature on the future of the Production and GT categories was a necessary follow up.
- *Lotus 41: The Time Machine* looked back at this state of the art formula car, circa 1965.

40 YEARS AGO... **AUGUST 1974**

- Coverage of the Trans Am season opener at Lime Rock Park showed Al Holbert taking the win in his Porsche, and the \$4,500 in prize money.
- The SCCA/USAC Formula 5000 season kicked off at Mid-Ohio, with Mario Andretti on the pole, but Brian Redman claimed the race win.

50 YEARS AGO... **AUGUST 1964**

- *Super Schooling* told the story of the then three-year-old Carroll Shelby School of High Performance Driving.
- The inaugural Oregon International Raceway event was covered. It was said that the facility was adequate for Grand Prix racing. Sadly the track closed shortly after.

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