

SPORTSCAR



THE NATURAL

What the future holds for
SCCA Pro Racing's rising star

PRO RACING REVIEW

The 2014 champions

MOVING FORWARD

Spec Miata rules review

FUTURE OF MX-5

The next spec series

KENTON KOCH

Champion:
Mazda MX-5 Cup presented
by BFGoodrich Tires

73.1

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15



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15 16 17



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15



SUSPENSION









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ON THE COVER

Kenton Koch took the MX-5 Cup title in convincing fashion, and is poised to be the next big thing in U.S. professional racing. Sean Rice captured him in deep thought.



Sean Rice

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THE NEXT BIG THING
Kenton Koch captures the MX-5 Cup and moves up



Mike Ditz

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GLOBAL ATTACK
The next generation of the MX-5 Cup is going global - catch a ride



Perry Bennett

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LEAVING THE LINE
Revisiting changes that made 2014 a great year, then looking forward

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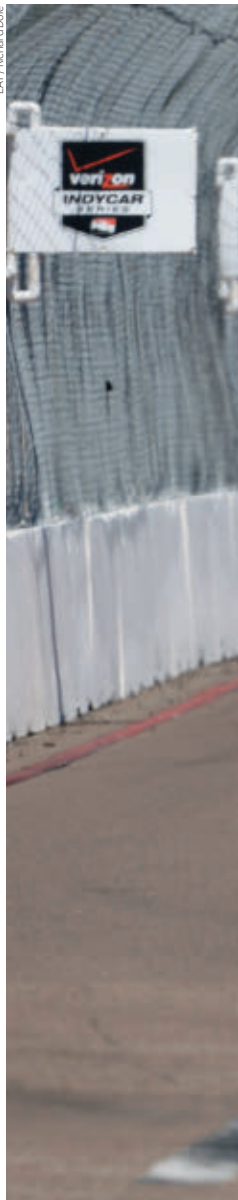
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P.O. BOX 19400, TOPEKA, KS 66619-0400
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LAT / Richard Dole



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PRO SERIES REVIEW

Many of the top SCCA Pro Racing series have crowned champions, so we talk to the winners - see if your favorite came out on top



WORLD CHALLENGE

The 2014 season saw some of the best racing on record.

THIS MONTH IN FASTRACK NEWS >

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



As competition wrapped at the 2014 SCCA Tire Rack Solo National Championships for Super Street R Ladies, a number of the competitors gathered to look over the preliminary results, including (from left to right) Deborah Jarboe, Shelly Monfort, Learic Cramer, and Crissy Weaver. Monfort claimed the win, her sixth title in a row and eighth overall.

DATE Sept. 5, 2014

LOCATION Lincoln Airpark, Lincoln, Neb.

WHAT SCCA Tire Rack Solo National Championships

PHOTOGRAPHER Perry Bennett





John Fitch was SCCA's first National Champion at a time when it required competing in all forms of sports car events across the country. He was also the first American road racer to get a top level factory drive in Europe, blazing a trail for future professional American drivers.

DATE Circa March 1957

LOCATION Sebring International Raceway, Sebring, Fla.

WHAT John Fitch enjoys a break between sessions at the 12 Hours of Sebring

PHOTOGRAPHER SCCA Archive

WINNING

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**Andy Lee, Best IT Racing Crown Seven Camaro
Pirelli World Challenge GTS**



Photo David Yowe / DLYmotorsportsimages.com

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CLUB LIFE



GET YOUR NUMBER

U.S. Majors Tour registration is in full swing, and now all remaining numbers are up for grabs. As with the 2014 season, drivers can reserve their preferred number for each event in a particular Majors Conference at sccamajors.com.



2015 SEASON IS JUST AROUND THE CORNER

DOUBLETAP

The Tire Rack ProSolo National Series will hit Wilmington twice this year.

The recently announced 2015 Tire Rack SCCA National Solo schedule includes the two National-level tours and the Tire Rack ProSolo series, slated to visit many of the competition sites that have helped elevate the autocross program through the years. A new facility is also on the docket for the forthcoming season.

The National Corvette Museum Motorsports Park, in Bowling Green, Ky., will play host to its first SCCA National Solo event when the Tire Rack Match Tour travels there for a mid-season event, May 2-3. The facility is a multi-purpose motorsports facility that opened fall of 2014. The Match Tour event will utilize the autocross/skid pad area.

The Tire Rack ProSolo National Series will also make two visits to Wilmington, Ohio, this season"

The Match Tour is also scheduled to stop in Moultrie, Ga., June 6-7. This year's visit will be the first time a National Solo event utilizes the facilities at Spence Field since 1996.

Also of note is that this year's ProSolo event at the El Toro Airfield, in Irvine, Calif., April 25-26, will be the last National Solo event held at the site that has become a favorite to many drivers. The first

event at El Toro was held in 2001, and was used by the local SCCA Region before that. Almost every year since, the location has been utilized as a stop on the ProSolo schedule. However, commercial development is set to begin on the area in late 2015.

The Tire Rack ProSolo National Series will also make two visits to Wilmington, Ohio, this season, with the first event scheduled for May 20-31, and the return visit slated for Aug. 1-2. Meanwhile, the site for the Utah Match Tour is still under consideration, but the date, set for June 27-28, is confirmed. A final decision on the location should be coming within the next month.

BATTERY TENDER TENDS MX-5 CUP

Mazda Motorsports announced that Battery Tender will be joining the SCCA Pro Racing Mazda MX-5 Cup series as a title partner. For 2015, the series will be known as the Battery Tender Mazda MX-5 Cup Presented by BFGoodrich Tires.



SCHEDULES

TIRE RACK SOLO CHAMPIONSHIP TOUR

DATE	CITY/STATE	FACILITY
March 14-15	Cecil, Ga.	South Georgia Motorsports Park
March 21-22	San Diego, Calif.	Qualcomm Stadium
April 11-12	College Station, Texas	Texas A&M University Annex
April 18-19	Crows Landing, Calif.	Crows Landing Air Facility
May 24-25	Lincoln, Neb.	Lincoln Air Park West
June 13-14	Fountain, Colo.	Pikes Peak Int'l. Raceway
June 13-14	Ayer, Mass.	Devens Airfield
July 11-12	Packwood, Wash.	Hampton Mills
Aug. 8-9	Wilmington, Ohio	Wilmington Airport

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

DATE	CITY/STATE	FACILITY
Sept. 8-11	Lincoln, Neb.	Lincoln Airpark West

TIRE RACK MATCH TOUR

DATE	CITY/STATE	FACILITY
May 2-3	Bowling Green, Ky.	NCM Motorsports Park
June 6-7	Moultrie, Ga.	Spence Field
June 27-28	Utah	TBD
July 18-19	Toledo, Ohio	Toledo Express Airport

TIRE RACK PROSOLO NATIONAL SERIES

DATE	CITY/STATE	FACILITY
March 7-8	Blytheville, Ark.	Arkansas Aeroplex
March 28-29	Irvine, Calif.	El Toro Airfield
April 25-26	Crows Landing, Calif.	Crows Landing Air Facility
May 9-10	East Rutherford, N.J.	Met Life Stadium
May 22-23	Lincoln, Neb.	Lincoln Airpark West
May 30-31	Wilmington, Ohio	Wilmington Airport
June 6-7	Mineral Wells, Texas	Mineral Wells Airport
June 27-28	Toledo, Ohio	Toledo Express Airport
July 18-19	Packwood, Wash.	Hampton Mills
Aug. 1-2	Wilmington, Ohio	Wilmington Airport
Sept. 5-6	Lincoln, Neb.	Lincoln Airpark West



WORLD RACER

MX-5 Cup will return in 2016 with a global strategy.

GLOBAL DOMINATION

Starting in 2016, there will be multiple global Mazda MX-5 Cup series around the world, including North America, Europe, and Asia. It will all culminate at the end of the year with a Global Shootout at Mazda Raceway Laguna Seca to crown the series champion who, along with other prizes, will receive a one-day test in Mazda's TUDOR United SportsCar Championship SKYACTIV Prototype racecar.

The 2016 Global Mazda MX-5 Cup carries on a long tradition of MX-5 spec racing that began with Spec Miata, one of the most popular racing categories in the U.S. and Canada that is also gaining traction in other parts of the world.

In a first for Mazda, the Global Mazda MX-5 Cup racecars will be sold ready to race from a single supplier. Final specifications for the car beyond the fact that it will be equipped with a 2.0L SKYACTIV-G four-cylinder engine have not been determined. Mazda will be working over the next year to select the optimum suspension, powertrain and safety modifications for the car. For more information, flip to pg. 51 of this issue.

SCCA PRO RACING FORMULA LITES

The new SCCA Pro Racing Formula Lites, the brainchild of Dennis McCormack, Ryan Arciero, and Max Crawford, is an open-wheel race series designed to fill a longtime void in the United States open-wheel market. The Formula Lites concept incorporates the latest technology, high-quality engineering, and a price point that offers a modern racing experience at a sensible purchase and operating costs.

Designed and manufactured to the latest F3 FIA safety specs, the full-carbon monocoque mates a 2.4L, 16-valve Honda engine to a 6-speed sequential gearbox featuring pneumatic paddle shifters, a feature every veteran or aspiring race driver should be using in today's motorsports era. "This new car represents the very latest technology and engineering for a price that makes it not only easier to purchase, but maintain and race as well," says Arciero.

Priced at just under \$121,000 complete, the FL15 is slated to compete in a 12-race, six-weekend SCCA Pro Racing Formula Lites championship series in 2015, with a final schedule expected to be finalized in the coming weeks.

CHECKERED FLAG: JERRY DUNBAR

Jerry Dunbar was a mainstay in the Central Division for decades. He started racing SCCA in the early 1950s and continued until he retired in the mid 1990s. In those years he was a fixture at all local sports car tracks. He started every Road America June Sprints except one from 1956 through 1996. He rarely missed any event at Blackhawk Farms. He drove MGs, the Edwards Special, a D Jaguar-Chevrolet, two Corvettes, a Camaro, and finally a GT-1 Firebird/Camaro. He even won GT-1 at the Runoffs in 1980. He was a Regional and Divisional officer for years. Remembered for many things, not the least being that he was never going to be a formula car driver.

Tom Schultz



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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 PUBLISHER

Steve Bottom

SALES MANAGER Sophia Lopez

ADVERTISING DIRECTOR Rick Nitti

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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RACER Media & Marketing, Inc.

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Irvine, CA 92614

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

E-mail sportscar@racer.com

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

niademarco@wrightsmedia.com

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Jay Bonvador

WORLD CHALLENGE HITS MOTOR CITY

The SCCA Pro Racing Pirelli World Challenge series has added an additional race weekend to its 2015 schedule. The GT and GT-A classes will return to the streets of Motown as part of the Chevrolet Detroit Belle Isle Grand Prix, May 29-31, 2015.



LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

CLUB VIEW

Hot Shoes

Cover man Kenton Koch is one of many excellent young drivers we considered for the single candidate that we were allowed to nominate to the Americas selection event for the FIA Young Driver of Excellence Academy. "Send your best and brightest," we were entreated. "Easier said than done," we replied as we considered drivers from almost every program in the SCCA.

Competitors are coming into our sport at earlier ages and achieving a great amount of success – and our choice was incredibly difficult. We went through the rosters, and the depth of talent was impressive. Our proud 70-year history includes some of the most iconic names in motorsports. With SCCA programs continuing to develop the nation's best, it is great to know these are some of the men and women whose names will be called out for honor in the future.

From Solo, Junior Karting has been around long enough to produce its own alumni who have bested the best in very competitive efforts, such as Garfield, Regganie, Clements, and Saunders. Some fresh faces in Club Racing have also been proving their mettle, Saurino, Morales, Aquilante, Mallinen, and Kearby. We saw several of these names on the podium at

the Mazda Raceway Laguna Seca Runoffs this fall.

And there are some fine young hot shoes coming out of SCCA's Pro ranks as well. Holbrook, DiMeo, and Cherry out of Pirelli World Challenge, Francis who double dipped in both World Challenge and Trans Am. Skylar Robinson and Sam Beasley are second-generation names from the Club side who are making a mark in our formula car series. Landy, Bickers, Gallagher, and, of course, Koch, are some of the cream of the crop from MX-5 Cup.

For the dozen or so that I've named, there are two dozen or more who deserve mention.

Concern about an aging driver population brought some changes in the Club over the last few years, and we've welcomed younger drivers into both autocross and racing programs as well as karters who are coming in from other organizations. We are beginning to see the results of the progressive thinking that has opened these doors.

Another contributing factor is the SCCA Pro Racing platform for these drivers has grown significantly over the last five years. With the addition of Touring Car classes, opportunities for budgeted drivers abound. Trans Am is seeing record fields; Pirelli

World Challenge the same. FF, or F1600 and F2000 drivers from those as the current SCCA Pro Racing series are titled, have been the stage for open-wheel talent for decades.

It is important to have developmental paths that lead from our Club experience through the professional ranks. While that has not been clearly marked, improving that is a goal for us on the Club and Pro sides of the SCCA. We are working with our manufacturer partners and other industry businesses toward making it happen.

This roadmap also includes cars. Ensuring that there is a class for professional cars to run on the Club side provides crossover entries for our Regions. That the Club side owners of these cars have an easy entry into the Pro series when they come to town is an aspirational element that we should encourage through consistent rule sets.

As the story unfolds, we did select Kenton, he won and now goes on to represent the United States and the SCCA. I'm proud that he is our country's representative in the global FIA competition and thrilled that through these young women and men, the road racing side of our sport has such a strong future. This is the Club that I want to belong to! 🏁



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MAJOR RACING AT KANSAS SPEEDWAY

Kansas Speedway is the latest addition to the U.S. Majors Tour Mid-States calendar; the doubleheader weekend will be June 20-21, 2015, on the 2.37-mile road course, which uses the progressive banking of the oval.

