

SPORTSCAR[®]



The SCCA Member Magazine

SOLO'S SUPERHEROES

The drivers to beat at this year's
Tire Rack Solo National Championships



PAUL RUSSELL

Kart Modified
6 Time Solo National
Champion

72.9

HOT LAP Secrets to Mazda Raceway
NEW GROUND Honda's Formula F
SUPER TOUR Racing hits the Glen

SEPTEMBER 2014
U.S. & CAN \$5.99
SCCA.COM



0 9>

COMPETITION TIRES



Racetrack/Autocross

BF Goodrich



g-Force R1/R1 S

Hankook



Ventus Z214

Hoosier



Sports Car
D.O.T. - Radial A7/R7

Hoosier



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

KUMHO TIRE



Ecsta V710

TOYO TIRES



Proxes R888

TOYO TIRES



Proxes RA1

TOYO TIRES



Proxes RR

Streetable Track/Competition

Continental



ContiForceContact

DUNLOP



Sport Maxx Race

MICHELIN



Pilot Sport Cup+ /
N-Spec

MICHELIN



Pilot Sport Cup
Pilot Sport Cup ZP

MICHELIN



Pilot Sport Cup 2

PIRELLI



PZero Corsa System
Asimm./Asimm. 2

PIRELLI



PZero Corsa System
Direzionale

YOKOHAMA



ADVAN A048

Racetrack/Autocross - Wet

Hoosier



Radial Wet H20

Streetable Drag Racing Radials

BF Goodrich



g-Force T/A Drag
Radial

BF Goodrich



g-Force T/A Drag
Radial 2

Hoosier



D.O.T. Drag Radial
(not for street use)

TOYO TIRES



Proxes TQ

TIRE RACK EXCLUSIVE OFFER



Purchase a set of four Dunlop Direzza ZII tires and you may be eligible to receive a \$50 Tire Rack Prepaid MasterCard® by mail-in rebate.*

Offer Valid August 1 - 31, 2014

DIREZZA ZII Extreme Performance Summer

Developed for serious sports car, sports coupe and performance sedan enthusiasts looking for race tire-like traction on the street or for use in autocross, drifting and track events.

Direzza ZII's high-grip tread compound is molded into a directional design with a continuous center rib flanked by massive shoulders that form a highly rigid tread delivering high levels of dry grip and handling while promoting uniform tire temperatures and even wear across the tread.

Visit www.tirerack.com/specials for complete offer details.

*Prepaid card is issued by MetaBank®, Member FDIC. Card expiration applies.

READY-FOR-NATIONALS?

Tire Storage and Maintenance
www.tirerack.com/accessories



Brake Fluid www.tirerack.com/brakefluid



Type 200 Amber
Brake Fluid 1L

\$15



Sport.EVO 500ml

\$750



STR-660 Ultra
Performance Race
Brake Fluid 500ml

\$28



Trailer Tires www.tirerack.com/trailer

GOODYEAR

KUMHO TIRE

POWER KING





sparco

ASSETTO GARA
SPECTRUM

green, black, red, matte graphite silver, white 14 15 16 17 18
bronze 15 16 17 18 gold, orange 16 17 18
blue 16 fuschia, purple 16 17



SHOP OUR SELECTION OF LIGHTWEIGHT WHEELS AT WWW.TIRERACK.COM

Advanti
RACING

NEW '14

NEW '14



ADVANTI RACING STORM S1
black, matte grey
15

ADVANTI RACING DV DERIVA
red, black
18

O.Z.
RACING



O.Z. FORMULA HLT
black, matte grey, gold (17 18)
17 18 19

O.Z. LEGGERA HLT
bright race grey
17 18 19 20

O.Z. ALLEGGERITA HLT
COLOURS
available in 10 finishes
16 17 18

NEW '14

NEW '14



KOSEI K2R
light grey
15

KOSEI K4R
light grey
15 16 17

KOSEI K6R
light grey
15 17

Kosei



ENKEI
RACING SERIES



ENKEI RACING RPF1
black, gold (17),
bright silver (14 15 16 17 18),
special brilliant coating (17)
15 16 17 18

ENKEI RACING PF01
black, bright silver (15 16 17 18),
black w/ mach. lip (17),
white w/ mach. lip (18)
15 17 18

ENKEI
TUNING SERIES



ENKEI TUNING RAIJIN
hyper silver, black, gunmetal (18)
18 19

ENKEI TUNING TSP6
gunmetal, hyper silver
17 18

TR
Motor Sports



TR MOTORSPORTS® C1
light grey, black (15),
bright silver (15)
15 16



SUSPENSION

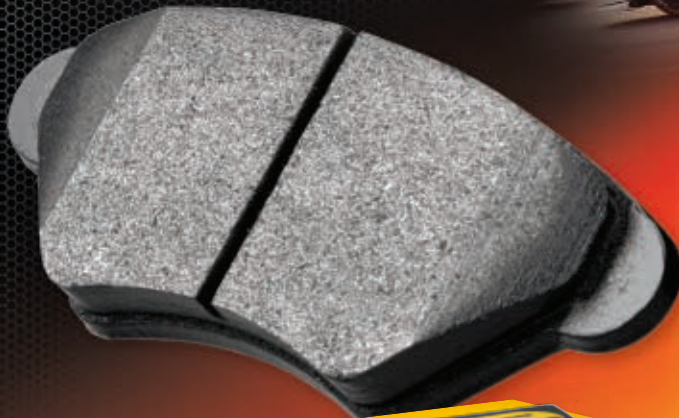


BRAKES





RACE PROVEN STREET LEGAL™
Brake Pad Technology



PC

**PERFORMANCE
CERAMIC PADS**

Specially formulated ceramic compound provides the ultra-low dust and quiet performance of O.E. ceramic pads, but offers greater stopping power.



LTS

**LIGHT TRUCK
AND SUV PADS**

Designed for full-size light trucks and SUVs, LTS pads provide superior stopping power and longer pad life without excessive noise and dust.



SD

**SUPER DUTY
TRUCK PADS**

Engineered for severe duty professional truck fleets as well as trucks/SUVs frequently towing heavy loads under high inertia and repetitive braking.



For more information and up-to-date pricing, call or visit www.tirerack.com/hawk

HIGH PERFORMANCE STREET 5.0

**HIGH PERFORMANCE
STREET PADS**

NEW '14 A new generation of Hawk's performance street pads offers increased stopping power and lower levels of dust.



HPS

**HIGH PERFORMANCE
STREET PADS**

A unique Ferro-Carbon compound derived from motorsports technology offers much improved braking over O.E. and replacement pads.



HP Plus

**AUTOCROSS
AND RACING**

Designed for serious street and autocross enthusiasts for sport driving in autocross, Solo II and many "track day" applications.



Motorsports Pads

**FOR TRACK
USE ONLY**

Hawk Black, Blue, HT and DTC series motorsports pads. For temperature ranges and recommended use, visit www.tirerack.com.



Quiet Slot™ Rotors

RECOMMENDED FOR STREET USE ONLY

Combine the look, feel and durability of a street performance rotor with the fitment and convenience of a direct O.E. replacement design.





SUSPENSION PACKAGES **SAVE** versus buying individual components

Pro-Plus

Performance Handling Package

- Pro-Kit Lowering Springs + Front and Rear Anti-Roll Kit = Properly Tuned Performance Handling
- Increase cornering grip and turn-in response
- Shorten stopping distance and increase cornering speeds while maintaining ride quality
- Reduce fender to wheel gap

Sport-Plus

Aggressive Performance Handling Package

- Sportline Lowering Springs + Front and Rear Anti-Roll Kit = Aggressive Stance and Neutral Handling
- Lowers the car even further than Pro-Kit lowering springs for reduced center of gravity and an aggressive look
- Maintains performance handling balance while providing racecar-like responsiveness



Pro-System-Plus Kit

Pro-Kit Springs + Pro-Damper Sport Shocks + Anti-Roll-Bar Kit

- Complete, precision engineered suspension system
- No guesswork – install, set alignment and carve
- Maximum performance, maximum comfort
- Million Mile Warranty



Pro-Street-S Coil-Over Kit

- High performance coil-overs for the street
- Rust-free, stainless steel technology
- Quick, adjustable lowering from 0.8" - 3.0"
- 2-year warranty

**DOMINATE THE TRACK.
RULE THE STREET.**

For up-to-date pricing and to see what is available for your vehicle, visit www.tirerack.com



ON THE COVER

With the Tire Rack Solo National Championships quickly approaching, we take a closer look at some of the heroes of the sport. Mild-mannered Paul Russell is always one to watch in Kart Modified. Photo by Sean Rice.



26

SOLO'S SUPERHEROES

Our annual guesses of who will win the Tire Rack Solo Nationals



40

A NEW FORMULA

Honda expands its racing presences with new power



46

WATKINS GLEN SUPER TOUR

The racing was fast and the celebrations furious at the Glen

DEPARTMENTS

10 CLUB LIFE

News from around SCCA and the world

12 CLUB VIEW

SCCA President and CEO Lisa Noble

14 THE CLUB BOARD

Board of Directors Chairman John Walsh

20 MY SCCA LIFE

Derrick Ambrose's SCCA story

22 POBST POSITION

Racing Champ Randy Pobst speaks

50 RACING ROOM

Club Racing Board Chairman Jim Wheeler

52 LEAVING THE LINE

Inside the world of Solo with Paul Brown

54 FRONT LINE

SCCA's stellar volunteers

55 VOLUNTEER INCENTIVE PROGRAM

Celebrating those who do the heavy lifting

56 FIRST GEAR

Up-and-coming young members

62 MARKETPLACE

You want it, someone has it

69 CARS FOR SALE

Your next racecar is here!

72 CALENDAR

Thousands of events you need to attend

78 TOY BOX

Essential tools, accessories, and gear

80 MAILBOX

We get lots and lots of letters

82 LOOK BACK

The final word

FEATURES

26 SOLO'S SUPERHEROES

Who will win the Solo National Championships? These are some of the drivers to watch

36 HOT LAP: MAZDA RACEWAY

Tips and tricks to the quick way around the site of the 2014 National Championship Runoffs

40 A NEW FORMULA

The story behind Honda's journey into SCCA's historic open wheel Club Racing class

44 THE JUNE SPRINTS

A closer look at the famed Chicago Region WeatherTech June Sprints

46 WATKINS GLEN SUPER TOUR

The 2014 BFGoodrich Tires Super Tour season comes to a close at Watkins Glen

SPORTS CAR CLUB OF AMERICA INC.

P.O. BOX 19400, TOPEKA, KS 66619-0400

• TOLL-FREE
(800) 770-2055
• MON.-FRI., 8 A.M. TO 5 P.M. CENTRAL TIME

© 2014, Sports Car Club of America, Incorporated. All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, Building #300, B Street, Forbes Field, Topeka, KS 66619-1401, (785) 357-7222 by

RACER Media & Marketing Inc 17030 Red Hill Avenue Irvine, CA 92614 (949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. SportsCar assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to: *SportsCar* P.O. Box 19400 Topeka, KS 66619-0400

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



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

THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS

• Meeting minutes

CLUB RACING • Board minutes • Technical Bulletins

SOLO • Board minutes • Technical Bulletins

ROADRALLY • Board minutes
RALLYCROSS
• Board minutes



made to **win**



SL TECH MID PRO

FIA (8856-2000) APPROVED. SFI 3.3/5.

The new PUMA SL Tech Mid Pro shoe culminates the ultimate recombinant design of the Future Cat Hi Pro L with the Future Cat Mid P Pro features into the most desirable driving shoe for professionals today. The PUMA SL Tech Pro is constructed of premium full-grain leather, an oil-resistant rubber outsole, a form-designed Velcro closure offering customized comfort and fit in a Mid-top platform, and a 25% weight reduction over other conventional designs. Unique multi-panel, internal seam, pre-formed leather construction with high toe box creates the ultimate durability, fitment, and comfort for long driving stints. Newly paneled backing of the shank at the Achilles tendon improves fire protection while ensuring freedom of movement front to rear at the ankle without sacrificing the necessary ankle protection from side-to-side.



An anatomical shaped foot plate, UNI Chassis midsole, and 'split heel' construction maximizes foot support, sensitivity, and agility in driver's footwork.



AVANTI SUIT
FIA APPROVED (8856-2000)
SFI 3.3/5



PODIO GLOVE
FIA APPROVED (8856-2000)

Authorized Centers
Air Power Racing | UT | 801-475-9380
Driver's Edge Autosport | BC | 604-298-5531
Framor Safety | MX | (52)555276-0558
Performance Speed Tech | TX | 817-512-4780

Spring Mountain Motorsports | NV | 775-727-6363
Track First | OH | 234-380-5978
Wine Country Motor Sports | CA | 707-935-7223
Wine Country Motor Sports | CO | 303-799-6606
Wine Country Motor Sports | FL | 561-748-5328

To find a dealer near you: **(714) 847-1501**
or find us on the web at: **puma.subesports.com**

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA.
www.subesports.com

Subé Sports




In the largely male dominated world of road racing, 2006 National Championship Runoffs silver medalist and two-time June Sprints winner Cindi Lux repeatedly proves she is among the best. Driving the point home, while some competitors shied away from this year's dauntingly soaked Rose Cup feature race, Lux demonstrated her skill, at one point leading the field.

DATE June 15, 2014

LOCATION Portland International Raceway, Portland, Ore.

WHAT Oregon Region SCCA Rose Cup; Cindi Lux drives her Dodge Viper to second place in the feature race.

PHOTOGRAPHER Wayne Flynn



I I don't care what it
is, wet or dry, good
or bad handling, it's
just fun"
CINDI LUX



CLUB LIFE

LAT / Steve Etherington



FOUNDATION RAFFLE WINNER

New York Region's Alex Barret will be attending the 2014 U.S. Grand Prix at Circuit of the Americas this Oct. 31-Nov. 1 after being selected as the winner of this year's SCCA Foundation Raffle. The prize includes \$5,000 in cash for expenses.



THE ROSE CUP

Rain Soaks the 2014 Rose Cup on June 13-15 at Portland International Raceway, but that didn't dampen the racing | WORDS Jeff Zurschmeide IMAGES Wayne Flynn

DETERMINATION

The rain kept some at bay, but it didn't stop the determined at this year's Rose Cup race. Steven Streimer (02) claimed the win, with Cindi Lux hot on his heels.

The 54th Oregon Region Rose Cup races got a taste of Oregon's legendary rainfall this year, and the late-season precipitation changed the game for several drivers seeking the crown in SCCA's longest running annual event in the west. The triple Regional Rose Cup weekend, held June 13-15 at Portland International Raceway, offers several feature races, including the Pro Drive Challenge for SRF, the Festival Trophy race for Spec Miata, the Wemme Trophy race for SCCA vintage cars, and the Rose Cup itself.

The Pro Drive challenge saw several top National contenders battling in one of the weekend's closest races. Brothers Phil Fogg Jr. and Steve Fogg

delivered an impressive Father's Day present to their dad, finishing first and second in the race. John Tipton finished in third place after a nose-to-tail performance that saw at least one lead change on almost every lap.

The race was made all the more interesting by the fact that Tipton and Steve Fogg are teammates on the Pro Drive racing team, while Phil Fogg drives for rival Flat Out Racing. Steve Fogg won the first two SRF races of the weekend, but all bets were off when it came time for the Challenge contest.

"Phil and I went two wide from Turn 2 all the way down to Turn 4 before he got ahead of me," said Steve Fogg. "I spent most of my time after

that being the little engine that could, trying to work my way back up before the last lap."

Around the 30-minute mark in the 40-minute race, Fogg Jr. got around his brother to take the lead, and he held it to the end. "Both Steve and John were very helpful in getting me up to speed," said Phil Fogg Jr. "I was on new rubber for the race on Sunday, so I knew my tires were going to be a little bit better at the end of the race."

The Wemme Trophy race commemorates the 1909 race of the same name that took place in Portland. Unlike other Rose Cup events, the trophy is awarded to a driver who represents the best

CAM GOES TO LINCOLN

The SCCA has teamed up with Speedway Motors to present The Speedway Motors Classic American Muscle Invitational Challenge. The Invitational will bring the best muscle cars and drivers to the Tire Rack SCCA ProSolo Finale, Aug. 30-31, at the Lincoln Airpark in Lincoln, Neb. For more information, visit www.scca.com/solo.



traditions of vintage racing in car preparation, driving excellence, and sportsmanship. This year's recipient was Monte Shelton.

Spec Miata has been the Festival Trophy feature race for several years, and this year's winner was Robert Linse, who got the first taste of rain about halfway through the race. By the time the checkered flag flew, several Miatas had their headlights on as dark clouds drenched the track.

Linse spent most of the race battling his own teammate Tracey Hazard. "Tracey got me on the start, which was surprising," said Linse. "At one point I was in fourth place, but we had a lot of position changes. We had three or four leaders by lap five, so it was pretty intense."

Pounding rain continued through

I worked my way into second place, and some time after that I found my way around Cindi [Lux]"
STEVEN STREIMER



the lunch break, and barely let up by the time the Rose Cup feature for Super Production, American Sedan and GT-1, 2, and 3 gridded up. With deep pools of water around the track and the threat of continued rainfall, several drivers, including six-time Rose Cup winner Steve Hodge, elected to skip the race.

The front rows looked like a Porsche Cup race with one exception. Three-time Rose Cup champion Matt Crandall started the race from the second row in a Porsche GT3 Cup racer, next to Steven Streimer in his Lux Performance Group GT3 Cup car. On the pole was Phil Fogg Jr. in a Porsche, with Cindi Lux on the outside pole in her Lux Performance Group Dodge Viper Competition Coupe.

Fogg was first into Portland's challenging Festival Curves chicane, but by the end of the first lap, it was clear that his Porsche was having handling troubles in the water. Lux took over the lead with Streimer and Crandall following.

"I was able to get the power down, and a few laps into the race I worked

VICTORY

(BELOW LEFT) The Rose Cup feature race podium was comprised of Steven Streimer (center), Cindi Lux (right), and Matt Crandall (left); (BELOW) SRF was a tight race, with Steve Fogg (21) beating out Phil Fogg Jr. (10) and John Tripton (23) to the checker.



my way into second place, and some time after that I found my way around Cindi and maintained my lead to the end of the race," Streimer said.

Lux held on to finish in second position, improving her personal best of third place from several years ago. Crandall finished the race in third.

"Any car can be a handful in the rain, but luckily we took a swing at that in the setup," Lux said. "The wizard behind the scenes for both cars is Fred [Lux]. There aren't too many tuners who can take two radically different cars and put them 1-2 in results. Fred is the smart one. We basically have the easy job of steering the car around in circles on track." 🍷

NOSE TO TAIL

(LEFT) The Spec Miata race was another close battle, with Robert Linse (55) eventually passing and beating Tracy Hazard (168).



Chris Clark

TRANS AM ERRATA

While compiling our list of multi-time Trans Am champions for the August 2014 *SportsCar*, we inadvertently left 2010-'11 TA Champ Tony Ave and 2012 GGT and 2013 TA3A Champ Chuck Cassaro (LEFT) off the listing. Our apologies for the error.



Dan Boyd / LAT

INDUSTRY LEADERS

Robert Clarke (RIGHT) speaks with Jim Hall.

SCCA PRO RACING GETS NEW PRESIDENT

SCCA Pro Racing has named former Honda Performance Development chief Robert Clarke its new president, replacing current President and CEO Tom Campbell, who is planning to retire later this year.

Clarke joins SCCA Pro Racing after leading Honda Performance Development (HPD) for 15 years, from 1993-'08. Clarke began at Honda in 1981, before starting HPD as a ground-up operation, establishing

organization, facilities, policies, procedures, and developmental goals. As its president and CEO, Clarke developed HPD into a world-class motorsports research and development business, winning six manufacturer championships, eight driver championships, and accruing 123 wins in top domestic open-wheel series and sports car racing.

Clarke's motorsports roots started with SCCA, attending his first race with his father in 1959, establishing a base that would drive his racing passion, both in business and as a participant.

"I am very excited to work with SCCA, as it is an opportunity for me to give back to the sport where my passion for racing started," Clarke says. "I look forward to using the skills, expertise and experience I gained at Honda and helping SCCA, as a whole, venture into some new directions to become more contemporary and relevant for today's society and automotive enthusiasts."

In addition to serving as SCCA Pro Racing President, Clarke will also work closely with the parent company, SCCA Inc., in business development.



James Hane

OPPORTUNITY

RoadRally will help St. Louis celebrate 250 years.

ROADRALLY HELPS CELEBRATE ST. LOUIS HISTORY

St. Louis Region's Oct. 10-12 Double National RoadRally has been added to the StL250 (www.stl250.org) calendar of the metropolitan St. Louis area's official yearlong celebration of the 1764 founding of St. Louis by Frenchmen Pierre Laclède and Auguste Chouteau.

Aptly named the Pierre Laclède Liguist Classic Reliability Trial, the weekend consists of Le Petit Rallye du Rocher (i.e., "the Little Rally of Prairie du Rocher") on Oct. 11, and Rallye de la Montagne de Fer ("the Iron Mountain Rally") on Oct. 12. Both rallies will be headquartered across from historic Union Station in downtown St. Louis.

"This is a great opportunity for our St. Louis Region to participate in an historic celebration," says St. Louis Region Rally Chairman Ron Ferris. "Also, it gives us an opportunity to showcase a bit of St. Louis' French heritage as well as the great roads and scenery you can find along both sides of the Mississippi between St. Louis and Ste. Genevieve, Mo. We're delighted that StL250 has added us to its calendar, and we believe rally teams will find we've organized a fun weekend."

In addition to the SCCA's standard National classes, the Pierre Laclède Liguist Classic Reliability Trial will offer special classes for historic and regional entries, says Ferris, a past member of the SCCA's RoadRally Board and a four-time national champion who also can trace part of his family tree to Prairie Du Rocher, Ill., the focus of Saturday's rally and an Illinois village founded by French-Canadian "habitants" in 1722.

"Through the regional and historic classes, we intend to make both rallies fun for the occasional rallyist and for the enthusiast who simply enjoys exploring the countryside and driving his car on country roads," adds Ferris. "Our October dates should offer perfect weather and classic fall scenery for just that activity."

For more information about the weekend, visit the St. Louis Region on Facebook or call (314) 503-7411, (314) 922-6120, or (314) 503-7411.

IN MEMORY OF KIERSTIN

On Sunday, July 20, Texas Region member Kierstin Eaddy, 14, passed away following a tragic accident at an autocross. Kierstin enjoyed competing in the Formula Junior kart program with her father, Todd, by her side. A straight-A student, Kierstin also volunteered her time with Spirit Horse Therapy, working with autistic children.

Many people have contacted Texas Region to find out how they can help the Eaddy family during this difficult time. In memory of Kierstin, the Eaddy family has requested that people wishing to make donations contribute to causes important to Kierstin. A GiveForward account has been set up to help, and will allow the Eaddys to direct the donations to be distributed to causes she was passionate about. If



IN MEMORY

On July 20, Kierstin Eaddy passed away.

you would like to make a donation in Kierstin's memory, go to www.giveforward.com/fundraiser/6155/kierstineaddyemorialfund.

Proud Sponsor Of



kia.com

Ready to Repeat History. And Then Some.



With two championships, six wins and 19 podium finishes in the past four seasons, the Kia Racing Team has made history – and in record time. There can be no better testament to the success of our engineering and design efforts. We are off to a great start this year and intend to keep up the blistering pace. Look for us to pull even further ahead of the pack 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.



HPD CELEBRATES FF'S 45TH

Honda Performance Development has been named presenting sponsor of the Formula F 45th anniversary celebration, part of the SCCA Summer SpeedFest, Aug. 9-10, at Barber Motorsports Park. HPD is also posting contingency payouts for Honda-powered FFs.



LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

CLUB VIEW

Stories to be written

Bench racing, tall tales, and sometimes just plain lies (usually with a core of truth) – call it what you want. Usually told in fun, and often in a good-natured way, at someone else's expense, these things help us remember and pass on our wonderful and rich past.

As the small formula car community gets ready to celebrate the 45th birthday of Formula F at Barber Motorsports Park in August, we are looking forward to the always-close FF racing, and I'm guessing it's fair to say we are equally looking forward to seeing friends and retelling old tales.

Getting ready to drive in the 45th event has brought back lots of memories. I've been waiting for the opportunity to do some storytelling in my articles – I'll bet a few people remember this one!

It was Runoffs time at Road Atlanta, and an engine crate showed up in our paddock. The note on the box said: "This pig needs some horsepower. Rebuild please." The box kind of moved around a little bit and really surprised us; that's not exactly what you expect an engine crate to do!

We unscrewed the top, and inside was a small pig. Let me be very clear, this was a live pig. So, the big question presented itself: What do you do with a live pig on

race day in the Road Atlanta paddock?

Bill and Jerry Knapp hoisted the crate into the back of someone's pickup and hauled it over to Steve Lathrop's spot. Luckily, "Loopy," as he was fondly known (and I bet there is a story in that name), wasn't there, so the box, pig and all was delivered with a new note on top: "This pig is not aerodynamic enough, please re-fabricate." Laughing, we all piled back into the bed of the pickup and went back to our paddock spot waiting for the report of where the crate and pig ended up next.

Rumor has it that later that evening the little fellow was accidentally turned loose and then recaptured by track officials. I find that a bit more comforting than the "guest of honor at a BBQ" story that circulated as well. Either way, I've sure had a lot of fun retelling the story over the years!

I'm truly looking forward to reconnecting with some of the old cadre of FF drivers, finding new fodder for the next batch of tales, and continuing the traditions of great FF and small formula car racing, including the as-yet-written tales of the 45th championship race, which will give bragging rights to an as-yet-unknown driver.

As championship season nears for all of you Soloists, RallyCrossers, Club racers, and RoadRalliests, tales of the day that the wheel came off, a last-lap pass, victory over the odds, and a hundred other great stories (fact or fiction) are yet to be made. Get out there and enjoy what the Club brings to you. Have fun with cars – it's what we do! *That* is the Club I want to belong to! 🏁

MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our regions are currently experiencing solid growth! Congratulations to the leaders and keep up the momentum. For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

REFERRAL LEADERS FOR JUNE 2014

NAME	REFERRALS	REGION
Warren Leach	89	San Diego
Brian Ghidinelli	52	San Francisco
Christopher Brake	18	Indianapolis
Robyn Wasser	17	Reno
Sydney Davis	16	Houston
Carol Deborde	15	Reno
Gayle Jardine	15	Cal Club
Meredith Evans	14	Oklahoma
Randall Smart	14	Houston
Karen McCoy	13	Oregon

We have had 1,750 members refer 2,422 new members.

REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo Regions (800+):	
Detroit Region	9.8%
Oregon Region	9.2%
Milwaukee Region	8.6%
Large Regions (401-799):	
Indianapolis Region	12.3%
St. Louis Region	11.3%
San Diego Region	9.9%
Medium Regions (200-400):	
Reno Region	27.2%
Tennessee Region	25.9%
Eastern Tennessee Region	24.1%
Small Regions (<200):	
Montana Region	41.5%
Badlands Region	27.3%
Mahoning Valley Region	25.6%

SCCA CLIMBS THE PEAK

A number of SCCA members took on the 92nd Pikes Peak International Hill Climb in June 2014. SCCA Pro Racing Pirelli World Challenge standout Mike Skeen dominated the Open class in his Nissan GTR, while Club racer Roy Richards drove his Honda Fit EV to the Electric Production class win. For complete results, visit www.ppihc.com.



Rupert Berrington



WE ARE FAST AND STEADY
AND ONLY BRAKE WHEN WE HAVE TO.

PROXES

High Performance That Never Rests.



FLY AWAY

While unmanned aircraft have become popular as a tool for recording images and video at events, SCCA's insurance providers have placed restrictions on their use. Drone operators should contact the SCCA National Office for certification and insurance requirements.



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

Keeping it all going

Yikes - the Tire Rack Solo National Championships are about to start, with the RallyCross National Championship and the National Championship Runoffs following a few weeks later. It feels a bit like we need "plate-spinning" skills (I'm old enough to remember that valuable talent).

If you haven't been, the Solo National Championships in Lincoln, Neb., is an amazing week of competition and true Club spirit. I've attended the last three years, and will again this year, watching in wonder as all the moving parts work effortlessly. Well, that's the way it looks, but like a swan on water, there are feet furiously paddling under the surface by a thousand or so Club members, making it seem so serene. No yelling or screaming, no PA systems blaring across the site, just people on the way to and from runs, work assignments, and socializing. Every competitor is a worker in SCCA Solo, and this huge event proves how well that works. I hope to see you there!

Early this spring, SCCA Pro Racing President Tom Campbell and I sat in the paddock at VIR, talking about all sorts of Club business, as well as his future plans. Tom has been a friend and counselor for years, including time as Area 10 Director, and he knows the turf and issues facing the members I now represent. With that service on the SCCA Board of Directors and as Chairman of the Board, as a Steward, competitor, and in Region and Divisional leadership positions, he's pretty much held every job in the Club.

SCCA Pro is his second career, one that he entered quite unexpectedly

sometime after retiring from his first career. He landed at SCCA Pro in a time of uproar, taking the reins of an organization that was financially unstable and seemed headed to the ash heap of history. With business savvy and skills, he and the SCCA Pro staff stabilized the organization, turning it around. We now have an SCCA Pro organization that is strong both financially and operationally.

The Solo National Championships...is an amazing week of competition"

Tom started making "retirement" noises a year or two ago. Carol wants him back. He's also a talented racer and builder, and racing is still making him itch. Tom's and his brother Charlie's car building, tuning, and driving talents put Charlie on the Runoffs podium at Road America a few years back, and Tom is currently supporting another driver in the U.S. Majors Tour while keeping SCCA Pro humming along.

Tom let me know early this spring that he'd again be headed for retired life by the end of the year. Until then, he'll be working with his successor, Robert Clarke, to ensure a smooth transition and continued success of SCCA Pro. Thank you, Tom, for the service and dedication to the Club and its subsidiaries. We look forward to getting you back to the Club Racing side of the SCCA - full time! 🍷

FIA GT3 RACECARS ELIGIBLE FOR SCCA CLUB RACING

Current FIA European GT3 homologated racecars are now eligible to compete in SCCA Club Racing, following a recent classification change. The Aston Martin Vantage GT3, Audi R8, Ferrari 458 GT3, Lamborghini Gallardo GT3, McLaren MP12C GT3, Mercedes Benz SLS GT3, and Bentley Continental GT3 are just a few of the iconic cars that have been allowed into the GT-1 class of SCCA Club Racing.