SET THE RECORD STRAIGHT

In the December issue of *SportsCar*, we noted that Formula F National Champion Jeremy Grenier is the 2014 recipient of the Road Racing Drivers Club's prestigious Mark Donohue Award. We also printed that Grenier will be inducted into the RRDC. While some Mark Donohue Award winners are inducted into the RRDC, not all are, and we do not know whether Grenier will eventually receive that honor.

Since 1971, the Mark Donohue award has been presented to a participant of the SCCA National Championship Runoffs who "exhibited the outstanding performance of the weekend in terms of personal spirit and performance behind the wheel," says the RRDC Website. With Grenier's performance at Mazda Raceway Laguna Seca in October, he certainly deserves the honor. We apologize for the confusion.



Jeff Loeve

WINNING BIG

Jeremy Grenier has a lot to celebrate.



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

Racing into 2015

First, I want to say "thank you" to some major contributors to the Club and its operations over the past few years. They're leaving positions of leadership, although we'll still have the use and benefit of their ideas and opinions for years to come.

After a full two terms on the Board of Directors, Mike Lewis and Robin Langlotz will leave the board at the end of the year. Mike, serving many years as SCCA Inc. Treasurer, has fixed us on a solid footing financially, and as a member of the SCCA Pro Racing Board of Directors has ably led that group to sporting and business success. Robin brought to the Board a

THE CLUB BOARD

pragmatic sense of customer service for our events, and taught us how we can positively solve problems for our members and Regions. We will welcome both their replacements, but Mike and Robin will leave a lasting impression on the Club.

We will also say a sad farewell to two important staff members at SCCA headquarters - Vice President of Finance and Administration Rick Ehret, and Vice President of Club Racing Terry Ozment. Rick's retiring from his Vice President job, but rumors are that he will continue to serve Club in a role at SCCA Pro Racing. Terry Ozment has been the leader of our

headquarters' Club Racing team for the last decade, a time of major positive change in our participation and programs. She made much of it look easy, although knowledgeable observers understood that, like a swan on still pond, there were feet paddling like crazy just below the surface. We owe much to Rick and Terry, and thank them for their service.

While I've written about it previously, it's appropriate to again mention Tom Campbell, SCCA Pro Racing CEO, for his work in restoring the glow to SCCA Pro Racing. Stepping in under tough circumstances, he remade the business model and turned SCCA Pro Racing from red ink to black. This "temporary" assignment lasted four years, and we thank him as he again heads to retirement.

These folks, and others, have laid the groundwork for all the new programs you'll be seeing from SCCA.

"New" and "SCCA," you say? From "The Lab" we've just seen a successful prototype for Track Night In America, the Solo program is continuing its Starting Line success, and we're constantly looking for ways to bring new life to our programs. ☉

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."

MEMBERSHIP REFERRAL LEADERS FOR OCTOBER

NAME	RFRRLS	REGION
Warren Leach	111	San Diego
Brian Ghidinelli	64	San Francisco
Christopher Brake	26	Indianapolis
Gayle Jardine	26	Cal Club
Carol Deborde	24	Reno
Jeremy McCauley	23	Allegheny Highlands
Sydney Davis	22	Houston
Johnathan Burchardt	21	Southwest Louisiana
Meredith Evans	18	Oklahoma
Karen McCoy	18	Oregon
Robyn Wasser	17	Reno
John Zuccarelli	17	Florida
Rondall Smart	15	Houston
Allan Coy	13	Cal Club
Mike Holzinger	13	Iowa
Brian Melani	13	Tennessee
Shari McCoy	11	Cincinnati
David Vodden	10	San Francisco

We have had 2,325 members refer 3,310 new members.

REGION LEADERS

(Category based on 2013 year end membership)

REGION	GROWTH	RETENTION
Jumbo Regions (800+):		
Houston	10.3%	81%
Oregon	10.2%	87%
Florida	8.2%	83%
Large Regions (401-799):		
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PRO RIDE
Robert Clarke has worn many hats in the world of professional racing, one of which was as CEO of De Ferran Motorsports.

Q&A:

ROBERT CLARKE

In July, SCCA hired Robert Clarke to head up SCCA Pro Racing, but that's only half the story

In July, SCCA hired Robert Clarke as the new President and CEO of SCCA Pro Racing. Under his watch will be all the series that fall under SCCA Pro Racing, including the series featured in this issue starting on pg. 22, plus Trans Am. But Clarke is also taking on an additional challenge: he's been named the Vice President of New Business for SCCA Inc. There, he works hand in hand with SCCA President and CEO Lisa Noble to grow the Club membership through creative, new initiatives. So what makes Clarke so ideal for these new roles?

SportsCar: *We understand that you were instrumental in the success of Honda Performance Development's professional racing programs, and the rumor is you built HPD from the ground up.*

Robert Clarke: In 1992, Honda was thinking about getting into IndyCar racing, and ultimately I got the job of heading up that department. Nothing existed at that point. There were no instructions and no building. I was given a piece of paper with five or six handwritten objectives. It was something like: build a building, hire some people, train the people, start racing, win a race, and win a championship.

SC: *Your education is quite diverse, with an undergraduate degree in architecture and Minors in civil, mechanical, and electrical engineering, and then Masters in art and industrial design. How did that land you a job running the department that wins professional racing championships?*

RC: I started teaching architecture after getting my degrees, but I woke up one morning thinking I was teaching and had no real world experience. I had a passion for motorcycles, so I went to work for a company called Vetter in the mid 1970s

making fairings and saddlebags. From there, I tried running my own commercial art business. One day I saw a classified ad for Honda - they were looking for someone with motorcycle experience.

I was on the Honda motorcycle accessory side for a year and a half and then went to product planning. I thoroughly enjoyed the job, but came in one day to find I'd been transferred. Honda was looking for someone to oversee the design and construction of the new headquarters in Torrance, Calif., so I was transferred to that department. I tried to get myself out of there as quickly as I could, and through my motorcycle division connection, I found my way to the HPD program.

SC: *Many people in the motorsports industry get hooked early in life. What did it for you?*

RC: Being a Navy fighter pilot, my father was very into technology, and he had his own interest in sports cars. When I was 6 or 7 years old I had an interest in go-karts. My first go-kart was very "trick" and was all aluminum - my father said that if we were going to have a kart, we were going to have a good one.

In 1958 or '59, there was a fellow working in the same section as my father who had an Elva Formula Junior that he raced with the SCCA. He invited us to watch him race at Lime Rock. He let me put air in the tires, polish the car, and that sort of thing. That experience was it - I bought it hook, line, and sinker.

In the 1960s, when I was 16 or 17 years old, we'd been to a number of SCCA races and I pushed my dad for us to get a racecar. In Formula C, the engines were totally open other than it being a 1,100cc class. This was of interest to my father because this encouraged innovation. We bought a used Merlin Formula C chassis and put two Kawasaki air-cooled motorcycle engines in the back. I took all of my school racing that car.

SC: *SCCA Pro Racing is currently a sanctioning body with no direct control over series it used to manage, like Pirelli World Challenge and Trans Am. Will that continue to be the model you pursue in your current role?*

RC: Everyone, including the membership of the SCCA, would like Pro to grow back to what it used to be in the days of Can-Am and Trans Am when they were at the height of their popularity. But today most series are struggling, so while our dream is to get Pro back to that level, it will only happen when we can do it without the risk or jeopardizing the Club side of the business.

SC: *The Vice President of Business Development position is new. What does your role entail?*

RC: The thinking is, "If you were starting the SCCA today, what would it look like?" What would be its structure and what would be its mission statement?

You can't deny the power of the car and the industry that builds and supports it. It's finding ways to connect with the group of society that appreciates their relationship at such a level that they would want to be a part of a club that has an allegiance to the car and wants to enjoy it at a special level.

The SCCA is all about sports cars and the performance of cars, and ultimately motorsports. But at its core it's about society; it's about people. It's about people who have a common passion for cars, and enjoying their relationship with cars. From that perspective, we're working on a variety of ideas to engage today's youth who are coming of driving age. Even the kids who like building cars out of Legos; we'd love to help feed that passion.

Ultimately, the job is a lot of fun - it's anything you can dream it to be.

**RACHEL KERSWILL**SCCA MEMBER SINCE 2003
RENO REGION

When I was 12 years old my mom stuck a helmet on my head and tossed me into the passenger seat of our Subaru WRX at our local SCCA Solo event. I remember being terrified and thinking I would never be able to drive like that.

My first experience actually being in the driver's seat at a Solo event was even more intimidating. As I pulled up to the line, I wanted nothing more than to get out of the car and run away but, by the end of the run, I could not wait to do it again. It was a total rush!

I have been lucky to have so many amazing mentors and coaches in the SCCA over the years"

That first run got me hooked. Since then I've become increasingly involved with the SCCA, attending as many events as I can. The SCCA members have become my second family, and racing has become my passion.

For me, Solo presents a constant challenge, which I love. There is always something I can improve on and learn. And, as an adrenaline junkie with a competitive edge, the SCCA has been the perfect place to learn, grow, and compete.

I have been lucky to have so many amazing mentors and coaches in the SCCA over the years. Although I've raced in a variety of cars, the one I have the most experience in and have always come back to is the Mazda RX-8. Winning Nationals in the RX-8 this year was an incredible experience, especially because of the great class of competitors I ran with and because I was able to take the win in the first car I ever autocrossed.

I'm looking forward to many more years of Solo and to getting involved with the other motorsports activities available with the SCCA."

IMAGE Michael R. Erwine



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(actual picture)

SpeedcastTV.com – go there and see all the races from the 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca, which took place in early October. Any time you wish, all 27 races are available online. This is an especially cool service for those of you who were in the races. Heartbreak and heroics, and no one understands it better than those of us who drive and work the tracks. I got to do the race analysis on half of them, with longtime pro Rick Benjamin doing the call. Our better half was Greg Creamer and Jeff Lepper; top pros you'll know from the Pirelli World Challenge series broadcasts.

What I love about the Runoffs is that the drivers are not professionals. The action is far less predictable. Anything can, and does, happen. Pros can be almost boring in their perfection; lap after lap, spot on. Pros often don't seem to be able to pull off a close finish without hitting each other, either. This frustrates me, because I believe that sometimes the true nature of the sport is lost under the burden of winning at any cost.

Watch the races, you'll see thumbs up on the cool-off lap – from the second-place guy to the first. I saw backslapping and hugs in the pits after the race. Not always; let's not be all Pollyanna, it's an emotional and dangerous sport. But, we must recognize and accept the risks

going in. This is what “that's racing” means. Sometimes it's really awful, too, ain't it?

Let's start with some awful. Darryl Wills was leading Formula Mazda, duking it out, shooting for his fourth Runoffs title in FM, when he suddenly pulled over after a pass attempt on him in Turn 3. “Flat tire. Did Mike Anderson's end plate get it?” I speculated. No, it was sound. Urgh. That's a tough one; black flagged out of the lead at the Runoffs.

This tugs at the grass-roots strings of my heart. It shows a lot of faith, and not much good sense”

Mazda Raceway Laguna Seca has very strict sound controls as part of the Monterey County Parks system. We deal with them all the time doing *Motor Trend* testing there in streetcars even. We have to remind ourselves how very lucky we are that this racetrack still operates. It's a miracle, thanks to an Army General who liked racing a long time ago, and organizers SCRAMP, sponsor Mazda, and more. But poor Wills was livid. I'm sure he was confident his car was proper. When two or three cars are running together, how can one be singled out?

I don't know the details, but Wills was one of many who struggled with noise levels all week. This was another area

where it was an advantage to be a local, and have experience with that sound meter.

Mike Anderson came through for the win with an aggressive last-lap, no-contact pass into Turn 2. He got under Alan McCallum with a bit of wheel lock, and Alan wisely went a little wide to avoid, and Mike made it stick.

The STL class was fascinating, because like so many others it looked like a runaway – and then it didn't. I honestly expected many more walkaways than I saw, happily, 'cause I love a close contest. STL is also a cool combination of front- vs. rear-wheel drive, Integras and Miatas up front. They ran early on Saturday and were delayed a long time for fog, which is common on the Monterey Peninsula. It had been hot and sunny all week, but the morning was damp and chilly, 50s not 80s.

The marine layer finally lifted – barely – and, at the green, Spencer Trenery moved quickly from fourth into a six-second lead. Total domination. It's over. Just give him the trophy now and save all the wear and tear. Then the sun came out. That's Monterey. A whole new weather day in five minutes, and suddenly the lead was waning rapidly.

Trenery had chosen an aggressively soft Hoosier meant for autocross. Brilliant if the fog had held a little longer. Next, two Miatas and Cliff Ira in another Acura get by, Ira

holding point. But it ain't over, because Ira starts smoking heavily. The car, I mean.

For a couple corners it even billows from the cockpit. I can picture the crew begging officials not to meatball him. It seemed to be more vapor than liquid, but poor Laughlin's Miata was getting polluted. Turns out the dipstick had come loose (crankcase pressure?), and dripped drama-oil on the exhaust and, through it all, Ira came home the champ.

I cannot help but admire James Wilson of Black Armor Helmets, almost famous for driving his B-Spec Mazda2 racecar to Mazda Raceway Laguna Seca from his home in Texas. This tugs at the grass-roots strings of my heart. It shows a lot of faith, and not much good sense. Screw good sense, this is adventure! It ought to be a law, we'd all be a lot more respectful.

Adventure certainly is the early history of the SCCA; just tape the headlights and go. I used to do that, even to some pro races with T.C. Kline, including a full-on Firestone Firehawk CRX, from Road America to Portland. Solo-ers do it all the time.

Wilson ran hard and finished sixth, and then had a scare when his airline flight home suddenly popped an interior wall at 30,000 in the air. Stick to terra firma, James.

I feel for Andy McDermid who had a brake issue slow his shot at

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

The 2014 Runoffs



another title in his WeatherTech Mustang in America Sedan, and Aaron Bailey who ended up backwards in Turn 2 on the last lap after contact. It was a good demonstration of my *Vortex of Danger* theory, and the necessity of getting into the vision of the car ahead in the brake zone for a clean pass.