"The SCCA is very pleased to have FIA European GT3 cars approved for competition in GT-1," says Lisa Noble, SCCA President and CEO. "This is a very forward-looking classification by the CRB as the spec regulations of the FIA rules ensure close, fair racing, as well as contain development costs. The competitors who run these exotics in our great [SCCA Pro Racing] Pirelli World Challenge series will now have the option to run SCCA Club races, both in the Majors series as well as at Regional races, around the United States.

The rule change was supported by a handful of manufacturers participating in the United States with FIA GT3 machinery.

"I am extremely happy, following meetings with SCCA, of the decision to include FIA GT3 cars into SCCA Club Racing," Marcus Haselgrove, Manager of Pirelli World Challenge from Audi Sport Customer Racing, says. "Audi Sport customer racing supports customers at all levels across the globe with the GT3 platform. This decision now allows racers of the R8, or any other GT3 car, to compete across the U.S. It reinforces the synergy with SCCA Pro Racing's decision last year. This also provides a conduit for owners to sell older GT3 cars to Club Racing customers."



Dennis Wood

RACE TIME

SCCA Pro Racing Pirelli World Challenge GT competition has exploded this year with incredible FIA GT3 racecars, and now those same cars can compete in Club Racing's GT-1 class with no additional modifications. The allowance for these cars to compete is effective immediately.

Your Tire Temps Tell a Story. Listen Carefully.

PROFESSIONAL MEMORY TIRE PYROMETER
Displays all 12 temps at the same time.

The image shows a red Longacre 12 Temp Memory Tire Pyrometer. The device has a digital display showing 12 temperature readings in two rows: LF 179 167 158 209 184 178 and LR 195 192 189 226 201 198. It features various buttons including READ, RE-READ, ON/OFF, MODE, CLEAR DISPLAY, CLEAR MEMORY, and STORE MEMORY. A central adjustable probe is shown with a yellow coiled cable. A small inset image shows the device in its silver carrying case.

US Patent #5,743,645

- Makes taking temps an easy one person job
- Memory stores 10 complete sets of temps with easy recall
- TIRE TEMPERATURE AVERAGING
- Plus built-in 4 car stopwatch with 75 lap memory

#50690
w. adjustable probe
\$389.90

Includes Silver carrying case



**Call for your
NEW 2014 Catalog!**

1.800.423.3110

www.longacreracing.com



Longacre®

Racing Products

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Eric Prill

CONTRIBUTING EDITORS

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 Lauren Tamposi

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*. All materials
are subject to our standard terms and
conditions. *SportsCar* is not responsible
for unsolicited manuscripts, photos and
drawings, and such materials will not be
returned unless they are accompanied
by a self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.

17030 Red Hill Avenue

Irvine, CA 92614

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

E-mail sportscar@racer.com

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services (800) 770-2055



RACER MEDIA &
MARKETING, INC.



Philip Royle

COVERED BRIDGE RALLY NEARS

The 48th Covered Bridge TSD RoadRally will take place on Saturday, Nov. 1, 2014, headquartered at the Jackson Gore Resort in Ludlow, Vt., Saturday afternoon. Running concurrent with the TSD, will be the CBJR, brought to you by the New England Region.

The Covered Bridge Rally is a non-trap, straightforward rally. The Rally will use a written instruction format that is designed for beginners, yet challenging to experts. The RoadRally will travel considerable unpaved back roads, none of which are car breakers. The speeds are reasonable for the conditions. The Rally will use both manned and unmanned controls.

The Covered Bridge Rally will explore interesting back roads in the area of the Jackson Gore Resort that do not dead end or turn into goat paths. The Covered Bridge Rally will also search for covered bridges that are still open to vehicle traffic - no longer easy.

MSX IN 2015

The North American MotorSports Expo is ramping up for its 2015 installment, taking place Feb. 20-21 at the Charlotte Convention Center in Charlotte, N.C. The list of exhibitors and presenters is growing quickly. Visit www.msxexpo.com for more details.



WHILE YOU CAN

RoadRally's well known RoadRally will soon come to an end.

CBJR is a shorter version of the Covered Bridge Rally using only the afternoon section (about 50 miles, rather than 150). CBJR will start after the regular competitors. CBJR will be a single-class event with Class S and Class D combined. No Class A cars or dual entries permitted.

It's important to note that time is running out for competing in the Covered Bridge Rally. The rallymaster, Ted Goddard, is planning to retire after its 50th running in 2016. The 49th Covered Bridge Rally will take place on Nov. 7, 2015, at Lake Morey Resort, Fairlee, Vt., with the final event on Nov. 6, 2016 at the Grand Summit Resort, in Mount Snow, Vt.

CHECKERED FLAG: DAVID TETER

W. David Teter joined the SCCA in March of 1967, becoming a frequent competitor, as well as a RoadRally Safety Steward Instructor. Teter's career path led him to the University of Delaware, where he taught Engineering Design and Graphics, as well as surveying. A co-founder of the Mon Valley Sports Car Club, active organizer for the Brandywine Motorsport Club, and the Sports Car Club of America, Teter was instrumental in formulating the rules by which these organizations abide. He is best known as the creator of many Appalachian National Rallies, and 17 March Lamb Rallies. A frequent competitor, he won four SCCA National Rally Championships plus the prestigious vintage car Great American Race. He was the recipient of the Robert V. Ridges Memorial Award in 1985. Teter passed away on July 12, 2014.



Perry Bennett

REGISTER NOW

To claim contingency winnings, you need to register prior to the event.

2014 CHAMPIONSHIP CONTINGENCY PROGRAMS

All SCCA competitors are reminded to visit SCCA.com for the generous contingency offerings for their respective National Championship events. Equally important is to sign up for the programs prior to the championship event itself.

The Tire Rack Solo National Championships will welcome nearly 1,200 drivers to Lincoln Airpark in Lincoln, Neb., all vying for a piece of the lucrative contingency programs, while more than 100 drivers will duke it out in the dirt at I-80

Speedway in Greenwood, Neb., for a number of awards at the RallyCross National Championship. Meanwhile, as the SCCA National Championship Runoffs heads to Mazda Raceway Laguna Seca in Monterey, Calif., more than 40 companies have posted awards programs for podium finishers, pole position winners, and hard chargers.

Over the years, manufacturers and vendors have seen the value of supporting these key events, offering a plethora of cash and prizes, and 2014 looks to be one of the most lucrative on record for competitors. Drivers are responsible for diligently monitoring the program requirements for eligibility, and must register for contingency programs prior to competing.

**World Famous
Motorsport Valley
Products Available in USA**

**Massive Range of Products
In Stock at obp USA and
Ready to Dispatch**

**obp Motorsport No. 1 in Race Car
Pedal Box Design and Manufacture**



**Race and Track proven Pro-Race and Track-Pro
Brake Bias / Balance Controlled
Pedal Boxes & Hydraulic E-Brakes in Stock**



obp Motorsport USA Preferred Dealers

**Enjuku Racing Parts, LLC
Florida**

**Phone: (888) SR20DET
Toll Free Order Line
questions@enjukuracing.com
www.enjukuracing.com**

**TrackHaus
California**

**Phone: 408-846-8800x150
sales@trackhaus.com
www.trackhaus.com**

**Ace Performance Systems
Massachusetts**

**Phone: 855-223-7373
info@aceperformancesystems.com
www.aceperformancesystems.com**

**O & J Performance
Florida**

**Phone: (407) 944-0064
sales@ojperformance.com
www.ojperformance.com**

**Pegasus Auto Racing Supplies
Wisconsin**

**Phone: 1-800-688-6946
CustSvc@PegasusAutoRacing.com
PegasusAutoRacing.com**

www.obpltd.com/USA

DERRICK AMBROSE

CO-OWNER OF CORKSPORT
MAZDA PERFORMANCE
MEMBER SINCE 2011
OREGON REGION

“My earliest memories are of cars. Slot cars, Hot Wheels, you name it; I enjoyed anything to do with cars. In our house you could count on a race being on television, and I loved watching the IndyCar races along with a sprinkling of NASCAR.

My first *real* racing fix came in 1988 at the IMSA races at Portland International Raceway. Watching the factory four-rotor Mazda RX-7 fight it out with the Whistler Ford Mustang is something I will never forget. Possibly

“Watching the factory four-rotor Mazda RX-7 fight it out... is something I will never forget”

the best part of that weekend was meeting a small team that was racing a Mazda 323 GT; these guys were out having a great time without a big budget.

In 1998, Rich Harris and I started CorkSport Mazda Performance, specializing in products for the MX-3 and Protege, and expanded to other models over the years.

Wanting to go racing, I filled my time with SCCA RallyCross in my Mazda 323 GTX, until an opportunity arose with the new Mazda 2. After a year of blasting around the Solo course, I made the jump to the newly formed B-Spec Club Racing class by attending the Oregon Region Driver's School in March 2012.

In 2013, I captured the B-Spec Western Conference Majors Championship, and hooked up with longtime friends Jim Jordan and Joey Jordan Motorsports for the 2013 Runoffs, where I was fortunate enough to score a sixth-place finish.

This season I teamed up with the Jordan's once again, and captured the Western Conference Championship, and am looking forward to the upcoming Runoffs.”

MAIN IMAGE Wayne Flynn





The world's lightest helmets, custom tailored to your needs. Choose from different visor, hydration, air, and electronics configurations to fit your setup - all while keeping perfect fitment and function.

Any competition, one helmet.

877-MY-STILO • WWW.STILO-USA.COM

COBRA
MOTORSPORT



CUSTOM RACING SEATS

Offered to the more discerning user of the world's finest automotive seats. Choose from a near infinite range of colours in natural soft grain leathers with contrasting stitch details, the tactile feel of Dinamica or simply custom embroidery. Whatever your choice, we can tailor make a Cobra seat to be as individual as you are, at a price you can afford.

855-825-2828 • COBRASEATS-USA.COM



After all these years, this, my 30th in road racing, has been one of learning. Learning that there is more than one way to skin a cat. You see, I've got this new drive on an established winning team, with a co-driver who is still young after six years of running up front with this very team and in Mazda's quintessential sports car. I have deeply entrenched driving rules of right and wrong, developed over all these years and, to my mind, the only proper, reliable, and repeatable way to top speed and success on track. I have seen it work time and time again, and these guidelines have been the key to my best days in competition.

There is a balance, a feel, that I have come to know as ideal, and I have talked about it frequently in this now 10-year-old column: The front and rear, sharing the load equally, in perfect harmony. This is where the saying "drives on rails" originated. Front not sliding, pushing, rear hooked up, confidently staying put. Balance.

I have a lot of experience. A *lot*. I have been around, and driven so many cars, and further, so many variations of a few models, too, like the Porsche 911, that I have developed a frame of reference. I know the feel of my perfect handling balance like you know a longtime comfortable home when you walk through the door. And usually it works for others, too. I swear to you, I have changed people's lives with just a swaybar adjustment. It has made me rather lazy, because going fast and safe is so easy when that chassis balance is there for me.

So, when it's not, I slow down. I'm out of my comfort zone, and I feel the risk rise of losing the car, spinning, crashing, and other non-options. I pit and adjust something. I know this has gotten more prevalent over the years. When I first started, I did not know any better - I just drove the living daylights out of whatever I was in, pure seat-of-pants feel, testosterone, and adrenaline. Occasionally, I paid the price.

"There is a balance, a feel, that I have come to know as ideal, and I have talked about it frequently"

Don't get me wrong, I will still be competitive, but I cannot make magic if the balance is not within my ideal. I probably won't beat a top pro, on her or his game, who is in that zone.

That young co-driver is Andrew Carbonell. I raced his father in Firestone Firehawk Endurance 20-plus years back.

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

More Than One Way to Skin a Cat

Michael Dural

Andrew grew up in karts, then SCCA Spec Miata and, quickly, into the Freedom Mazda when he was just 18. SM is still his practice and training. He'll be at the SCCA National Championship Runoffs this year at Mazda Raceway Laguna Seca. All I can say is: look out.

Andrew's idea of perfect is not the same as mine. Andrew gets out of the car and says, "It's perfect." I get in right after, and it's oversteering, especially on entry. "How does he do it," I ask myself, out loud, after a particularly lurid slide. Lots of natural talent, that's how. Andrew is quite comfortable with oversteer. It usually makes me nervous. Especially right as I turn for a corner. To me, it's work catching the tail of the car all the time. And it's scary in the fast ones, like the downhill at Lime Rock, and Turn 6 at Mazda Raceway. But to him, it's modus operandi. I have seen this kind of balance hamper many drivers I've worked with over the years, but this is just where Andrew lives and thrives.

Like a penguin at 10 degrees below:
Cold? What do you mean it's cold?
It's been an eye-opener for

me. I look at the data and marvel. I watch him outside-pass for the win and marvel. He makes it work. It works for him. Wow, just wow.

I've seen this before, like when I drove for Porsche. The new-in-2001 ALMS Porsche GT3RS oversteered, and kids like Lucas Luhr and Timo Bernard could drive it. Must be the karting. I longed for my Alex Job Racing/Greg Fordahl setup from the year before. So easy, so balanced, so little counter steering, yet no push. That's handling, but to some drivers, it is less necessary.

I find it humbling, and I admire the talent, yet we'll all be even faster with a better setup. When a car is oversteering, it tends to lean on those back tires, which on a rear-drive car have the very important task of putting horsepower to the pavement.

"So easy, so balanced, so little counter steering, yet no push. That's handling, but to some drivers, it is less necessary"

The more they slither, the more heat builds up, and at some point, the grip is likely to drop. The Miata is not as sensitive; having light weight and low torque, so that's part of the reason the technique has been working. But when I felt my MX-5 power-oversteering in fourth gear, I knew we might be a tad loose. Kind of like, "You might be a redneck, if..."

New to the team this year, I've been working to do my job and not upset the

winning appletart. It is a team, and there's no "I" in team, and there is a long history of success at Freedom Autosport and Long Road Racing - and if I'm not smart, there'll be no "Randy" in team, either. It's not wise for the new guy to barge in like a bull in a trophy shop. Eye on the goal, which is not Randy driving bliss; it's a championship for Mazda in the ST category. So, I have been starting the races, an unusual situation for me. Not yet truly comfortable with the setup, and with Andrew making miracles in the driving zone, it is the right choice. I feel lazy, really. Do my stint, hop out, then sit back and watch the phenomenon unfold.

But I'm chipping away at it. I want the team to ooh and ah at my driving, too. I think we can make the MX-5 better. The team subscribes to a favorite racing adage of mine: If you're sittin' still, you're goin' backward. They're always willing to try new angles, to their credit. I watch the look on Andrew's face. I read his mood. Got to keep the young phenom happy. He hates understeer, I'll tell you that. Fortunately, I am not a fan of big push either - who is? - but I do appreciate enough for stability.

Having grown up in front-drives, I've always been fast and comfortable with being more likely to hit the wall with the front than with the back. But, my lesson has been, it does not have to be just that way for everyone. There's more than one way to skin a cat, but only if you have amazing car control, which 99 percent of us do not. Caveat emptor. ☹

CAUTION

I was following the SCCA U.S. Majors Tour race from Watkins Glen on the online live streaming camera (very cool) and there was a full course yellow. A big gap formed. If leading overall on a full yellow, slow to pace car speeds and wait for him, bunching up the field so safety crews can work the incident. The rest of the field, keep your pace up for the same reason. Obviously, go slowly through the crash scene.

KNIFE-EDGE

Setting the balance on the ragged edge, as Randy Pobst's professional racing teammate and Spec Miata racer Andrew Carbonell (RIGHT) does, can produce outstanding lap times, but are difficult for all but the very best drivers to reproduce on a consistent basis.







HERO3⁺
BLACK EDITION



GoPro
Be a **HERO**.



Wear it. Mount it. Love it.™

OVER **60** ACCESSORIES
AND COUNTING
See more at gopro.com

SOLO'S SUPERHEROES

SportsCar once again has made its annual who will win guesses for the 2014 Tire Rack Solo National Championships, taking place this September, and learned one thing: these super drivers need no capes to get the job done

WORDS Paul Brown with Keith and Kristi Brown, Jeff Cashmore, Karen Kraus, Ken Motonishi, Matt Murray, and Erik Strelnieks
MAIN IMAGE Sean Rice

LET IT FLY
Super competitors like Paul Russell don't need a cape to fly – Solo's top drivers will set the course and clocks on fire with sheer skill alone.

Rather than our usual semi-monotonous, Who Will Win the Tire Rack Solo National Championships class-by-class listing, we are instead profiling several top rung drivers you might never beat. Their talent behind the wheel is second to none, and in some cases seems almost inhuman. They are Solo's superheroes, so to speak.

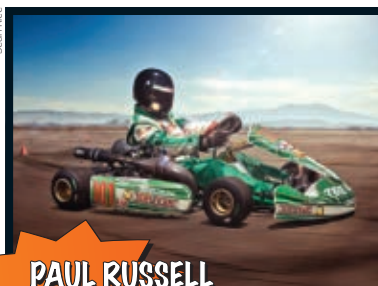
All profiled on the following pages are unequivocal contenders at the National Championship level, and most – if not all – will lay claim to a trophy, if not a championship jacket come the Sept. 2-5 event at Lincoln Airpark in Lincoln, Neb. But the truth is, everyone one of them got to where they are without unearthly powers.

Rather, hard work and dedication put them where they are in this sport – if you want to beat them, you'll have to do the same.

Are these competitors the only ones who stand a chance at this year's Solo Nationals? Certainly not. They are, however, the ones leading the charge to the National Championship



Sean Rice



PAUL RUSSELL KART MODIFIED

Paul Russell was pretty much resigned to missing the Solo National Championships this year. His brother's battle with cancer looked like it would sideline Russell, but a clinical trial turned up something they hadn't tried, and now his brother is experiencing a miraculous turnaround. Good news spawns good news, as Russell is now planning to make it six in a row.

After starting autocrossing in the late 1980s, he made his first trip to the Solo National Championships in 1992 in F Stock. He switched to racing karts before Solo did, but when the class was added in 1999 he was back dodging cones. Other than missing 2008 due to work conflicts, he's made the trek to Nationals every year since.

"Every year we try something new," he says. "This year it's a new chassis; same manufacturer, new model, smaller diameter tubing. We don't have it completely sorted, but it's very close."

He met class competitor Eric Nelson in grid during the Sept. 11 crisis, and they've been friends and co-drivers ever since. Most years, he says they have run on a super grippy surface. This year, he noticed at ProSolos that they weren't seeing the grip levels increase by Sunday. He finally came to the conclusion that the Street classes have reduced the number of cars running sticky rubber. "Fewer Hoosiers," he says.

They always had a special setup for high-grip surfaces, and the class usually ran late in the week at Nationals, so they used that setup a lot. This year, Kart Modified runs early, so they will focus on a lower grip setup than usual.

This year, he's also expecting to have a serious challenge from former FJ competitor Julian Garfield.

event. Their 2014 season performance has proven they have what it takes to win; but as we all know, so many other factors come in to play at this winner-take-all event. Consequently, we've hedged out bets with those we feel are the ones to watch this year, including several lists of the fastest folks in their categories.

In this sport, spandex superhero suits are not required. What is required is skill, determination, and a hefty dose of luck. So toss your superhero capes aside, grab your helmet, and read on to find out what some of the fastest in Solo competition have to say as they head to the Solo Nationals.

**ERIC AND LAURIE HYMAN
STREET MODIFIED**

Eric and Laurie Hyman own and drive Godzilla, their Street Modified Nissan GT-R. Last year, each won their first National Championship, proving that not only is the car a powerhouse, but also that these two know how to wheel it.

Laurie got her start in 2000.

"It was an Evo School," she says.

"[Eric] dragged me kicking and screaming - and the rest is history.

"We took years off to have kids [2005-'08] then it's been full force ever since."

Her first Nationals visit in 2001 was an interesting one. It came just three weeks after their Toyota Supra was totaled. They bought a replacement car and spent those three weeks transferring all the performance parts. No stress there, for sure.

As for her approach to success: "[I] just need to relax," she says. "[I need to] trust the car, because it's working really well right now, [and] focus on getting on the gas early. If I can do that, I have a good chance."

Eric, meanwhile, ran a couple of events back in the mid 1990s. He bought a third gen Supra in 1995 and got more active, running a few National Tours and ProSolos before 2000.

After taking his first National Championship last year partly due to reliability, ironically this year the car has had issues - the root cause being a center diff slowly failing.

"It has been a roller coaster ride," he says. "We've had lots of reliability issues, but we've run 15 of 18 available weekends, and only three of those were local events." To win, "you've got to be on your 'A' game on the right day," he says. "Panda [the GT-R] is a well set up car. We've gotten a lot of good practice this year, and the car is better than it has ever been. The entire car has been disassembled one and a half times this year."



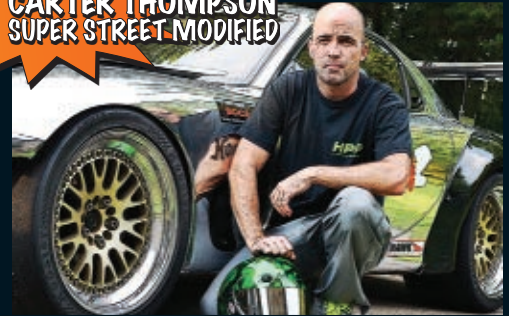
Eric Hyman

Carter Thompson has been autocrossing for about 25 years, attending the Solo National Championships every year but one since 1995. He counts two Solo Triads among his many awards. This year has been "not so good," he says. "I had some car problems, and work has been busy. I'm trying to get everything together and ready for Nationals."

Thompson figures there are "probably five people who can contend" in this class, which makes for a deep class at this

level of preparation. But his car seems to be coming together at the right time. With ever-tougher competition in

SSM, to win will take "a little bit of luck [and] a problem-free event," Thompson says. "And, hopefully, a rain-free event."

**CARTER THOMPSON
SUPER STREET MODIFIED**

Courtesy Carter Thompson

Lane Borg made the transition to street tires in his Corvette, and looks like the one to beat in B Street. He started autocrossing locally in 2004 in a C4 Corvette, and then took off a few years to settle into a career and pay off his student loans.

Borg was ready for a return in 2011, with the Corvette freshly assembled just in time for his co-driver to take the win in a re-imagined A Stock. Borg was out of the trophies - not too surprising as that was his first experience at a National event of any kind - but knew he could do better. He proved this by taking the class win in his second season.

This year, the big news is the new Street category. The lack of serious Honda S2000 competition in B Street is surprising, but maybe shouldn't be given that all the serious people had S2000 CRs, and those got bumped up to A Street. In any case, Borg has gone undefeated so far this year, with various co-drivers almost always doing well enough to give the car a 1-2 finish in class.

Borg's goals were to qualify for the Solo Triad and be in a position to win the ProSolo points series. Up until Nationals, he won't have run against any of the far West Coast drivers, but, as he says, "as long as I don't futz with the car like I tend to do right before Nationals," he expects to do very well in Lincoln.

**LANE BORG
B STREET**

Mark Valent

**ONES TO BEAT:
STREET/STREET-R**

James Gunn-Wilkinson	SS
Jocelyn Huang	SSL
Ryan Otis	AS
Barbara Leroy-Boehme	BSL
Chris Fenter	CS
Meredith Brown	CSL
Mark Smith	DS
Connie Smith	DSL
Eric Peterson	ES
Chris Peterson	ESL
Stephan Hui	FS
Trevor Jones	GS
Greg Reno	HS
G.J. Dixon	SSR
Sam Strano	SSR
Gary Thomason	SSR
Learic Cramer	SSRL
Shelly Monfort	SSRL
Tony Savini	ASR

STREET TOURING

Ron Williams	STC
Kinch Reindl	STC
Andrew Hahn	STC
Jeff Wong	STC
Kim Whitener	STCL
Nicole Wong	STCL
Jason Frank	STS
Andrew Canak	STS
Hilary Anderson	STSL
Max Hayter	STX
Steve O'Brien	STX
Matthew Braun	STR

STREET PREPARED

Tom Berry	ASP
Aaron Miller	ASP
Christine Grice	ASPL
Robert Thorne	BSP
Amanda Hahn	BSPL
Bill Schenker	CSP
Matt McCabe	CSP
Sue Eckles	CSPL
Eric Campbell	DSP
Greg McCance	ESP
James Darden	FSP
Jamie Yost	FSPL

CONFIDENCE, INSPIRED.



The Infinity ECU. It combines leading-edge Motorsports engine control with advanced data logging required in today's racing environments. It's durability and power is suitable for professional teams, and its affordability will surprise weekend racers. Starting at around \$1500.

- Airflow based (VE) fuel tuning
- Cutting edge data logging and data analysis
- 2- and 4-wheel speed based traction control
- Drive-by-wire capability
- Integrates with popular 3rd party dashes and loggers
- Full after purchase support including free tech support
- Nationwide Motorsports installer/tuner network. Contact AEM for info



David Yowe / DLYmotorsportsimages.com

This product may be used solely on vehicles used in sanctioned competition which may never be used upon a public road or highway, unless permitted by specific regulatory exemption. Visit aemelectronics.com for more information.

AEM Performance Electronics
2205 W 126th Street, Unit A, Hawthorne, CA 90250
Phone: 310-484-2322 | Fax:: 310-484-0152
email: sales@aemelectronics.com
www.aemelectronics.com





Tom Berry

**JEFF STUART
C STREET**

A relative newcomer to the sport is Jeff Stuart, who has been autocrossing for less than five years, although that does include three trips to the Solo National Championships. He learned about Solo by being involved in a motorsports club in college, although he never attended any of their events. Once he graduated and moved to California, he started racing karts with friends. But, he says, "I thought to myself, why not drive real cars?"

Thanksgiving 2009 was his first Solo competition. He was still driving his first car, a 2001 Mercury Cougar, "with the rare and elusive four-cylinder package," he says. After six months, he traded up to a Mazda RX-8. After a season and a half of that, and a quick rise to Cal Club Region success, a seat opened up in the Berry family STX BMW. Stuart got one practice event in that car before Nationals, where he finished fifth, behind a quartet of what would now be STC Civics. The next year, he finished second to Brian Heitkotter. Stuart triumphed again in 2013, so he is a perfect three for three; but is still seeking his first championship jacket.

Enter the new Street category, and the Nissan 370Z he purchased last fall. This season has gone pretty well for him, as he has won every event he has entered except for the San Diego Championship Tour, where he finished second.

As far as expectations for the Solo Nationals, "I think the biggest thing that would cause problems would be rain," he says, "followed by tight, transitional courses." That aside, Stuart has high hopes for this year's title event. "I am hoping to win, but I don't know if I'm expecting to win," he says. That probably sums it up for a lot of us.

Annie Gill is famous for her car changes, so keeping an STX Scion FR-S long enough to make plans months ahead is a bit out of her comfort zone, but you can't say she doesn't act fast. "[The FR-S] was a full STX build at 298 miles, had a dyno tune by 400, racing by 600," she says. Despite that, it is fitting that as of late June, she hadn't decided if she'd be running in Open or Ladies this year.

She has been planning to fly in and drive Danny Kao's car in the L class, but as he suffers from the same lack of ability to keep a car for long, that plan is definitely written in pencil. If she brings her own car, her options would be wide open.

Gill was always into cars, but was getting her competition fix in car stereo and car shows. She bought an Acura Type R new, but that was as a street car while she showed her purple mini truck (with hydraulics). In 1999, a friend invited her to take the Acura out to a marquee club event, where she saw a flyer for a "Ladies practice day," and there was no looking back.

Fast-forward 15 years, and Gill chairs those same Ladies practice events, where three-quarters of the

participants are completely new to Solo events. When she started, she looked up to drivers like Patty Tunnell and Beth McClure-Strelnieks, who pushed her "not to limit myself to Ladies, [but to] try to compete at the same level as the guys." She has run in Open class at the Solo Nationals twice and trophied both times, so whatever class she picks, we know she'll be one to watch.

**ONES TO BEAT:
PREPARED**

Fred Zust	XP
Andy McKee	XP
Mike Maier	CP
Todd Farris	CP
Mark Madarash	CP
Drew Vanderploeg	DP
Ron Bauer	DP
Jim Daniels	DP
Keith Brown	DP
Chris Dorsey	EP
Allen Kugler	GP
Denise Kugler	GPL

STREET MODIFIED

David White	SM
P.J. Corrales	SM
Andy Hollis	SMF
Erik Strelnieks	SSM

MODIFIED

Jeff Cashmore	DM
Mark Huffman	DM
Jeff Kiesel	EM
Shawn Kiesel	EML
Darren Seltzer	FM
Suzanne Segal	KML



Denise Williamson

**ANNIE GILL
UNDECLARED**

Craig Wilcox is new to STX. He has done a very public build of a new Mini Cooper S, preparing for his 12th year at the Solo National Championships, most of which have seen him also competing in a Mini.

"This year has been a dream," he says. "The parts we compiled were pretty much spot on from the start. The way we went about it was to go to the best suppliers for each part. We took advantage of their expertise. There hasn't been anything that hasn't worked."

But that doesn't mean this year will be an easy run to the top. "I will have to drive as well as I've ever driven [to win this year]," he says, pointing out that STX is one of the largest, deepest classes. "The goal is to be in the hunt on day one, then go for it on day two," Wilcox explains.

His collection of hardware is a

testament to how well that can work. "The number one goal at Nationals is to have fun with new and old friends from across the country," he says. "The championship week is so much more than just competing; the memories shared with old and new friends is what really makes Nationals something that I will do for a lifetime."

**CRAIG WILCOX
STREET TOURING XTREME**

David Peterson

Sometimes You Win by 0.1 Seconds, Sometimes by 0.1 PSI

Precision Digital Air Pressure Gauges from Intercomp



Digital Air Pressure Gauges

Part # 360045
w/Angle Chuck **\$299⁹⁹**

Part # 360045-BC
w/Ball Chuck **\$299⁹⁹**

**99.99 PSI
Backlit Gauges**



Ball Chuck

Angle Chuck



intercompracing.com

+1 763-476-2531 Worldwide

Intercomp[®]
advanced weighing technology . . . by any measure



Sarah Peters

**BRIAN PETERS
STREET TOURING ULTRA**

Brian Peters took an unusual but successful approach to STR last year by competing in a Nissan 350Z – not exactly the “must have” car. For 2014 the 350Z was moved to STU, which mostly means wider tires (285s vs. 255s) and unlimited wheel width. He’s looking to add a fifth title to his resume in only his 10th year, and he is hoping for dry weather – much of his competition enjoys all-wheel drive. “It will take clean, precise driving, as always,” says Peters. Balanced courses would also be welcome. “Hopefully the clock will be in my favor,” he continues, “with good execution and some luck.”

Beth McClure-Strelnieks started autocrossing about 19 years ago, when Erik Strelnieks dragged her to an event. He had seen her Mazda RX-7 in the garage and suggested it would be fun to take it out.

Beth plans to run the family Boxster in the Open class FP this year. “The Boxster is improving,” she says.

They’ve made major changes to their car right before Nationals during the last few years, and those changes haven’t worked out so well. Last year it was a cam change that cost 20-30hp; this year, the last of the changes to the car will happen “by the midpoint of July,” she says.

Beth has spent years developing skill in the now SSM RX-7. Moving to the Boxster has been a learning curve, she explains. “The weight balance is different from what I learned in.”

As to her hopes for what happens at Nationals, she really would like John Thomas to make his return. “Good competition is good competition,” she says. “He’s seriously good.”

**BETH MCCLURE-STRELNIEKS
F PREPARED**

Perry Bennett

Dan Wasdahl has won five of the last six A Modified championships. His racing experience started with a 5.0 Mustang he took apart and put back together “with go-fast parts with the idea of running an 11-second quarter and popping a wheelie,” he says. “I had the naïve idea that you could do that with a street car.” Turns out it had a 12-second quarter in it, but the front wheels stayed on the ground.

He ran an autocross in that car, but it wasn’t really

**DAN WASDAHL
A MODIFIED**

Collette Wasdahl

the right weapon. He saw the Tamandli/McKamey V8 Sprite for sale and bought it, running at the Solo National Championships for the first time in 1994. He also owned the ex-Millegan E Mod Europa for a while. All of that experience led him to buy the original Phantom, and his A Mod adventure began.

While the Phantom helped earn him his collection of jackets, he’s now in the process of developing the ex-Bowland car. He has taken 60lbs out of the chassis, quite a feat with an A Mod chassis. “Since the rules don’t limit horsepower, I thought I would maximize downforce at the expense of horsepower,” he says.

A current A Mod car pulls 2.8 transient Gs. “That is tough with carbs.” Float bowls just aren’t designed for that, but getting an injection system to work on one of the vintage three-cylinder engines that

are popular is a challenge.”

He points out that grip makes even more difference to a vehicle with wings than to the rest of us. “Go faster, more downforce. More downforce, more grip. More grip, go faster.” I guess that explains how they go so fast.

This year has not gone particularly well for him, but the new car seems to be coming along. The good news is he’s got an embarrassment of riches, as he still owns the car that has won so many times. “I will pick the best car for Nationals, he says.

While the new car is theoretically better, his carb struggle could make the decision for him. And this year, with a deep A Mod field, Wasdahl will need to be fast. “Gary is brilliant,” referring to Gary Milligan, and “K.J. Christopher has been excellent out west. It is anyone’s game.”



www.facebook.com/saferacer

SAFERACER

WE PROTECT. YOU DRIVE.



GP-6S

SAH2010 HELMET

Complex Laminate System for the manufacture of the strong, rigid and lightweight shell. The helmet has a high efficiency venting system and easy to use visor opening system. Shaped cheek pads give unsurpassed levels of comfort and fit. SIZES: XSM - XLG

\$949⁹⁵

2014 GP START

- Certified to FIA 8856-2000 and SFI 3.2A Level 5 homologation standard
- Two-layer construction for weight saving and improved heat-resistance performance.
- 100% Aramidic outer layer provides excellent resistance to heat.
- Alpinestars shoulder epaulette construction
- Ribbed, stretchable wrist cuff and boot leg cuff for excellent comfort and fit.

\$599⁹⁵

TECH 1 START RACE GLOVES

COLORS: Black, Blue, Red
SIZES: SM - 2XLG

\$79⁹⁵



SAFERACER.COM

Contact us TOLL FREE at
866.781.0997

FREE SHIPPING ON ALL ORDERS OVER \$100
SOME ITEMS DO NOT APPLY.





Perry Bennett

**ANDY HOHL
SUPER STREET PREPARED**

Andy Hohl co-drives Joe Tharpe's C5 Corvette in SSP. After competing locally and Nationally from the mid-1980s to 1995, he took five years off to raise a family. He started competing again in about 2000, and has been attending the Solo National Championships since 2003. He says he's been fast car on course twice at the Solo National Championships, but "unfortunately, they weren't the same National event."

Hohl's toughest competition is often his co-driver Tharpe. "He'll have to kick me out of the car," Hohl says. "I can't imagine a better teammate [or] better situation."

So how will Hohl approach this year's Championship? The plan is "to drive well," he says. "Whatever happens, be happy with the result. Don't let the pressure of trying to win the Championship get in my head."

But there's new competition in the class, so Hohl recognizes his year might end with a near miss, landing in the trophies - but he's OK with that. "I want to stay in the trophies. If everything goes perfectly, I might have a chance [at a win]."

Car owner Joe Tharpe started autocrossing a 1999 Honda Civic Si around 2000, but when he was offered a ride in a Mazda Miata, quickly sold the front-drive car and found a Miata. He also found a co-drive with longtime Miata competitor Chris Harvey and spent about six years with that ride. Tharpe made a big jump in 2010 when he bought a top level Street Prepared Corvette, and he's been driving and developing that car ever since. He's the only champion SSP has ever had - which is just a two-year streak - so far.

"This year is going well," he says. "[There's] real good competition in our Street Prepared class. Andy [Hohl] is getting better with the car, and learning to squeeze out the last few tenths."

To sum up his philosophy: "Every year is a great year when you are having fun." This might be another party that ends in another Championship jacket for Tharpe.

**JOE THARPE
SUPER STREET PREPARED**

Lisa Tharpe



Perry Bennett

**ALEX AND FRED ZUST
XP PREPARED**

Alex and Fred Zust have made the XP Lotus one of the most feared cars in Solo. Alex started autocrossing in 2009. As a resident of Lincoln, Neb., the Solo National Championships was a local event. She attended in her first year, just a few months after her very first autocross. No, she really wasn't prepared for it, but that just gave her incentive to get better.

Fred got his start a few years earlier, running local events in 2005 in the Lotus he runs today, but at the time it was completely stock, on street tires. His first Solo Nationals experience came in 2006, and he's been going ever since, though the Lotus has changed quite a bit.

As far as how this year has gone, Alex says, "It really hasn't." They are in the process of building a new shop (which will give Blackwatch Racing a new and better home), renovating and moving into a new house, and selling their existing home. In addition, the car has been having some major mechanical issues that have kept them from being able to run even the two events to qualify for the ProSolo Finale. However, the car is now back together, and the house and shop move are nearing completion, so it looks like competition can be a priority again.

Fred has been making some changes to make the car easier to drive. Alex's plan for the finale is to be well rested, and "execute and have three clean runs."

"There's a lot of competition in the class," Fred points out, noting that simply having a car that is capable of making every run in anger might be enough to win.

THE ENGINE FOR THE NEXT GENERATION



We have your FF kit ready, contact HPD today for more information

Honda Racing
HPD 

hpd.honda.com/formula-f



THE FAST WAY 'ROUND

The road to the Runoffs continues with a look at a lap of Mazda Raceway Laguna Seca, home to the 2014 National Championship event

WORDS Philip Royle
IMAGES Sean Rice



Knowing the fastest way around the racetrack is key to winning. Learning the intricacies of any racetrack – where to lift, where to brake, and when to be patient – pays dividends, and often sees someone in an underpowered car take on the big boys. While this is true of any racetrack, it is especially true for this year's National Championship Runoffs.

When SCCA's big Club Racing show, the Runoffs, hits Mazda Raceway Laguna Seca this Oct. 6-12, it will not only be the first time in 45 years the race has been held on the West Coast, it'll also be the first time in many, many decades the Runoffs has not been held at a track many have competed on. Consequently, learning the track correctly and quickly will be of dire importance come Runoffs week.

Enter Rene Villeneuve. As the West Coast Regional Chief Instructor for the Skip Barber Racing School at Mazda Raceway, Villeneuve has more laps at this facility than anyone you'll meet. But he's also not just an instructor – he's also a racer. Villeneuve has competed in everything from World Challenge to ALMS, in cars ranging from production-based racecars to high downforce marvels of engineering.

The secrets Villeneuve revealed to us about Mazda Raceway assumes a certain amount of experience and familiarity with your racecar, but since everyone reading this has probably already qualified for the Runoffs, they're certainly not new to the sport. So read on and learn what you need to know come the first week of October.

TURN 1

"Turn 1 is not much of a turn," says Villeneuve. "As you approach the Mazda bridge, you'll be somewhere between the 'D' and the 'A' on the bridge. With just a slight bend of the wheel, the driver allows the car to crest the hill about a car width off of the wall where the track starts to shrink down. As you crest the hill, it's not necessary to get all the way to the left-hand side where the paint marks the edge of the racetrack. Where you go over the crest is really about setting yourself up for where you want to be going into Turn 2. Most usually end up in the middle of the road as you approach the braking point for Turn 2."

TURN 2

"I take a very stout trail braking approach to Turn 2, where you're literally trail braking halfway between the two apexes," says Villeneuve, noting that you'll want to position your car between a car width, to one and a half car widths from the curb of the first apex. "Start to bend the car into the first apex around the last white stripe [on the track] with a slow brake release. The key is to let the car settle as you roll off the brake pedal between the two apexes before you get back to the throttle. If you drive the car down to the apex, you should be able to get a really nice exit to Turn 2.

"This is also a great place to pass, so you want to take a fairly defensive line, but be careful because if you take too narrow of an apex into the first part then you won't make it to the second apex."

TURN 3

"The entrance to Turn 3 bends slightly to the right, so it's almost impossible to have a straight braking zone unless you come out of Turn 2 and cross the track diagonally to the braking zone, which is all the way at the end of the blue and white curbing on driver's left," Villeneuve says. "Turn 3 tends to sneak up on you and it's easy to over slow. On a scale of one to 10, it's anywhere from four to six on the brake pedal, depending on the car. Obviously, the more downforce you have, the less you have to brake. I start with some slow hand speed as I'm releasing the brakes. The key is to get the car to roll over and set, and this allows you to get to the throttle.

"The apex is a long, 20-foot apex. You're staying on the curbing before, during, and after the apex. The straightening of the wheel comes right at the exit. On a good lap, you're getting to full throttle at or just past the apex."

TURN 4

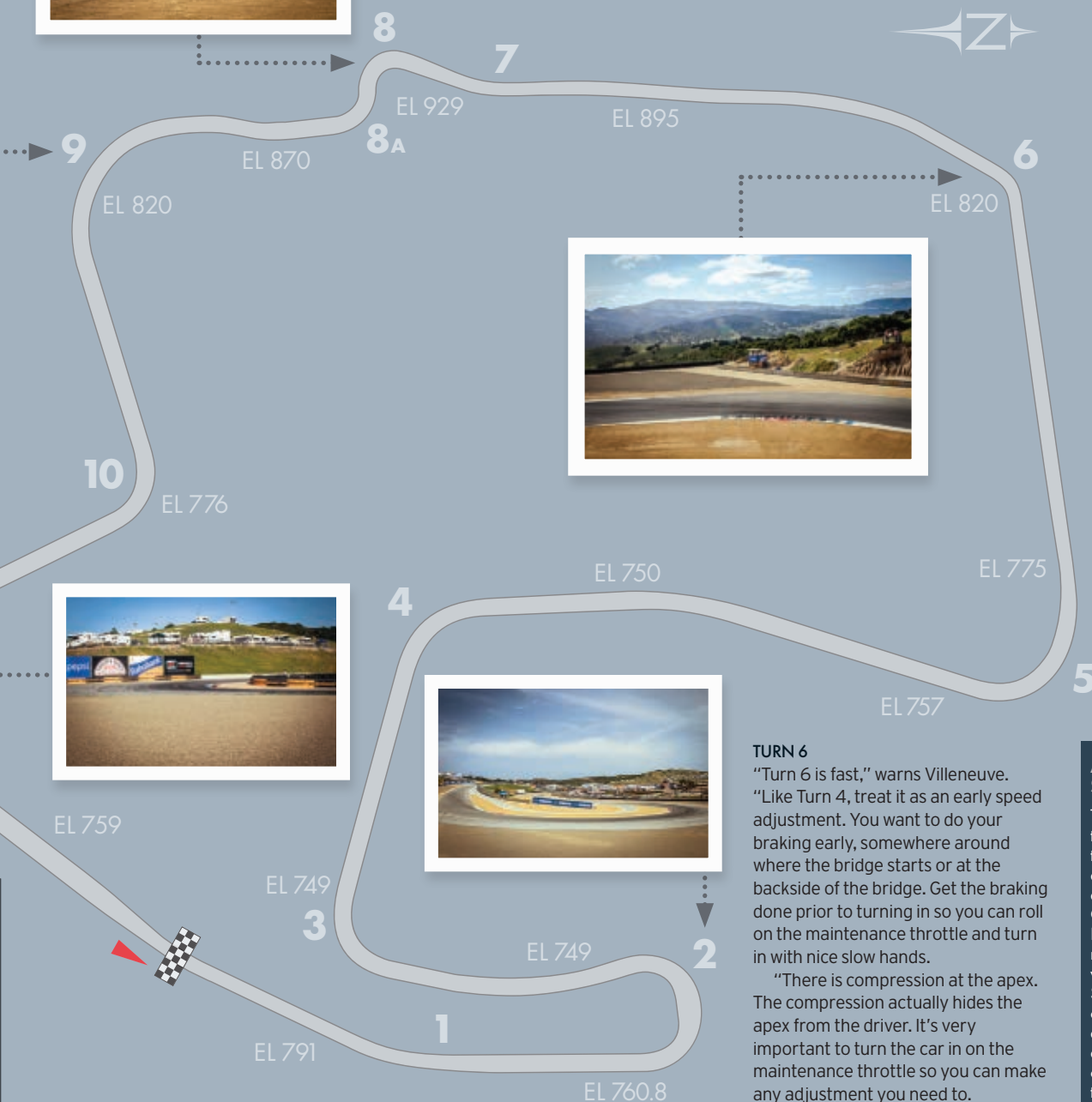
"You don't want to make a lot of speed adjustment," says Villeneuve. "What we teach in the Skip Barber cars is an early speed adjustment. The brakes are a zero to a four [on a scale of 10]. Around the two marker, you'll want to be on maintenance throttle to balance the car and then turn the car in.

"I've driven cars where that's impossible, and it leads to understeer. For those cars, it's easier to brake a little bit later and a little bit lighter with

11

EL 766.3

PLAY VIDEO



a slight trail brake. After that, it's a very slow and gentle unwinding of the hands on turn exit."

TURN 5

"Turn 5 has the hardest brake pressure and the shortest braking zone of anywhere on the racetrack," says Villeneuve. "You're going to brake at or about the bridge. The key is to compress the braking from the point where you start braking to at, or just

beyond, the turn-in point, which is at the last white square on driver's right.

"It's important to get the car down to the apex. This requires very slow hands on the turn-in. As you approach the apex, the road starts to pick up camber, and as you near the apex, the track starts its climb uphill. All of this allows the driver to get a little more aggressive with the throttle application, while keeping in mind this corner has a very long apex."

TURN 6

"Turn 6 is fast," warns Villeneuve. "Like Turn 4, treat it as an early speed adjustment. You want to do your braking early, somewhere around where the bridge starts or at the backside of the bridge. Get the braking done prior to turning in so you can roll on the maintenance throttle and turn in with nice slow hands.

"There is compression at the apex. The compression actually hides the apex from the driver. It's very important to turn the car in on the maintenance throttle so you can make any adjustment you need to.

"As you start to turn in, look for the exit of the corner. Draw a mental line from where you're turning and where the exit is - if you do it right, the midpoint of that corner will be the apex."

TURN 7

"The approach to Turn 7 gets you your approach for the Corkscrew," says Villeneuve. "Some guys like to straddle the curbing on the left-hand side, but there's a lot of junk on the

AIM SPORTS SUPPORTS

The AiM Sports technical service team will be onsite all week long at the National Championship Runoffs. If you need assistance with your AiM Sports video or data system, e-mail support@aimsports.com or call or text the onsite cell phone at (951) 285-1234.

AiM Sports also supports both the Runoffs and Tire Rack Solo National Championships with contingency offerings. Be sure to sign up for those programs at www.scca.com prior to the events.

road there, so I put my left side tires on that curbing, not beyond.

"A general rule of thumb for the braking zone location is that it's halfway up the hill from the turn-in point. That means it's between the white stripe that comes across the track to the halfway point to the crest of the hill. Remember, you're going uphill, and gravity is working in your favor, so a little bit of braking will go a long way.

“When you crest that hill, the car is going to get a little light before it lands, so it’s important not to have too much brake pressure when that car gets light. As soon as the car lands, it becomes a very traditional braking zone in a straight line, but veering away from the right-hand edge of the road. I’ll add a little more brake pedal pressure, and then I’ll start my trail braking. If you don’t like trail braking, you can stay track right, brake, and turn in.”

TURN 8/8A

"You want to get the car to the apex and be absolutely perpendicular with your car to the apex, with the nose of the car pointed at the famed tree, which is the third tree over - the smallest of the oak trees," says Villeneuve. "When you get your car perpendicular to that tree, straighten your hands for a moment and start to drive down the hill, then move your eyes to the bridge at Turn 9 and slowly start to bend the car to the right. You'll never see the apex of Turn 8a. If you can see it, you're not looking far enough down the road."

"Use about three-quarters or seven-eighths of the track on the exit. If you go out too far, it'll be hard to get back to the right for Turn 9."

TURN 9

"I don't know if anyone can do this turn flat," says Villeneuve. "It requires some sort of a lift; something to allow the car to transition. Also, do not approach Turn 9 from all the way driver's right by the curbing. It's unnecessary."

"Like Turn 6, it's very difficult to see the apex. Whether you made a light speed adjustment or a heavier speed adjustment, you have to go back to maintenance throttle. You have to stabilize the car down the hill. If you continue to decelerate, the rear of the car is going to want to oversteer. If you're accelerating too much, the car will want to understeer.

“Turn in slowly to the apex, which is the white triangle at the beginning of the blue and white. It’s an earlier apex than people anticipate. You should be able to pick up the t you get to the apex.

"There is a slight drop off of camber at the exit of Turn 9, and it tends to make some cars tail happy."

TURN 10

"Similar to Turns 9, 6, and 4, you want to get your braking done early," says Villeneuve. "I use the old pit lane entry as my braking point. It's a moderate brake, but the key is to have the car balanced on the way to the apex. You'll build speed going down the hill with a little bit of throttle."

"Right around the apex, the track develops a lot of camber, and that camber is very usable as you pick up the throttle. However, when you track out to the curbing, the road crests, and if you're driving something with a very low ride height, like a formula car, you can actually lose a little bit of control there.

"On exit, take a more diagonal approach to Turn 11."

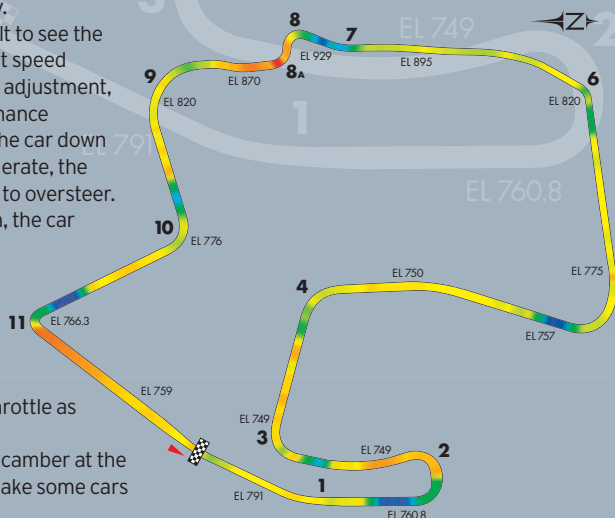
TURN 11

"This is a hard braking zone," says Villeneuve. "You want to concentrate on exit speed at Turn 11, so it really doesn't matter if your entry speed is off by a couple miles per hour. If you try to push your entry then you'll have a terrible exit. I'll actually trail brake sometimes all the way to the apex."

“This isn’t a stomp and steer situation. As you roll in off the brake, you’ve got a lot of load in the car, and there’s a little bump, so it’s really important to be able to progressively squeeze the throttle. If you squeeze the throttle too fast or too early, it’s going to hurt your apex. Then, at the exit, the concrete and [fake grass] don’t have as much grip as the asphalt.” 🚗🔴

BRAKING ZONES

As this AiM Sports data overlay from a Spec Miata illustrates, braking is key at Mazda Raceway. Corners like 2, 5, and 11 enjoy heavy braking (shown in dark blue). Turns 4 and 6, meanwhile, require an early, light brake (dark green) with maintenance throttle (light green) through the apex.



A VIRTUAL SOLUTION

Not everyone will have the chance to drive Mazda Raceway Laguna Seca prior to the Runoffs. If that describes you, we suggest a virtual option to minimize the learning curve. In the last decade, racing simulator software has become breathtakingly realistic. PC-based simulators like iRacing and rFactor have come into their own, completely eclipsing console-based racing games with unprecedented vehicle and track realism. While simulator software can be downloaded and run on most home computers with an minimal monthly fee, to get the full experience the simulator software should be paired with a good set of pedals and steering wheel.

On the extreme side of this is CXC Simulations, with its Motion Pro II simulator, which runs iRacing and other simulation software. But to liken the Motion Pro II to off-the-shelf computer pedals and steering wheel is to liken iRacing to Forza. One is fun, while the other is a serious learning tool.

The Motion Pro II includes an active racing seat, force feedback steering wheel, and professional pedal set, all paired to up to three massive LED TVs covering a 180-degree field of view. The Motion Pro II does an impressive job of conveying acceleration, braking, and cornering forces, while the pedals and wheel feature unbelievably realistic feedback. And while not everyone can afford the \$50,000-\$80,000 CXC Simulations setup, many shops rent out simulator seat time using this or other immersive simulation setups, and we highly recommend tracking one down before you head to the Runoffs.

For the software itself, we've found iRacing second to none when it comes to track and car realism – and iRacing's take on Mazda Raceway is no exception. Using laser-scanning technology, iRacing captured every bump and undulation of the track, making this an ideal tool for learning the track prior to arriving in Monterey, Calif. Double that with something as advanced as the Motion Pro II, and you have a combination that can't be beat when it comes to Runoffs prep.



PLAY VIDEO

BILSTEIN® Motorsports

- > BILSTEIN offers products for a wide range of racing applications, from direct to custom fitments
- > Low hysteresis results in improved dynamic response and grip
- > NEW two-way adjustable, non-reservoir design can be used in nearly any application



JUST ADD
SPEED

www.bilsteinUS.com

BILSTEIN®



DECADES LATER, STILL THE BEST.



- ESTER BASED FOR STABILITY AND FILM STRENGTH
- MORE THAN 2200 PPM OF ZINC
- MORE CLEANLINESS AND LONGER DRAIN INTERVALS
- REDUCED FRICTION FOR LESS WEAR AND INCREASED POWER

Motovicity
DISTRIBUTION

RACER PARTS
WHOLESALE



WORLD PAC
Wholesale Distributor of Original Equipment Automotive Parts

PEGASUS
Auto Racing Supplies
1-800-688-8946

800.624.7958 | REDLINEOIL.COM

Few racing classes rival the storied past of Formula Ford. From unimaginable races to the stripe to world-class drivers using FF as a springboard to Formula 1, many notable names have walked the hallowed halls of this class during its 45 years as an SCCA class. Throughout much of that time, however, the class relied solely on propulsion from a 1.6L Ford engine, hence the original name of the class, Formula Ford. But, in 2009, that changed.

Roughly five years ago, Honda Performance Development (HPD) was looking for a way to expand its presence in amateur motorsports. "We saw a hole," says Marc Sours,

Senior Manager/Chief Engineer Production/Commercial Divisions of Honda Performance Development. "HPD was expanding its business platform to offer products for sale to amateur racers and semipro racers.

Honda Performance Development was looking for a way to expand its presence"
MARC SOURS

We looked in the racing market for opportunity, and we did things like ask the SCCA for car counts by class over the years. Formula Ford in 2009 was toward the top."

Talking to racers, however, revealed there was more to the story. "People started telling us that the prices were going up," says Sours. "[Formula Ford] was meant [to use a] stock-type engine, and yet a lot of the stock parts were not available. Along those same lines, we also tried to explore whether or not Ford was actively participating in the class, and the SCCA basically told us that there was an opportunity there."

Despite the expansive list of production-based engines in Honda's catalog, selecting a power plant to go head to head with the seasoned Ford Kent motor was relatively easy. "It was very important to us that whatever we offered, it would live within the existing performance envelope of the class,"

A NEW FORMULA

Honda Performance Development helps breathe new life into Formula F, all but re-launching the legendary class

WORDS Jason Isley IMAGES Philip Royle



Sours explains. "We didn't want to upset that; we certainly didn't want to do anything that would make people who had Fords need to get rid of them, sell them, or throw them away and have to invest in something new just to race their chassis. So, if you look at those performance curves, the [Honda] Fit engine offered the best match."

Not only was it important to HPD to maintain the integrity of the class, but they also did not want to disrupt the marketplace. Consequently, HPD's first attempt at adapting a Fit motor for the class involved using an older Swift DB1 chassis. This prototype Fit conversion logged many test miles, even making an appearance at the Formula Ford (soon to be renamed Formula F) 40th

DO IT YOURSELF
(RIGHT) If you are familiar with the workings of a Formula F, you should be able to carry out the Honda conversion with little more than some elbow grease.



anniversary celebration in 2009. At that event, many seasoned veterans of the class had the opportunity to take the car out for a spin.

"We also didn't want to get in the way of current businesses," says Sours. "There was a lot of design work focused on installations despite the fact that we

were only going to do three or four of the most popular ones ourselves. We didn't want to take business away from Piper – and we didn't do a Mygale installation, we just helped them. We offered a mockup engine and some CAD models so they could design a piece for those particular cars."

The modern fuel-injected Fit engine and varying levels of installation kits may be just the thing that helps attract a new generation of racers to the class. HPD can offer everything from a nearly turnkey kit to individual pieces, making it attractive to both the do-it-yourselfer and the not-so-mechanically-inclined.

"In order to make it something that the market would appreciate, it was

BALANCING PERFORMANCE

Honda Performance Development had no intentions of reinventing Formula Ford – it had worked just fine for some 40 years without them – but there was certainly an opportunity to give the class a foundation to grow from for years to come.

HPD brought a conservative package to the SCCA with the 1.5L L15A7 motor, simply looking for an opportunity to compete, and offering a long-term value to racers. "HPD, with American Honda's help, stockpiled a bunch of engines that will easily help feed the class for at least the next seven or eight years," Sours explains.

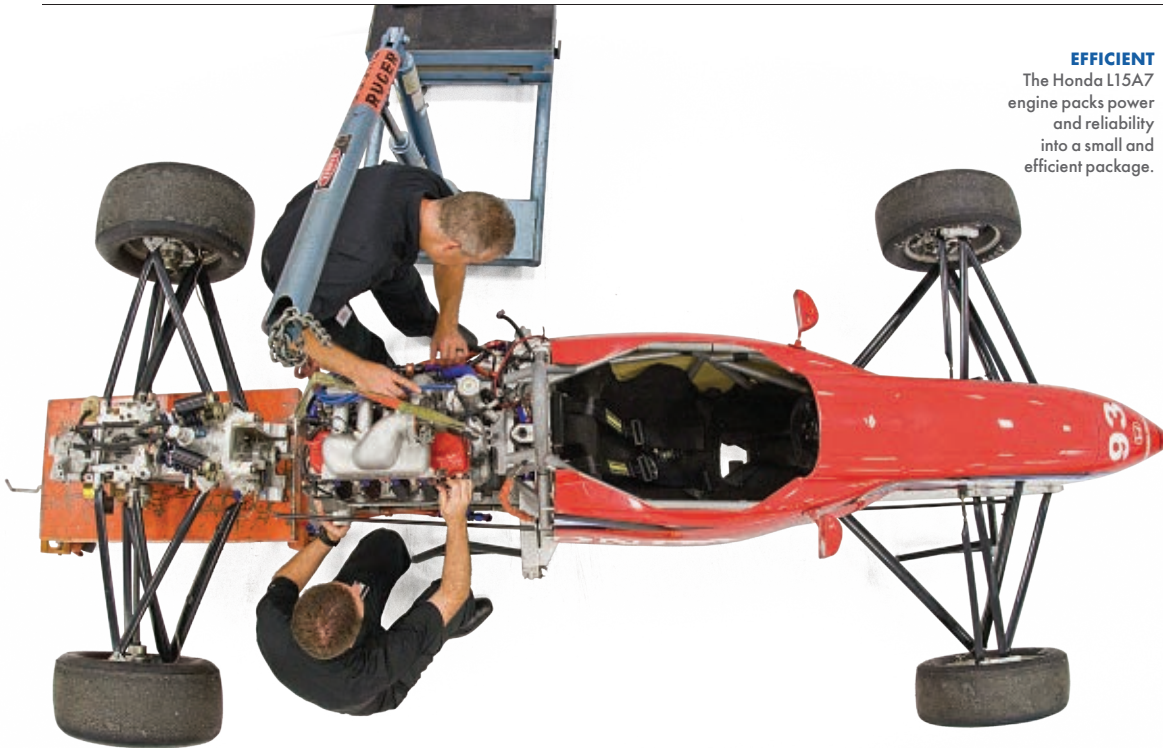
Ensuring the Honda motor wouldn't overpower the existing Ford motor, Honda detuned the Fit motor, "mostly with restrictor," says Sours, "but with a mapping application as well."

The motor was then durability tested for 5,000 miles, "and then we basically stopped the test," says Sours. "It depends on how much the racer actually races, but on average you should get two to three years out of it. They are very durable, and will last a while if you just show them reasonable care."



UNDER COVER

To the untrained eye, the only hint that this Formula F Piper is not Ford powered might be a set of Honda decals. The HPD kit makes for a relatively easy transition to the modern fuel injected Honda Fit engine.



EFFICIENT

The Honda L15A7 engine packs power and reliability into a small and efficient package.

THE RETURN OF FORD

In 2010, Ford Racing Performance Parts put an updated version of its FF Kent back into production. With many of these older units beyond use from previous trips to the machine shop, something had to be done.

Ford tasked engineer Mose Nowland with creating a new Kent casting. "The block is an exact reproduction of the original Kent block casting with minor design improvements for added strength and durability," says Nowland. "The new block will accept all of the original required bearings, plugs, dowels, and fasteners." The end result was a more rigid design that will keep Ford-powered cars on track for years to come, and can be sourced via any Ford Racing Performance Parts dealer.