David Daughtery used to crew for our T.C. Kline race team, then he beat me in the rain at the Mid-Ohio Runoffs in SSB, so I watched his Touring 3 run with interest. He took the Tire Rack pole with a Nissan 370Z, then lost several top competitors in a Turn 3 melee behind him. Another reason the pole is helpful.

“It was looking like a walk, but then Tom Wickersham reeled David in with his Mustang”

It was looking like a walk, but then Tom Wickersham reeled David in with his Mustang. David had also tried a very aggressive tire choice, and they were fading. Tom got by him, David cooled his tires a bit, and then gave him a mirror shot into Turn 6, and Tom ran wide. Clever, sporting intimidation by the now eight-time champion.

Mark Feinstein, who also crewed Porsches with me back when, came third in what looked like a nice, new Audi S4 from the

parking lot. But the unsung almost-hero of this race was Kevin Fandozzi, who, under the radar, was slicing and dicing his way to the front in his Chevy Cobalt after troubles in qualifying, when another *Vortex of Danger* moment prevented his happy ending.

Catch the action right now on SpeedcastTV.com, because you just never know, people. It is never over until you drive under the checker. ●



CLIFF HANGER

Nobody wants to watch a runaway race. A close battle with dramatic position changes makes for a much more exciting event.



THE WINNER'S TOUCH

SCCA Pro Racing's 2014 season was fraught with highs, lows, dominating performances, and a number of surprises. Meet the ones who put it all together and can now call themselves champions...

MAIN IMAGE LAT / Richard Dole







Dave Green

SCCA Pro Racing provides a sea of fascinating, titillating, and utterly breathtaking racing. Open wheel, closed wheel, production based, spec cars - SCCA Pro has it all. But when you think about it, it's the racer's who make the various series as exciting as they are; SCCA Pro Racing simply provides the playground for these talented racers to put it all on the line.

The 2014 season was different in many ways. For the first time, Pirelli World Challenge welcomed all FIA GT3 cars into the GT field, and competitors flocked in droves. Over night, World Challenge GT became an exotic field of Ferraris, Lamborghinis, Bentleys, and more. To a lesser degree, the same was true with the GTS field, too, as GT4 cars like the Aston Martin joined the fray.

Women also flexed their muscles in 2014. Shea Holbrook, who became the second woman to win a World Challenge race when she took the checker at Long Beach in 2011, added a number of wins to her resume in 2014 when she claimed five more victories. And, in the F1600 Championship Series, Ayla Agren became the first woman in that series' history to win a race when she claimed the first of the Mid-Ohio rounds in July; she backed that up with wins at the Pittsburg International Race Complex and Watkins Glen, and garnered enough points to clinch the overall series title.

Not counting Trans Am (which will be receiving its season roundup in the next issue of *SportsCar* as the final

THE DETAILS

(ABOVE) The racing was tighter than ever in 2014, so the smallest detail could make the difference between success and failure. (RIGHT) The fruits of a hard earned Pro Racing victory are so sweet, but often elusive.

round for Trans Am had not happened at the time of this printing), SCCA Pro Racing sanctioned 124 professional races in 2014. Of those, women won 6.5 percent. We're not sure if this is a record, but we're pretty certain it is.

This is only a snippet of the 2014 SCCA Pro Racing action. The following pages tell the rest of the tales from the eyes of the winners... 🏆



Dave Green

2014 BY THE NUMBERS

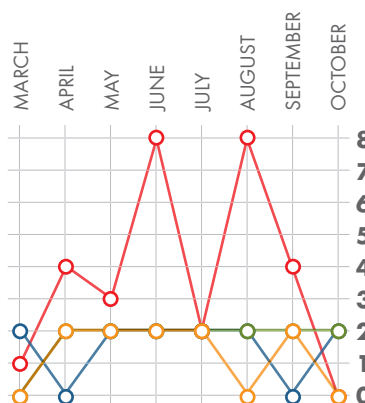
80
SCCA PRO RACING ROUNDS

124
INDIVIDUAL RACES

6.45%
OF RACES WON BY WOMEN

RACES PER MONTH

PIRELLI WORLD CHALLENGE
MX-5 CUP
F1600 CHAMPIONSHIP SERIES
F2000 CHAMPIONSHIP SERIES
ATLANTIC CHAMPIONSHIP SERIES



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BALANCING ACT

Johnny O'Connell clinches back-to-back-to-back titles in an amazing Pirelli World Challenge GT season | WORDS Jeff Zurschmeide MAIN IMAGE Richard Prince / Cadillac Racing



Johnny O'Connell is in the prime of one of the most successful careers in SCCA Pro Racing Pirelli World Challenge racing, having just won his third consecutive GT class championship. In 14 seasons of World Challenge racing for GM, O'Connell has claimed seven championships.

"It was an amazing season," O'Connell says. "The battle this year was with BOP [Balance of Performance]. We got restrictor plates and added weight. We're a team that should be qualifying in the first two rows, and at times we were lucky to qualify eighth or ninth. That was extremely

frustrating, but it meant that we, as a team, had to operate perfectly. If there's one thing I'm most proud of, it's how we were able to work as a team."

A first-corner shunt made a disappointing start to the season in St. Petersburg, but there's a reason this is called Pro Racing.

"There are certain races that every driver wants to have on their resume," he says. "Long Beach is one of those. I don't want to say it's our Monaco, but it's our Monaco. I really needed to get points for the pole, leading the most laps, and for winning the race. I was mathematically very aware of what was going on."

"That was extremely frustrating, but it meant that we, as a team, had to operate perfectly"
JOHNNY O'CONNELL



Richard Prince / Cadillac Racing

THE TEAM BEHIND CADILLAC RACING

Every racer knows the amount of shop time it takes to put any car on a racetrack, but a Pirelli World Challenge GT entry requires the efforts of dozens of skilled professionals. "If there's one person on the team who is most responsible for our success, it is Steve Cole," says GT Champ Johnny O'Connell. "We've been working together for 14 years. He's the program manager and he's assembled a great group of guys who are all geniuses. These are really, really smart guys. In order to win these days, you don't just need good mechanics; you need guys who got [a perfect score] on their SATs. You know about Cadillac Racing, but it's Pratt & Miller Engineering behind it all."

PIRELLI WORLD CHALLENGE

MICHAEL MILLS CAPTURES GT-A TITLE

2014 was the debut year for the new GT-A class, which runs as a race-within-a-race of the GT class. The GT-A group is designed to attract and recognize "gentleman" drivers. To qualify as a GT-A driver, an individual must not earn his or her primary living from being a racing driver, and must never have won a professional racing series championship.

This year, the inaugural World Challenge Sportsman's Cup and a nifty B.R.M. wristwatch went to Michael Mills, driving a Porsche GT3R from EFFORT Racing.

"I came out of IMSA GT3 Cup, so I had a long relationship with Porsche," Mills says.

Mills drove that Porsche to a total of six race wins among the GT-A competitors, and finished the season with a 70-point lead over second-place GT-A competitor Henrik Hedman in a Ferrari 458.

Like all good racers, Mills is quick to spread the thanks around. "First, I need to thank my wife; she's been instrumental and extremely supportive. We work as a team! MSR Houston is my employer, and they are gracious enough to allow me to go and chase this dream."



Jay Bonvolont

BACK IN BLACK

Johnny O'Connell is one of the most successful active drivers in SCCA Pro Racing, having just capped off his third consecutive, and seventh overall, World Challenge title.

O'Connell did what he needed to do, qualifying on the pole and leading every lap on the way to the Long Beach win. He followed that up with a solid season. By the end, O'Connell had racked up two more wins, three seconds, three thirds, and four pole positions.

"I am 100 percent certain I'll be driving for Cadillac next year," O'Connell tells us. "We won't know what the series will throw at us until we get closer to the season, so we just need to be able to adapt quickly, and we've shown that we're able to do that." 🍷

GT BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Johnny O'Connell	1,558 pts
2	Mike Skeen	1,402
3	Anthony Lazzaro	1,372
4	Andy Pilgrim	1,338
5	Andrew Palmer	1,256
6	James Sofronas	1,062

DRIVER WINS

Johnny O'Connell	3
Mike Skeen	3
Ryan Dalziel	2
Anthony Lazzaro	2
Andrew Palmer	1
Guy Smith	1
Nick Tandy	1
Robert Thorne	1
Kuno Wittmer	1



MANUFACTURERS' CHAMPIONSHIP

CADILLAC 90 pts (3 wins)

AUDI 85 (4)

FERRARI 62 (2)

PORSCHE 57 (3)

MCLAREN 27 (1)

BENTLEY 26 (1)

DODGE 16 (1)

LAMBORGHINI 10 (1)



Jay Bonvillian

Lawson Aschenbach is no stranger to the winner's circle in Pirelli World Challenge. He holds prior championships in Touring Car and in the GT and GTS classes. This year he claimed his second GTS championship in a row. "We knew coming into the season that it was not going to be easy," Aschenbach says. "With the way things played out last year, we knew we would have to fight and scratch and claw for every point."

GTS is the salad bowl of World Challenge – something from everyone makes up the largest fields in the series. In the mix of everything from the Aston Martin GT4 to the Kia Optima, Aschenbach pilots a Chevrolet Camaro.

"I've been running Camaros for a number of years now," he says. "It's not

KIA CLAIMS GTS MANUFACTURER TITLE

Although the Kinetic Motorsports drivers Mark Wilkins and Nic Jonsson finished third and seventh in the Drivers' Championship, their consistent performance delivered the Manufacturers' Title to Kia. The two Kia drivers led the class in the number of miles led during races, and were second in laps led, pole positions, and fastest race laps.

"We're still relative newcomers, but we've established ourselves as credible competitors," says Scott McKee, Kia's Director of Corporate Communications. "In five years, we've had a really good run. We're going to keep building on that. We want to make sure that our reputation is more like the reality of our products."

only a great street car, it also works very well on the racetrack. To be able to have a car that works so well on track is incredible. It's a testament to Chevrolet and all the work they've done."


With the "Balance of Performance" formulas in use by World Challenge organizers, it's challenging to predict what will happen over the course of a season with a particular car. Early season

winners often see their performance decline as the formula changes.

"To be able to get the win at St. Pete was a huge momentum swing for us, but the next few races were really tough and put us in a pretty big hole," says Aschenbach. "We had a really good car and a really good team, but we needed a little help from the series to bring us back in line with the other

cars. Fortunately, they were able to help us out at Mid-Ohio."

With a little help from the performance formula, Aschenbach and his Black Dog Racing team claimed two poles and two wins, and led every lap of both races in Ohio.

"We proved again that we could climb the mountain and get back into the hunt," he says. 



CLAWING FOR POINTS

Lawson Aschenbach returns to the top once more in 2014 SCCA Pro Racing Pirelli World Challenge GTS

WORDS Jeff Zurschmeide MAIN IMAGE Dave Green



GTS BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Lawson Aschenbach	1,448
2	Jack Baldwin	1,398
3	Dean Martin	1,106
4	Jack Roush Jr.	1,083
5	Tony Gaples	1,046



DRIVER WINS

Lawson Aschenbach	4
Jack Baldwin	3
Nic Jonsson	3
Dean Martin	3
Mark Wilkins	2
Nick Esayian	1

MANUFACTURERS' CHAMPIONSHIP

KIA	89 pts (5 wins)
FORD	83 (3)
CHEVROLET	76 (4)
PORSCHE	73 (3)
ASTON MARTIN	15 (1)
NISSAN	2 (0)

BALANCE

(ABOVE) Lawson Aschenbach found the right balance to keep his Chevrolet Camaro up front, scoring back-to-back GTS titles.



FOR THE RECORD

Michael DiMeo puts his Honda Civic Si on top in a rollercoaster ride of an SCCA Pro Racing Pirelli World Challenge Touring Car season | WORDS Jeff Zurschmeide IMAGE Jay Bonvouloir



The record for race wins in one season of SCCA Pro Racing Pirelli World Challenge is eight, set by the legendary Peter Cunningham in 2010. That record was matched this year by 22-year-old Michael DiMeo in the No. 71 Children's Tumor Foundation Honda Civic Si, driving for Karl Thomson's Compass360 Racing.

"I've been racing karts since I was 7 years old," DiMeo says. "I wanted

I was lucky enough to have the championship clinched with a couple of races to go"

MICHAEL DIMEO

to make the transition into sports cars because I felt that would be the most natural path for me to take. So I collaborated with Karl [Thomson]

and he set up a plan last year that would get me racing in Pirelli World Challenge.

"I did two races last year. One was in the Canadian Touring Cars and I raced the World Challenge season finale last year in Houston. That was my first World Challenge race. This season was my first full season racing cars, so it was all new to me."

It's unusual to set a record, but what



FOR THE KIDS

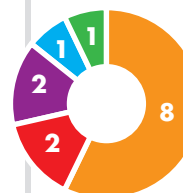
Compass360 Racing supports the Racing4Research program of the Children's Tumor Foundation. Children battling neurofibromatosis are invited to the track as guests of the team, and hosting them gave Michael DiMeo an extra motivation.

"It was really special to win at Mid-Ohio because there were kids from the Children's Tumor Foundation out that weekend," says DiMeo. "They're a great group of people and I really wanted to get a win for them. They go through struggles every day, so to see them cheering and smiling is priceless. I had a race-long battle for the lead with Steven Doherty. We had six position changes throughout the race – it could have been either one of us."

TC BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Michael DiMeo	1,573
2	Karl Thomson	1,075
3	Adam Poland	993
4	Steven Doherty	627
5	Fred Emich	496



DRIVER WINS

Michael DiMeo	8
Steven Doherty	2
Adam Poland	2
Fred Emich	1
Karl Thomson	1

MANUFACTURER WINS

HONDA	9
MAZDA	2
NISSAN	2
VOLKSWAGEN	1

was truly remarkable was how dominant DiMeo was right out of the gate.