Pegasus Auto Racing Supplies (PegasusAutoRacing.com/FF; (800) 688-6946), is another source for parts, as it is the exclusive U.S. importer for Kent engines manufactured by Formula Ford International to Ford Motor Company specs.

going to have to fit in a variety of cars," says Sours. "There have been a number of people who have done their own installations; we built the bill of materials such that you can scale it so you don't need to buy all the extra parts that wouldn't be necessary.

"When we designed the lower sump we put different brackets on the side in the off chance that there were older cars out there someone might want to use the engine for, and therefore they could bolt it in from the side or they could bolt it in from the ends," Sours says, noting that HPD stayed cognizant of the fact that many racers have performance shops they've worked with for years, and they shouldn't be forced into finding a new one. "We didn't want to compete with that, so what we offer is basically the kit, and then you can build it yourself or you can have a prep shop build it."

Beyond the engines and installation kits, HPD also supports racers at the track with engineering support as well as contingency awards for front-running, Honda-powered cars. "We send tuners or engineers to the various big races in North America," says Sours. "We will send people out to the bigger races to make sure we understand what the customers need, or if there is any type of issue, just so

they know there is someone they can turn to for insight."

Running up front in a Honda-powered FF wasn't immediate, but given time, a Honda claimed its first Runoffs National Championship in 2012 in the hands of Tim Kautz, as he narrowly edged the Ford powered Van

Diemen of Lewis Cooper by 0.077sec.

In 2013, it was Kautz and his Honda-powered Piper again, this time by a scant 0.1sec over the Ford-powered Van Diemen of Reid Hazelton.

On any given weekend the podium will be shared by drivers of Honda and Ford powered cars, showing that competition is alive and well. "FF is a historic class," says Sours. "It's a great proving ground for young drivers who are coming up the ranks, and Honda is just happy to be a part of that rich heritage."

If you find yourself in the Birmingham, Ala., area on Aug. 9-10, you can check out HPD's Honda-powered Piper at SCCA's Formula F 45th anniversary celebration at Barber Motorsports Park. 📍



It's a great proving ground...Honda is just happy to be a part of that rich heritage"

MARC SOURS

SPEEDY DELIVERY

(ABOVE) From a complete crate engine to individual pieces, HPD made sure to stock enough parts to last the FF community for years to come. (RIGHT) HPD's Jeff Barrow puts the finishing touches reinstalling the Honda motor in a Piper chassis.





**WHAT
WINNING
SOUNDS
LIKE.**



*Header-Back & Rear
Section Exhausts
for '89 - '05
Spec Miatas*

Cat-Back™ systems, rear sections,
headers, x-pipes, tips & universal
exhaust parts for race and street.



BORLA®
EXHAUST

WE BUILD EXCITEMENT

www.borla.com 1-877-GO BORLA

TIME TO UPGRADE



TOKICO

PERFORMANCE SHOCKS

IMPORTED EXCLUSIVELY BY
MOTOVICTY DISTRIBUTION

855.792.2256 | MOTOVICTY.COM/TOKICO



WORDS Tom Schultz MAIN IMAGE John W. Wilmoth

The historic Chicago Region June Sprints returns to Road America, this time as a double race U.S. Majors Tour weekend, **June 14-15, 2014**

THE JUNE SPRINTS

The WeatherTech Road America June Sprints saw two of everything since, as part of the U.S. Majors Tour, it ran a full slate of races on both Saturday and Sunday. Wisconsin's never-ending winter was a prime topic of discussion, as the temperatures called for jackets, hats, and even some gloves both days.

Both Spec Racer Ford events were back and forth duels between Brian Schofield and Scott Rettich. Due to the tightness of both, perhaps it is fitting that each won a race. Schofield took Saturday, while the tables were turned on Sunday. "Yesterday, Scott sat behind me," recalled Schofield after Sunday's race. "But today he was a little racier. He got a good run and ate

me up in the draft. It was a good race; very, very close."

When asked what he did differently, Rettich simply replied, "I won!" He did elaborate though. "The car was great all race and got better and better close to the end. I had multiple moves that I could make, but I did not use any of them [on Saturday]. I used some today and that made the difference."

Greg Gauper has been racing at Road America for decades, and although he won HP at the Runoffs at this track, he has never been a winner in the June Sprints - until this weekend. He had to work hard both days, however, as William Trainer in a Volkswagen gave him all that he could handle. "This has been a long time coming," says Gauper.



Dennis Wood

"I have been at 28 June Sprints, and I finally won one. It was a real dogfight out there, but I was patient. I felt that it was no use going flat-out, so I just tried to save my equipment for the end. We finally got a gap in traffic and I put the pressure on him really hard, attacked him, and managed to get past. Now I am a June Sprints winner!"



EVERY INCH
(MAIN) Running at the front in Spec Miata often means utilizing the entire track. (BELOW LEFT) Conner Kearby took the Formula Atlantic win on Saturday.

Another driver who has waited for many years to notch a Sprints win is Richard Colburn. He has been a staunch supporter of the small Sports Racers, and for decades raced various homebuilt cars. This season he is running a special once again, a car called the Nostendo, but it is not of his design and build. "I have a day job and have run out of time," says Colburn. The P2 field was nine deep, with Colburn's toughest competition coming from former National Champions Mike Reupert in a Nostendo 1 and Jeff Miller in a Wynnurfurst-Kohler.

Bart Wolf was easily the fastest of the former Sports 2000 cars that have been incorporated into the class. "I have been coming here for 44 years [and] finally things came together,"

says Colburn. "I had a little problem at the start as Bart [Wolf] got past me. He knows the track better than me and he is an excellent driver." Colburn won both days, trailed by Wolf in second on Saturday and third on Sunday.

The rain, which had threatened all weekend, arrived Sunday afternoon as the Formula Atlantic, Continental, and Enterprises cars were gridding. It was declared a wet race, and rain tires replaced slicks. Fabio Castellani seemed to be the best "mudder" as he took his Swift 014.a to an immediate lead, which he held until the penultimate lap. The rain had stopped and a dry line rapidly appeared. Sedat Yelkin and Connor Kearby, both in Swift 016.a cars, made the most of the drying surface to take the top two spots. Castellani succinctly stated the turning point of the race: "it stopped raining!"

Yelkin, who won the Runoffs in FA at Road America in 2013, was pleased with the Sunday win, but recognized the changeable conditions and the role they played. "It was a lottery out there," he says. "I may have won, but really anybody could have won. It rains on everybody, so it is equal."

Conner Kearby claimed the Saturday win, with Yelkin second and Gaston Kearby, who was a DNF on Sunday, third.

Scott Rettich made it three wins out of four for the weekend as he simply

I may have won, but really anybody could have won. It rains on everybody, so it is equal"
SEDAT YELKIN

embarrassed the balance of the FE field both days.

Both days in GT-1 were hard fought between Cliff Ebben and Cameron Lawrence. In each instance, the lead was exchanged with Lawrence prevailing. Ebben was second on Saturday, but was a DNF after 10 laps on Sunday. "I received an opportunity to drive the second Corvette of Jim Derhaag," says Lawrence, who has most recently been the one to beat in SCCA Pro Racing's Trans Am 2 class. "I have never been in a GT-1 car before, so I was eager for the opportunity. Also, the Sprints are just a week before the Trans Am race [at Road America], so it was a great chance to get some more miles on the track.

"The GT-1 Corvette is quite different



from the TA-2 Camaro I usually drive. It is faster, handles differently, has more power, and is set up differently. It took a little while to adjust, but really, once on the track I felt very comfortable in it. And yes, I would like to drive it some more!"

Although entry numbers were down from past years, next year marks the 60th running of this classic, and a massive turnout is expected. For complete results from the 2014 event, visit www.junesprints.com.

CLOSE CALLS

(ABOVE) Jason Miller claimed a close P1 win on Saturday, but faced a DNF on Sunday after bowing out of the race early. (BELOW) Scott Rettich (17) and Brian Schofield (61) split a pair of Spec Racer Ford wins during the June Sprints weekend.



Dennis Wood

FATHER'S DAY

Father's Day was an appropriate day for several pairs of racing fathers and sons to celebrate together. In four cases, sons presented their racing fathers with June Sprints wins.

On Saturday, Connor Kearby won the Formula Atlantic race with father Gaston Kearby third. Sunday saw Connor second, while Gaston was a non-finisher. Connor was asked about beating his father twice, but he did not quite see it that way. "His car broke; that's not fair," was how he viewed Sunday's result.

The French P1 racing father and son combo, Brian and son James, both did well. On Saturday, Brian was second overall behind winner Jason Miller, whose father Jeff was in the same race. James was relegated to the rear with mechanical problems. On Sunday, matters went much better, as James and Brian cruised to a fine one-two finish overall and in P1.

Young James was pleased with his win over his father but "I know that when I get home, it will be frowned upon! But you know, I don't think that he will really mind." A very pleased Brian said, "This is great! James deserves the win because he is always faster than me. A nice Father's Day."

While Jason Miller delivered a P1 Father's Day win to his dad Jeff one day early, Sunday was not as kind as he was out of the race early on. Jeff Miller had a third and a fourth in P2 with his positively ancient Wynnurfurst Lola T-540/Kohler.

Sedat Yelkin presented his dad Ahsen with the Sunday Formula Atlantic trophy Sedat claimed on track. Ahsen normally competes against his son, but decided not to drive this weekend as they are concentrating on sorting out a new car for them. Nonetheless, it was a very pleasant day for Ahsen. He summed it up by saying, "It could not be any better!"

WATKINS GLEN SUPER TOUR

The BFGoodrich Tires Super Tour wraps up the 2014 season at Watkins Glen, July 4-6, 2014

WORDS Jeff Zurschmeide MAIN IMAGE Ken Brown



The BFGoodrich Tires Super Tour finished up the 2014 series with a bang over the July 4 weekend at Watkins Glen International. The final Super Tour event of the year was also rounds 11 and 12 of the Eastern Conference U.S. Majors Tour. At all Super Tour events, drivers are in the hunt for both Conference championship points and valuable experience looking ahead to the National Championship Runoffs at Mazda Raceway Laguna Seca. This event at the Glen was no exception.

In a full Spec Miata field, two drivers proved that working together can help make you the class of the field. Dillon Machavern and Andrew Carbonell have raced together before, and used teamwork to get to the front and stay there. Carbonell won both races, just barely ahead of Machavern.

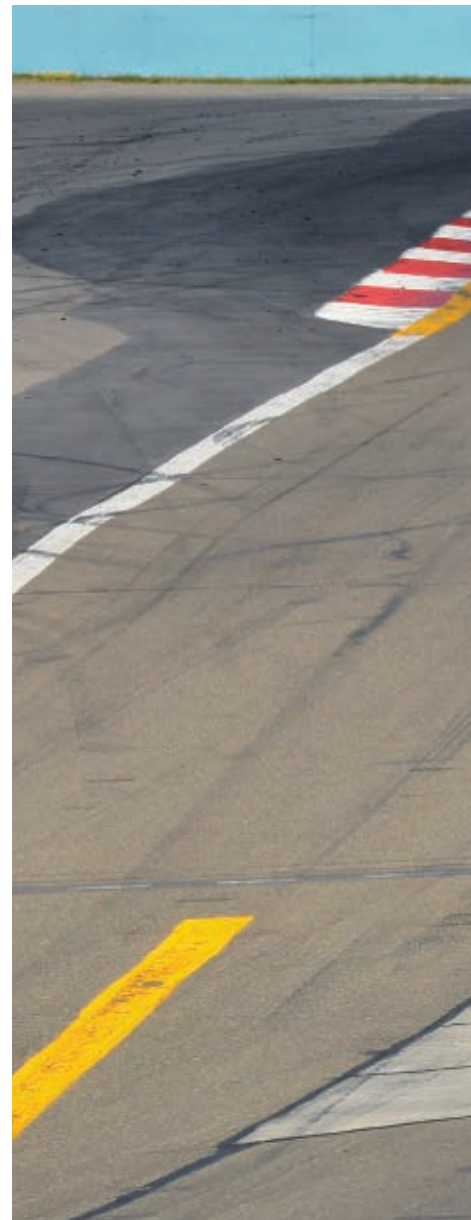
"The races played out perfectly," Carbonell says. "Dillon and I were able to partner up and work together to

pull away from the field. Watkins Glen is one of those tracks with a long front straightaway and the run all the way to the Bus Stop, so having a partner is really beneficial."

Schedule conflicts have kept Carbonell out of contention for the Eastern Conference title, but he plans to be on hand for the Runoffs. "The idea is to go with BSI Racing to the Runoffs. It's just a matter of scoring enough points to qualify. I really enjoy Mazda Raceway and it's a great handling track - it doesn't rely so much on horsepower as other tracks."



Ken Brown



TIGHT RACING

(RIGHT) In Spec Miata, Andrew Carbonell (78) claimed a pair of wins, besting the better than 40-car class. (ABOVE) John Heinricy (37) drove his Chevy Sonic to a pair of wins in the eight car B-Spec class.



Ken Brown

In Spec Racer Ford, Scott Rettich also made a clean sweep of the weekend on his way to the Runoffs. "We had a great start during the sprint race on Saturday, but it didn't last long as we were back to third before the Bus Stop on the first lap," Rettich says. "There were multiple lead changes throughout the race, but by the last few laps the race for the lead was down to Robert Reed and me. I stuck to my game plan and opened up a small margin to take the victory."

As usual, Sunday's feature-length SRF race was no easier. "For Sunday's race, there were quite a few contenders



for the lead early in the race, but by the halfway point it was down to Andrew Charbonneau, Robert, and me," Rettich remembers. "With four laps to go, I took the lead and opened enough of a margin to break the draft and go on to the victory."

In Formula Vee, Roger Siebenaler took the Saturday sprint race with a 13-second margin over David Scaler. On Sunday Siebenaler and Jonathan Weisheit raced to a close finish in the full-length race. Weisheit took the win with a half-second gap.

"It was a shootout between Roger and me, for sure," says Weisheit. "Gary

7 Dillon [Machavern] and I were able to partner up and work together to pull away from the field"
ANDREW CARBONELL

[Kittel] hung in for a few laps, but then we went over the top and won."

With this win under his belt, Weisheit is looking ahead to the final Eastern Conference event at Summit Point in August, and then to the Runoffs. "At the Runoffs, there will be a few more people, and the top guys will be right in the fight," he says, "but

my new car is really, really good."

Ross Devoe was running a little ahead of Weisheit at the Glen, and dominated the Formula F class for the weekend. "The races were good - the Formula 500 field was good, so on Saturday I started on the outside pole but was in fourth by Turn 1," says Devoe. "I battled back and forth with Michael Brent in his F500, and I ended up crossing the line second overall and first in class."

Devoe's margin to the second-place FF in the sprint race was a full 15 seconds, and 47 seconds on Sunday.

"Then on Sunday, Keith Joslyn and I were nose to tail for most of the race

BRING THE NOISE

On Saturday, Elivan Goulart (72) and Preston Calvert (77) brought group six to the start. Goulart claimed the Super Touring Under win and Calvert took the checker for Touring 2.



Anthony Bristol

GIRL POWER
(ABOVE) Amy Aquilante (center) and Beth Aquilante (right) claimed first and third in Sunday's American Sedan race, leaving Philip Smith (left) second on the podium. (RIGHT) Ross DeVoe (4) drove his Van Diemen to a pair of runaway wins in Formula F.

until the closing laps," says DeVoe. "I manipulated lap traffic to get a buffer, and then Keith was involved in an incident. It was great racing with Keith, though."

Defending STU National Champ Elivan Goulart brought out the Krugspeed Lotus Exige to do some on-track research, and brought home much more than he bargained for in his single Saturday sprint race outing. "It was a productive weekend," he says. "The car was fast out of the box and handled like a dream, so no changes were needed. On Saturday, we qualified on the pole, led flag to

flag, and set a new lap record."

In all, four lap records fell in the Saturday sprint race for Group 6. In B-Spec, John Heinrich set the new fast lap, Sage Marie beat the existing record in Touring 3, and Brian Shanfeld created a new best time in Super Touring Light.

For most drivers in the Super Tour, the focus now shifts to Monterey and

I manipulated lap traffic to get a buffer, and then Keith [Joslyn] was involved in an incident"

ROSS DEVOE

the Runoffs. Yet the Eastern, Northern, and Mid-States Conferences each have one remaining Majors event before all conference champions are crowned and thoughts turn to the National Championships in the fall. 📍



Mark Weber

RESULTS

BF Goodrich Tires Northeast Super Tour | Watkins Glen | July 4-6, 2014

SATURDAY

GT1: (7 starters) 1. Simon Gregg (Chevrolet) 1:53.576; 2. Scott Quaille (Chevrolet); 3. Zachary Monette (Jaguar); **GT2:** (5 starters) 1. Randy Kinsland (Chevrolet) 1:58.541; 2. Tom Patton (Sunbeam); 3. Justin Napoleon (Chevrolet); **GT3:** (5 starters) 1. Joe Kristensen (Acura) 2:02.803; 2. Paul Young (Ford); 3. James Ashe (Mazda); **GTL:** (5 starters) 1. Kyle Disque (Toyota) 2:10.703; 2. Jamie Houseman (Honda); 3. Bryan Floyd (Nissan);

AS: (10 starters) 1. Bill Baten (Chevrolet) 2:09.170; 2. Amy Aquilante (Pontiac); 3. Philip Smith (Chevrolet); **EP:** (5 starters) 1. Rick Kavitski (Mazda) 2:07.428; 2. Chris Dryden (BMW); 3. Kevin Leigh (BMW); **FP:** (9 starters) 1. Peter Arthur John Tonelli (Mazda) 2:12.673; 2. Ken Kannard (Mazda); 3. Kyle Baker (Mazda); **HP:** (5 starters) 1. Ron Bartell (MG) 2:17.919; 2. Tom Broring (Triumph); 3. Jason Stine (Austin Healey);

STU: (3 starters) 1. Elivan Goulart (Lotus) 2:06.422; 2. Eric Lendrum (Subaru); 3. David Brand (Lotus); **STL:** (22 starters) 1. Jim Drago (Mazda) 2:13.463; 2. Brian Shanfeld (Honda); 3. Jon Farbm (Mazda); **TI:** (6 starters) 1. Joe Aquilante (Chevrolet) 2:04.158; 2. David Sanders

(Chevrolet); 3. Preston Calvert (Ford); **T2:** (3 starters) 1. Preston Calvert (Ford) 2:08.690; 2. John Shannon (Chevrolet); 3. Mike Geldart (Ford); **T3:** (4 starters) 1. Sage Marie (Acura) 2:09.904; 2. Kevin Boehm (Honda); 3. Marc Feinstein (Audi); **T4:** (5 starters) 1. Steve Lewis (Ford) 2:19.522; 2. Thomas Hart (Mazda); 3. James Place (Acura); **SM:** (42 starters) 1. Andrew Charbonell 2:16.054; 2. Dillon Machavern; 3. Yiannis Tsionis; **BS:** (8 starters) 1. John Heinrich (Chevrolet) 2:26.164; 2. Travis Washay (Mini); 3. Joel Lipperini (Honda);

PI: (6 starters) 1. Greg Bell (Stohr) 1:49.461; 2. Kirk Kindsfater (Speads); 3. Rob Wheelless (Stohr); **P2:** (2 starters) 1. Jerry Bergman (Beasley) 2:01.689; 2. Doug Piner (Dauntless); **SRF:** (28 starters) 1. Scott Rettich 2:14.172; 2. Robert Reed; 3. Lee McNeish;

FA: (3 starters) 1. Chris Fahan (Swift) 1:43.926; 2. Andy Schaufelberger (Swift); 3. Mark Sherwood (Ralt); **FB:** (8 starters) 1. Jeremy Hill (Photon) 1:47.569; 2. Alex Mayer (JDR); 3. Glenn Cooper (RFR); **FC:** (5 starters) 1. Dennis McCarthy (Van Diemen) 1:55.725; 2. Douglas Rocco (Van Diemen); 3. Donald Betterly (Van Diemen); **FE:** (4 starters) 1. Joe Sammut 1:56.684; 2. Justin Huffman; 3. Christopher Eveland; **FM:** (3 starters) 1. Sam Ryan 1:57.321; 2. Stuart Rettie; 3. Craig Haltom; **FF:** (5 starters) 1. Ross DeVoe (Van Diemen) 2:02.679; 2. Keith Joslyn (Van Diemen); 3. Jason Generotti (Swift);

FV: (8 starters) 1. Roger Siebenaler (Mysterian) 2:17.616; 2. David Scaler (Vortech); 3. Gary Kittell (Caracal); **F5:** (14 starters) 1. Michael Brent (Invader) 2:02.526; 2. David Lapham (unknown); 3. T J Shaughnessy (Invader).

SUNDAY

GT1: (5 starters) 1. Simon Gregg (Chevrolet) 1:52.356; 2. Scott Quaille (Chevrolet); 3. Zachary Monette (Jaguar); **GT2:** (3 starters) 1. Tom Patton (Sunbeam) 1:59.113; 2. Justin Napoleon (Chevrolet); 3. Randy Kinsland (Chevrolet); **GT3:** (4 starters) 1. Joe Kristensen (Acura) 2:01.805; 2. Paul Young (Ford); 3. Steven Lustig (Acura); **GTL:** (5 starters) 1. Kyle Disque (Toyota) 2:11.284; 2. Jamie Houseman (Honda); 3. Bob Dowie (Nissan);

AS: (9 starters) 1. Amy Aquilante (Chevrolet) 2:10.619; 2. Philip Smith (Chevrolet); 3. Beth Aquilante (Pontiac); **EP:** (5 starters) 1. Chris Dryden (BMW) 2:07.207; 2. Rick Kavitski (Mazda); 3. Kevin Leigh (BMW); **FP:** (9 starters) 1. Patrick Crider (Mazda) 2:10.812; 2. Ken Kannard (Mazda); 3. Peter Arthur John Tonelli (Mazda); **HP:** (5 starters) 1. Jason Stine (Austin Healey) 2:31.070; 2. Johannes Krauss (Volkswagen); 3. Gib Stine (Austin Healey);

STU: (2 starters) 1. David Brand (Lotus) 2:11.918; 2. Eric Lendrum (Subaru); **STL:** (13 starters) 1. Jim Drago (Mazda) 2:13.912; 2. Brian Shanfeld (Honda); 3. Greg Amy (Acura); **TI:** (6 starters) 1. Preston Calvert (Ford) 2:04.743; 2. Joe Aquilante (Chevrolet); 3. David Sanders (Chevrolet); **T2:** (3 starters) 1. Preston Calvert (Ford) 2:08.003; 2. Mike Geldart (Ford); 3. John Shannon (Chevrolet); **T3:** (4 starters) 1. Kevin Boehm (Honda) 2:10.475; 2. Sage Marie (Acura); 3. Kevin Fandozzi (Chevrolet); **T4:** (4 starters) 1. James Place (Acura) 2:23.642; 2. Christopher Collins (Mazda); 3. Thomas Aquilante (Chevrolet); **SM:** (41 starters) 1. Andrew Carbonell 2:15.507; 2. Dillon Machavern; 3. Tyler Kicera; **BS:** (8 starters) 1. John Heinrich (Chevrolet) 2:26.195; 2. Peter Schwartzott (Chevrolet); 3. Travis Washay (Mini);

PI: (6 starters) 1. Kirk Kindsfater (Speads) 1:48.136; 2. Greg Bell (Stohr); 3. Bob Wheelless (Stohr); **P2:** (2 starters) 1. Jerry Bergman (Beasley) 2:00.225; 2. Doug Piner (Dauntless); **SRF:** (28 starters) 1. Scott Rettich 2:14.089; 2. Andrew von Charbonneau; 3. Robert Reed;

FA: (2 starters) 1. Chris Fahan (Swift) 1:47.553; 2. Andy Schaufelberger (Swift); **FB:** (9 starters) 1. Jeremy Hill (Photon) 1:49.062; 2. Glenn Cooper (RFR); 3. Douglas Hertz (Van Diemen); **FC:** (4 starters) 1. Dennis McCarthy (Van Diemen) 1:56.230; 2. Douglas Rocco (Van Diemen); 3. William Hoops (Van Diemen); **FE:** (4 starters) 1. Joe Sammut 1:57.130; 2. Justin Huffman; 3. Keith McDonald; **FM:** (3 starters) 1. Sam Ryan 1:58.462; 2. Stuart Rettie; 3. Craig Haltom; **FF:** (5 starters) 1. Ross DeVoe (Van Diemen) 2:02.337; 2. Jason Generotti (Swift); 3. Keith Joslyn (Van Diemen); **FV:** (8 starters) 1. Jonathan Weisheit (JK) 2:16.251; 2. Roger Siebenaler (Mysterian); 3. Gary Kittell (Caracal); **F5:** (14 starters) 1. Jeremy Morales (Scorpion) 2:02.818; 2. Michael Brent (Invader); 3. Jason Annunziata (KBS).

You have the passion...

WE HAVE YOUR GEAR!



- THE OFFICIAL SOURCE FOR -
SPORTS CAR CLUB OF AMERICA
APPAREL & MERCHANDISE

Bringing you the best...

TEAM & CORNER
A P P A R E L

Highest Quality

DESIGNS

- EXCELLENT -

Customer Service
WE'RE HERE  FOR YOU!

Contact us for all your...


CUSTOM REGIONAL & EVENT APPAREL DESIGNS!



MAKE SURE TO GIVE SCCAGEAR A "LIKE" AT
WWW.FACEBOOK.COM/SCCAGEAR



BROUGHT TO YOU BY

 **SHIRTS101**

LINCOLN, NEBRASKA

1 - 8 8 8 - 2 5 8 - 3 7 3 4

RACING ROOM

THE STATE OF B-SPEC

WORDS Jim Wheeler, Chairman,
Club Racing Board

IMAGE Mark Weber

The early July Club Racing Board call covered 110 letters and included extensive discussions on several topics not presented by the letters. We will have more on those discussions in a later column, but right now I want to discuss approximately 30 percent of those letters to the CRB.

Interestingly, almost a third of the requests submitted to the CRB concerned the B-Spec class. Even

I I can't remember a moment that I wasn't at full capacity thinking about my next move"

KEVIN FANDOZZI



SLOW AND STEADY

You don't have to have the fastest car on the track to experience great racing, and that is exactly what B-Spec delivers.

more interesting was the fact that most of the requests were turned down. This is a result of the B-Spec committee and the CRB remaining committed to keeping SCCA's least expensive class just that.

B-Spec does not have an Advisory Committee like the rest of the Club Racing groups. In B-Spec there is a Manufacturer's Committee that includes two members of the CRB. No changes are made to the rules that are not discussed by all the manufacturers involved. All of the approved changes, most of which were for minor weight or restrictor plates, were made to parallel changes that already took place in SCCA Pro Racing's Pirelli World Challenge TCB racing. This class is showing very healthy growth and looks to be one of our fastest growing classes, and everyone is working together to ensure it continues to stay that way.

BEHIND THE WHEEL

CRB member Kevin Fandozzi and Board of Directors member Mike Lewis recently co-drove a B-Spec Fiat at the Road America round of World Challenge on June 19-21.

"I was intrigued and grateful when

RACING FOR A GOOD CAUSE

The CRB's Kevin Fandozzi and the Board of Directors' Mike Lewis took to the track at the mid-June World Challenge race to raise money for the Special Operations Warrior Foundation. If you want to donate to this good cause, head to www.specialops.org and click the "Make a Donation" link.



asked to run the No. 00 Fiat 500, a car running in the Pirelli World Challenge TCB to raise money for the Special Operations Warrior Foundation," says Fandozzi. "Joining me would be Mike Lewis, as we planned on splitting the double race weekend."


This was quite a departure from their normal fare, as Fandozzi can usually be found piloting a Touring 3 Chevy Cobalt, while Lewis races a GT-1 Jaguar.

"On the surface, B-Spec's low power levels clearly don't show as well as some of the power-oozing SCCA cars, continues Fandozzi. "And, yes, I thought about how I would be spending my free time on the straights. But as I exited the car after the race, I can't remember a moment that I wasn't at full capacity thinking about my next move on track. There are usually times during all races when you can get into some level of autopilot, at least in some areas of the track. But when there are three cars surrounding you at all times, and any mistake will almost certainly cost you a position, you tend to stay quite busy."

The class has found success in its low cost of entry and running costs, Fandozzi explains. "It's not unheard of

to run brake pads and rotors for half a season, and a single five gallon fuel jug might get you through the day," he says. "Expensive modifications don't really pay back, as all of the cars are restricted for parity. Setup and driving execution are key to success. Any small mistake that I'd create would show up in a big way, as the tight pack around my car would inch ahead. The result: we are seeing the competition on track stand out, and the focus is now on the great racing action."

The recipe for B-Spec is excellent braking, average cornering, and below average power. It's the perfect situation for the attacking driver. "Attack under braking, affect your victim's cornering, and sabotage their acceleration out of the turn," says Fandozzi. "They're a sitting duck. But so are you! The third place car in line is licking their chops entering the next turn and enjoys a front row seat until it's their turn to make a move. Oh, the next time by, run the same play but reverse the order."

"I can easily find my way to having fun in a car that might not impress me in a straight line, but keeps me plenty busy focusing on my inputs and having some great racing while doing it." 

WHETHER YOU'RE A BEGINNER OR A PRO, HAVING THE RIGHT
HELMET IS THE KEY TO A WINNING SEASON!



AR-1011



HJC MOTORSPORTS
Keeping the drive alive



NEW SI-12R

For more information please visit www.hjc-motorsports.com or call (562)407-2186 • Dealer Inquiries Welcome

Your source for '73 to current model formula car parts & accessories

PRIMUS
racing parts

official parts supplier of the F2000 & F1600 Championship Series

Since 1988, Primus Racing has had a storied history of success in the formula car ranks as an importer, service center & race team. Over the years we have been supplying quality products for fine manufacturers such as AP, Girling, Neo Oil, Hewland, Sabelt, Van Diemen, Braille Batteries, Performance Friction, Joe Gibbs Oil/Driven, Bald Spot Seat Kits, Ferodo, Quarter Master, ISC Tape, Summitt Racing Products, ATL Fuel Cells, OZ Wheels, Youngblood Wheels & many more!

Today, Primus Racing Parts is committed to serving the regional, national & pro F2000, Formula F, Formula Continental, IMSA Lites, Sports 2000 & F1000 drivers and teams. In addition to standard parts, we also provide special performance pieces such as high speed wings, lightened gearboxes, lightened rotors and much more.

We are proud to have served many of the top drivers in open wheel & sports car racing like Sam Hornish, Jr., Dan Wheldon, Buddy Rice, Kasey Kahne, Memo Gidley, Sam Schmidt to name a few.



importer of



Primus Racing Parts

Visit us online:

www.primusracingparts.com

Orders / Technical
Support line:

727.804.7417

LEAVING THE LINE

SOLO TRIALS ARE BACK!



would be. As they are even less familiar with the Solo Trials rules than a typical Solo participant, it took a bit of explanation, but they bought in on the idea. All the major roadblocks to making this happen had passed.

There are still many details to be worked out, not the least of which is a review of the rules – the PDX rules have recently seen some relaxing of the safety requirements, which may indicate that the Solo Trials rules are due for a similar treatment.

Now there is a plan. On Saturday, Sept. 6, 2014, the day after the last day of the 2014 Solo National Championships, a course covering both the East and West Course areas will be used to conduct a Solo Trials.

“The goal for 2015 is to have a streamlined Solo Trials program that Regions can conduct”
HOWARD DUNCAN

WORDS Paul Brown

IMAGE Rupert Berrington

Appendix D. What a boring name. This is the section in the Solo Rules for Solo Trials, and it has been a few years since SCCA has sanctioned a Solo Trials event, which means the rules (and their name) *have* been the exciting part of the program. That is all about to change.

SCCA's Vice President Rally/Solo and Special Projects Howard Duncan was observing a Starting Line school held this spring at the Lincoln Airpark in Lincoln, Neb., and he had some free time to ponder the activity. The school was taking place on the East Course area, while a tire test was running on the West Course area. He realized just how big a space Lincoln Airpark really is, which led him to remember a discussion he and fellow SCCA Rally/Solo Competition Manager Doug Gill had about trying to breathe some life into the Solo Trials program.

At the time of that discussion, they

had never seen the Lincoln Airpark or the connection might have happened years earlier. “The thought hit me that Lincoln would be a great place to showcase the concept for Regions that probably have no clue Solo Trials is even in the rulebook,” says Duncan.

Before leaving Lincoln, Duncan floated the idea of a Solo Trials to the Nebraska Region leadership and was pleasantly surprised at their enthusiastic response. The Mineral Wells ProSolo was coming up – coincidentally, the inaugural Solo Trials happened at Mineral Wells some 20 years earlier – so Duncan took the opportunity to discuss the concept of a Lincoln Solo Trials with people who were there at the beginning, with several people who had expressed interest in reanimating the program, and with Jen and Brad Maxcy, current chairs of the Tire Rack Solo National Championships.

With their buy in, Duncan had the backing to go to the Lincoln Airpark officials to see what their reaction

QUICK TRANSITIONS

After competition wraps at the Tire Rack Solo National Championships in September, a new course will be laid out, and a limited number of participants will be able to compete in a Solo Trials event.

David Whitener has volunteered to design and set up the course. Entry will be capped, at 75-100 cars, with the number being solidified as details are finalized. Expectations are to offer each competitor seven or eight runs, which might be broken into practice and competition runs to encourage drivers unfamiliar with the higher speeds to work their way up to the velocities of a faster course.

What does the future hold for Solo Trials? “The goal for 2015 is to have a streamlined Solo Trials program that Regions can conduct with fewer hassles and are more accessible to drivers,” says Duncan. He knows of six to 10 locations that would be appropriate for Solo Trials, but there are undoubtedly more. This program would lend itself to cross branding with PDX events, which would help to integrate the Solo Trials program into the bigger SCCA picture. Once everything is organized and set into motion, this might turn into a red-letter year for the Solo program. 🍅



45th Anniversary

Formula **FF** Festival



Barber Motorsports Park
SCCA Summer SpeedFest
August 9-10, 2014



Featuring Formula F > Club FF > Vintage FF > Formula Vee > Spec:RaceAtom > F500/600

Experience the ultimate reunion of the legends of Formula F

Join the SCCA FF community in celebrating the class that changed racing on a global scale at the SCCA 45th FF Anniversary Banquet on Saturday Evening, Aug. 9.

PRESENTED BY



SCCA.COM/FF45th | RACER.COM



FRONT LINE

JESSICA HONIGS IS NORTHEAST DIVISION'S F&C WORKER OF THE YEAR

WORDS James Kearney

IMAGES Courtesy Jessica Honigs

Workers give up a lot for racing, but Jessica Honigs made, perhaps, the ultimate sacrifice: she left the worker party early to take my phone call. Jessica was flagging at Thompson Speedway in Connecticut, a track with a long history of racing but only recently re-opened for road racing after many years. "They are still getting some things squared away, but the owners are wonderful people and are extremely interested in all of our comments," says Jessica.

They would be wise to listen to her.

I like being involved in racing. It is a different kind of adrenaline rush for me than driving"

JESSICA HONIGS



HAVE FUN

Be it a flag, radio, or steering wheel in her hand, Jessica Honigs is ready.

Though she doesn't make a big deal of it, Jessica has actually raced on ovals. "It was an inexpensive way for me to race," she says. "I bought a Nissan 200SX for \$600 and went racing for two summers on a quarter-mile oval in New Hampshire, Hudson Speedway. There was a lot of contact." The 200SX paid the final price when it was hit from behind as she was limping to the pits.

She got hooked on motorsports when the first BMW dealership she worked for took its employees for a track day at Summit Point. She drove a Mini and it made an indelible impression. She is now a warranty administrator for a BMW dealership near her home in Shrewsbury, Mass. Most of her track days now are at New Hampshire



International Speedway, which she refers to as her "happy place."

She was crewing for her boyfriend at NHIS, "mostly just hanging around," when she heard that there was a need for flaggers. She didn't jump then, but it planted a seed. Sometime later she was at an IndyCar and ALMS race in Baltimore and talked with some flaggers. "One guy had come up from Georgia. I was blown away that they were so proud of their role in the event. It was really cool."

The first Club race she worked was back at NHIS. "Everyone was extremely nice to me and very patient," she says. "I liked it right away." Only later does she reveal that she was working in a torrential downpour. She had brought a raincoat and someone came up with a spare pair of rain pants. "I was soaked. I think they were very surprised when I came back the next day."

So, what's the draw for her? She laughs self-consciously when she says, "I like to be physically close to the racetrack. I want to feel like I am actually part of the event. I want to be able to help, to respond to the needs of

the participants. Earlier today a driver stopped at my station with a car problem and I gave him a bottle of water. The temperature was in the 90s and he really appreciated it."

Sometimes it is more involved. Early on she was working blue flag when a Porsche came screaming down the downhill at NHIS with a fire raging below it. "That was scary, but our crew got it handled." Then there is the matter of radioing in clear calls to race control. "Maybe my driver's experience kicks in, I don't know, but I tend to stay calm on the radio. Things slow down and I feel like I have plenty of time to make the call." She was very gratified to hear a comment from race control at a Lime Rock Grand-Am event that an incident report she had made was a textbook example of a clear radio call. "That made me feel good," she says. "I like being involved in racing. It is a different kind of adrenaline rush for me than driving."

Jessica learned about her BFGoodrich Tires Worker of the Year Award on Facebook. "I thought, no way! It was really cool." 🍷

IN THE EARLY DAYS OF RADIO

Though she is comfortable with radio calls now, it wasn't always so. "As a newbie, I was at Lime Rock when I saw the eyes of my blue flagger get real big and his mouth drop open. I turned and saw a car, completely vertical, flying through the air. I grabbed the radio but I didn't know where to begin. The blue flagger said, "Say 'emergency,'" and I thought, "Yes, that's it." The car actually landed on its wheels and motored away. The radio crackled "May we downgrade?" Ah, yes.

THE VOLUNTEER INCENTIVE PROGRAM

40+ DAYS

Janet C. Berry
Ian E. Cook
Carol Deborde
Dave Deborde
Walter G. Michael
Timothy Stoll

Arkansas
San Francisco
Reno
Reno
South Jersey
Atlanta

30-39 DAYS

Ann E. Bowling
Ron Branam
Allen Davis
Charles M. Dobbs
Diane S. Eckert
Jim Eckert
William Forman
Rachel Forman
Louis J. Giallanella
Paul E. Gilbert
Dale Lee Gogel
Frederick J. Hawley
James R. Hildock
Paula Hildock
Don Holland
Don Howson
Bob Hudson
Dennis E. Joyce
Lizabeth K. Lowy
Raymond Maliszewski
Joseph L. Quinn III
Jim Rogaski
Linda Rogaski
Shirley L. Thompson
Lindy T. Toland

Arkansas
San Francisco
San Francisco
Glen
Atlanta
Atlanta
Washington DC
Washington DC
N New Jersey
San Francisco
Philadelphia
Western Michigan
Central Florida
Central Florida
Oregon
NE Oklahoma
Atlanta
Central Florida
Des Moines Valley
South Jersey
Indianapolis
San Francisco
San Francisco
Washington DC
Washington DC

20-29 DAYS

Scott Anger
Collins Barber
Cathy C. Barnard
Dennis J. Bednar
Kathryn "Kat" Beimel
Rick Bentson
Jennifer Bicket
Sara J. Brookfield
Alexis M. Bushell
Karla Bynum
Karen Cantu
Michael Cantu
Edward E. Cheek
Karen R. Cook
Kevin Coulter
Sydney Davis
Krystyn M. Dean
Eleanor Diodati
Gina Diodati
Nickolas Diodati
Alex Diodati
Kyle D. Diodati
Richard John Dobbs
Jamie J. Dzencelowicz
Paul H. Einhorn
Peter Fairwell
Patrick Fuller
Matthew Geier
J. Ron Gentry
Wilma Giesy
David A. Gomborg
Duane L. Harrington
Dorothy Harrington
Valerie Heun
Michael High
Mark Hillier
James R. Hooker

Milwaukee
Central Florida
South Texas Border
Chicago
Blackhawk Valley
Chicago
San Francisco
San Francisco
San Francisco
San Francisco
Blackhawk Valley
Chicago
Houston
Buccaneer
Central Florida
Central Florida
Central Florida
Central Florida
Central Florida
Detroit
Atlanta
San Francisco
San Francisco
Finger Lakes
Cal Club
North Carolina
Finger Lakes
Washington DC
Neohio
Neohio
South Jersey
Washington DC
Washington DC
Central Florida

Dave Irwin
Tony Jorgensen
Dennis J. Kay
John Robert Kielb
John D. King
Chuck Knox
Randall Langer
Lowell McClure
Rich Mesick
Blake R. Montgomery
Doug Morrissey
Jane Newbury
Tracy O'Connor
Peggy Phillips
Chuck Phillips
Jack Ragaglia
Robin Ragaglia
Lauren Robison
Bruce A. Saunders
Robert Schmitt
Donald M. Seefeldt
Eric Shuman
Judi Sievers
Sandy K. Sisk
Mark R. Smith
Cecilia Smith
Stephen R. Spector
- SCCA
J.M. Spellman
Louis M. Stavoli
Dean J. Stoker
Samantha J. Stoker
Bob Stone
Ronald R. Tanton
C. David Teal
Gloria Theen
Janet V. Toland
Mark Troemel
Thomas F. Turner
Benjamin Tyler
Lyn Hodges Watts
Julie Williamson
Matt Wojtkowiak Sr
Craig Zane
Everett J. Zane
Shirley R. Zane

San Francisco
Milwaukee
Milwaukee
Cal Club
South Jersey
Cal Club
Milwaukee
Neohio
South Carolina
Central Carolinas
Milwaukee
San Francisco
Washington DC
Cal Club
Cal Club
Central Florida
Central Florida
Washington DC
Cal Club
San Francisco
Milwaukee
Cal Club
Arizona
North Carolina
Cal Club
Cal Club
Washington DC

Indianapolis
South Jersey
San Francisco
San Francisco
San Francisco
Chicago
Chicago
South Jersey
Central Florida
Washington DC
Milwaukee
San Francisco
Cincinnati
Central Florida
Atlanta
South Jersey
South Jersey
South Jersey
South Jersey

12-19 DAYS

Gregory B. Abbott
Gregory Adams
Carol R. Anderson
Joshua Ashby
Douglas Auriemma
Cornelia M. Bell
Michael Berchak
Richard Bittmann
John Boltik
Ann-Marie Bors
Robert Brookfield
Kenneth Browde
Jerolyn C. Brown
Rick Bynum
Tracy Cain
Daniel Cain
Richard A. Callaway
Michael Ryan Cantu
Edward M. Capullo
Linda M. Capullo
Robert W. Carnright
George Carpenter
Madison Carpenter
Andrew Chick
Todd Cholmondeley

Cal Club
Ohio Valley
Arizona
Glen
Central Florida
San Francisco
Ohio Valley
Central Florida
Central Florida
Chicago
North Carolina
Detroit
Glen
San Francisco
Cal Club
Cal Club
San Francisco
San Francisco
New England
New England
Atlanta
Ohio Valley
Ohio Valley
Colorado
Cincinnati

Arline Chrt
Kenneth W. Chrt
Heather Clark
Jeffrey A. Colah
James B. Collins
Alex J. Collins
Matthew Coulter
Robert Crenshaw
Jon Cronk
Christine Cwiklinski
Mike Davis
Gregory Derk
Peggy S. Dietz
Barbara Dobbs
George Dodd
Robert L. Duncan
Robin Dunwoody
Erin K. Ebelmesser
Dixie Eckert
Frank Eckert
Donald Elston
E. Peter Esposito
Kaye Fairer
James R. Farrar
John E. Fine
Robert A. Follmann
Christofer Framel
Patrick Frank
John Fred Frank
David Gernert
Lewis Giesy
Mona Gilbert
Scott Goodrich
Elizabeth R. Harrison
Kenneth Harwood
Carl G. Hayssen
Jeffrey A. Hennessy
James Herbst
Robert V. Holcomb
Michael Holz
Dorothy A. Huemmer
Milton L. Huemmer
Brian Huff
Fred D. Hummel
Douglas B. Imhoff
Art Jaso
J. Tom Jones
Ryan Scott Jordan
Susan J. Joyce
Tony Kasper
Phil Kelley
Janet Kielb
Suzanne J. King
Barbara G. Knox
Nathan Kosak
Robert Kosky
John R. Krick
Kimberly McFarland
Andrea Lacin
Maurice R. LaFond
Debbie A. LaFond
John Lakatos
Holly Langer
Timothy Scott Lee
Nancy Lewis
Edward Locke
Dwight Loveland
Dorn R. Lynch
David M. MacGregor
Pamella MacGregor
Alec MacPhail
J. Keith Manning
Teresa M. Massey

Chicago
Chicago
North Carolina
Neohio
Oregon
South Jersey
Chicago
Arizona
San Francisco
Milwaukee
Washington DC
Florida
Neohio
Detroit
Cal Club
Detroit
San Francisco
Oregon
Atlanta
Atlanta
Chicago
Steel Cities
North Carolina
Steel Cities
Atlanta
Central Florida
Continental Divide
Continental Divide
Susquehanna
Finger Lakes
San Francisco
Oregon
Washington DC
Washington DC
New England
Chicago
San Francisco
Central New York
Milwaukee
Washington DC
Washington DC
North Carolina
Washington DC
Neohio
Washington DC
Cal Club
Oregon
Central Florida
Ohio Valley
Glen
Cal Club
South Jersey
Cal Club
Milwaukee
Great River
Atlanta
Oregon
Blackhawk Valley
Neohio
Neohio
Detroit
Milwaukee
Florida
Blue Mountain
Chicago
Milwaukee
Chicago
Central Florida
Central Florida
San Francisco
Steel Cities
Colorado

Karen S. McCoy
Pat L. McDiarmid
John T. McDonough
William Miles McGee
Brent McNaul
Vikki Michailoff
Douglas Miller
Cheryl R. Mueller
Robert Newberg
James Noel
Sean Norman
Bernie Novak
Michael O'Halloran
Daniel D. Olson
Karen Paul
Eric V. Peck
Nancy C. Peck
Morris A. Pendleton
David Perlman
James Pracker
Christopher Prevenas
John M. Ray
Jeffery Reglin
Arthur G. Robbins
Caryl Roberts
Thomas N. Roberts
Robert Rund
Peter Sedlak
Brandon Seymour
Bob Shafer
Gerald P. Shiloff
Mary E. Shiloff
Howard Sisson
Angela Sloucm
Lance R. Snyder
Jane Soiney
Gary E. Soiney
Lee Stanley
Alan Steel
Donna Stevens
John M. Stewart
Karen J. Stewart
Michael A. Stiller
Judith Ann Summers
Roger K. Sund
Mark Swick
Douglas Tillman
Charleyne Uznanski
Peter T. Uznanski
Patrick A. Villaume
Nick Voigt
Dick Wade
Thomas J. Walsh
Thomas James Ward
Judith L. Warren
Carl H. Wieman
Roger L. Williams
Michael M. Wolkov
Sean C. Yahn

Oregon
Steel Cities
Philadelphia
Central Florida
Lone Star
Oregon
Mahoning Valley
Western New York
Blackhawk Valley
Washington DC
Central Florida
San Francisco
Central Florida
Oregon
New England
Central Carolinas
Central Carolinas
North Carolina
New York
Neohio
Blackhawk Valley
Texas
Chicago
Washington DC
Milwaukee
Ohio Valley
New England
Neohio
San Francisco
Central Florida
Detroit
Detroit
Glen
Susquehanna
Atlanta
Milwaukee
Milwaukee
Buccaneer
San Francisco
New England
Cal Club
Cal Club
Washington DC
Ohio Valley
Atlanta
Misery Bay
Chicago
Central Florida
Central Florida
New England
Atlanta
Mahoning Valley
Buccaneer
Washington DC
Washington DC
Des Moines Valley
Steel Cities
Philadelphia
Milwaukee

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

FIRST GEAR

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

LAURA HAYES IS ALWAYS READY TO RACE

WORDS R.A. McCormack

IMAGE Clark McInnis

It's not often an SCCA First Gear subject has two years of NASCAR competition on their racing resume. More startling is the fact it is now ancient history. Today, 24-year-old Laura Hayes has a racing resume knocking the socks off Formula Vee racers, with some observers already touting a fine Runoffs champion in the making after just a handful of events.

It wasn't always so. Back in 2009, fresh out of high school in Sacramento, Calif., then 19-year-old Hayes was selected by NASCAR for their diversity program worth \$60,000 in a 600hp late model stock car running the NASCAR Whelen series at South Boston Speedway in South Boston, Va. This after a season funded by her family and sponsors in the NASCAR Whelen series on the West Coast at All-American Speedway in Roseville, Calif., where she caught NASCAR's eye with a feature win and a dozen top-five finishes in 21 events.

Laura had been groomed for the big stage. At 14, to improve the public speaking skills essential for modern sponsor-driven motorsports, she was enrolled in a Dale Carnegie course, the youngest in her class. She is also a graduate of the Lyn St. James Driver Development Program and the Cory Krusman Sprint Car School.

But despite enormous talent producing more than 100 wins over a dozen years in quarter midgets, karts, and sprint cars (including becoming the first female to win an IKF Shifter Kart National Championship in 2005) her pro driving career came to an abrupt end in 2010, stalled out by lack of funds. Can't-miss racer Laura Hayes needed a job.

Fortunately, she had the presence of mind and self-confidence to drop off her resume with the BMW Performance Center in Greenville, S.C. She was hired the next day.

Fade in three years later and - no surprise - Laura is now a certified



I had never raced in a class where the draft is as important as it is in Vee"

LAURA HAYES

international BMW instructor, one of two women in the world. They really do mean international, too. In August she heads to the Nürburgring to instruct a gathering of high-powered corporate BMW driving enthusiasts. Laura is equally enthusiastic. "I love my job instructing at the Performance Center," she says with excitement. "We drive some of the coolest cars in the world and get paid to do it. It's always rewarding helping people become better drivers and teaching them techniques that could one day save their lives. I'm hoping to be there for a long time."

One of her fellow BMW instructors happens to be Donnie Isley, 30-year SCCA veteran and Formula Vee driver. "It had been a few years since I had raced," says Laura, "and I was itching to get back behind the wheel. Late last year Donnie invited me to Roebing Road in Savannah, Ga., to drive his Formula Vee. My lap time would have

TURNING POINT

SCCA Club Racing marked a return to the track for Laura Hayes, and she has adapted to it quickly.


put me outside pole at the Formula Vee birthday party. I thought this would be a great way to have some fun and, because my budget isn't the biggest, I thought this would be the perfect class to be a part of."

Laura cobbled together \$9,000 and bought a Protoform from Dan Voss, spending a bit more than she had intended, but getting a car that was completely prepped and race ready. It didn't take long for Laura to get race ready, too.

"Until this year," she says, "I had never raced in a class where the draft is as important as it is in Vee racing. I've raced mostly on short tracks where rubbin' is racin', but I really like the strategy involved with the road courses. I learned my lesson at West Palm Beach in my first SCCA race in January, which was a Majors event. That is, you don't necessarily want to be leading on the last lap. I led almost every lap but [using my draft] I was passed down the straightaway on the last lap. I was pretty frustrated and wasn't going to let that happen again. My strategy paid off in the Majors at Road Atlanta where I won my first race while setting a new lap record." The win came with a last-lap pass where she deliberately set up the lead Vee to draft past him.

The driver who used the draft to beat her at West Palm Beach? That would be Donnie Isley. They had come down together from South Carolina with Donnie's transporter hauling both cars. He reports that silence prevailed on the eight-hour drive home.

Laura comes from a racing family. "My parents met at the racetrack," she says. "Their families competed against one another at local stock car events."

"My entire family is extremely supportive," says Laura. "They were my pit crew through the years racing in California, so they were excited to hear I was racing again this year. It kills my dad not to be at my races, but I'm hoping to put something together to make the long haul to the Runoffs at Mazda Raceway Laguna Seca so everyone can be together at the track again." 

THE RIGHT WORD

Asked what one word best describes his daughter, Bill Hayes is stumped. "I can't find the right word," he says. "The definition would be someone who doesn't know how good they are. Laura has always underestimated herself while amazing many who saw her race. She has the driving ability to make the right move, at the right time, often in places her competitors aren't expecting. So maybe 'calculating' is a good description. "Times we've enjoyed the most are watching Laura hunt down an adversary with relentless precision - two more descriptive words. Just thought of another: Adaptive. Each time she's gotten in something new, she's immediately been fast and wins at the highest level of competition."

WITH GREAT POWER

COMES GREAT RESPONSIBILITY



PEOPLE TRUST US TO DELIVER SUPERIOR PERFORMANCE, WHICH IS WHY EVERY PRODUCT WE MAKE IS BUILT TO THE HIGHEST STANDARDS. NOTHING LESS WILL DO. OUR CUTTING-EDGE DISC SURFACES, LIGHTWEIGHT OPTIONS AND INDUSTRY-LEADING BUILD TOLERANCES COMBINE TO MAKE SPEC THE OBVIOUS CHOICE WHEN IT COMES TO RACING CLUTCHES AND FLYWHEELS. SPEC YOUR CAR TODAY.

SPEC

CLUTCHES & FLYWHEELS

SHIFT TO A HIGHER STANDARD.

f b SPECCLUTCH.COM

OMP

Amazing New Products for 2014!

Braille Battery
Lithium 6.6 lbs!



FIA
Cool
Shirt!



**STABLE
ENERGIES**

think fast... ...be safe

Why Shop at
Stable Energies?

- * Huge Inventory of Top Name Brands
- * Knowledgeable and Helpful Staff
- * Order Online or Over the Phone
- * Convenient Retail Store
- * 35 Years of Experience
- * Fast Shipping



New Bell
Models In Stock!

Find us on:
facebook.

BireDisc

PAGIDRS

Alpinestars

RECARO

SCHROTH

PLAY

H&M

adidas

hans

Stilo

hans

RSS

StableEnergies.com

973 - 773 - 3177

175 Passaic St Garfield, NJ 07026



Drive Here.



ALL NEW

SA2010 CARBON FIBER CFG HELMET



20% LIGHTER

than our current helmet



Starting at \$349.99 from most racing dealers
Sizes range from small - xxl

G-FORCE®
RACING GEAR

www.gforce.com

NECKSGEN™

AHEAD IN NECK PROTECTION

REV

FEATURES

- LOW PROFILE DESIGN FOR HELMET CLEARANCE
- TENSION NEUTRALIZING TETHER SYSTEM
- LIGHTWEIGHT CARBON COMPOSITE STRUCTURE
- STAINLESS STEEL HARDWARE & BUCKLES
- BELT CHANNELS FIT 2" OR 2" BELTS*
- WINGLETS KEEP BELTS IN PLACE
- KEVLAR TETHER
- REPLACEABLE NOMEX PADDING
- NO YOKE OR FRONTAL STRUCTURE

VALUE:
QUICK RELEASE HELMET HARDWARE INCLUDED, 3 SIZES (S, M, L)
NO NEED FOR SPECIFIC SEAT ANGLES. MADE IN USA
PERFORMANCE:
FRONT AND SIDE IMPACT PROTECTION. EXCEPTIONAL COMFORT.
FULL RANGE OF HEAD MOTION. LIGHTWEIGHT

SFI 38.1 CERTIFIED

SCCA
LEGAL

\$599.00

QUICK RELEASE
HARDWARE INCLUDED

www.NECKSGEN.COM

1-855-NECKSGEN

Gain A Competitive Edge Improved Steering Feel!

Detect Edges of Friction Circle Better
Using a Relaxed Grip
for

Lower Lap Times!



Persona
GRIP

Mild - Wild

Finally, it's
YOUR Choice!

Custom Tunable Grips Converted **Overnight** on **ANY** Wheel:
OEM/Airbag, Aftermarket, Carbon, etc.

Used by: Fittipaldi, Schumacher, Luyendyk, Castroneves,
Kanaan, Villeneuve, and hundreds more pro drivers.

Two Affordable Programs
CALL NOW: (714) 342-3020

SteeringWheelGuy.com

CASH BACK

with the **SCCA Visa Signature®** Card!



EARN REWARDS FAST

- \$25 Statement Credit when you spend \$100 in 60 days¹
- Earn 1 reward point for every net \$1 spent²

RACE-READY REWARDS

- Choose almost any type of reward - cash back, travel, merchandise, gift cards, and more!

WINNING BENEFITS

- No annual fee (based on credit worthiness)³
- No preset spending limit⁴
- Zero fraud liability protection⁵
- VIP Perks

Learn more and APPLY at usbank.com/SCCA_RULEBOOK

¹ Account must be open and in good standing to earn and redeem statement credit and reward points. Please wait 4-8 weeks to receive statement credit.

² Points earned on net purchases (purchases minus credit and returns).

³ The APR may vary and as of 11-1-12, the undiscounted variable APR for Purchases and Balance Transfers is 9.99%-21.99% based on your creditworthiness. The variable APR for Cash Advances is 23.99%. Cash Advance fee: 4% of each advance amount, \$10 minimum. Convenience Check fee: 3% of each check amount, \$5 minimum. Cash Equivalent fee: 4% of each advance amount, \$20 minimum. Balance Transfer fee: 3% of each transfer amount, \$5 minimum. There is a \$2 minimum interest charge where interest is due. The annual fee is \$0 or \$29, based on creditworthiness. Foreign Transaction fee: 2% of each foreign purchase transaction or foreign ATM advance transaction in U.S. Dollars. 3% of each foreign purchase transaction or foreign ATM transaction in a Foreign Currency. We may change APRs, fees, and other Account terms in the future based on your experience with U.S. Bank National Association ND and its affiliates as provided under the Cardmember Agreement and applicable law.

⁴ No preset spending limit does not mean unlimited spending. Individual transactions are authorized by card issuer based on factors such as account history, credit record, and payment resources. Card issuer will preset an upper limit for revolving balances and cash advances.

⁵ U.S. Bank provides zero fraud liability for unauthorized transactions. Cardmember must notify U.S. Bank promptly of any unauthorized use. Certain conditions and limitations may apply.

The creditor and issuer of the Sports Car Club of America Visa Card is U.S. Bank National Association ND, pursuant to a license from Visa U.S.A. Inc.



Official Brake Supplier of
the Porsche 911 GT3 Cup Series.



www.pfcbrakes.com

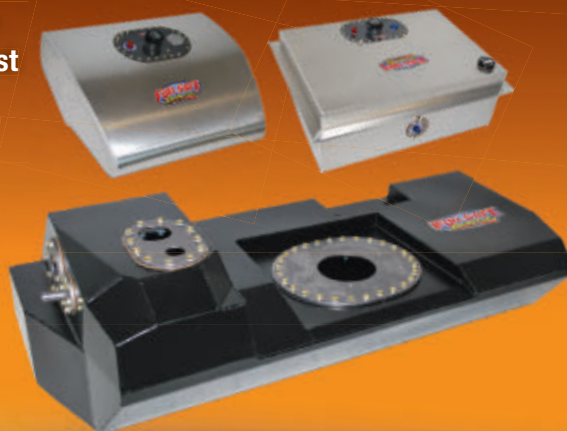


1.800.521.8874

PROFESSIONAL FUEL CELLS

Fuel Safe has been delivering fuel cell innovations for over 30 years! We ARE racers! We feature the shortest lead times in the industry and our ISO 9001:2008 certification ensures the highest levels of quality.

- Specialty cells for Porsche, Mustang, Corvette, Viper & more!
- Flexible, lightweight and extremely durable!
- Racings' first & only FIA certified dual fuel safety cells
- Auto racing, marine, aerospace and defense



GO FAST. BE SAFE.



MADE IN USA

Shop online www.fuelsafe.com | 800-433-6524

SPORTSCAR MARKET PLACE

SEPTEMBER 2014

BUSINESS CLASSIFIEDS

01 ACCESSORIES | GRAPHICS ▼

I/O PORT EXCLUSIVES!



Record your
Radio Transmissions onto
your In-Car Camera!
TVC15 \$199.95

ChatterBox Conversations
Onto your In-Car Camera
TVC-CB \$64.95



**I/O PORT
Seat Back Brace \$109⁹⁵**
Bolt-on...No welding...Adjustable
Fits most race seats.



I/O PORT Tow Straps



I/O PORT Window Net



1-800-949-5712

01 ACCESSORIES | GRAPHICS ▼

ioportracing.com



Roll Bars
and Cages



PYROTECT



Cool Shirt



PYROTECT

14 Juniper Drive

01 ACCESSORIES | GRAPHICS ▼



Head and Neck Restraint



SFE
Radio
Systems



Transponders



ESS Fire Systems

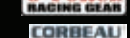
ATL	Longacre
Autopower	Mylaps/AMB
Bell	Prospect
Chatterbox	Pyrotec
Chill Out	Recaro
Cool Shirt	Red Line
ESS Fire Systems	Safecraft
Fuel Safe	Schroth
Kirkey	Simpson
HANS	Traqmate

Lafayette, CA 94549

01 ACCESSORIES | GRAPHICS ▼



RACE TECH



a dfuser.com, LLC
company

FEATURING
X-FACTOR
RACING SPEC
MIATA
ENGINES!
2013 NASA
NATIONALS &
SCCA
RUNOFFS
PODIUM
FINISHES

512-635-8793

RACEOUTFITTER.COM

01 ACCESSORIES | GRAPHICS ▼

ARP
automotive racing products

SCT
MORE POWER! LESS FUEL!