"We won the first six races, and then I won at Mid-Ohio," DiMeo continues. "I was lucky enough to have the championship clinched with a couple of races to go. It happened that I couldn't attend the second-to-last race of the season because I didn't have sponsorship. I worked extremely hard at getting back into the car for

the last race because I hated seeing the car on the live stream without my name on it! So I made sure I was at the last race – whatever I had to do."

After what has to be one of the best rookie seasons ever, DiMeo is naturally effusive with his praise: "World Challenge is a great series, Compass360 is a great team, and the drivers I raced against were second to none," he says. 🍷

DOMINATION

Michael DiMeo put together a dominating season, winning eight times on the way to the Touring Car title.

BIG BAD WOLFE

In his rookie year, Jason Wolfe claims the first TCA title in SCCA Pro Racing
Pirelli World Challenge history | WORDS Jeff Zurschmeide IMAGE Dave Green



NEW CHALLENGER

(ABOVE) Jason Wolfe and his Kia Forte Koup surprised a lot of people in 2014.

For the rookie year of the TCA class in SCCA Pro Racing Pirelli World Challenge, 20-year-old Jason Wolfe claimed the class honors with an impressive total of five wins, three seconds, and a pair of thirds. In 14 races, Wolfe finished off the podium only four times, and each of those was a fourth-place finish.

In a season where podium finishes were the norm, it can be tough to pick out a standout moment, but Wolfe has a clear memory. "My favorite win was Mid-Ohio in the rain," he says. "That's my home track

and there were a lot of people there. We were up to P2 overall after the first lap. One where I didn't think we were going to get it was at Brainerd, but everything fell into place and we ended up second, which helped with the championship and took a lot of stress off."

"It really shows the Kia is a well-built car and, set up right, it's a good performance driving car"
JASON WOLFE

In addition to winning the Drivers' Championship, Wolfe delivered the manufacturer's title to Kia Motors. "We're sure surprising a lot of people and making other people mad," Wolfe says. "We brought a car that not a lot of people really look to as a performance car. Up in GTS, Nic Jonsson and Mark Wilkins are beating out Porsches and others at a bunch of races. It really shows the Kia is a well-built car and, set up right, it's a good performance driving car."

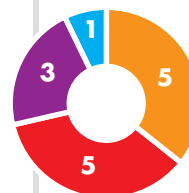
For next season, Wolfe hopes to repeat his championship performance: "We're looking at a few things for next

year. We want to stay with Kinetic because they're a great team. They're super professional and fun to be around. Hopefully we'll do another year in TCA and then get into the Kia Optima in GTS for 2016. Nothing's set in stone yet, that's for sure - but that's the overall plan." 🏆

TCA BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Jason Wolfe	1,597
2	Shea Holbrook	1,390
3	Ernie Francis Jr.	1,366
4	Jason Cherry	1,319
5	Russell Smith	405



MANUFACTURER WINS

KIA	6
HONDA	5
MAZDA	3

WHAT IS TCA, ANYWAY?

2014 was the first year of the TCA class in Pirelli World Challenge. The concept grew out of the TCB (B-Spec) rules package as a cost-effective way to get new drivers into World Challenge racing.

"The cost of racing, especially for some of our TC and TCB competitors, is a barrier to running in the series, so we look at ways to reduce costs where we can," says Geoff Carter, Director of Competition for Pirelli World Challenge.

TCA cars are limited to a stock sealed engine and transmission, stock bodywork with no composites, and only limited suspension modifications. TCA cars may upgrade to StopTech front brakes. All Touring Car classes run on a spec Pirelli P Zero tire.

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THE RIGHT PRICE

Brian Price runs to the front in SCCA Pro Racing Pirelli World Challenge TCB | WORDS Jeff Zurschmeide IMAGE Jay Bonvouloir



MOVING UP
(ABOVE) Brian Price made the decision to move to SCCA Pro Racing Pirelli World Challenge after a number of years of Club Racing.

There's a way that SCCA Pro Racing is supposed to work: bring in drivers from the Club ranks and help them take their careers as far as their talent and dedication will allow. And, sometimes, that's exactly how it works out. This year, Pirelli World Challenge crowned a champion who ran his first pro race in April of this year, and who came to the series with a used car and only enough money to make a few races.

"About two and a half years ago, I went down to St. Pete and watched the TC race - I was hooked," says 2014 Pirelli World Challenge TCB

Champion Brian Price. "I've been racing a Miata in Washington D.C. Region since 2008, and this year I decided I wanted to move up and try to do something different.

"The Honda Fit was available, so I went and looked at it and made the decision to buy it," he continues.

"About two and a half years ago, I went down to St. Pete and watched the TC race - I was hooked"
BRIAN PRICE

new sponsor for the last two races," he says. "CarSquare.com is in it for the long run. They want to help us next year, hopefully sponsoring for the whole season, and we're looking for really good things. I have the B-Spec car for sale, and I plan on running TC-A in either a Honda or a Mazda." 🎯

TCB BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Brian Price	1,390
2	Nathan Stacy	1,265
3	Tyler Palmer	1,207
4	Paul Holton	1,053
5	Jason Fichter	974

B-SPEC BY THE NUMBERS

From its beginnings in 2012, Pirelli World Challenge TCB has grown to respectable size in just three years. All told, 26 drivers put points on the board in TCB this year. Half of those drivers were World Challenge rookies, including 2014 series Champion Brian Price, second-place finisher Nathan Stacy, and the fourth-, fifth-, and seventh-place finishers.

On the manufacturer's side, Honda won the championship in commanding fashion, with eight drivers piloting Honda products, including the champion. Mini came second with nine drivers winning points, including third-place season finisher Tyler Palmer. Also competing were Ford, Chevrolet, Mazda, and Fiat.

"I actually signed up for four races, and I had the money set forth to do that, but after winning the first race, second race, and third race, I was trying to finish the season. If it wasn't for the contingencies from World Challenge and Honda, I wouldn't have been able to afford to race the whole season."

While offerings from Honda and World Challenge helped Price claim the TCB Drivers' Championship, his on-track performance also helped him land additional outside help. "I had a



DRIVER WINS

Brian Price	5
Johan Schwartz	3
Tyler Palmer	2
Paul Holton	1
Glen Nixon	1
Chase Pelletier	1
Nathan Stacy	1

MANUFACTURER WINS

HONDA 10

MINI 3

FORD 1

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CHANGING THE GAME

Ayla Agren claims the SCCA Pro Racing F1600 Championship Series title, becoming the first female to clinch the series | WORDS Monty Mathisen IMAGE Jeff Loewe

F1600
formula f
championship

Ayla Agren became the first female to win a race in the SCCA Pro Racing F1600 Formula F Championship Series when she prevailed at Mid-Ohio in July 2014, and was the class of the field at the close of the title fight, with a last-lap pass for the win and 2014 championship at Watkins Glen in mid-October in her No. 83 Team Pelfrey Mygale/Honda.

"I have two moments that really

"The racing is about putting yourself in the right position at the right time"
AYLA AGREN

stand out to me as 'game changers,'" says Agren. "Those are the VIR weekend, even though the second race wasn't great result-wise, everything felt good in the car

and I knew that we had good momentum going into the rest of the season.

"The second moment is the following race weekend at Mid-Ohio, scoring our first win in the F1600 category. We brought that confidence with us to the following races."

The season was highly competitive, with a lead group of 10 cars often trading the lead back and forth through the races. Agren, who hails



ELEVEN WINNERS IN 14 RACES

One of the most competitive seasons anywhere, the 2014 F1600 Championship Series season saw 11 winners in 14 races, with events usually coming down to last-lap dicing.

2014 Champion Ayla Agren won three races, while Masters Class veteran Jim Goughary won two earlier in the year, and the balance were split among pro driving instructor Franklin Futrelle, Masters Class ace Steve Bamford, Mikhail Goikberg (in a one-off, track-learning weekend), Brandon Newey (the 2012 series runner-up), Newey's Chastain Motorsports teammates Evan Mehan and Sam Chastain, Jack Mitchell Jr. (who dominated the Canadian F1600 tour in 2013), and Augie Lerch and Garth Rickards (for Team Pelfry alongside Agren).

F1600 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Ayla Agren	492 pts
2	Garth Rickards	479
3	Augie Lerch	419
4	Jack Mitchell	408
5	James Goughary	381

F1600 PRO WINS



from Norway, won the most of anyone, three races, in her sophomore season, and is expected to move up the racing ladder in 2015.

"One thing that always hits me when looking at the on-boards again after a race is that it reminds me of a battle scene from a movie," she says. "Everyone is literally inches apart, but it is pretty cool that when we all drive with respect for each other how tight and clean the racing is."

INCHES TO SPARE

(ABOVE and RIGHT) Ayla Agren (81) became the first female to win a race in the SCCA Pro Racing F1600 Formula F series, and went on to take the title.



Dennis Valet

Describing her driving style as smooth, she adds: "The racing is about putting yourself in the right position at the right time. This is crucial, especially in the F1600 category as drafting plays a huge part. During one lap in the F1600 you most likely will get more chances to pass than most other categories. This also makes you good at planning and positioning yourself in the right spots toward the end of the race." 🟡



A RACE AT A TIME

Tim Minor repeats his SCCA Pro Racing F2000 Championship Series title in 2014, besting some tight competition | WORDS Monty Mathisen IMAGES Dennis Volet

F2000
Championship

Tim Minor fended off the kids to repeat his SCCA Pro Racing F2000 Championship Series title in the No. 88 Ski Motorsports Citation. At the end of the year, Minor edged 18-year-old Skylar Robinson for the Championship and took a total of five wins on the season.

"I take every season one race at a time, but I always also see the big

picture," says the 53-year-old racer who owns an automotive repair business in Virginia. "For me, the October Watkins Glen weekend was the hardest. I put the car on the pole for the Saturday race and was promptly hit from behind in the first turn by Skylar. It took me a while to re-fire and I put my head down and twice broke the track record coming

back up through the field to take eighth. That was the defining moment as I kept my composure and I passed Skylar in the process."

Minor is unique among his competition, with a moderately sized trailer and working on his own racecar.

"I honestly feel that I get better under pressure, not worse," he



VARIED SCHEDULE PLAYS TO DRIVERS AND CHASSIS SETUP

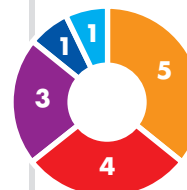
Seven weekends, six tracks, and 14 races in the 2014 edition of the F2000 Championship Series offered up a diverse offering for the paddock to respond to. While a pair of Citations for Tim Minor and Skylar Robinson proved to be the cars to beat at the flowing circuits, there were new names in the winner's circle and at the front of the field elsewhere.

Sam Beasley's Polestar Van Diemen came alive midseason, with a track record at VIR and three wins, two coming on the short Pittsburgh course, and again at Watkins Glen in October. Thomas McGregor prevailed in the new F2000 chassis from Spectrum at VIR and was constantly on the podium throughout the season. Charging through the field was Jason Rabe, who improved some 55 positions in his eight starts.

F2000 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Tim Minor	520 pts
2	Skylar Robinson	518
3	Sam Beasley	472
4	Thomas McGregor	436
5	David Grant	380



DRIVER WINS

Tim Minor	5
Skylar Robinson	4
Sam Beasley	3
Thomas McGregor	1
John Larue	1



adds. "I work on my own car virtually every night and I bring a full focus with me to the garage. There is a reason I've had only a single DNF over five years. There really isn't any 'easy' in this series if you are trying to run in the top 15 or so.

"I'm very determined to get everything I can from my

CONSISTENCY

Tim Minor showed that consistency is king, winning five times and maximizing every other finish to take the overall title.

equipment," Minor continues.

"In every test and in every session I have a thought-out plan and I execute. I'm aggressive but consistent. I've learned how to be fast without making big mistakes. I try to learn something every session I'm on track. There's more to it than just going fast. You have to finish." 🏆



CALCULATED AGGRESSION

Daniel Burkett dominates the SCCA Pro Racing Atlantic Championship Series in 2014, winning the series in style | WORDS Monty Mathisen IMAGES Dennis Valet

ATLANTIC

BY FORCE

Daniel Burkett (ABOVE and RIGHT, center) forced his way to the front of many SCCA Pro Racing Formula Atlantic Series races, clinching the championship for his efforts.

Daniel Burkett smoothly won seven out of 10 races in the 2014 SCCA Pro Racing Atlantic Championship Series, cruising to the title in his Swift 016/Mazda from K-Hill Motorsports. "The most important race of the 2014 season was the opener at Road Atlanta," says the Canadian talent. "At that event, I established myself as the man to beat all season and set the benchmark for my competitors to reach. If I didn't perform well at the season opener

I think the season may have gone differently as I would have been in a more desperate chase position rather than setting the pace at the front."

Along with seven wins came countless poles and new FA track records, but Burkett's most interesting drive came at Mid-Ohio during the Sunday race. The Winnipeg native spun his No. 4 machine from the lead early in the race, falling down the order to third. From there, he would

hunt down his two main 2014 rivals, fellow aspiring drivers Jimmy Simpson and Ethan Ringel, to take the victory and reset the track record.

Another challenge came at VIR, with engine problems limiting his track time.

"I think VIR race two was my best race all season," says Burkett. "I barely got any practice laps due to an engine failure and I had to overcome the adversity of a DNF that day. I knew that [Simpson] was quicker than I was in some laps, but I had to focus forward and push my comfort zone in order to stay ahead. I took a lot of risks in order to find the lap time I needed.

"I would describe my driving style as calculated aggression. I like to manhandle the car a bit, sort of force it to do what I want it to do. You have to push a car to its tipping point in order to get the best read on what needs to be changed." 🏆

ATLANTIC EXPANDS FOR 2015

What started as a three-weekend experiment in 2012 is now going full-bore for the Formula Race Promotions group and SCCA Pro Racing. The Atlantic Championship Series will expand from a five-weekend, 10-race format to a seven-weekend, 14-race schedule in 2015, pairing up with the successful F2000 and F1600 Championship Series. Series owners cite customer demand from Atlantic drivers and teams for the additional two weekends.