MBRP

H&S
PERFORMANCE

afe
POWER

Auto Meter
RACE PERFORMANCE FILTERS & INTAKE RITE

SINISTER DIESEL

BULLY DOG

AEM
ENGINEERED TO OUTPERFORM

FAB FOUR

RTS
ONE-STOP RACING SUPPLIES

AMERICAN FORCE

SPARTAN

FLO-PRO
PERFORMANCE EXHAUST

banks POWER

RECON
RACE-TRUCK TUNING COMPONENTS

K&N
THE WORLD'S BEST AIR FILTER

SOUTH BEND CLUTCH

Cummins

dfuser
LLC

DIESELSTORM.com
a dfuser.com, llc company

512-635-8824

01 ACCESSORIES | GRAPHICS ▼

PEGASUS

Your IN-STOCK source for
OMP Safety Equipment
(and thousands of other items)



Champions in WTCC, Le Mans, WRC, IndyCar, and Formula 1 choose OMP safety equipment.



Serving racers since 1980

PegasusAutoRacing.com

Æther Advanced Site Search™

Real-time stock status

Technical information & articles

Pegasus Auto Racing Supplies

2475 South 179th Street

New Berlin, WI 53146

1-800-688-6946 order line

1-262-317-1201 fax line

1-262-317-1200 tech line

iZoom
GRAPHICS

Your Best Source for
Professional, High Quality
Competition Graphics

Full Racecar Graphics
Autocross Number Sets
Track Day Numbers
Magnetic • Vinyl • Reusable

Easy Online Ordering

www.izoomgraphics.com
Phone 918.836.9666

Find all your
Fastrack news on

scca.com/fastrack

01 ACCESSORIES | GRAPHICS ▼

We Protect. You Drive.

SAFERACER

Contact us TOLL FREE at
866.781.0997

BUSINESS CLASSIFIEDS

	9"	4.5"	2.125"
1 x	\$622	\$314	\$149
3 x	\$555	\$275	\$132
6 x	\$490	\$242	\$116
12 x	\$418	\$203	\$99

MINIMUM BILLING: \$99

NEXT AVAILABLE: **OCT 2014**

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE BUSINESS CLASSIFIED:

Call (949) 417-6722, or email

Sophia.Lopez@racer.com

BUSINESS CLASSIFIED CATEGORIES

- 01 ACCESSORIES | GRAPHICS
- 02 FABRICATORS | HARDWARE
- 03 ENGINES | DRIVETRAIN
- 04 SERVICES | RACECAR CONSTRUCTORS
- 05 SAFETY EQUIPMENT
- 06 ELECTRONICS
- 07 TIRES | WHEELS | BRAKES | SUSPENSIONS
- 08 FUELS | OILS | LUBRICANTS
- 09 TOOLS | SHOPEQUIPMENT | CANOPIES
- 10 DRIVING SCHOOLS, AIDS | KARTING
- 11 ARTWORK | COLLECTIBLES | APPAREL
- 12 REAL ESTATE | BUSINESS
- 13 WANTED
- 14 MISCELLANEOUS

PERSONAL CLASSIFIEDS

25 words 1 x **\$39** +photo **\$64**

25 words 2 x **\$54** +photo **\$100**

25 words 3 x **\$73** +photo **\$134**

25 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: **OCT 2014**

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, or email

Classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES

02 FABRICATORS | HARDWARE ▼

GROUND CONTROL

When quality counts...



Trusted...

...for over 30 years as the leader in quality, design, innovation, and customer satisfaction.



Committed...

...as always, to bringing you the best in street and track suspension systems and handling products for your car.



GROUND CONTROL

Suspension Systems
530-677-8600
Hours: 9-5 • M-F PST
groundcontrolstore.com

02 FABRICATORS | HARDWARE ▼

MOCAL
oil control systems














Oil Coolers, Install Kits, Oil Thermostats, Take-off Plates, Remote Oil Filter Kits, Hose & Fittings in -AN, BSP & Metric sizes

BAT importer/distributor
(941) 355-0005
www.batinc.net

MOCAL Stocking Dealers
Racer Parts Wholesale
(800) 397-7615
Pegasus Auto Racing
(800) 688-6946

50 Years of Serving SCCA Members!

	Aluminum Flywheels
	Hi-Comp O.S. Pistons
	Weber Parts
	Copper Gasket
	Cams
	Headers
	Engines
	Modified Heads
	Titanium Racing Parts
	Racing Clutches
	Stroker Kits

Cranks knife-edged

PAECO Industries
2400 Mountain Drive
B'ham, AL 35226
(205) 823-7278
www.paeco.com

02 FABRICATORS | HARDWARE ▼

More Major Races & Championships are Won By Teams Using Hypercoils!

- Available for all Applications
- More Travel
- Less Weight
- Accurate Rates

HYPERCOILS
Precision Suspension Coils

DYNO Tested

(800) 365-COIL
www.hypercoils.com

Hy Tech Exhaust

New Patented Collector Designs
Exhaust Development and Manufacturing
All Types of Race Engines
Current to Vintage

949.581.2181
www.hytechexhaust.com
12 Hammond Dr., Suite 203
Irvine, CA 92618

MC
miataCage.com

Roll Cage Kits
Spec Miata Kit
1990-2005
Coming Soon 2006

Carbon Fiber Intake
3" & 4.5"

Adjustable Drop Links

Hard Top Mounts
1990-2005

Specializing in parts & accessories...
SM, MX5 and RX8

02 FABRICATORS | HARDWARE ▼

Don't know your NAS from a hole in the ground?
We do.



We've been the leading supplier of AN, MS, and NAS Aerospace Hardware and Fasteners to Professional Racing for 25 Years!

AeroCatch®
The perfect modern replacement for hood pins and body latches.



Ultra Lightweight Racing Mufflers



ITG Air Filters

COAST FABRICATION
We hold racing together.
Huntington Beach, CA
Ph: (714) 842-2603
COASTFAB.com

scca.com
VISIT OFTEN

CAMPBELL MOTORSPORT

BRAKE ROTORS

- Formula Ford
- Club Ford
- S2000/FC/DSR/FA

Swift, Van Diemen, Reynard, Ralt, Stohr, West, Carbir, Lola –
Check with us for others
www.campbellmotorsport.com

(906) 863-5003
Made in the USA

02 FABRICATORS | HARDWARE ▼


Motorsports' leading manufacturer of set-up and pit equipment since 1992

NEW AT MKT FOR 2014

- ZeD 2.0 triangular wireless scale pads
- full line of set-up wheels
- ride height gauges



For info and pricing on all MKT equipment, visit www.mktechnologies.com



Whatever your application, we have a ZeD for you:

- stand-alone scale pads
- designs for all platforms

Toll free: 1-888-764-7875
www.mktechnologies.com

02 FABRICATORS | HARDWARE ▼


Warehouse distributor and dealer for the following products



Parts for ALL Formula Fords - U.S. Importer for Crosslé Cars and Parts

RENTALS: FC-FF-CF
Swift DB6, Crosse

Trackside Support
Engine and Transaxle Services
Complete fabrication and repair facilities

Phone (209) 722-7373
4814 E. Childs Ave. Merced, CA 95340
www.PorterRacing.com


03 ENGINES | DRIVETRAIN ▼

Performance Engines



When only the best is good enough!

Five different stages of tune for Street, Autocross, or Racing, in short block or long block configuration. Prices start at \$1,740, exchange.

PAECO Industries
(205) 823-7278
www.paeco.com



IVEY ENGINES, INC.

PREMIER ENGINE BUILDING AND PARTS SALES.

FORD 1600, 2 LITER FORD

LOTUS T.C., VINTAGE

STOCK & PREPARED PARTS AVAILABLE.

VISA & MC /UPS DAILY

4722 N.E. 148TH AVE.
PORTLAND, OR 97230
(503) 255-1123
www.iveyengines.com

04 SERVICES | RACECAR CONSTRUCTORS ▼

SPEC RACER
ARRIVE 'N' DRIVE
YOUR CAR OR OURS

LINDELL
Motorsports

847.344.5215
www.lindellmotorsports.com



FORMULA MAZDA
The FM is an open wheel spec race car adaptable to both ovals and road courses. The strong, simple design makes it the perfect race car for both novices and pros alike.

FORMULA CAR CHALLENGE
www.formulacarchallenge.com
Support your Authorized FM Supplier We Support You

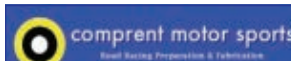
TEXAS
Cresson, Texas
817.512.4752
texasautosports.com
located at Motorsport Ranch

WORLD SPEED
Sonoma, CA
707.935.9761
worldspeed.com

LAKE EFFECT
Spring Lake, MI
616.846.3347
lakeeffectmotorsports.com

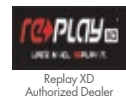
MANUFACTURED BY: **MOSES SMITH RACING**
Cresson, TX
tel 817.512.4752
formulamazda.com

For Official Formula Mazda Parts shop:
formulamazdaparts.com



Our Services

Road Racing Preparation
Fabrication & Welding
Transmission Repair
Data Installation & Repair
Ground Up Restoration
Spec Racer Ford Rentals
Part Sales



Replay XD
Authorized Dealer



Elite/Staffs Transmission
Importer



(706) 543-1797

Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia

05 SAFETY EQUIPMENT ▼


A DIVISION OF MARK STEWART ENTERPRISES, INC.

Bolt-in Roll Cages for SCCA and Club Racing
Completely pre-fit
Weld-in cages

Options such as NASCAR-style door bars, X-bracing and many others

Competition Roll Bars for Solo I, and time trials

Headers for many makes and models



Telephone:
(205) 608-1156

Fax:
(205) 608-1441

E-mail:
info@KirkRacing.com



SportsCar is the official publication of the Sports Car Club of America. The SCCA's more than 40,000 members include the most powerful and influential people in motorsports, and each is involved in racing whether as a professional, amateur or rally driver, crew or race official. The SCCA's members and SportsCar readers are real racers, participating in professional and amateur road racing, autocrossing and rallying. SportsCar is the magazine for racers.



For advertising information, call:
800.722.7140

05 SAFETY EQUIPMENT ▼



Performance Exhaust Wrap

Improves performance by reducing under hood heat for cooler intake air temps. Tan and Black wraps protect up to 1200°F direct heat and Titanium for extreme temps!

800-264-9472
www.DesignENGINEERING.com
 AVAILABLE AT
Summit JEGS
 RACING EQUIPMENT SummitRacing.com JEGS.com



RACING ATC FUEL CELLS

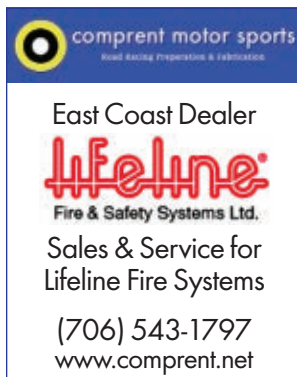
SCCA • ALMS • IMSA
 GRAND AM • NASA

FIA APPROVED

MADE IN USA

STANDARD & CUSTOM PERFORMANCE FUEL CELLS!

800-526-5330 atl@atline.com
www.atfuelcells.com



comprent motor sports
 Road Racing Preparation & Fabrication

East Coast Dealer
Lifeline
 Fire & Safety Systems Ltd.
 Sales & Service for
 Lifeline Fire Systems
 (706) 543-1797
www.comprent.net

05 SAFETY EQUIPMENT ▼



Lifeline
 Champions of Safety

ZERO 360 Systems

- Latest Novec™ extinguishant
- Unique remote discharge
- Ultra light-weight
- Compact size

ZERO 2000

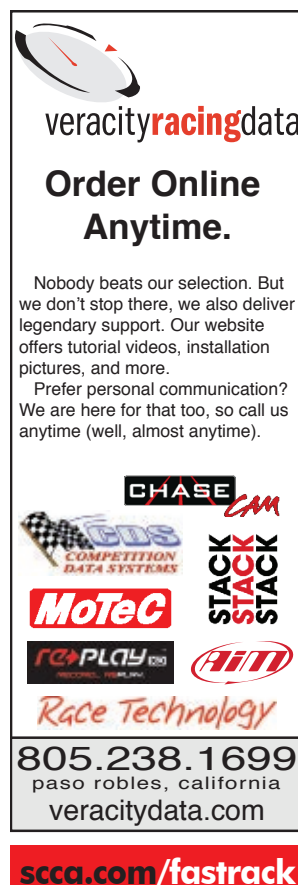
- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA & SFI Approved
 Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
 QUICK RELEASES • BARN LIGHTS • ROLL OVER PROTECTION

(714) 847-1501
www.subesports.com
 (Exclusive U.S.A. distributor of Lifeline products)

06 ELECTRONICS ▼



veracity**racing**data

Order Online Anytime.

Nobody beats our selection. But we don't stop there, we also deliver legendary support. Our website offers tutorial videos, installation pictures, and more.

Prefer personal communication? We are here for that too, so call us anytime (well, almost anytime).

CHASE
GPS
 COMPETITION DATA SYSTEMS

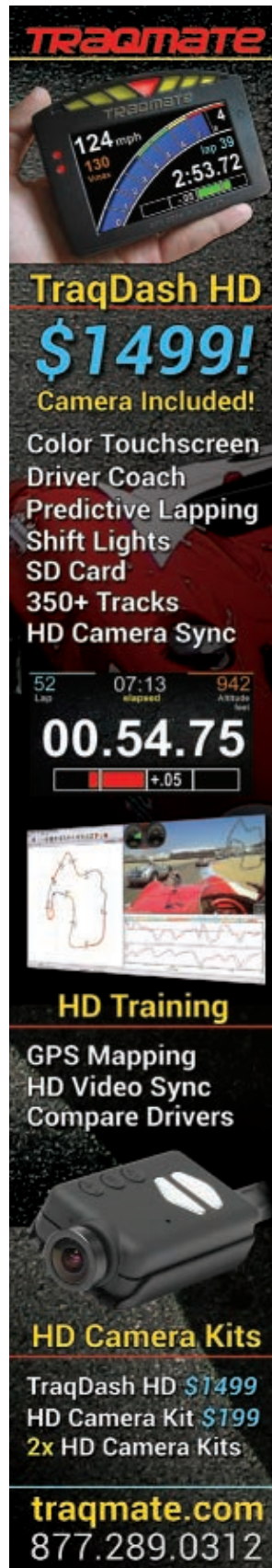
MotEC
REPLAY
 RACE TECHNOLOGY

STACK STACK

805.238.1699
 paso robles, california
veracitydata.com

scca.com/fastrack

06 ELECTRONICS ▼



Traqmate

TraqDash HD
\$1499!
 Camera Included!

Color Touchscreen
 Driver Coach
 Predictive Lapping
 Shift Lights
 SD Card
 350+ Tracks
 HD Camera Sync

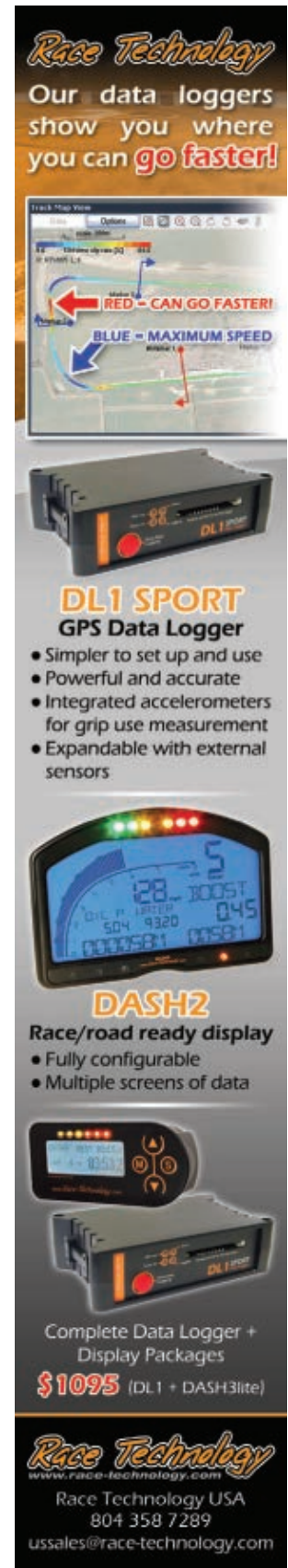
52 Lap 07:13 elapsed 942 Altitude feet
00.54.75
 +.05

HD Training
 GPS Mapping
 HD Video Sync
 Compare Drivers

HD Camera Kits
 TraqDash HD **\$1499**
 HD Camera Kit **\$199**
 2x HD Camera Kits

traqmate.com
877.289.0312

06 ELECTRONICS ▼



Race Technology

Our data loggers show you where you can **go faster!**

DL1 SPORT
 GPS Data Logger

- Simpler to set up and use
- Powerful and accurate
- Integrated accelerometers for grip use measurement
- Expandable with external sensors

DASH2
 Race/road ready display

- Fully configurable
- Multiple screens of data

Complete Data Logger + Display Packages
\$1095 (DL1 + DASH3lite)

Race Technology
www.race-technology.com
 Race Technology USA
 804 358 7289
ussales@race-technology.com

06 ELECTRONICS ▼

RACING COMMUNICATIONS

\$85.00

HPDE Instructor/Student Intercom System

- Full duplex "live all the time"
- Microphone kit slides up under any helmet
- Fits under any helmet

2-Way Radio Helmet Kit to HPDE System Adapter Kit

Plug a 2-Way Radio Helmet System into HPDE System with our adapter.

\$99.00

\$750.00

Available while supplies last!

"Starter" Two-Way Radio System

Vertex Standard VX-160 Radios

16 channels • 5 watts

For the Car/Driver

2-way radio, Harness, Helmet mic kit, PTT switch, Foam earpieces, Radio holder, Car antenna.

For the Crewchief

2-way radio, Headset, System tote bag.

Intercoms • Headsets • Two-Way Radio Systems
Two-Way Radios • Helmet Kits • Accessories

800-990-9941

www.racingcommunications.com

2800 Moon Station Road • Marietta, GA 30154

NEW!

Magnetic sensor for suspension measurement

- Low cost, never wears out
- For ALL data systems

See our website for details

COMPETITION DATA SYSTEMS

www.competitiondata.com

(716) 631-2880

07 TIRES | WHEELS | BRAKES | SUSPENSIONS ▼

FRISBY PERFORMANCE TIRE

#1 SOURCE

PIRELLI

TOYO TIRES

driven to perform

Hoosier RACING TIRE

AVON TYRES

RACE TIRES

NEVADA ILLINOIS

(800) 373-7390 (800) 798-7201

ORDER ONLINE

FRISBYRACETIRE.COM

GROUND CONTROL

Suspension Systems

530 • 677 • 8600 M-F 9-5 PST

ground-control.com

Download **Fastrack** and stay up to date

Fastracknews

Download Fastracknews and stay up to date

07 TIRES | WHEELS | BRAKES | SUSPENSIONS ▼

WE HAVE EARNED OUR PLACE ON THE FASTEST CARS

FORGELINE

800-886-0093

FORGELINE.COM

BUSINESS CLASSIFIEDS

	9"	4.5"	2.125"
1 x	\$622	\$314	\$149
3 x	\$555	\$275	\$132
6 x	\$490	\$242	\$116
12 x	\$418	\$203	\$99

MINIMUM BILLING: \$99

NEXT AVAILABLE: OCT 2014

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE BUSINESS CLASSIFIED:

Call (949) 417-6722, or email

Sophia.Lopez@racer.com

BUSINESS CLASSIFIED CATEGORIES

- ACCESSORIES | GRAPHICS
- FABRICATORS | HARDWARE
- ENGINES | DRIVETRAIN
- SERVICES | RACECAR CONSTRUCTORS
- SAFETY EQUIPMENT
- ELECTRONICS
- TIRES | WHEELS | BRAKES | SUSPENSIONS
- FUELS | OILS | LUBRICANTS
- TOOLS | SHOPEQUIPMENT | CANOPIES
- DRIVING SCHOOLS, AIDS | KARTING
- ARTWORK | COLLECTIBLES | APPAREL
- REAL ESTATE | BUSINESS
- WANTED
- MISCELLANEOUS

PERSONAL CLASSIFIEDS

25 words	1 x	\$39	+photo	\$64
25 words	2 x	\$54	+photo	\$100
25 words	3 x	\$73	+photo	\$134
25 words	4 x	\$86	+photo	\$164

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: OCT 2014

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, or email

Classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- PRO RACING
- OTHER PRO SERIES
- OPEN WHEEL | SPORTS RACERS
- PRODUCTION BASED | GT
- SOLO
- RALLYCROSS
- TOW VEHICLES | TRAILERS
- STREET CARS
- SERVICES

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS

PHILS
PHILS TIRE SERVICE
845 - 647 - 7407
WWW.PHILSTIRESERVICE.COM



Spec Miata Wheel Specials



15x7 JRW Spec Miata Wheel
+25mm or +30mm \$115 each
Available in Silver or Black



Team Dynamics PR 1.2 15x7
+25mm or +30mm Available
Silver \$119 or Black \$115

Wheel & Tire Packages Available
PHILSTIRESERVICE.COM
Hoosier - Toyo - BFG - Michelin
Team Dynamics - JRW
D-Force - Enkei
Toyo RR and RA1 In Stock
TOYO TIRES
driven to perform
BFGoodrich
MICHELIN
Hoosier
RACING TIRE

WWW.RACING-STUFF.COM



panasport

street
13" 14" 15" 16"

race/solo
ul 13" 14" 15"
c8 - 13", 15", 16", 17"

Averill Racing Stuff
Madison Hts, Mich



ph. 248-585-9139
fax. 248-585-9242

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS

BRAKE PADS




PERFORMANCE FRICTION BRAKES



**Available at
Porterfield Ent**
www.racebrakes.com
949-548-4470
(800) 537-6842



**NASA/SCCA
Discounts**

**MOST
ORDERS SHIP
SAME DAY.**













(949) 548-4470
Fax: (949) 548-7783
Outside Ca: (800) 537-6842
1767 Placentia Ave.
Costa Mesa, CA 92627
www.racebrakes.com
sales@porterfield-brakes.com

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS

TIRE WARMERS



Go fast right away
Set hot pressures
Save heat cycles
1.866.HOT.TIRE

Find all your
Fastrack news on
scca.com/fastrack

Achilles
RADIAL

FULL RACE SLICK Radial Racing tires with excellent grip & heat cycle ability.
Save \$100s in tire bills with Achilles Radials!
EXAMPLE: 300/650-18 ONLY \$445 each
Call 800.578.2071 or www.AIMTIRES.com



07 TIRES | WHEELS | BRAKES |
SUSPENSIONS

**USED GOODYEAR AND OTHER
MAJOR BRAND RACING TIRES**
ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.
(262) 740-0180
JBRacingtires@sbcglobal.net
www.JBRacingtires.net

08 FUELS | OILS | LUBRICANTS

MPT
INDUSTRIES

**Advanced
True Synthetic
Motor Oils**
mptindustries.com
800-351-0605

scca.com

www.Injector.com
marren



SALES SERVICE

Dependable, knowledgeable,
price competitive.
In business for over 24 years
(203) 267-fuel (3835)

09 TOOLS | SHOP EQUIPMENT |
CANOPIES

Holiday Canopies



canopyguy.com

800-788-3969

PERSONAL CLASSIFIEDS

25 words 1 x **\$39** +photo **\$64**
 25 words 2 x **\$54** +photo **\$100**
 25 words 3 x **\$73** +photo **\$134**
 25 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39
Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: OCT 2014

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, or email
 Classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES

20 PRO RACING ▼



2013 HONDA CIVIC SI ROLLER >

Current IMSA CONTINENTAL TIRE ST / SCCA World Challenge TC/TCA / NASA PT-TT / SCCA. 2013 body in white with roll cage and seam-welded chassis by Mark McMahan, Pro-tuned coilover AST shocks, HPD suspension front and rear including rear camber arms and ride height adjusters, HPD/Stop Tech 4-piston W/C front calipers and rotors with full HPD brake cooling tubes and carbon fiber air ducts, Recaro seat with slider brackets, safety belts and window net, MOTEC sport dash and Race Keeper W/C system, 10 Enkei wheels 8x17, stock fuel tank, flat black body wrap. Car is extremely light and only needs engine and transmission to race \$37,500 or best reasonable offer.

Contact Joe (602) 618-6137 or joe@aandcproperties.com.
 [248012-10]



2007 COBALT TURBO >

Ex-factory Grand Am ST championship winning car, reliable sorted, 2 ECU options, with racing ABS, new belts, AIM dash logger, new engine and gear box, 2 sets of wheels, comes with good spares package. This car was rebuilt ground up this pass winter is ready to race. \$35,000 **Call Joe at (416) 909-6086.** [25078-10]

20 PRO RACING ▼



2010 CHEVY CAMARO > Railey chassis ex CKS Grand Am GS multi championship winning car. No expense spared all new build, ready to race. Balanced and B-printed LS3 motor with Race ABS, Alcon 6 piston floaters, custom fuel cell, fast reliable World Challenge and TA3 top running car. Good spares package. \$80,000 **Call Joe (416) 909-6086.** [25077-10]



2013 HONDA CIVIC SI > CURRENT IMSA CONTINENTAL TIRE ST/ SCCA WORLD CHALLENGE TC / TCA / NASA PT-TT / SCCA. Pro built by RSR Motorsports in Orlando for Continental Tire series. 10 races only in 2013. Car completely freshened before 2014 season, 0 races in 2014. Built from Honda body in white, Pro cage by Matt Chambers, HPD engine with only 3 hours, HPD differential and fourth-gear upgrade transmission, Accusump, HPD header and custom exhaust, Pro-tuned AST coilovers shocks, HPD sway bar, HPD TSX brakes with all HPD alum cooling ducts and carbon fiber air ducts, custom C&R radiator and oil cooler, full MOTEC dash with complete custom wiring package throughout car, Recaro seat with slider and all belts, complete fuel cell, Enkei wheels with spares, Honda contingency money in IMSA and SCCA W/C. Total turnkey price: \$75,000 or best reasonable offer. **Contact Joe (602) 618-6137 or joe@aandcproperties.com.** [248013-10]

21 OTHER PRO SERIES ▼



1982 TA/IMSA CORVETTE > Jerry Hansen's BP Championship and multiple TA race winning Corvette. New (original style 82) body and period paint. Saenz 5-spd and Franklin quick-change. Fischer motor, semi-tubeframe, original BBS wheels. Has all original logbooks. Needs mech freshening. \$49k OBO. **Brian @ (617) 461-6388, gtsportscars76@yahoo.com.** [25054-09]

22 OPEN WHEEL | SPORTS RACERS ▼



2006 F2000 VAN DIEMEN >

Prepared by James Lee. Quicksilver Ford Zetec, WRD Gearbox, Prince frame upgrade, Dynamic Shocks, AiM Data w/ GPS. New Fuel cell. Entire spares package. 100th Series race-winning car. **Contact Kyle Connery. (772) 538-5048.** [24796-11]



VAN DIEMEN F2000 RF02 > For sale. Race Ready, Prep by HP-TECH. For more information: **hptechmotorsports@gmail.com or (786) 525-1524.** [24807-10]



2004 STOHR-WEST > VIN 001 GENI P-2. 06 Suzuki GSX-R 1000. Upgraded wiring, new paint, 2 new sets of Hoosier tires, MOTEC ADL, paddle-shift, current logbook, professionally sorted, ready to race. Fast, beautiful car, \$36k. **For more info, call Ron (530) 836-1198.** Interstate Pro series fully-equipped car trailer also available 6k everything to go racing. [25003-10]



RF 99 ZETEC FOR SALE > Chassis 2595. All wide track. Zetec motor. New Aim EV04. Pennon diffuser. Penske 8760s. Bosch fuel pump. Log book. \$42,900 **Tony Smith (920) 210-2169.** [25027-09]



SWIFT 014(A) > Chassis #009 Engine #2116 (Hasselgren) EFI Data/Ohlin Dampers. Very Low mile FA developed by Dorricott Racing. **Contact: sjcollias@tummycompany.com or call (310) 562-5110.** [25032-09]

22 OPEN WHEEL | SPORTS RACERS ▼



RF92 VAN DIEMEN FF > Same as 2nd place Runoffs car that led many races. Loyal engine. Expensive mods and spares worth over \$20,000. Price: \$17,000 OBO. **Contact Jerry at (530) 367-3899.** [25008-10]

23 PRODUCTION BASED | GT ▼



1975 PORSCHE 914-4 RACECAR > Florida car. 1.8 liter. Instruments and gauges. Ran in the top of the SCCA - ITB class. 15 years of spare parts plus a second set of rims. \$5,500. **Contact Mark at mkkalfas@comcast.net.** [25079-10]



2004 BMW E46 M3 > SCCA / BMW CLUB / NASA ST2/ST3. Full approved cage, new 3.2L blueprint engine, CP high-compression pistons, Schrick cams, Euro header and 3-inch exhaust, VAC carbon fiber intake plenum, Dinan throttle bodies, Accusump oiling system, Turner Motorsports oil cooler, upgraded alum radiator and electric fan, Clutch Masters flywheel and clutch, Blanton 4:10 diff, TC Kline double-adjustable Koni shocks coilover in front and ride height adjustable in rear, all suspension bushings upgraded, front/rear roll bars by Ground Control, alum rear control arms, diff cooler installed in trunk, front splitter, rear wing and carbon fiber roof, race seat, slider and all belts updated, AIM dash, removable steering wheel, fiberglass doors, fiberglass trunk included, front carbon fiber bumper included, two sets of TR Motorsports wheels, Lexan rear window included, 4-piston Stop Tech front calipers and Stop Tech rears, miscellaneous spares, low hours on engine and drivetrain, Epic Motorsports tune, 343-365RWH. \$58,000 or best reasonable offer. **Contact Joe at (602) 618-6137 or joe@aandcproperties.com.** [24801-10]

23 PRODUCTION BASED | GT ▼



GT1 TRANS AM CORVETTE > This GT1 Trans AM Corvette racecar has won many awards and continues to aw. The racecar comes with spares such as tires, brake pads, and oil. It is handmade and is race ready. **Please contact at** prick.schultz@hotmail.com **for pricing and other information.** [25080-10]

SPEC MIATAS > One 1,600cc (1991) Spec Miata, ex Rush Motorsports Clement Lee racecar. Plunge cut head. 1.6L, 4.3 rear, plus 4.3 Torsen from 1.8L update. Cool Suit set up. Momo seat, Sparco steering wheel, data. One 1,800cc Spec Miata, 1995. Fresh Iron Canyon cylinder head race prepared on crate engine. Wide band O2 sensor. Dyno tuned. Fresh blueprinted trans, 1999. New Mazda comp 4.3 Torsen prepared by Unitrax. New Mazda comp clutch. New Aim data, fuel pressure regulator. Cool Suit set up. Spares: rear end, two used transmissions in good shape, used engine, spare Mazda comp clutch in excellent condition, new spare pilot bearing. Will separate. **Bob Kelley: (562) 896-7137.** [24789-09]



FALL-LINE BUILT BMW M3 > FALL-LINE BUILT BMW M3 T2 or T3. This car is a full build with no expense spared. Full Roll Cage, Adjustable Cobra Seat, Schroth Belts, Fire System, Oil Cooler, AIM System, Motorola Radios, Custom Weight Box in Passenger Floor, Updated Exhaust System, Triple Adjustable Moton Shocks, Updated Sway Bars, Matched Spring set, 3 Sets of HRE Wheels with 2 new sets of unmounted Hoosiers and a set of rains. First Class car ready to race. Has one weekend on the car as a shake down with Fall-Line as crew. Car is in Florida. Need to sell, \$55,000. **Call Mick (321) 412-8390.** [6229-10]

23 PRODUCTION BASED | GT ▼



SPEC-B FIESTA > 2012 Spec-B Fiesta. 2013 Top 5 Finisher. 3rd place Mid-Ohio, 4th Lime Rock. 2014 5th NJMP. 12 Wheels, 4 brand new Pirelli rains. Complete race keeper. Open trailer available. \$18,500. **Contact Dave @ (215) 801-7827, dave@icyracing.com.** [24791-10]



1992 ACURA NSX > 1992 Acura NSX Driving Ambition/Comptech Race car. 2013, 2012 SCCA champion and multiple Time Attack winner. 3.5 liter turbocharged with 500-800 RWHP. Car is in perfect condition and ready to race. Current SCCA Log Book 2014. Over \$250000 invested. **For more info please call Igor Lyustin at (415) 515-1395.** Sale price 65,000. [24792-11]

26 TOW VEHICLES | TRAILERS ▼



2005 GMC 5500 > 35' Motorhome (14') / Garage (17'). Duramax Diesel. Allison 6sp A/T. PW. Commercially built to last & low center of gravity. Aluminum thru-out for light weight & durability. 4000lb lift gate w/folding platform to 12'. Haul Race car, bikes, buggy, etc. Only 13,500 miles. \$75,500. **(951) 674-7676.** [25055-10]

28 SERVICES ▼



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact Dan Ferguson at rackandruinracing.com.** [25017-09]

PERSONAL CLASSIFIEDS

25 words 1 x **\$39** +photo **\$64**

25 words 2 x **\$54** +photo **\$100**

25 words 3 x **\$73** +photo **\$134**

25 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: OCT 2014

Reserve space by: August 6

Materials due: August 14

Mails: August 28

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, or email

Classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES

ADVERTISER INDEX

425 Motorsports	75
AEM	29
Auto Meter Products	77
Bilstein Shocks	39
Borla	43
Canton Racing Products	77
Fuel Safe	61
G-Force	59
GoPro	24-25
Harbor Freight Tools	81
HJC	51
HMS Motorsport	21
HPD	35
Intercomp Racing	31
K1 Race Gear	75
Kia	13
Longacre Racing Products	17
Mazda	84
Motovicity	43
NecksGen	59
OBP Motorsports	19
Pegasus Auto Racing Supplies	77
Performance Friction	61
PersonaGrip Motorsports	59
Primus Racing Parts	51
Racer Parts Wholesale	71
Redline Oil	39
Safe Racer	33
Sampson Racing	79
SCCA	49, 53, 58, 60
SPEC Clutches	57
Stable Energies	57
Steven E. Goldin Insurance	79
Sube Sports	7
Swain Tech Coatings	79
Tire Rack	2-5
Toyo Tires	15
Wilwood Engineering	83

CLASSIFIED AD FORM (maximum 25 words; extra words 70¢ each)

(1) _____ (2) _____ (3) _____ (4) _____ (5) _____

(6) _____ (7) _____ (8) _____ (9) _____ (10) _____

(11) _____ (12) _____ (13) _____ (14) _____ (15) _____

(16) _____ (17) _____ (18) _____ (19) _____ (20) _____

(21) _____ (22) _____ (23) _____ (24) _____ (25) _____

(26) _____ (27) _____ (28) _____ CATEGORY # _____

PAYMENT: Full payment must accompany all orders. Checks (payable to RACER Media & Marketing, Inc.), Visa, MasterCard or American Express accepted. All foreign orders must be paid with international Money Order in U.S. funds drawn on U.S. bank. All advertisements are subject to acceptance by publisher.

MAIL TO: RACER Media & Marketing
17030 Red Hill Avenue, Irvine, CA 92614

Your One Stop Source for Racing Parts & Safety Equipment!

RPW Offers SCCA Members Benefits!

Receive your special pricing on various product lines by visiting SCCA's Member's Benefits page or calling RPW directly.



**Aeroquip
Hose & Fittings**
Varies



ATL Sports Cells
From \$564.50



**G-FORCE
Mid-Top Boot**
\$69.99



ATE Brake Fluid
\$15.99



**Racequip Full-Face
SA2010 Helmet**
\$249.95



**Longacre Liquid
Filled Tire Gauge**
\$49.89



**HANS Sport II
Device**
\$599.00



**OMP Sport OS 20
Multi-Layer Suit**
\$399.00



Your One Stop Source for Racing Parts & Safety Equipment

RacerPartsWholesale.com
FREE Shipping on
Orders Over \$100!



800.397.7815
Guaranteed
Lowest Prices!

CALENDAR

SPORTS CAR CLUB OF AMERICA **SEPTEMBER 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
Apr 11-13 Long Beach, Calif.
(GT, GT-A, GTS single)
O'Connell (GT); Johnson (GTS)
Apr 25-27 Barber Motorsports, Ala.
(GT, GT-A, GTS double;
TC, TC-A, TCB single)
*Lazzaro (GT); Wilkins (GTS); DiMeo (TC);
Holbrook (TCA); Price (TCB)*
Palmer (GT); Baldwin (GTS)
May 16-18 Canadian Tire Motorsports
Park, Canada (TC, TC-A, TCB triple)
DiMeo (TC); Wolfe (TCA); Price (TCB)
DiMeo (TC); Wolfe (TCA); Price (TCB)
*DiMeo (TC); Francis Jr. (TCA);
Stacy (TCB)*
May 30-Jun 1 Detroit Belle Isle, Mich.
(GT, GT-A, GTS double)
O'Connell (GT); Martin (GTS)
O'Connell (GT); 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)
Skeen (GT); Jonsson (GTS)
Skeen (GT); Jonsson (GTS)
Doherty (TC); Holbrook (TCA); Holton (TCB)
Poland (TC); Wolfe (TCA); Nixon (TCB)
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)

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



TRANS-AM SERIES

gotransam.com

Mar 2 Sebring Int'l Raceway, Fla.
*Peterson (TA); Lawrence (TA2); L.
Saunders (TA3I); Martin (TA3A)*
Mar 9 Homestead-Miami Spdwy, Fla.
*Lopez (TA); Lawrence (TA2);
Camus (TA3I); Martin (TA3A)*
May 10 Road Atlanta, Ga.
*Peterson (TA); Andretti (TA2);
Snow (TA3I); Napieralski (TA3A)*
May 17 Canadian Tire Motorsport Park,
Canada
*Fellows (TA); Lawrence (TA2);
Chan (TA3A); Betts (TA3I)*
Jun 1 NJMP, N.J.
*Ruman (GT); Lawrence (TA2); Francis Jr.
(TA3A); Berkeley (TA3I)*
Jun 21 Road America, Wis.
*Peterson (TA); Lawrence (TA2); Francis Jr.
(TA3A); Sawinski (TA3I)*
Aug 16 Mid-Ohio Sports Car
Course, Ohio
Aug 31 Brainerd Int'l Raceway, Minn.
Sep 20 Lime Rock Park, Conn.
Sep 28 VIRginia Int'l Raceway, Va.
Nov 15 Daytona Int'l Speedway, Fla.



MAZDA MX-5 CUP

mx-5cup.com

Mar 12-14 Sebring Int'l Rcw, Fla
Koch; Dean II
May 2-4 Mazda Raceway, Calif.
Dean II; Koch
Jun 27-29 Grand Prix of Houston, Texas
Koch; Koch
Jul 11-13 Canadian Tire Motorsports Park,
Canada
Koch; Koch
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.
Robinson; Minor
May 16-18 Watkins Glen Int'l, N.Y.
Minor; Minor
Jun 6-8 VIRginial Int'l Rcw, Va.
McGregor; Minor
Jul 4-6 Mid-Ohio, Ohio
Larue; Minor
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 Sept. 11-12, 2014

WHERE Miller Motorsports Park
SCCA Pro Racing Pirelli World
Challenge returns to Utah in
September, where all five classes
battle during the final round of the
2014 season.



Mark Weber



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga.
Futrell; Goughary
May 16-18 Watkins Glen Int'l, N.Y.
Goughary; Goikhberg
Jun 6-8 VIRginial Int'l Rcw, Va.
Newey; Bamford
Jul 4-6 Mid-Ohio, Ohio
Agren; Lerch
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.
Burkett; Burkett
May 16-18 Watkins Glen Int'l, N.Y.
Burkett; Burkett
Jun 6-8 VIRginial Int'l Rcw, Va.
Simpson; Burkett
Jul 4-6 Mid-Ohio, Ohio
Simpson; Burkett
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

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

MID-STATES CONFERENCE

Aug 30-31 Heartland Park topeka,
Topeka, Kan.

NORTHERN CONFERENCE

Aug 23-24 Grattan Raceway, Belding, Mich.

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

Aug 9-10 * New Hampshire Motor
Speedway/New England
Aug 9-10 Ro* Pocono/Tri-Region Race
Group
Aug 15-17 * NJMP/Jersey Racing Board
Aug 28-29 * Thompson Speedway/
Jersey Racing Board
Aug 30-Sep 1 * Summit Point/Washington
DC
Sep 6-7 Ro* New Hampshire Motor
Speedway/New England
Sep 13-14 Ro* Watkins Glen/Finger Lakes
Sep 26-27 Ro* Lime Rock/New York
Sep 27-28 * Nelson Ledges/Mahoning
Valley
Oct 3-5 * Thompson Speedway
Motorsports 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

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
Aug 30-31 * Mid Ohio/Ohio Valley
Oct 11-12 * Mid Ohio/Ohio Valley
Oct 18-19 *# Pittsburgh/Neohio
Cincinnati (513) 528-9217
Ohio Valley (Aug) (330) 460-6706
Neohio (216) 390-2856
Ohio Valley (Oct) (513) 528-9217

CENTRAL cendiv-scca.org

Aug 30-31 Ro* Brainerd Int'l/Land O'
Lakes
Sep 20-21 Ro* Road America/Chicago
Oct 18-19 Ro* Blackhawk Farms/Chicago

MIDWEST midiv.org

Aug 2-3 Ro* Gateway/St Louis
Sept 20-21 * Iowa/Des Moines Valley
Oct 25-26 Gateway/St Louis

SOUTHWEST sowdivscca.org

Aug 23-24 Ro* MSR Houston/Houston
Nov 8-9 Ro* Texas World Speedway/
Texas
Dec 6-7 Ro* MSR Houston/Houston
Houston (281) 373-3960
Lone Star TBD
Texas TBD

ROCKY MOUNTAIN coloradoscca.org

Aug 30-31 Ro* High Plains Rcw/
Colorado
Colorado anniedew@msn.com
Cont. Divide anniedew@msn.com

NORTHERN PACIFIC norpacscca.org

Aug 9-10 Ro* The Ridge Motorsports
Park/Northwest
Aug 22-24 Ro (triple) Portland Int'l
Raceway/Oregon
Sep 12-14 Ro* Mazda Raceway/San
Francisco
Northwest (360) 479-6082
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Sep 13-14 * Buttonwillow/Cal Club
Oct 11-12 * Inde/Arizona
Oct 25-26 * Buttonwillow/Cal Club
Arizona (480) 832-1327
Cal Club (661) 304-3468
San Diego TBD

STREET SURVIVAL SCHOOLS

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

GREAT LAKES greatlakes-scca.org

Aug 16 Tire Rack/South Bend
South Bend (616) 610-0042

ROCKY MOUNTAIN coloradoscca.org

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

NORTHERN PACIFIC norpacscca.org

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

DRIVERS SCHOOLS

NORTHEAST nediv.com

Oct 3 Watkins Glen/Glen
Glen (607) 425-4339

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 go4iterservices.com

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

REGIONAL ONLY

Allen Berg Racing School
(888) 722-3220
allenbergdrivingschools.com

MSR Houston
(281) 369-0677 msrhouston.com

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

**Spring Mountain Advanced
Driving School**
(888) VET-4FUN

springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School

(866) 511-7606 birperformance.com

FAASST Performance Driving School

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

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

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

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

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

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

CLUB RACING

WHAT Runoffs Qualifier

WHEN Sept. 13-14, 2014

WHERE Watkins Glen

East coast racers have a couple
last chances to qualify for the
National Championship Runoffs,
this one coming at the Glen.



TIME TRIALS

NORTHEAST nediv.com

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

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 Roeboling Road/Buccanear
Alabama, Tennessee Valley

(205) 422-1417 (TVR)
Atlanta (770) 472-0460

Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org

Aug 8 Mid Ohio/Cincinnati

Oct 10 Mid Ohio/Ohio Valley

Cincinnati (513) 528-9217

Ohio Valley (614) 846-1228

CENTRAL cendiv-scca.org

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 sowdivscca.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 Grice

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

Jul 7-8 Crows Landing, Calif.

Jeff Kiesel; Annie Gill

Jun 28-29 Toledo Express Airport, Ohio

Jason Frank; Chris Peterson

Jul 12-13 Hampton Mills, Wash.

Kinch Reindl; Annie Gill

Jul 26-27 Wilmington Airpark, Ohio

TIRE RACK® SCCA

PROSOLO FINALE

Aug 30-31 2014 Lincoln, Neb.

TIRE RACK® SCCA SOLO

CHAMPIONSHIP TOUR

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

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

Aug 2-3 Mid-States Regional Airport/
Central Pennsylvania

Aug 3 Farm Show Complex/Susquehanna

Aug 9 State University of NY/Southern NY

Aug 10 Pocono Raceway/Philadelphia

Aug 10 FedEx Field/Washington DC

Aug 15-17 Jennerstown Speedway/
Allegheny Highlands

Aug 17 Nassau Coliseum/New York

Aug 17 Moore Airfield/New England

Aug 23 Regency Furniture Stadium/
Washington DC

Aug 24 Pitt Race/Steel Cities

Aug 24 Bader Field/South Jersey

Aug 24 Central Pennsylvania Institute/
Central Pennsylvania

Aug 30 Nassau Coliseum/New York

Aug 31 Farm Show Complex/Susquehanna

Sep 13-14 Wyotech Campus/Allegheny
Highlands

Sep 14 Moore Airfield/New England

Sep 14 Watkins Glen Int'l Raceway/Glen

Sep 20 Fortitech/Mohawk Hudson

Sep 20 Pocono Raceway/NE Penn.

Sep 21 Pitt Race/Steel Cities

Sep 21 Warminster Community Park/
Philadelphia

Sep 21 FedEx Field/Washington DC

Sep 21 Bader Field/South Jersey

Sep 27 Nassau Coliseum/New York

Sep 28 Central Pennsylvania Institute/
Central Pennsylvania

Sep 28 The Shops at Ithaca Mall/Southern
New York



OFFICERS

Chairman JOHN WALSH

Vice Chairman DICK PATULLO

Secretary TODD BUTLER

Treasurer MICHAEL LEWIS

NATIONAL STAFF

President & CEO LISA NOBLE

VP Member Services COLAN ARNOLD

VP Program Development

HOWARD DUNCAN

VP Finance RICHARD EHRET

VP Club Racing TERRY OZMENT

VP Marketing/Communications ERIC PRILL

PRO RACING STAFF

President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

Sports Car Club of America, Inc.

P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFO. HOURS

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

NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055

Main (785) 357-SCCA [7222]

Pro Racing (785) 357-7223

Club Racing (785) 232-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or

(785) 357-7222, x357

Club Racing Technical Assistance

(785) 379-8324

SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; scca.com

Pro Racing info/results: sccapro.com

SCCA DIRECTORS

Area 1: Dick Patullo

370 Chapin Road, Hampden, MA 01036

(413) 566-3643; dpatullo@scca.com

Area 2: Terry Hanushek

22 St. Johns Lane, Haddon Hills, NJ 08062

(856) 223-0807; thanushek@scca.com

Area 3: Robin Langlotz

3116 Indian Drive, Orlando, FL 32812

(407) 851-2232; rlanglotz@scca.com

Area 4: Stephen Harris

1619 Chartwell Dr., Dayton, OH 45459

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

Area 5: Bruce Lindstrand

532 Stiles Ct., Darien, WI 53114

(262) 724-3346; blindstrand@scca.com

Area 6: Peter Zekert

24 Edgeworth Ave.,

Maryland Heights, MO 63043

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

Area 7: Dan Helman

343 Lago Trace Dr.,

Huffman, TX 77336

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

Area 8: Bill Kephart

4735 Centennial Blvd.,

Colorado Springs,

Oct 4-5 Brodart Company/NE Pennsylvania
Oct 5 Jennerstown Speedway/Allegheny Highlands
Oct 5 Mid-States Regional Airport/Central Pennsylvania
Oct 5 Moore Airfield/New England
Oct 5 Watkins Glen Int'l Raceway/Glen
Oct 11-12 Pitt Race/Steel Cities
Oct 12 Warminster Community Park/Philadelphia
Oct 12 McCarty Ave OGS Lot/Mohawk Hudson
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
Oct 26 Bader Field/South Jersey
Allegheny Highlands
 primal2112@gmail.com
Central New York (315) 458-4939
Central Pennsylvania (814) 883-0388
Glen (607) 703-9253
Mohawk Hudson (518) 928-3303
NE Pennsylvania (570) 881-0474
New England (203) 687-8589
New York (516) 724-7743
Northern New Jersey
 ea455@optonline.net
Philadelphia (484) 949-4100
Southern Jersey (856) 534-5301
Southern New York (607) 779-5921
Steel Cities (412) 860-8084
Susquehanna (717) 367-7853
Washington DC (410) 529-2338
WDC AutoXinc (240) 508-5335

SOUTHEAST sedivrac.org

Aug 3 John Hunt Park/Tennessee Valley
Aug 10 Eastgate Towne Center/Tennessee
Aug 16 Spence Field/Dixie
Aug 17 Oak Mountain Amphitheater/Alabama
Sep 7 Eastgate Towne Center/Tennessee
Sep 7 Oak Mountain Amphitheater/Alabama
Sep 13 Pellissippi State Community College/East Tennessee
Sep 20 Cherry Point MCAS/North Carolina
Sep 27 Spence Field/Dixie
Oct 5 Eastgate Towne Center/Tennessee
Oct 12 Pellissippi State Community College/East Tennessee
Oct 19 Oak Mountain Amphitheater/Alabama
Oct 25 Spence Field/Dixie
Oct 26 John Hunt Park/Tennessee Valley
Nov 1-2 Cherry Point MCAS/North Carolina
Nov 2 Eastgate Towne Center/Tennessee
Nov 2 Pellissippi State Community College/East Tennessee
Nov 9 Oak Mountain Amphitheater/Alabama
Nov 15 Spence Field/Dixie
Nov 30 Oak Mountain Amphitheater/Alabama
Dec 7 Eastgate Towne Center/Tennessee
Dec 13 Cape Fear Community College/North Carolina
Alabama (334) 444-0699
Chattanooga (423) 400-3686
Dixie (850) 219-2059
East Tennessee (865) 966-9055
North Carolina (910) 622-5513
Tennessee Valley (256) 616-2692

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Lloyd W. Loring 8/1/1954 South Bend

5-YEAR MEMBERS

Logan Blackburn 8/1/1964 Indianapolis
 Peter A. Klain 8/1/1964 Detroit

45-YEAR MEMBERS

Tom Grantham 8/1/1969 Des Moines Valley
 Daniel Marvin 8/1/1969 San Francisco

40-YEAR MEMBERS

Allie P. Ash Jr. 8/1/1974 Washington DC
 Richard De Simone 8/1/1974 Blackhawk Valley
 Richard W. Forbes 8/1/1974 Washington DC

35-YEAR MEMBERS

John M. Bonvouloir 8/1/1979 Colorado
 Robert Catalano 8/1/1979 Cal Club
 C Tate Cramm 8/1/1979 Houston
 Kendall M. Cranston 8/1/1979 Ohio Valley
 Paul J. Czekanski 8/1/1979 Washington DC
 Gail L. Fetterman 8/1/1979 Oregon
 Robert H. Hayward 8/1/1979 Central Florida
 Thomas W. Keiper 8/1/1979 Buccaneer
 Joseph R. Pakovits Jr 8/1/1979 South Bend, S. Jersey
 Linda Pobst 8/1/1979 Central Florida
 Peter J. Romanowski 8/1/1979 North Carolina

30-YEAR MEMBERS

Phil Lamont 8/10/1984 Western New York
 Roger G. Addison 8/22/1984 Oklahoma
 Sandy Bell 8/21/1984 Middle Georgia
 Douglas A. Christensen 8/20/1984 Florida
 Jorge Oscar Diaz 8/30/1984 San Diego
 Richard J. Duffey 8/29/1984 Milwaukee
 David A. Fedler 8/27/1984 Milwaukee
 Raymond A. Fiore 8/28/1984 San Francisco
 Robert V. Frank 8/16/1984 Cincinnati
 Greg Horan 8/30/1984 Steel Cities
 Nancy G. Huber 8/22/1984 Mohawk Hudson,
 N New Jersey, South Jersey
 Deanna Hutchins 8/17/1984 Chicago, Nebraska
 Mark R. Hutchins 8/17/1984 Chicago, Nebraska
 Timothy D. Jackson 8/28/1984 Oregon
 Gregory Kentera 8/10/1984 Northern New Jersey
 Connie Kruck 8/22/1984 Des Moines Valley
 Christopher J. Land 8/20/1984 Eastern Tennessee
 Leon LeDoux 8/30/1984 Southwest Louisiana
 Christopher Liedtke 8/10/1984 Finger Lakes
 Michael J. Lindsley 8/22/1984 Florida
 Brenda Ward Lyons 8/21/1984 North Carolina

Stuart Myers 8/29/1984 Neohio
 David H. Panasci 8/17/1984 Central New York
 Michael J. Piera 8/10/1984 New England
 Hap Charles Schadler 8/15/1984 Continental Divide
 Hamilton N. Shepley 8/22/1984 New England
 E. Frank Shoemaker 8/4/1984 San Francisco
 David W. Sterling 8/21/1984 Washington DC
 Todd M. Stern 8/10/1984 Ohio Valley
 Sara Sugrue 8/15/1984 Continental Divide
 Jim Tikijan 8/28/1984 San Francisco
 Patty Tunnell 8/15/1984 Colorado
 Bruce E. Wentzel 8/22/1984 Detroit
 Steven B. Wolfson 8/22/1984 Washington DC

25-YEAR MEMBERS

Jamey Aebersold 8/4/1989 Kentucky
 Linda Arber 8/22/1989 New York
 Paul Barten 8/10/1989 Florida
 Charles Booth 8/28/1989 Alabama
 John R. Bowling 8/4/1989 Mid South
 Harry J. Campbell 8/11/1989 Indianapolis
 Janet Davison 8/8/1989 Detroit
 Owen Farrior 8/31/1989 Hawaii
 Judith Flescher 8/22/1989 Florida
 Delia J. Fosdick 8/28/1989 Cal Club
 Laura E. Graf 8/8/1989 Steel Cities
 Mary D. Gukich 8/11/1989 Colorado
 Michael A. Henry 8/21/1989 Atlanta
 Peter Keane 8/16/1989 Central Florida
 Mark Keller 8/22/1989 Northwest
 Randy Keller 8/24/1989 Chicago
 Julie A. Komp 8/4/1989 Milwaukee
 Greg Lusted 8/4/1989 New England
 Dermot J. McArdle 8/4/1989 Mohawk Hudson
 Roy S. Nutter Jr. 8/31/1989 Steel Cities
 Teresa Peterson 8/22/1989 Central Carolinas
 Debra Pruett 8/8/1989 Kansas City
 Russell Riedy 8/31/1989 Florida
 Alan Roraback 8/24/1989 New York
 Diane L. Scanlan 8/4/1989 New York
 Jennifer L. Schneider 8/11/1989 Land O'Lakes
 John Severtson 8/31/1989 Land O'Lakes
 Charles Shatzen 8/31/1989 Atlanta
 Jay L. Shuler 8/16/1989 Chicago
 Chuck Sieber 8/22/1989 Washington DC
 Roger B. Simonian 8/7/1989 San Francisco
 Donald R. Stark 8/4/1989 Cal Club
 William C. Trainer 8/23/1989 Chicago
 Jim Truess 8/7/1989 Northwest
 Derek Carl Turner 8/14/1989 New England



IT'S GO TIME!

At the Tire Rack Solo National Championships, taking place Sept. 2-5 at Lincoln Airport in Lincoln, Neb., there is little room for error.

Rupert Berrington

GREAT LAKES greatlakes-scca.org

Aug 3 KilKare Raceway/Western Ohio
Aug 9 Grissom Aeroplex/Indianapolis
Aug 10 Toledo Express Airport/NW Ohio
Aug 10 LFUCG Training Pad/Central Kentucky
Aug 17 Walesboro Airport/Columbus Club
Aug 17 Mid-American Air Center/Southern Indiana
Aug 17 UPS/Kentucky
Aug 17 National Trail Raceway/Ohio Valley
Aug 23 Grissom Aeroplex/Indiana Northwest
Aug 24 Toledo Express Airport/NW Ohio
Aug 24 Wilmington Airport/Cincinnati
Aug 24 Lakeland Community College/Neohio
Aug 24 LFUCG Training Pad/Central Kentucky
Aug 28 Tire Rack Test Track/South Bend
Aug 30-31 Kentucky Exposition Center/Kentucky

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

Sep 6 National Trail Raceway/Ohio Valley
Sep 6-7 Walesboro Airport/Columbus Club
Sep 7 Wilmington Airport/Cincinnati
Sep 7 Mid-American Air Center/Southern Indiana
Sep 14 Barstow Airport/Saginaw Valley
Sep 14 Owens Community College/NW Ohio
Sep 14 LFUCG Training Pad/Central Kentucky
Sep 14 Indianapolis State Fairgrounds/Indianapolis
Sep 21 Wilmington Airport/Cincinnati
Sep 21 Mid-American Air Center/Southern Indiana
Sep 21 Majestic Star Casino/Indiana Northwest
Sep 21 Subaru of Indiana Automotive/Indianapolis
Sep 21 UPS/Kentucky
Sep 27-28 Toledo Express Airport/NW Ohio
Sep 28 LFUCG Training Pad/Central Kentucky
Sep 28 Tire Rack Test Track/South Bend
Sep 28 Walesboro Airport/Columbus Club
Sep 28 Lakeland Community College/Neohio
Oct 4 Grissom Aeroplex/Indianapolis
Oct 5 Mid-American Air Center/Southern Indiana
Oct 5 LFUCG Training Pad/Central Kentucky
Oct 11 Majestic Star Casino/Indiana Northwest
Oct 11 Walesboro Airport/Columbus Club
Oct 12 UPS/Kentucky
Oct 12 Lucas County Recreation Center/NW Ohio
Oct 12 NCM Motorsports Park/Kentucky
Oct 12 Nexteer Automotive/Saginaw Valley
Oct 15 Wilmington Airport/Cincinnati
Oct 18 National Trail Raceway/Ohio Valley
Oct 19 Grissom Aeroplex/Indianapolis
Oct 19 Wilmington Airport/Cincinnati
Oct 19 Tire Rack Test Track/South Bend
Oct 19 LFUCG Training Pad/Central Kentucky
Oct 25 NCM Motorsports Park/Kentucky
Nov 2 Walesboro Airport/Columbus Club
Central Kentucky (859) 428-8157
Cincinnati (513) 256-0469
Columbus Club (317) 796-0123
Indiana Northwest (219) 713-9148
Indianapolis (765) 366-3870
Kentucky (502) 758-5314
Neohio (216) 659-1179
NW Ohio (734) 244-3133
Ohio Valley (614) 946-1017
Saginaw Valley (517) 719-8158
South Bend (574) 277-6016
Southern Indiana (812) 477-5936
Western Ohio (513) 477-4326

CENTRAL cendiv-scca.org
Aug 3 Miller Park/Milwaukee
Aug 3 Route 66 Raceway/Chicago
Aug 9-10 Minnesota State College/Land O' Lakes
Aug 17 Oskaloosa Airport/Iowa
Sep 14 Marshalltown Go Kart Track/Iowa
Sep 20-21 Old Marquette Airport/Lake Superior
Sep 28 La Crosse Fairgrounds Speedway/Lake Superior
Sep 28 Route 66 Raceway/Chicago
Oct 12 Miller Park/Milwaukee
Oct 12 Hawkeye Tech Truck Driving School/Iowa
Oct 18 Route 66 Raceway/Chicago
Chicago (630) 934-6157
Iowa mholzi@aol.com
Lake Superior (906) 440-8000
Land O' Lakes (608) 785-1773
Milwaukee (414) 688-4893

MIDWEST midiv.org
Aug 2 HEartland Park Topeka/Kansas
Aug 2-3 Columbus Air Force Base/Mississippi
Aug 3 Motorsports Park Hastings/Nebraska
Aug 3 East Crawford Rec Center/Salina
Aug 10 St. Charles Family Arena/St. Louis
Aug 10 Lincoln Airport/Nebraska
Aug 10 Yoder Field/Wichita
Aug 15-17 Lincoln Airport/Nebraska
Aug 16-17 Millington Regional Jetport/Mid South
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
Aug 24 Croder College/Ozark Mountain
Aug 24 Remington Park/Oklahoma
Sep 6 Grenada Airport/Mississippi
Sep 7 East Crawford Rec Center/Salina
Sep 7 Mid-American Air Center/Southern Illinois
Sep 13 Crowder College/Ozark Mountain
Sep 14 Remington Park/Oklahoma
Sep 14 St. Charles Family Arena/St. Louis
Sep 21 Yoder Field/Wichita
Sep 21 Iowa Speedway/Des Moines Valley
Sep 28 Remington Park/Oklahoma
Sep 28 Lincoln Airport/Nebraska
Oct 5 East Crawford Rec Center/Salina
Oct 12 Yoder Field/Wichita
Oct 12 St. Charles Family Arena/St. Louis
Oct 18 HEartland Park Topeka/Kansas
Oct 18-19 Columbus Air Force Base/Mississippi
Oct 19 Crowder College/Ozark Mountain
Oct 19 Remington Park/Oklahoma
Oct 19 St. Charles Family Arena/St. Louis
Oct 25-26 Millington Regional Jetport/Mid South
Oct 26 Metropolitan Community College/Kansas City
Nov 2 Yoder Field/Wichita
Nov 8-9 Gateway Motorsports Park/St. Louis
Nov 9 East Crawford Rec Center/Salina
Nov 15-16 War Memorial Stadium/Arkansas
Nov 16 Yoder Field/Wichita
Dec 14 War Memorial Stadium/Arkansas
Arkansas (501) 218-3267
Des Moines Valley (515) 243-3942
Kansas (913) 273-6662
Kansas City (816) 356-1445
Mid South (901) 493-2986
Mississippi (601) 441-0088
Nebraska (402) 827-3282
Oklahoma (405) 830-6061
Ozark Mountain (417) 894-7544
Salina (620) 617-8612
Southern Illinois (618) 530-1147
St. Louis (314) 691-6728
Wichita (316) 360-0515

K1 RaceGear

USA (888) K1 GEARS
INTL (760) 268-0710
K1RACEGEAR.COM



VICTORY

PRECISION

CUSTOM



GT SHOES



GT 1 GLOVES

WE OFFER A COMPLETE LINE OF HELMETS FROM MANY TRUSTED BRANDS



Stilo



SIMPSON

Arai

BELL

PIRELLA

SOLO

VEGA

425motorsports.com
425.747.0777

425
For the DRIVER in all of us...

adidas sparco PIRELLA alpinestars BELL OMP and more!