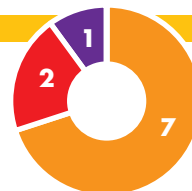
As for the top drivers in 2014, reigning series Champion Daniel Burkett is expected to move up in the open-wheel world. Jimmy Simpson drove an Indy Lights car at Mid-Ohio and is continuing to look for funding to run in that category, and Ethan Ringel has already signed an Indy Lights deal for 2015.



ATLANTIC BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

1	Daniel Burkett	462 pts
2	Jimmy Simpson	340
3	Keith Grant	318
4	Conner Kearby	315
5	Ethan Ringel	315



DRIVER WINS

Daniel Burkett	7
Jimmy Simpson	2
Ethan Ringel	1

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THE NEXT BIG THING

At just 20 years old, 2014 MX-5 Cup Champ Kenton Koch is the fastest rising star in SCCA Pro Racing

WORDS Jeff Zurschmeide IMAGES Sean Rice

Racing in a spec series like SCCA Pro Racing Mazda MX-5 Cup presented by BFGoodrich Tires is designed to highlight the driver rather than the car. But because the cars are all equal, in most years, championships aren't decided until the last race. However, this year, MX-5 Cup saw one of the most dominating performances in its history. The new MX-5 Cup champion for 2014 is Kenton Koch, and his Cinderella story shows what SCCA Pro Racing and the Mazda ladder system are all about.

"My dad raced desert cars in the Baja 1000 when I was a child, so my first memories are of playing with my little red truck, watching my dad fly by in a VW Beetle racing in the desert," Kenton says. "I've always been interested in cars. It wasn't something my dad forced on me. I wanted to do this!"

Kenton's karting career took off at age 8, and he spent the next eight years working on his race craft. At the end of 2010, Kenton found the Mazda Motorsports ladder program, and he hasn't checked his mirrors since.

"I did the karting shootout 2010 and was able to get some scholarship money. Then I did the Skip Barber formula car regional series in 2011 and I went to the champion's shootout and won a scholarship. I switched to the regional Skip Barber MX-5 series in 2012 and won, and then I won the national Skip Barber MX-5 series in 2013. Now I've been in MX-5 Cup for a year and I've been on scholarship money my entire life," Kenton says.

The scholarships that have kept Kenton moving up in the racing world are substantial.

"I actually added up the money I've earned to go racing in the last four years and it totals \$380,000. There's no way my family could ever pay that much to go racing. I'm really grateful to be here, and without Skip Barber and Mazda I wouldn't be," he says.

"I actually added up the money I've earned to go racing in the last four years and it totals \$380,000"
KENTON KOCH

A BALANCED LIFE

At age 20, Kenton is a professional racing driver when most of his peers are getting their first street car. But Kenton understands the importance of keeping one foot in the normal world of a young man while pursuing his career goals.

"I'm currently a student at Cal State Fullerton," he says. "I was a mechanical engineering major, but I'm switching to business. I can't seem to figure out calculus for the life of me!"

While racing is hardly a subject taught at colleges, Kenton found a way. "I'm involved with the school's Formula SAE program, where we design and manufacture a formula car," he says. "I'm really in tune with the suspension team and the way they're going about things. So, I'm still getting an education in how a car works but, at the same time, if I get a business degree I'll be able to understand more in-depth about how to get the money to go racing. If it



FUN AND GAMES

Like many racers, Kenton Koch utilizes a racing simulator to gain extra seat time away from the track.

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takes me a little bit longer to get through school, that's OK. That's the main thing for me - I have to finish school no matter what."

Yet even with a busy racing schedule and his studies, Kenton makes time to be a normal guy.

"I still have a little bit of time for a social life. On weekdays and weekends when racing isn't happening, I still get to hang out with my friends and family. I like the mountains. I love the snow, and if it's during the winter when I'm not racing, I love snowboarding. I try to play it safe and smart, but I enjoy the fresh air in the mountains with friends."

WINNING IN MX-5 CUP

Getting back to Kenton's racing career, in the 12 races of this year's MX-5 Cup, Kenton earned nine pole positions, claimed six victories, and set three track records.

"The highlight of my year was Houston," he says. "I knew I had to start mentally preparing myself and getting my head in the game. Houston was where I started seeing results. At Houston, my two fast laps were identical down to the

In five years I'd like to be at Le Mans with Mazda driving a SKYACTIV diesel"
KENTON KOCH

thousandth of a second, so I got the pole for both races. Then I won both races, and that turned the tables for the rest of the season."

NEXT STEPS

Among the best things about winning the MX-5 Cup championship is that Mazda awards a major scholarship, to the tune of \$200,000, to the winner - enough to make it possible to fund a ride in one of several pro series.

"We're looking at IMSA Prototype Lights now," Kenton says. "I got a chance to drive one at Petit Le Mans on the promoter test day. I had only three sessions in the car and I was pretty much on pace. Obviously, there's that last half-second to find, but if I get a few more test days, I think I'll be looking quick."

The funds from the scholarship are contingent on finding another Mazda-powered ride, but even if that

was not the case, Kenton prefers to dance with his trusted partner.

"Right now I've dedicated my racing career to Mazda. I've been involved with them since the beginning and I want to stay loyal to them. Honestly, without Mazda I wouldn't be where I am today. They've offered me scholarships all the way up from karting to where I am now. That's how I made it. They've offered me a lot and I'd like to stay with them."

Asked about the future past next season, Kenton has very specific goals. "In five years I'd like to be at Le Mans with Mazda driving a SKYACTIV diesel or whatever they have at that time. Or be at the top racing series in North America - I'd love to be at the pinnacle of sports car racing for Mazda."

FIA ACADEMY OF THE AMERICAS

If this story was about any other racer, it might be tempting to think that Kenton is reaching for the stars by dreaming of racing at Le Mans. But before you discount that dream, consider that Kenton recently competed against the best drivers in the Americas for a spot in the FIA Institute Academy in Europe. "The FIA

GET SMART

(LEFT) Having the preverbal ace up his sleeve with plenty of racing talent, racer Kenton Koch climbed the Mazda Ladder system all the way to the top. (ABOVE) As a student at Cal State Fullerton, Koch is focusing on business, a decision that could help fund his racing career for years to come.



ATALE OF TWO SERIES

(ABOVE) Kenton Koch (12) won the MX-5 Cup Championship handily in 2014, but was just as dominant the season prior in the MX-5-based Skip Barber Mazdaspeed Challenge, which runs alongside MX-5 Cup. (RIGHT) As Koch joins the IMSA Prototype Lites ranks in 2015, he's anxious to start cracking open the bubbly for more post-race celebrations.

Academy has a series of six selection events around with the world," Kenton says. "The FIA asked ACCUS for nominees, and each sanctioning body nominates one driver. SCCA nominated me to ACCUS, and ACCUS chose me over the nominees from IMSA and the other sanctioning bodies.

"I went to the FIA Academy of the Americas to represent the United States. It was in Puebla, Mexico, at the Autódromo Internacional Miguel E. Abed. There were people from all the countries in the Americas. It was a competitive atmosphere, but we all wanted to help each other, so we all had fun."

The competition included physical fitness and psychological tests in addition to competitive driving.

"We drove Legend cars around the track and I was fastest all three days," he says. "At the end, they chose the top six out of the 12 who were there, and we did a shootout. There were three sessions, two laps each, one car on track at a time."

In the end, it all came down to one clean lap. "They taught us how to be adaptable. I was the last one out on the final day, and I wasn't the fastest,

I focused on what I needed to do.... That made an impression on the judges"
KENTON KOCH



so the pressure was on me. I focused on what I needed to do to get the most out of the car, and I was able to go fastest. That made an impression on the judges."

EUROPE AND BEYOND

The prize for winning in the Academy of the Americas is a trip to Europe in 2015 - six event weekends in different locations including Edinburgh, Scotland; Chamonix, France; and others.

"I'm really interested to see what Europe is like," says Kenton. "Alexander Rossi and Alex Wurz came out of this program, so it produces really good drivers. So, if you're one of those guys in the top five from around the world, it gives you credibility as a good driver and proves that you're fit, professional, and mentally there. It includes everything."

But while Kenton's dreams have him racing around the globe, he hasn't forgotten SCCA by any means, and there are still races he'd like to run in the Club.

"I'd like to come back and do whatever I can in SCCA. If someone wants to let me drive their Spec Miata or E Production car or whatever car



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they have in the Runoffs, I'm more than willing to drive it. I've never done the Runoffs before, so driving anything there would be cool."

THANKS ALL AROUND

If there's one thing to learn about racing, it's that no one races alone. Kenton knows this and is effusive with his gratitude to those who have supported him in his journey.

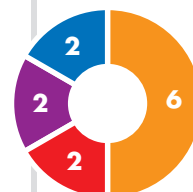
"I have to thank my parents - that's the big thing there," he says. "Coming from a family that doesn't have a whole lot of money, I've learned to appreciate it a whole lot more because I've had to earn my way to where I am now. It's a little emotional for me, honestly, because I never thought I'd be here." 🍷

MAZDA MX-5 CUP BY THE NUMBERS

While this story implies the 2014 SCCA Pro Racing Mazda MX-5 Cup was the Kenton Koch show, and the numbers agree, there was still plenty of competition. Over the 12-race weekend season, Kenton logged six wins and compiled such a points lead that he merely needed to start the final race weekend at Petit Le Mans to lock in the overall title - a title he won handily by 112 points. Kenton's speed also showed in the poles earned: only one other driver managed to sit on the pole, John Dean II, and he only managed the feat three times to Kenton's nine.

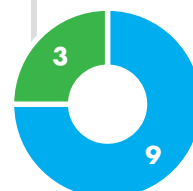
DRIVERS' CHAMPIONSHIP

1	Kenton Koch	724 pts
2	John Dean II	612
3	Sebastian Landy	601
4	Lucas Catania	527
5	Joey Bickers	511



DRIVER WINS

Kenton Koch	6
John Dean II	2
Sebastian Landy	2
Dean Copeland	2



POLE POSITIONS

Kenton Koch	9
John Dean II	3

GLOBAL ASSAULT

Mazda introduces the fourth generation MX-5, and takes the proven formula global

WORDS SportsCar staff IMAGES Mike Ditz

The Mazda Miata is a boundless car, crossing all demographics and ages of automotive enthusiast. In competition, the roadster has seen success in Solo, RallyCross, Club Racing, and innumerable professional racing. Mazda is bold enough to make the claim that “On any given weekend, there are more Mazdas on the road racetracks of America than any other brand of vehicle,” and the MX-5 plays a huge role in that statement being true.



The Mazda Miata was launched in late 1989, and it didn't take long for racers to take notice of the nimble roadster. Dan Edmunds was a test driver and SCCA volunteer worker, got his hands on a brand-new 1990 Miata, and built the first log-booked SCCA Club Racing car. Rules at the time did not allow for the new car to be raced, so Edmunds kept his Miata under wraps until the 1991 race season. When Edmunds debuted the car at a Cal Club Region race at Willow Springs in February of 1991 it was an instant hit, winning the National race and smashing the Showroom Stock class track record.

Other drivers followed suit and the Miata quickly became a fixture at Club races around the country. In 1992, racing legend Randy Pobst scored the first SCCA National Championship Runoffs victory for the Miata; since then, many more have followed.

By the late 1990s, Spec Miata was starting to build a head of steam thanks to the efforts of David delGenio, Shannon McMasters, and Jim Daniels. In the early 2000s the class had a recognized National rule set and, in 2006, crowned Andrew Caddell as its first Spec Miata National Champion. The rest, as they say, is history; year in and year out Spec Miata is one of the top performing classes in SCCA Club Racing.

A short stint as the Mazdaspeed Miata Cup series from 2003-'05 paved the way for the Miata in SCCA Pro Racing. When the NC MX-5 was introduced in 2006 we saw the advent of the now-named Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires, a series that has been the launching point for many professional racing careers.

"Since the first Mazda MX-5 Miata took the green flag back in 1990, the car has been the ideal platform for both

veterans and rookies alike," says John Doonan, Director of Motorsports for Mazda North American operations. "Because the MX-5 is inherently such a good car to drive, it is an ideal platform to learn basic and advanced race craft, and this has made the professional MX-5 Cup series very successful to date."

As Mazda continues to look forward, the company will be sharing the success that MX-5 Cup has enjoyed in the United States with Europe and Asia, as the fourth generation MX-5 rolls out and the Global Mazda MX-5 Cup series is born.

"We're excited to take the elements of success of the existing Mazda MX-5 Cup series, and introduce them to a new global audience," says Masahiro Moro, Managing Executive Officer in charge of Global Sales, Marketing, and Customer Service for Mazda Motor Corporation. "It has long been our goal to see Mazda fans around the world competing in identical MX-5s, and the launch of the 2016 MX-5 Miata is the perfect time to make this goal a reality."

IN CONTROL
Mazda will utilize a single supplier for the global MX-5 Cup cars, helping ensure balance in the cars competing in the series.



While much is still a mystery about the 2016 MX-5, Mazda gave the world a glimpse of what the new racecar might look like, and shared a number of details about the car and series at the 2014 Specialty Equipment Market Association (SEMA) Show in Las Vegas, Nev., in November. As the cars roll off the grid for the first race they will be sharing Mazda's 2.0L SKYACTIV-G engine and, in a big departure from past MX-5-based racing programs, all the cars will be built by a single supplier.



It has long been our goal to see Mazda fans around the world competing in identical MX-5s”
MASAHIRO MORO

7 The car has been the ideal platform for both veterans and rookies alike”
JOHN DOONAN



THE EVOLUTION

The Miata has evolved and been refined both on and off the track since it hit the market in 1990. From the first Showroom Stock racecar built by Dan Edmunds (BELOW) to the latest, fourth generation variant (ABOVE).