SOUTHWEST sowdivscca.org

Aug 2-3 NOLF Waldron Field/South Texas Border
Aug 3 Houston Polica Academy/Houston
Aug 17 Kimbrough Stadium/West Texas
Aug 17 Texas Motor Speedway Bus Lot/Texas
Sep 6-7 NOLF Waldron Field/South Texas Border
Sep 21 Kimbrough Stadium/West Texas
Sep 21 Texas Motor Speedway Bus Lot/Texas
Oct 4 Royal Purple Stadium/Houston
Oct 4-5 NOLF Waldron Field/South Texas Border
Oct 19 Texas Motor Speedway Bus Lot/Texas
Nov 1-2 NOLF Waldron Field/South Texas Border
Nov 8 Royal Purple Raceway/Houston
Nov 16 Texas Motor Speedway Bus Lot/Texas
Dec 6-7 NOLF Waldron Field/South Texas Border
Dec 7 Houston Polica Academy/Houston
Houston (281) 782-7512
South Texas Border (361) 980-8000
SW Louisiana (337) 263-5457
Texas jennifer.maxcy@att.net
West Texas (240) 446-4710

ROCKY MOUNTAIN coloradoscca.org

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
Aug 23 McGee Park/Rio Grande
Sep 14 Pikes Peak Int'l Raceway/Continental Divide
Sep 14 Food Services of America/Yellowstone
Sep 20 Sandia National Labs/Rio Grande
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 McGee Park/Rio Grande
Oct 18-19 Cohen Stadium/El Paso, TX
Nov 3 Front Range Airport/Colorado
Nov 8 University of New Mexico/Rio Grande
Nov 8-9 Cohen Stadium/El Paso, TX
Colorado (414) 218-1594
Continental Divide (719) 310-8281
Rio Grande (505) 220-0131
Utah (801) 495-1442
Yellowstone (406) 672-4143

NORTHWEST PACIFIC norpacsscca.org

Aug 2-3 Expo Idaho/Snake River
Aug 3 Bremerton National Airport/Northwest
Aug 16-17 Rocky Mnt Emergency Services/Montana
Aug 16-17 Helena Regional Airport/Montana
Aug 17 Hampton Lumber Mill/Northwest
Aug 25 Montana Expo Park/Montana
Sep 6-7 Rocky Mnt Emergency Services/Montana
Sep 6-7 Helena Regional Airport/Montana
Sep 20-21 Expo Idaho/Snake River
Sep 20-21 Hampton Lumber Mill/Northwest
Oct 4 Expo Idaho/Snake River
Oct 5 Montana Expo Park/Montana
Oct 12 Bremerton National Airport/Northwest
Oct 12 Montana Expo Park/Montana
Oct 18-19 Expo Idaho/Snake River
Nov 1-2 Expo Idaho/Snake River
Montana (406) 788-1735
Northwest (253) 520-1837
San Francisco www.sfrscca.org
Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org

Aug 3 Aloha Stadium/Hawaii
Aug 8 Qualcomm Stadium/San Diego
Aug 10 Hilo Drag Strip/Big Island
Aug 17 Aloha Stadium/Hawaii
Aug 24 Marana Regional Airport/Arizona Border
Aug 24 Maui Raceway Park/Hawaii-Maui
Aug 6 Qualcomm Stadium/San Diego
Sep 6-7 Hilo Drag Strip/Big Island
Sep 21 Paniewa Drag Strip/Big Island
Sep 28 Marana Regional Airport/Arizona Border
Sep 28 Maui Raceway Park/Hawaii
Oct 12 Hilo Drag Strip/Big Island
Oct 18-19 Marana Regional Airport/Arizona Border
Oct 26 Maui Raceway Park/Hawaii
Nov 23 Hilo Drag Strip/Big Island
Nov 23 Marana Regional Airport/Arizona Border
Dec 14 Marana Regional Airport/Arizona Border
Dec 21 Hilo Drag Strip/Big Island
Arizona (520) 425-1948
Big Island of Hawaii (808) 887-0588
Hawaii Aloha www.sccahawaii.org
Hawaii-Maui (808) 281-3654
San Diego (619) 922-1472

NATIONAL ROAD RALLY

WHAT USRR

WHEN Sept. 18-20, 2014

WHERE Chattanooga, Tenn.

The 2014 United States Road Rally Challenge takes place this year in Chattanooga, Tenn., doubling with the Coker Tire Challenge. All cars and competitors are welcome.



James Harte

ROAD RALLY

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

NATIONAL

Aug 30 NC Oktoberally/Land O' Lakes
Aug 31 NT Badger Trails/Land O' Lakes
Sep 18-21 USRR with the Coker Tire Challenge/Chattanooga
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 22 Hurdle GTA/New England
Aug 24 GPS Monte/South Jersey
Oct 19 Fall Foliage Fling/South Jersey
Nov 1 Covered Bridge/New England
Nov 22 Bucks County Explorer/South Jersey
New England (860) 620-4839
South Jersey (856) 228-9249

GREAT LAKES greatlakes-scca.org

Aug 3 Ice Cream Rally/Southern Indiana
Nov 8 The Blackie/Milwaukee
Indianapolis (317) 431-5228
Milwaukee (414) 378-6404
Southern Indiana (812) 476-6216

CENTRAL cendiv-scca.org

Aug 30 CR Oktoberally/Land O' Lakes
Aug 31 RT Badger Trails/Land O' Lakes
Sep 6 Yucatan Winter Rally/Land O' Lakes
Land O' Lakes (608) 685-6572

SOUTHWEST sowdivscca.org

Aug 9 Clear Blue Sky/Texas
Aug 16 DFW Map Rally/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

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

Aug 23 DoubleCross RX/Finger Lakes
Oct 11 Susquehanna RallyCross/Susquehanna
Oct 25 Beggar's Night RX/Finger Lakes
Nov 22 Fall Classic RX/Finger Lakes
Sep 13 Winter's on its Way RX/Finger Lakes
Finger Lakes (585) 281-2510
Susquehanna (717) 697-1610

SOUTHEAST sedivacing.org

Aug 2 Hollytree, Ala./Tennessee Valley
Aug 3 Durhamtown, Ga./Atlanta
Aug 10 Sweetwater, Tenn./Eastern Tenn.
Sep 6 Hollytree, Ala./Tennessee Valley
Sep 14 Durhamtown, Ga./Atlanta
Oct 19 Sweetwater, Tenn./Eastern Tenn.
Oct 21 Sweetwater, Tenn./Eastern Tenn.
Oct 25 Hollytree, Ala./Tennessee Valley
Nov 9 Durhamtown, Ga./Atlanta
Nov 16 Sweetwater, Tenn./Eastern Tenn.
Nov 23 Hollytree, Ala./Tennessee Valley
Dec 7 Durhamtown, Ga./Atlanta
Dec 31 Hollytree, Ala./Tennessee Valley
Atlanta quattros@gmail.com
Eastern Tennessee (407) 968-8768
Tennessee Valley (256) 509-3286

GREAT LAKES greatlakes-scca.org

Aug 16 Crystal Motor Speedway/Detroit
Sep 20 Thistle Hill/Detroit
Oct 25 I-96 Speedway/Detroit
Nov 19 Calhoun County Fairgrounds/Detroit
Dec 13 Thistle Hill/Detroit
Detroit (517) 515-2990

MIDWEST midiv.org

Sep 6 Greenbrier, Ark./Arkansas
Sep 14 Omaha, Neb./Nebraska
Nov 2 Omaha, Neb./Nebraska
Nov 8 Greenbrier, Ark./Arkansas
Arkansas (501) 472-5446
Nebraska (402) 416-8693

ROCKY MOUNTAIN coloradoscca.org

Aug 9 Deer Trail, Colo./Continental Divide
Aug 16 Deer Trail, Colo./Continental Divide
Aug 24 Pueblo, Colo./Continental Divide
Sep 20 Deer Trail, Colo./Continental Divide
Oct 19 Pueblo, Colo./Continental Divide
Nov 1 Carr, Colo./Continental Divide
Continental Divide (720) 299-7315

SOUTHERN PACIFIC scca-sopac.org

Sep 20 Tucson, Ariz./Arizona Border
Oct 25 Tucson, Ariz./Arizona Border
Nov 22 Tucson, Ariz./Arizona Border
Arizona Border (520) 609-9031

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:



Budget Rent A Car is offering SCCA members a promotional rate of up to 25 percent off a rental.



Receive a 10-percent discount on **Eibach** spring purchases.



Holiday Inn Savannah-Pooler is offering discounted room rates for both individual members and groups.



iRacing.com is offering annual subscriptions to SCCA members for only \$49 - a savings of more than 50 percent.



LegalShield is offering a discounted group rate and waived enrollment fees for SCCA members.



Get special association rental rates and discounts at **Thrifty** car rentals.

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.

Born on the high speed ovals of NASCAR and refined on road courses and drag strips around the world, Spek-Pro gauges are the most advanced instruments ever conceived. Ultra bright 7 color LED backlighting, configurable warning points, and peak recall make sure you stay focused on the task at hand. Visibility is further increased with a large 2-1/2" dial on a gauge that fits into a standard 2-1/16" hole. Spek-Pro gauges feature Auto Meter's amazing Pro Control outputs, allowing the gauges to control nearly any vehicle function. With our advanced digital stepper motor design and data acquisition grade sending units, accuracy and response levels are unprecedented. Spek-Pro is the next evolution in instrument technology; welcome to the future.



WWW.AUTOMETER.COM

© 2014 Auto Meter Products Inc. SR09



Accusumptm

We have oil accumulators down to a science, after all we have been designing and building them for 30 years! Our oil accumulators protect against dry starts, pressure surges and oil pressure loss!

Coming Soon!

**S2000 F-Series
Baffled Oil Pan**

Call or Email us for details!

**James "Crash" Heth's
Honda S2000**



Call: 203.481.9460
www.CantonRacingProducts.com



**Your IN-STOCK source for
Formula Ford Parts**
(and thousands of other items)



PegasusAutoRacing.com/FF

Real-time stock status • Technical information & articles
• Experienced, active racers Since 1980 •

Pegasus Auto Racing Supplies
2475 South 179th Street • New Berlin, WI 53146
1-800-688-6946 order line
1-262-317-1200 tech line



DEI SILICONE PROTECT-A-WIRE

DEI's new Silicone Protect-A-Wire Kit provides everything you need to protect high-voltage ignition wires using the latest silicone coated annealed fiberglass technology. This kit includes 25 feet of 3/8-inch ID silicone covered annealed silicone coated fiberglass sleeving with heat resistance to 400 degrees F, eight DEI branded tube ends, and numbered tube ends.

www.designengineering.com



RED LINE DUAL CLUTCH TRANSMISSION FLUID

Red Line has introduced its Dual Clutch Transmission Fluid, suitable for many of the latest 6-, 7- and 8-speed transmissions. DCTF is blended with ester base stocks for shear stability, extended drain intervals, and more consistent viscosity in variable temperatures. DCTF utilizes high-quality ingredients to provide better thermal stability, oxidation resistance, and improved wear protection.

www.redlineoil.com



HEATSHIELD HEADER ARMOR

Header Armor from Heatshield Products can reduce under-hood temperatures by up to 40 percent, lowering intake temperatures, resulting in more power on the track or on the street, with this easy to install and durable header heat shield. Header Armor is capable of withstanding a continuous 1,800 degrees F. www.heatshieldproducts.com

TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



AMERICAM K51 CAMERA KIT

The AmeriCam K51 camera kit is a fully automatic driver assistance device, which includes a monitor, waterproof camera, and wiring. Perfect for tow vehicles, the system helps a driver while reversing, aiding in trailer hitch up. A single connection is made to the reversing light circuit and ground, and then a single 3/16-inch connector is fed through the vehicle and plugged into the 3.5-inch monitor.

\$189 www.americam.co

INGERSOLL RAND IMPACTOOL

Ingersoll Rand has added the W5330 Cordless Right Angle Impactool to its catalog of specialty and general tools. This innovative new tool combines a slim, right-angle design with 180ft-lbs of torque providing versatility and comfort, while delivering incredible power to complete jobs in hard to reach spaces. www.irttools.com



DINAN D-TRONICS TUNER

The D-Tronics Performance Tuner by Dinan is a highly engineered and sophisticated piece of computer hardware and software that enhances BMW engine performance without negating or voiding your new car warranty coverage and without affecting long-term reliability or the functionality of on-board diagnostic systems.

www.dinancars.com

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

**ARE YOU PROTECTED WHILE
YOU ARE SPEEDING?**

**CALL US
TODAY FOR A
COMPETITIVE
LIFE
INSURANCE
QUOTE!**

RACERS PROTECTING RACERS FOR OVER 40 YEARS

**Make sure the most important part of your racecar
is protected on and off the race track.**

STEVEN E. GOLDIN 305-790-7600 • race962@yahoo.com

Race past rebuilds



Racing eats pistons. It's the wear, heat, friction, scuffing, detonation and other nasty stuff. Then you rebuild again. You can often race more seasons with TBC ceramic protecting the top of the piston from heat damage and PC-9 protecting the skirts and cylinder walls from scuffing, scoring and wear. Our TBC Ceramic™ coating permanently insulates domes from extreme combustion. High revving skirts are protected by PC-9, a .0008" permanent slippery, low-friction barrier which reduces the effects of heat and friction. TBC and PC-9 are only \$40 per piston.

**Longer lasting piston
Only \$40.00**

SWAIN
Tech Coatings

963 North Road, Scottsville, NY 14546
585-889-2790

Learn more on our website



swaintech.com

Finally - Affordable Racing Communications!

Quality Customer Service along with Professional Communication Products have made SRC the Industry Leader in racing communications.

From intro Start Systems through ALMS/Grand Am completely scrambled and digital racing radio communications... Here at Sampson Racing Communications. ***We've Got You Covered!***

***"We look forward to working with
you and your racing team"***

Shawn Sampson

SAME DAY SHIPPING...
With thousands of dollars of products
on our shelves, it's never a problem.
Dealer Inquires Wanted



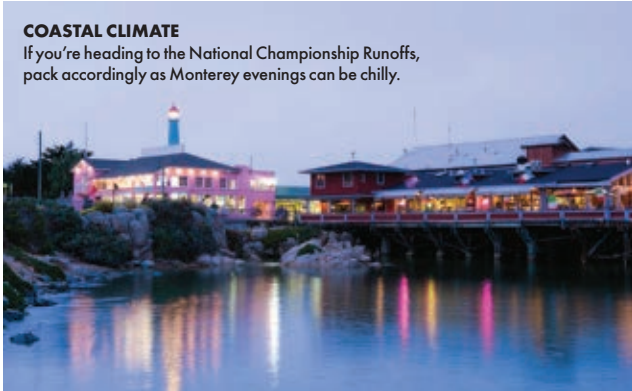
**SRC Sampson
Racing Communications**
Order Toll Free (866) 396 7231 • www.SampsonRacing.com

MAILBOX

WRITE TO **SPORTSCAR MAGAZINE:**
17030 RED HILL AVENUE, IRVINE, CA 92614
OR E-MAIL SPORTSCAR@RACER.COM

COASTAL CLIMATE

If you're heading to the National Championship Runoffs, pack accordingly as Monterey evenings can be chilly.



Stock Photo/Com / gregphapel

MORE ABOUT MONTEREY

The article about staying in Monterey, Calif., for the 2014 National Championship Runoffs was interesting [June *SportsCar*]. However, the author did not mention what clothes to bring. Maybe I can help competitors pack. Before I begin, however, let us discuss fog. Coastal fog is not the ground fog the rest of the nation deals with. It is much, much colder.

Mazda Raceway Laguna Seca is a track located in an area where you should dress in layers, putting on clothes and taking them off over the course of a normal day. A typical day begins in warm jacket, hat, and gloves. Around 9 a.m. you shed the jacket; 11 a.m. the long sleeve T-shirt comes off; 1 p.m. you're into shorts and a tank top. Then it goes backwards: 3 p.m. you're back into long pants and long sleeves; 5 p.m. put a jacket on; 7 p.m. gets the heavier jacket. That is your routine, all day, every day. Do not plan your wardrobe based on San Francisco's microclimate, as it does not reflect Monterey, Santa Cruz, or even San Jose.

For those who dream of spending time at the beach, this is Northern California where the ocean water is cold. People who spend time surfing or boogie boarding wear wet suits because the water is that cold. Go ahead and play in the surf as you will get numb in a few minutes, but don't plan a long swim. The major rule at our beaches is don't turn your back on the waves! Wave rhythm comes in sets of seven, and the seventh is often bigger than the ones before it. People can get knocked off their feet and swept away from shore, so be wary. That aside, October in Monterey is normally beautiful weather, and there are far more things to do than one has time for.

Grace Schmitt

LIGHT 'EM UP

I am the Assistant Regional Executive of the West Texas Region of the SCCA. Earlier this year at our Region's first Solo of the year, I was looking for things to improve our Club, and I saw a need for something. Some scrap metal and items from Lowe's

later, I built a homemade light tree. This started as a little garage project thrown together with minimal planning, so I have been amazed to see it has turned into an absolute hit within our Region! The comments and praises poured in during each event we used the tree, from senior members to newcomers alike.

This light tree has made our events very streamlined. We use it as a staging and launching device at the start box. The tree has added a more professional feel to the events, too. It has allowed us to take one worker from the start box and use him/her on the track. Communication between the timing box operator and drivers is now spot-on, too. As the driver approaches the box and stages, the red light is lit and the driver knows it is unsafe to proceed. Once the car on the track is nearing a safe position and the track workers are safe and clear, the yellow light is lit to tell the driver to get ready. Finally, as the preceding car and workers are clear, we give them the green and off they go!

The three-watt LED bulbs can be seen in the full Texas sun and use very little power, so they can be run off inverter power.

If people are interested in ordering a version of this system



Courtesy Nathan Vinkler

READY, SET, GO

Would starting lights make your Solo event run smoother?

for their Region, they can contact me at n.vinkler@yahoo.com, or call (918) 805-1208. The system can also be custom tailored to fit specific needs.

Nathan Vinkler



LOST IN SPACE

There is always more to learn about GPS.

WANTING MORE

I usually find *SportsCar* of some interest to read. However, in the July 2014 issue, I found the article *Global Positioning* somewhat lacking. As an average educated member of the SCCA, and like most SCCA members, I have a general idea of how GPS works. What might have been of more interest in the article is a list of GPS manufacturers, how to mount GPS, a sample of the data GPS makes available, a sample chart to record data (manually and electronically) how to apply GPS to racing (yes, most drivers know how to interpret the data), and how to make use of that data to improve one's performance on the track.

James Bell

We completely appreciate your point, although we would argue that learning how GPS works is crucial, as it helps people understand how to mount their GPS antenna as well as why sometimes eight satellite reference points might not be as good as four, why two satellites is useless, and why data from a morning session will shift in direction from sessions later in the day. Like understanding how an engine works, or how dampers work, the often overlooked basics build a stronger understanding of the complex. That said, we are planning GPS features in the future covering exactly what you suggested.

NO PURCHASE REQUIRED

FREE

CENTECH
7 FUNCTION
DIGITAL
MULTIMETER



ITEM 90899
98025/69096
Item 90899
shown

\$9.99
VALUE

LIMIT 1 - Cannot be used with other discount coupon. Coupon good at our retail stores only. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one FREE GIFT coupon per customer per day.



12628202

NO PURCHASE REQUIRED

FREE

3-1/2" SUPER BRIGHT
NINE LED
ALUMINUM
FLASHLIGHT



ITEM 65020
69052/69111
Item 65020
shown

\$6.99
VALUE

LIMIT 1 - Cannot be used with other discount coupon. Coupon good at our retail stores only. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one FREE GIFT coupon per customer per day.

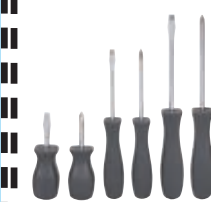


12638267

NO PURCHASE REQUIRED

FREE

PITTSBURGH
6 PIECE
SCREWDRIVER
SET



ITEM 47770/61313
Item 47770
shown

\$4.99
VALUE

LIMIT 1 - Cannot be used with other discount coupon. Coupon good at our retail stores only. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one FREE GIFT coupon per customer per day.



12582926

Why a FREE GIFT?

**Because once you see
our GREAT QUALITY and
RIDICULOUSLY LOW PRICES,
you'll never buy tools
anywhere else!**

SUPER COUPON!

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores, HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62666/67158), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.



12636938

SUPER COUPON!

PITTSBURGH

LOT NO. 68048/69227/62116

RAPID PUMP®
3 TON
HEAVY DUTY
STEEL FLOOR JACK

Item 68048 shown

SAVE \$85

\$74.99

• Weighs 74 lbs.

REG. PRICE \$159.99

12630470

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

NEW

800 RUNNING WATTS
2 HP (63 CC)
GAS GENERATOR

LOT NO. 66619
69381/60338
Item 66619 shown

\$99.99

SAVE \$80

\$129.99

REG. PRICE \$179.99

12592163

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

US*GENERAL PRO

56", 11 DRAWER
INDUSTRIAL
ROLLER CABINET

LOT NO. 67681/69395

• Weighs 441 lbs.
• 3458 lb. Capacity

\$699.99

REG. PRICE \$1199.99

Item 67681 shown

SAVE \$500

12590168

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

CENTRALPNEUMATIC®

3 GALLON, 100 PSI
OILLESS PANCAKE
AIR COMPRESSOR

LOT NO. 95275
60637/69486/61615

Item 95275 shown

SAVE 50%

\$39.99

REG. PRICE \$79.99

12590266

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

CAN AND OBD II
CODE READER WITH
MULTILINGUAL MENU

CENTECH

LOT NO. 98568
62142
Item 98568 shown

SAVE 43%

\$44.99

REG. PRICE \$79.99

12601826

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

"The Ideal Trailer Dolly"
- RV Magazine

HEAVY DUTY
TRAILER DOLLY

HaulMaster

• 600 lb. Capacity

Item 37510 shown

\$49.99

REG. PRICE \$79.99

LOT NO. 37510
60533/69898

12611950

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

"Voted the Best Deal in Winning"
- Off-Road Magazine

12,000 LB. ELECTRIC WINCH
WITH REMOTE CONTROL AND
AUTOMATIC BRAKE

LOT NO. 68142/61256/60813/61889
Item 60813 shown

\$299.99

SAVE \$200

\$399.99

REG. PRICE \$499.99

12601514

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

SUPER COUPON!

RECIPROCATING SAW
WITH ROTATING HANDLE

CHICAGO ELECTRIC
POWER TOOLS

LOT NO. 65570/61884/62370

Item 65570 shown

SAVE 56%

\$21.99

REG. PRICE \$49.99

12626986

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 11/25/14. Limit one coupon per customer per day.

Over 25 Million Satisfied Customers • No Hassle Return Policy • 100% Satisfaction Guaranteed
500 Stores Nationwide • HarborFreight.com • 800-423-2567 • Lifetime Warranty On All Hand Tools

CONTACT
PATCH**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

Championship
Season Begins

This has been a mediocre racing season for me, although it certainly could have been worse. Last year, I laid claim to three wins and many podiums against stiff competition before heading to the National Championship Runoffs. In contrast, this year I've only managed three third-place finishes; the rest I spent watching the podium celebrations. Sure, I've had some memorable races along the way, but I find myself staring at my 2014 trophies and wanting better results. Consequently, I'm doubling down as I head into SCCA's championship season, changing my car's setup dramatically as the Runoffs nears. My goal is to engineer a better racecar, bringing a higher level of competition to the Runoffs than I have before.

My story is far from unique in this Club. Between the Tire Rack Solo National Championships, the Runoffs, and RallyCross National Championship, some 2,000 of SCCA's quickest are preparing to compete at an SCCA National Championship, winner-take-all event in September and October. And many of these drivers are not looking for a weekend drive; rather, they are tomorrow's legends fighting their way for a spot into racing's history books.

For every competitor at these keystone events, there is a unique story in tow. Even the most accomplished drivers have spent the season overcoming obstacles - and they know how they want the season to end, too. Entering their National Championship event, perhaps they're looking for the number one spot, to score a top 10 at the Runoffs, to claim a trophy at the

Solo Nationals, or maybe they just want to finish the event unscathed. Regardless, we are a Club of go-getting goal setters, and we do everything necessary to succeed.

This issue marks the start of *SportsCar's* championship season coverage and, as with your competing, our goal is to improve upon what we've done in the past with the magazine. Consequently, I have to offer a giant thank you to Kart Modified six-time Solo National Champion Paul Russell for playing along during this month's *Who*

Even the most accomplished drivers have spent the season overcoming obstacles"

Will Win the Solo National Championships feature and cover shoot. It took a lot of guts to trust me on these shots, but he jumped right in - with spectacular results!

You'll also find this month's *Who Will Win* does not read like it has in the past. As with our racecars, we're always looking for a better setup with *SportsCar*, and we feel we might have found one.

At the end of the day, everything we do is about the competition, and I'm excited to see what this year's championship season brings, both for you and for me. Whether it's wrenching into the wee hours of the morning trying not to cross thread that last bolt into the intake manifold, or finding a more exciting presentation for *SportsCar* features, preparation for the National Championships has begun, and it's poised to be the best ever! 🏁

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **SEPTEMBER 1994**

- The *SportsCar* staff and contributors took its best guess as to who would take the top spots in the then 50 classes at the 22nd Solo National Championships.
- *Formula Ford Rock* covered the 25th anniversary of the class and all of the action that took place at Lime Rock Park.

30 YEARS AGO... **SEPTEMBER 1984**

- *This is IT* covered the exploits of the fastest growing category in Club Racing, Improved Touring. SEDiv had just joined in the fun, adopting the rules used by SPDIV.
- The *Solo Scene* feature included an upcoming reorg of the Prepared category, and a class list for the new EP class.

40 YEARS AGO... **SEPTEMBER 1974**

- The new Champion Spark Plugs Super Nationals kicked off with a pair of events at Road American and Mazda Raceway Laguna Seca, both with massive fields, and the potential for bump qualifying.
- *Weekend in the Park* covered all the action at the Duryea Drive Hillclimb.

50 YEARS AGO... **SEPTEMBER 1964**

- A letter published to the Club Racing Competition Board stated the concerns of one member, who believed there were far too many classes and championships.
- Dixie Region hosted the inaugural Club race at Bainbridge Industrial Park, in Bainbridge, Ga.

Wilwood

Step up to Championship Performance



“ My Wilwoods stay consistent lap after lap. I can focus all my attention on driving the car.”

Jerry Onks
SCCA Champion Driver

SPEC37

GT Series Competition Rotors

- Certified Spec37 alloy, balanced directional vane rotors run smooth, cool, and true with the highest resistance against thermal distortion, fatigue, and wear



Quick-Silver S/T Race Calipers Radial Mount

- Forged billet Aerolite and Superlite race calipers feature a long wearing nickel based finish with the unmatched heat management and retraction control of spring dampened T-1 Thermlock® pistons



PolyMatrix Pads Unyielding Performance

- Time and track proven, championship formulas for extreme competition



Smart Pads Get Dialed In

- Four compounds to fine tune response by heat range



EXP 600 Plus

Super Hi-Temp Racing Brake Fluid

- Highest ERB dry boiling point and stability with protection against heat induced vaporization, compressibility, and additive break down



Visit your local dealer or call us direct 805.388.1188

wilwood
DISC BRAKES

Power. Control. Precision.

805.388.1188 www.wilwood.com

Designed, Tested, and Manufactured in the USA



WHEN
YOU'RE TOLD
YOU CAN'T DO
SOMETHING,
PROVE THEM
WRONG.



zoom-zoom

Prove them wrong he did. When an IED exploded under Marine Staff Sergeant Liam Dwyer in May of 2011 in Afghanistan, he was told he'd never drive again, let alone race. But his conviction never faltered. After enduring nearly 50 surgeries, here he stands: victorious. Congratulations Staff Sgt. Liam Dwyer and racing partner Tom Long on your victory at Lime Rock Park in your MX-5 Miata. Here's to many more.

To learn more about Liam's story, visit: www.youtube.com/MazdaUSA