The change to a single supplier further tightens the rules and helps minimize potential variances between cars, making it a true drivers' series. "It's going to make the driving portion and finite setup options even more important," says Tom Long, driver of the No. 70 Mazda SKYACTIV Prototype. "I think it's very positive and confident on Mazda's part that they have such a good platform that they're happy to test this car in public during MX-5 Cup weekends. As a racer, it gives me goose bumps thinking about how exciting the new generation MX-5 will be to drive."

Additionally, a single supplier could potentially aid the privateer entry that may not have the engineering resources or team to help support setting up a racecar from scratch,

making for a more competitive field overall. "I think it's very exciting news and I think it raises the profile of the entire series by making it global," says Charles Paquin, a part-time MX-5 Cup entrant. "I think introducing the global competition side of things puts it on par with the Porsche series, where it's entry-level, yet still global."

The culmination of the inaugural Global MX-5 Cup season will see the top drivers from each series facing off at Mazda Raceway Laguna Seca for Mazda's winner-take-all Global Shootout. Keeping with its strong tradition of helping skilled drivers move up the motorsports ladder, among other prizes, Mazda will put the winner of the shootout in a one-day test in Mazda's SKYACTIV Prototype racecar.

Reigning MX-5 Cup Champion Kenton Koch is a prime example of Mazda's ladder and support system, having moved from the Skip Barber series into MX-5 Cup, and now he moves to the next level of sports car racing with an IMSA Prototype Lites ride for 2015. "MX-5 Cup was attractive from the beginning, so to have this set in place is even better," says Koch. "It makes sports car racing more attractive; people will want to come to the sports car ladder system instead of going to the open-wheel side. I'd like to see MX-5 Cup be as competitive as USF2000 or Pro Mazda in that regard."

It's clear that big things are coming from Mazda in the very near future, and much like past MX-5 variants, racers will be lining up for a seat in the fourth gen very soon. 



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WORDS Jim Wheeler,
Chairman, Club Racing Board
IMAGE Jay Bonvouloir

My personal National Championship Runoffs turned out to be the Runoffs from hell. It started with overheating problems on the first two practice sessions and the first qualifying session. I also had a big off, missing Jim Drago's Spec Miata by inches in the gravel at Turn 6. Jim, stuck in the gravel, caused the second of four black flag sessions for our group. By the time I had fixed the overheating, I was left to a single 10-lap qualification session on Thursday. Since I spent so much time on the overheating, I missed the fact that

Compliance checks will not be limited to the top five, but should include mid-pack racers as well"



Club Racing

THE SPEC MIATA SOLUTION

my brake ducts had been torn when I went into the gravel. So, massive brake failure on lap 6 of the race put me in the gravel backwards at Turn 11. I went in so fast and so deep that they didn't even have to put up a yellow flag. Despite my luck, I hope that we go back to Mazda Raceway Laguna Seca for a future Runoffs - that place owes me one.

On the first day of practice, Peter Keane and I were called into a first court to give our (in other words, the CRB's) opinion on the Spec Miata plunge cut rule. We did not know who was involved, or whether there had been a protest. This was just the start of an issue that has taken a huge amount of time to resolve.

I won't go into the final results of the SM race, but the problem caused an unusual, if not unprecedented, meeting in Topeka, Kan., some weeks later.

There was an initial conference call with John Doonan, Steve Sanders and Mike Allen (all from Mazda Motorsports

Development), John Mueller (NASA), Tony Ave (SCCA Club Racing Board), and Robert Clarke (SCCA Pro Racing and SCCA Inc.), as well as SCCA President and CEO Lisa Noble. After the call, Lisa assembled the group at SCCA's headquarters in Topeka. Also attending this meeting was SCCA's Eric Prill and John Bauer, me (SCCA CRB Chairman), Steve Knapp (Elite Engines), and Jim Stewart (Stewart Engines).

The group viewed all of the Runoffs heads and compared them to stock Miata heads. It was very evident that the tech crew at the Runoffs got it right and that the heads did not comply with the current Spec Miata rules. In varying degrees, the heads had been ported under the short radius of the plunge cut. Some of the plunge cuts were oval rather than round, and some had been cut off center to open up the port.

The plunge cut was initially designed to help equalize Spec Miata heads. Unfortunately, in

the opinion of the group, it had turned SM into an engine builder's class. The plunge cut is not allowed in the more liberal Production and Super Touring classes, and will no longer be allowed in Spec Miata.

Rather than just force everyone to dump their plunge cut heads, the group has requested that weight be added to cars with the plunge cut. They have also asked that additional weight be applied to the non-compliant heads, where the short radius under the valve seat had been manipulated by removing material from the head. This is strictly forbidden by the current rule and was the cause for the action taken at the Runoffs. At this writing, the weight penalty is still to be determined, but many of the top racers in the class have already pledged to show up at Sebring and Homestead with heads compliant with the new rules.

Both SCCA and NASA will

implement the new rules. The 2015 SCCA National Championship Runoffs at Daytona will require that the heads be compliant with the new stock head rules. NASA's 2015 National Championship races may still allow the older heads to compete with the appropriate weight penalty.

The inclusion of NASA in this group was critical to maintaining the SM class across both sanctioning bodies. Also note that the Spec Miata Advisory Committee will be reconfigured. Expect at least one of the members to be from Mazda Motorsports and one to be from NASA.

Part of the future for Spec Miata will be a flying tech squad of SM experts who will visit both U.S. Majors Tours and Divisional events to check for compliance. The compliance checks will not be limited to the top five, but should include mid-pack racers as well. You may also find a dyno at the next event. 🏁

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National Solo

SOLO'S BANNER 2014 SEASON

WORDS Paul Brown | MAIN IMAGE Perry Bennett

2014 was a banner year for the entire SCCA Solo program. Regional participation was up about five percent for the year, reaching some 74,000 entries. The Tire Rack Solo National Championships was up about 10 percent, and just one entry short of the all-time record. That is particularly surprising given that it wasn't a milestone year; milestone years are usually the record setters. The Tire Rack Solo Championship Tour series was up nearly 14 percent. The Tire Rack Match Tours, still in their formative years, were up 10 percent despite having a few events canceled. And, the Tire Rack ProSolo National Series had a record year in 2013, but still managed to exceed that by nearly nine percent this year (some of that can be attributed to the remarkable number of 283 entries at the Finale). Apparently we are doing some things right.

Despite dire predictions, the migration to street tire classes did not result in cars spontaneously bursting into flames or spinning off into the horizon at the Solo Nationals. Whether the mass flocking to the Street classes (rather than running Street R for one last hurrah) was due to enthusiasm or simply bowing to the inevitable, competitors sure did seem to leave their R compounds at home. Some of the last holdouts will be moving to the last bastion of R compounds on limited preparation cars, so SSR should see a bump in entries for the 2015 season.

CAM was pretty quiet during the year, but some promotion meant they were well represented at the Solo National Championships. Efforts are under way to help this category continue to grow within the SCCA (they are huge in certain other clubs). In any case, overwhelmingly

"The focus for this program is engaging local Regional drivers"
HOWARD DUNCAN

positive feedback and the resulting word of mouth advertising from the ProSolo Finale should lead to stronger participation at future events.

Schedules for all the series are a bit skeletal at the time of this writing, but should be released by the time this is published. Event officials and committees are busy finalizing plans for 2015.

The Match Tour program will see further development into 2015. "The focus for this program is engaging local Regional drivers and introducing them to National Solo with a fun event," says SCCA Vice President of Rally/Solo and Special

Programs Howard Duncan. "[It is] not to the exclusion of National level competitors, but rules, procedures, [and] concept are geared to bringing more folks to the National party." Also, event procedures will be further simplified and clarified to be easier to understand and administer and to improve the value for participants.

Class changes are all but inevitable in ProSolo even when a category isn't eliminated. Since we have that situation this year, things will definitely look different in 2015. Expect to see fewer index classes, and a "sink or swim" approach that will no doubt lead to more Bump class competition than we had last year.

As always, constructive criticism and useful ideas are always welcome. The Solo Events Board controls the rules for the Solo Championship Tour series, while Duncan manages ProSolo. Tracy Lewis and SCCA Rally/Solo Program Manager Brian Harmer will oversee the Match Tour series. ●



Rupert Berrington

ROAD READY

The Street category saw good numbers in 2014 and should only continue to grow.

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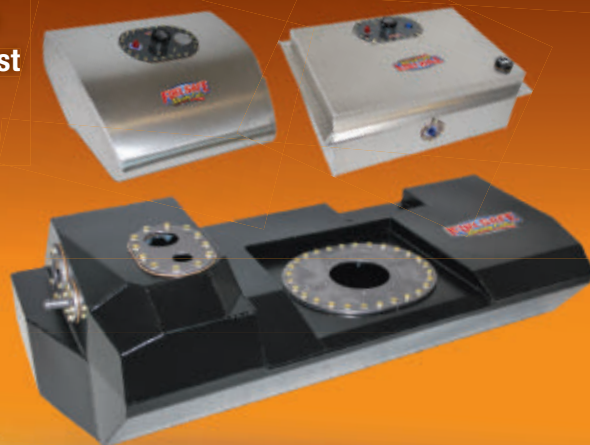
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Jerry Steubing

SCCA's Stellar Volunteers

SYDNEY DAVIS, RACE ADMINISTRATION WORKER OF THE YEAR

WORDS James Kearney | IMAGE Jerry Steubing

Sydney Davis was born into the SCCA, and she's more than OK with that. She was six weeks old when she went to the Texas World Speedway. She has fond memories as a youngster watching her dad and uncle race. "I remember playing with my cousins a couple times a month at various tracks." To her, a racetrack always meant a good time - and it still does.

"I'm sure that I worked the grid before I was supposed to," she chuckles. She knew all the drivers from hanging out with her dad and uncle. "I'd tell the grid workers who was in which car and they'd have me direct them to their grid spot." She was interested, capable and present. It was only a matter of time before Houston Region asked her to do more. Someone vaguely asked her to "help with some of the pre-event paperwork." Soon she was running the show when it came to race administration.

She says 90 percent of the job is complete prior to the event beginning. "A good race weekend is one where my name is not announced 27 times over the P.A. system." As with many of the specialties, she says race administration values problem solvers, those who can think outside the box and come up with creative solutions.

"I get around during the event and ask all the chiefs how things are going. What's working and what's not?"

When participants indicated a desire for more on-track sessions they implemented more frequent, but shorter, sessions - and it went over well.

A big part of her preparation is to submit a budget. "I look to keep the entry fees as reasonable as possible," she says. "We want to bring racers back to the track." But, at the same time, she has to allow a small profit so the Region and the Club can continue to function. Her biggest fear is leaving something out of a proposed budget.

When she graduated from college with a journalism degree, she hoped to hook up with a Champ Car team. She landed a

"I get around during the event and ask all the chiefs how things are going"
SYDNEY DAVIS

job with MSR Houston, a motorsports facility that includes a road course and conducts competition driver schools. Sydney is Director of Events and Schools.

Her interest in racing is not abstract. When things go well she can focus on racing her E Production Mazda Miata racecar. She does two "hotel races" each season, usually Sebring and the National Championship Runoffs, and the rest of her races are close to home. She has raced the Runoffs four times, including 2010 when she took a fine 13th out of 29 entrants at Road America, fighting her way up from her 21st starting position. Alas, 2014 did not see her on the grid at Laguna Seca, but she worked the event.

She was standing at the back of the Thursday night Runoffs worker party at Mazda Raceway waiting for her ride when she heard her name called to receive the BFGoodrich Tires Worker of the Year Award. "I had to wind my way through everyone to get to the stage," she says. "I kept thinking, 'don't fall, don't fall.'" Her ride appeared shortly thereafter and off they went. She discovered later that evening via Facebook that she had won the drawing for the all-expense-paid trip to the Sebring 12 Hours. "I thought, oops, I should have stayed a bit longer." 🍷

I SURVIVED THE HOUSTON GRAND PRIX

There are events, and then there are events. The 2013 Houston Grand Prix was almost canceled as heavy rains during the days prior to the event, and the need to construct the street course between two NFL Texans weekends made for a proverbial logistical nightmare. Runoff waters caused part of the course to subside in a major way. Friday morning was canceled as all involved scrambled to rescue the race. Sydney Davis was in the hot seat as Race Chairman with eight people under her.

"The track had to be built in a 96-hour window, which was

crazy to start with," she says. "Then the water issues impacted the concrete and created a ramp that caused the IndyCars to leave the ground."

To keep morale up, Sydney pulled in all the course workers and they had an early lunch. Scheduling went into an on-the-fly mode as the organizers constructed a chicane to slow the cars at the problem area. She survived with accolades from IndyCar and the event promoter. But you can hear it in her voice as she describes it - it was a learning experience akin to being tossed in the pool. She swam.

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BACK TO SCHOOL

Extra effort beforehand will help ensure you get the most out of your drivers' school | WORDS Jason Isley MAIN IMAGE D.E. Baer

A drivers' school can be a large investment of both time and money. Whether you're getting started in road racing and are looking to earn your competition license, or you're a seasoned racer looking to shave a few tenths from your lap time, picking the right class is essential to the outcome. Making the right choices before signing up can accomplish your goals, and keep costs to a minimum.

"Make sure you take the class that is going get you what you want," says SCCA Pro Racing Pirelli World Challenger racer and Bob Bondurant School of High Performance Driving instructor Andy Lee. "There are a lot of schools out there that offer a ton of classes. If you want to go racing, and want to get your [competition] license, you will want to take a class that will help you obtain that license, and only

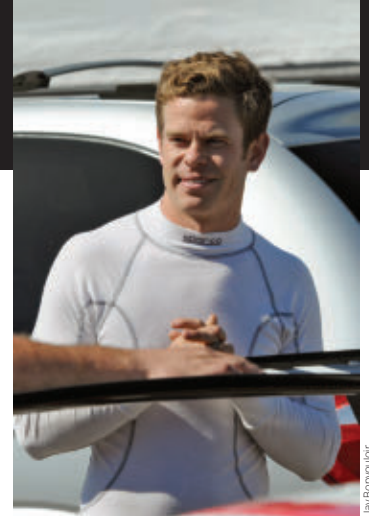
certain classes do that. If you're coming into a [drivers'] school and you are a person with racing experience, you'll want to take an advanced road racing class. The advanced class is tailored to the student. There is really no set curriculum; if you have weaknesses you are aware of, or there are just some things you really want to focus on, that is what we do."

When you have picked a class that suits your needs, doing some self-education before you get there is key, as the track and classroom time will be at a premium and will zip by before you know it.

"You only get so much time on every exercise, and not everybody gets it right away," says Lee. "Learn some of the techniques ahead of time: looking into how to heel-toe downshift, looking into what is trail braking, doing

EYES FORWARD

Before signing up for any Drivers School, Andy Lee (RIGHT) advises that you should have your personal goals well sorted in order to maximize the return on your school investment.



Jay Bondurant

a little reading on your own about line, technique, and other things."

The number one problem instructors see with students when it comes to performance driving? "Probably the biggest problem people have - that they just don't realize - is poor vision techniques," he explains. "As simple as it is, it's one of the hardest things to teach. It's one of the worst bad habits that most drivers have."

Spending some time with an instructor like Lee may be the key to seeing an improvement in lap times. 📍



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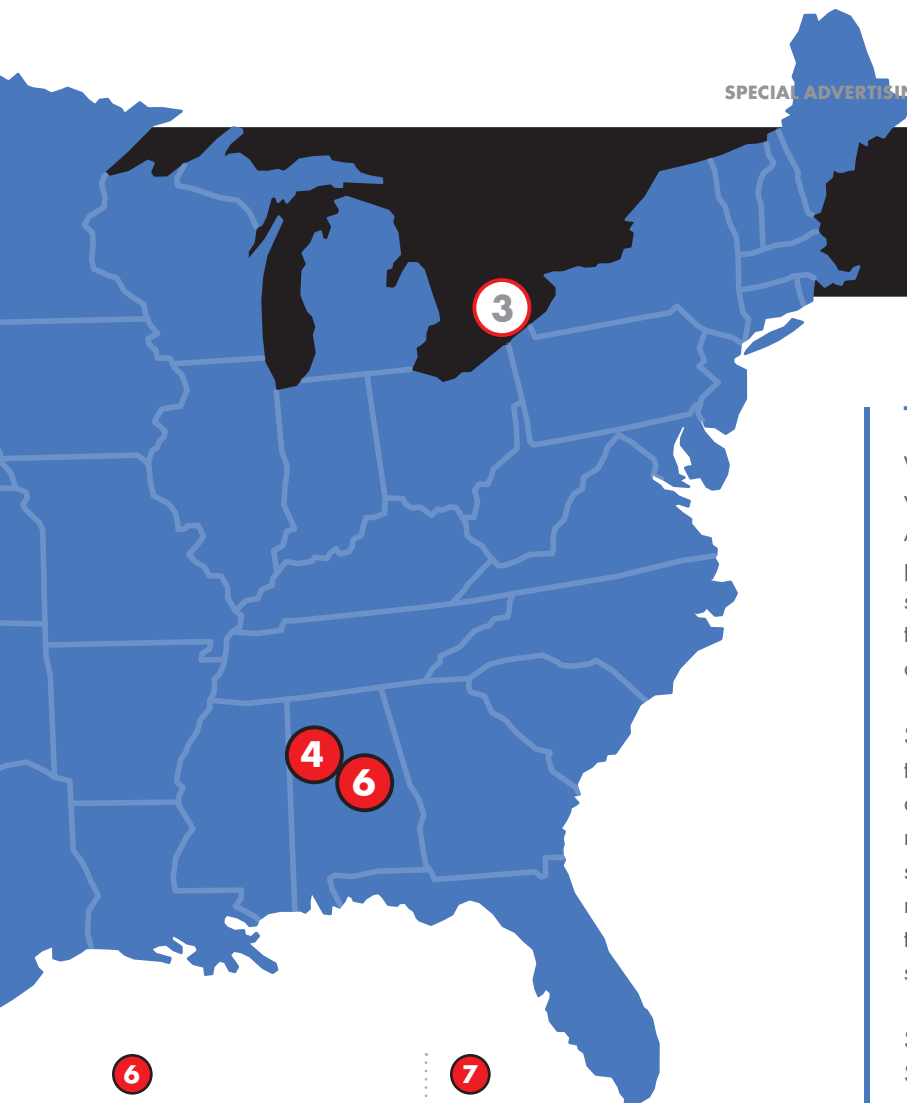


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But the first step is contacting one of the SCCA-approved competition Drivers Schools to the left. Then it's time to go fast...



Philip Royce

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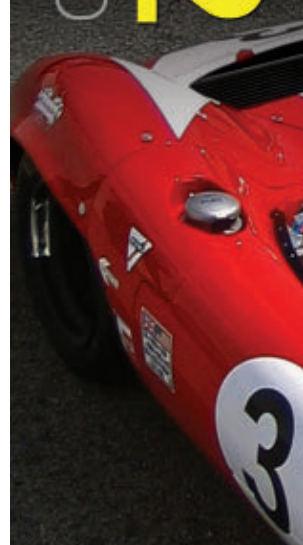
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1991 1.6L MAZDA MX-5 MIATA WITH SPARES > Former regional SCCA champion. Ready to run. **Contact Mike Origer at (847) 372-9911. \$9,500** [25096-12]



1990 1.6L MAZDA MIATA WITH SPARES > Former national champion Mazda Miata. Ready to race. SCCA Runoffs winning car. **Contact Mike Origer at (847) 372-9911. \$19,500** [25097-12]



1994 CAMARO LT1 > Extreme Fresh! 383 stroker, dash complete race ready, glass replaced with racing shields, VFN carbon hood and back deck, ARE 3 gal Dry Sump, Hooker headers, Rockland standard gear 6 speed trans, trans cooler, Currie DL rear end, rear end cooler, Spohn sway bars, G2 coilover kit, Penske shocks, Momo quick release steering, full cage, race seat w/ harness. Full race ready with fresh motor. 0 runs other than dyno on new motor, 27540R17, 31535R17. \$21,500. **Contact Dan at (312) 339-3939.** [25082-01]

23 PRODUCTION BASED | GT ▼



2014 RUNOFFS PODIUM FINISHING GT-3 NISSAN 240SX > Square tube chassis, Lotus link, new Rebello KA24 3-Valve motor, 32mm SIR Completely sorted to position you to win the 2015 Runoffs. \$58,500 w/2 motors, 12 wheels, plus more. Spec sheet and photos available. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com [25108-02]**



CORVETTE > Built by Katech for the Asian supercar series at a cost of \$224,000. Car raced in China, set pole, won first two races. Recently refreshed with Phoenix LS6, Hutter heads, 465hp, 412lb- ft torque, dry sump, new Rockland Gear ZR1 trans and diff. Exedy clutch, Wilwood pedal box, Motons, Eibach, custom titanium exhaust, Braille, Racepak ultra dash, Forgeline wheels, much more, large spares package inc. Fresh w/ current log book GT-2 / T1. \$85,000. **Jim (856) 981-9030 jimbar22@comcast.net [25093-01]**

26 TOW VEHICLES | TRAILERS ▼



1998 T-2000 KENWORTH MOTORHOME > 2003 conversion and integrated 28' Show Hauler Conversion with 7' Slide-Out PLUS 2005 Haulmark 32' Stacker Trailer. Item Location: SOLON, OH. Price: \$99,000. **Contact: (862) 268-2550 or awinfield@crowndeadle.com [25110-01]**

28 SERVICES ▼



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact Dan Ferguson at rackandruinracing.com. [25085-01]**

29 ENGINES | PARTS ▼



NASCAR FORD 358 CU. MOTOR AT 730 HP! > Fresh w/ Dyno time only! Motor includes alternator, power steering pump, dry sump plumbing, magnesium bell housing, and complete Tilton triple disk clutch. (No Carb.) As delivered from Ernie Elliott's shop. \$19,500. **Contact: Mark Furcini at (602) 390-5783. [25118-04]**

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world-challenge.com

Mar 6-8 Circuit of the Americas, Texas
Mar 27-29 St. Petersburg, Fla.
Apr 17-19 Long Beach, Calif.
Apr 24-26 Barber Motorsports Park, Ala.
May 15-17 Canadian Tire Motorsport Park, Canada
May 29-31 Detroit Belle Isle, Mich.
Jun 26-28 Road America, Wis.
Jul 31-Aug 2 Mid-Ohio Sports Car Course, Ohio
Aug 21-23 Miller Motorsports Park, Utah
Aug 28-30 Sonoma Raceway, Calif.
Sep 11-13 Mazda Raceway Laguna Seca, Calif.



TRANS-AM SERIES

gotransam.com

Mar 1 Sebring International Raceway, Fla.
Apr 12 Homestead-Miami Speedway, Fla.
May 9 Road Atlanta, Ga.
May 23 Lime Rock Park, Conn.
Jun 14 New Jersey Motorsports Park, N.J.
Jul 5 Briarcliff International Raceway, Minn.
Aug 15 Mid-Ohio Sports Car Course, Ohio
Aug 29 Road America, Wis.
Sep 27 VIRginia International Raceway, Va.
Oct 11 NOLA Motorsports Park, La.
Nov 8 Circuit of the Americas, Texas
Nov 14 Daytona International Speedway, Fla.



MAZDA MX-5 CUP

mx-5cup.com

Mar 18 Sebring International Raceway, Fla.
Apr 10 NOLA Motorsports Park, La.
May 1 Mazda Raceway Laguna Seca, Calif.
Jul 10 Canadian Tire Motorsports Park, Canada
Aug 28 Road America, Wis.
Oct 1 Road Atlanta, Ga.



F2000 CHAMPIONSHIP

f2000championshipseries.com

2015 schedule To be announced



F1600 CHAMPIONSHIP

f1600championshipseries.com

2015 schedule To be announced



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

2015 schedule To be announced

CLUB RACING

Date Track/Region

Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

Apr 17-19 VIRginia Int'l Raceway, Va (with Southeast Conference)
May 1-3 Summit Point, W. Va. (with Southeast Conference)
May 29-31 Mid-Ohio, Ohio
Jul 3-5 Watkins Glen, N.Y.
Jul 24-26 NJMP, N.J.
Aug 14-16 Pett Race, Pa.

SOUTHEAST CONFERENCE

Jan 9-11 Homestead-Miami Speedway, Fla.
Jan 16-18 Sebring, Fla.
Mar 7-8 NOLA, La. (with Mid-States Conference)
Mar 20-22 Road Atlanta, Ga.
Apr 17-19 VIRginia Int'l Raceway, Va. (with Northeast Conference)
May 1-3 Summit Point, W. Va. (with Northeast Conference)

NORTHERN CONFERENCE

May 2-3 Blackhawk Farms, Ill.
May 29-31 Mid-Ohio, Ohio (with Northeast Conference)
Jun 12-14 Road America, Wis.
Jul 11-12 Gingerman, Mich.
Jul 25-26 Road America, Wis.
Aug 22-23 Michigan Int'l Speedway, Mich.

MID-STATES CONFERENCE

Mar 7-8 NOLA, La. (with Southeast Conference)
Apr 11-12 Hallett, Okla.
Jun 20-21 Kansas Speedway, Kan.
Jul 4-5 High Plains Raceway, Colo.
Jul 25-26 Pueblo Motorsports Park, Colo.
** one additional date to be added*

WESTERN CONFERENCE

Jan 16-18 Auto Club Speedway, Calif.
Mar 21-22 Chuckwalla Valley Raceway, Calif.
Apr 11-12 Thunderhill Raceway Park, Calif.
May 1-3 Buttonwillow, Calif.
May 23-25 Pacific Raceway, Wash.
Jul 3-5 Portland Int'l Raceway, Ore.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 21-27, 2015 Daytona Int'l Speedway, Fla.

DIVISIONAL/REGIONAL

SOUTHEAST sedivrracing.org

Feb 7-8 Sebring/Central Florida
Feb. 28-Mar 1# Palm Beach Int'l Raceway/Florida
Mar 7-8* VIR/North Carolina
Mar 28-29* Ro Carolina Motorsports Park/South Carolina
Apr 11-12# Palm Beach Int'l Raceway/Florida
Apr 25-26* Ro Roebing Road/Buccaneer
May 2-3# Ro Daytona/Central Florida
May 9-10* VIR/North Carolina
May 16-17# Palm Beach Int'l Raceway/Florida
May 23-24* Carolina Mtspt Park/Central Carolinas
Jun 6-7 Sebring/Central Florida
Jun 27-28* Ro Homestead/Florida
Jul 4-5* Roebing Road/SEDiv
Jul 11# Palm Beach Int'l Raceway/Florida
Jul 18-19# Sebring/Central Florida
Jul 25-26* Road Atlanta/Atlanta
Aug 8-9* Daytona/Central Florida
Aug 15-16* Ro Charlotte Motor Speedway/Central Carolinas
Aug 29-30* Ro Barber/Alabama, Tennessee
Sep 5-6# Sebring/Central Florida
Sep 19-20# Homestead/Florida
Oct 10-11# Roebing Road/SEDiv
Oct 17-18* VIR/North Carolina
Oct 17-18 Sebring/Central Florida
Oct 24-25# VIR/North Carolina
Oct 30-Nov 1# Road Atlanta/Atlanta
Nov. 14-15# Palm Beach Int'l Raceway/Florida
Nov 28-29 Sebring/Central Florida
Alabama, Tennessee (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
Florida (561) 654-3396
North Carolina (800) 342-7390
SEDiv (561) 654-3396
South Carolina (704) 575-5960



All dates/events subject to change

* = Double Event # = Enduro
Ro = Runoffs qualifier r = Restricted
HC = Hill Climb v = Vintage
CT = Club Trial TT = Track Trial
PDX = Performance Driving Experience
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, RoadRally: (785) 232-7656
RallyCross: (785) 357-7259



EAST COAST

Central Florida Region starts the SEDiv racing season at Sebring International Raceway on Feb. 7-8.

Mark Weber



D.E. Beer

WEST COAST

The U.S. Majors Tour get its West Coast swing under way at Auto Club Speedway in Fontana, Calif., Jan. 16-18.

SOUTHWEST sowdivscca.org

Jan 17-18* Motorsports Ranch Cresson/
Texas
Feb 14-15* Ro Texas World Speedway/Texas,
Lone Star
May 2-3* Ro MSR Houston/Houston
Aug 15-16* Ro MSR Houston/Houston
Dec 5-6* Ro MSR Houston/Houston
Houston TBA
Texas TBA

SOUTHERN PACIFIC scca-sopac.org

Feb 14-15* Ro Chuckwalla/Arizona, San
Diego
Mar 14-15* Ro Willow Springs/Cal Club
Jun 6-7* Ro Buttonwillow/Cal Club
Sep 12-13* Ro Buttonwillow/Cal Club
Oct 17-18 Buttonwillow/Cal Club
Dec 5-6* Ro Chuckwalla/Arizona, San
Diego
Arizona, San Diego (480) 832-1327

DRIVERS SCHOOLS

SOUTHEAST sedivrracing.org
Feb 28-Mar 1 Roebeling Road/Buccaneer
Central Florida
Jul 18-19 Sebring/Central Florida
Buccaneer (912) 897-1944
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SOUTHWEST sowdivscca.org

Jan 17-18 Motorsports Ranch Cresson/
Texas
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DRIVERS SCHOOLS

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(248) 623-0070 waterfordhills.com

TIME TRIALS

SOUTHEAST sedivrracing.org
Mar 22 PDX Road Atlanta/Atlanta
Apr 11-12 TT/PDX Talladega Grand Prix/
Alabama/Tennessee Valley
Apr 11-12 PDX Daytona International
Speedway/Central Florida
May 2-3 HC Robbinsville, N.C./Central
Carolinas
May 23-24 TT/PDX Carolina Motorsports
Park/Central Carolinas
Jun 6-7 PDX Sebring/Central Florida
Jul 11-12 HC TBD/Central Carolinas
Jul 18-19 PDX Sebring/Central Florida
Jul 25-26 PDX Road Atlanta/Atlanta
Aug 14 PDX Charlotte Motor Speedway/
Central Carolinas
Aug 29-30 TT Barber Motorsports Park/
Alabama, Tennessee Valley
Sep 5-6 PDX Sebring/Central Florida
Sep 12-13 HC Robbinsville, N.C./Central
Carolinas
Sep 26-27 TT/PDX Talladega Grand Prix/
Alabama, Tennessee Valley
Oct 30-Nov 1 PDX Road Atlanta/Atlanta
Nov 14-15 TT Roebeling Road/Buccaneer
Alabama, Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

SOUTHWEST sowdivscca.org

Jan 17 CT Motorsports Ranch Cresson/
Texas
May 1 PDX MSR Houston/Houston
May 2-3 CT MSR Houston/Houston
Aug 14 PDX MSR Houston/Houston
Aug 15-16 CT MSR Houston/Houston
Dec 4 PDX MSR Houston/Houston
Dec 5 CT MSR Houston/Houston
Houston TBA
Texas TBA

SOUTHERN PACIFIC scca-sopac.org

Feb 7-8 CT Buttonwillow/Cal Club
Sep 12-13 CT Buttonwillow/Cal Club
Cal Club (661) 304-9382



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Solo (785) 232-7656
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Licensing (800) 770-2055 or
(785) 357-7222, x357
Club Racing Technical Assistance
(785) 379-8324
SCCA Enterprises (303) 693-2111

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

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(678) 697-9755; tpulliam@scca.com
Area 13: Todd Butler
P.O. Box 607, Yamhill, OR 97148
(503) 754-0988; tbutter@scca.com

SOLO TIRE RACK® SCCA PROSOLO

Mar 7-8 Arkansas Aeroplex, Ark.
Mar 28-29 El Toro Airfield, Calif.
Apr 25-26 Crows Landing Air Facility, Calif.
May 9-10 Met Life Stadium, N.J.
May 22-23 Lincoln Airpark West, Neb.
May 30-31 Wilmington Airport, Ohio
Jun 6-7 Mineral Wells Airport, Texas
Jun 27-28 Toledo Express Airport, Ohio
Jul 18-19 Hampton Mills, Wash.
Aug 1-2 Wilmington Airport, Ohio

TIRE RACK® SCCA PROSOLO FINALE

Sep 5-6 Lincoln Airpark, Neb.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Mar 14-15 South Georgia Motorsports Park, Ga.
Mar 21-22 Qualcomm Stadium, Calif.
Apr 11-12 Texas A&M University Annex, Texas
Apr 18-19 Crows Landing Air Facility, Calif.
May 24-25 Lincoln Air Park West, Neb.
Jun 13-14 Pikes Peak Int'l. Raceway, Colo.
Jun 13-14 Devens Airfield, Mass.
Jul 11-12 Hampton Mills, Wash.
Aug 8-9 Wilmington Airport, Ohio

TIRE RACK® MATCH TOUR

May 2-3 NCM Motorsports Park, Ky.
Jun 6-7 Spence Field, Ga.
Jun 27-28 TBD, Utah
Jul 18-19 Toledo Express Airport, Ohio

REGIONAL

Date Track/Region
Phone numbers are for Region registrars

SOUTHEAST sedivtracing.org

Dec 7, 2014 Eastgate Towne Center/
Tennessee
Dec 13, 2014 Cape Fear Community
College/North Carolina
North Carolina (910) 622-5513
Tennessee Valley (256) 616-2692



SOLO TIME

Even deep into winter Regional
Solo events can be found.

Rupert Berrington

MIDWEST midiv.org

Dec 14, 2014 War Memorial Stadium/
Arkansas
Arkansas (501) 218-3267

SOUTHWEST sowdivscca.org

Dec 6-7, 2014 NOLF Waldron Field/South
Texas Border
Dec 7, 2014 Houston Polica Academy/
Houston
Houston (281) 782-7512
South Texas Border (361) 980-8000

SOUTHERN PACIFIC scca-sopac.org

Dec 14 Marana Regional Airport/Arizona
Border
Dec 21 Hilo Drag Strip/Big Island
Big Island of Hawaii (808) 887-0588

ROADRALLY

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

REGIONAL

CENTRAL cendiv-scca.org

Dec 7, 2014 RT Yucatan Winter Safari/LOL
Land O' Lakes (608) 685-6572

SOUTHERN PACIFIC scca-sopac.org

Nov 7, 2014 First Friday Niter/Cal Club
Dec 5, 2014 First Friday Niter/Cal Club
Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP 2015 RallyCross Championship TBA

REGIONAL

NORTHEAST nediv.com

Dec 13, 2014 Winter's on its Way RX/F.
Lakes
Finger Lakes (585) 281-2510

SOUTHEAST sedivtracing.org

Dec 7, 2014 Durhamtown, Ga./Atlanta
Dec 31, 2014 Hollytree, Ala./Tennessee
Valley

Atlanta quattros@gmail.com
Tennessee Valley (256) 509-3286

GREAT LAKES greatlakes-scca.org

Dec 13, 2014 Thistle Hill/Detroit
Detroit (517) 515-2990

ANNIVERSARIES

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55-YEAR MEMBERS

Charles B. Hill	12/1/1959	Chicago
Robert B. Roose	12/1/1959	Central Florida,
Washington DC		
Stebbins Younger	12/1/1959	Chicago

50-YEAR MEMBERS

James R. Harrison	12/1/1964	Washington DC
Bill Koch	12/1/1964	Ohio Valley
Mary Lou Robson	12/1/1964	San Francisco
Naomi Swanson	12/1/1964	Blackhawk Villy
Charles W. Turner	12/1/1964	Ohio Valley

45-YEAR MEMBERS

Rick Estes	12/1/1969	Wichita
Fletcher S. Johnston	12/1/1969	North Carolina
Bruce T. Sargent	12/1/1969	Wichita
James V. Tucker	12/1/1969	Central Florida

40-YEAR MEMBERS

Alan Firlein	12/1/1974	Glen
Doug Hill	12/1/1974	San Francisco
Randy Hill	12/1/1974	San Francisco
Wes Holliday	12/1/1974	S West Virginia
Kelley Huxtable	12/1/1974	DM Villy, Wichita
Scott Mergele	12/1/1974	San Diego
William Nehman	12/1/1974	Houston
Jerry Ruckman	12/1/1974	Colorado

James Strohm	12/1/1974	Milwaukee
Mike Swensen	12/1/1974	Lone Star

35-YEAR MEMBERS

Blondie Anderson	12/1/1979	Land O'Lakes
Bryan Bartzi	12/1/1979	Mahoning Valley
Thomas W Bastian	12/1/1979	Arizona
Richard A Goodrich	12/1/1979	San Francisco
Cindy Lockhart	12/1/1979	Indianapolis
Michael J McAnulty	12/1/1979	Colorado
Robin Ragaglia	12/1/1979	Central Florida
Robert J. Rivello	12/1/1979	Washington DC
Wallace A Smith	12/1/1979	San Francisco
Robert H. Weber	12/1/1979	Houston

30-YEAR MEMBERS

Janet S. Brunson	12/26/1984	Mississippi
Addison F. Cage	12/11/1984	Washington DC
Lois Ann Constant	12/26/1984	Detroit
David Cromie	12/28/1984	Mohawk Hudson
Helen M Diringier	12/19/1984	Wichita
Paul F. Diringier	12/19/1984	Wichita
David Dix	12/26/1984	C Pennsylvania
Debra M Dwinell	12/12/1984	San Francisco
Ralph C. Haddock Jr	12/17/1984	Central Florida
Dorian Lynn Hidy	12/12/1984	C New York
John P. Hurabell	12/17/1984	San Francisco
Robert Int Hout	12/17/1984	Cal Club
Kenneth Kollar	12/3/1984	Chicago

Marge Lift	12/3/1984	Chicago
Charles A McKinney	12/3/1984	San Francisco
Donald R Nelson	12/17/1984	Neb, San Fran
Bill Pilkington	12/11/1984	N New Jersey
Janice Qualkinbush	12/28/1984	Kansas City
Mark G. Youngquist	12/28/1984	Land O'Lakes

25-YEAR MEMBERS

Jeffrey R. Anderson	12/11/1989	Cal Club
James Alan Bennett	12/22/1989	Kansas City
Jennifer K Bennett	12/22/1989	Kansas City
Christopher B Branson	12/18/1989	New England
Mara S. Caler	12/18/1989	San Diego
Ron D. Chapman	12/18/1989	San Diego
Charles E. Cottrell	12/22/1989	Guam
Doug Davidson	12/22/1989	Central Florida
Rebecca Jean Edwards	12/8/1989	Arizona, Cal Club
Chris Giesen	12/13/1989	Milwaukee
James Hardesty	12/18/1989	Western Ohio
Gary A. Hornyak	12/22/1989	Colorado
Eileen Lindberg	12/22/1989	Detroit
Robert F. McElheny	12/22/1989	Central Florida
John Erich Rawson	12/11/1989	Houston
Andrew J. Schmidt	12/22/1989	NW Ohio
Bonnie Seaman	12/18/1989	Ind NW, S Bend
Mark R. Seaman	12/18/1989	Ind NW, S Bend
Kathleen M. Talbot	12/13/1989	Des Moines Villy
David M. Underwood Jr	12/21/1989	Houston
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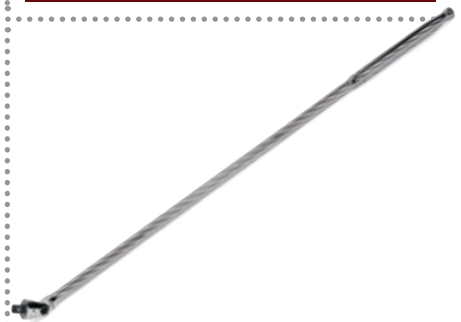


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AN EVOLUTION

I have fond memories of Formula Ford from my childhood, and I admit I was torn when I heard the Honda engines were being introduced to the class, because I thought it detracted from what the class was founded on. But after reading the Formula F feature in *SportsCar* [A New Formula, Sept. 2014] my opinion has softened a bit. I now see the motor alternative as an opportunity to help bring fresh blood into the class. Many of the new generation of racers don't relish spending hours adjusting and maintaining the Ford Kent engine, and this essentially turnkey Honda package makes sense for them. I see now that this lower maintenance package could be just the thing to sway new open-wheel racers to FF over some of the other classes that utilize modern power plants.

James Hendrickson

CONTINUED SUCCESS

Many thanks to the SCCA for providing the Classic American Muscle (CAM) class. I have

participated (albeit sparingly) in SCCA Solo events for six years in my 2003 Chevy SSR, but because of its size (certainly not my amateurish driving ability), we always finished last in our class. Even though I always enjoy trying to take my 4,800lb truck to its limits, having no hope of finishing better than last has admittedly been one of the reasons that I haven't participated more often in events. With this recent introduction of the CAM class, I finally feel that I'm in a class where I can be competitive. Although participation in the CAM class hasn't been very high in our Region, we did have one event with five CAM entries and, for the first time, *I actually beat somebody*, finishing in second place! Thanks again for the CAM class, and please add mine to the wishes that it can continue.

Dave Hamburg

A KODAK MOMENT

I want to commend the Tire Rack Solo National Championships coverage in the November issue of *SportsCar*. The photos of the

winners are expressive, fun, and personal. And I love that they were shot against what must be the same background as my school photos in junior high! I wish everything the Club did had as much upbeat personality as those photos.

Brian Ghidinelli

LIKE YOU'RE THERE

As a Club racer I have always wanted to attend the National Championship Runoffs but simply have found the cost to reach the event, and time required, too much to bite off. I hope under the new Runoffs rotation initiative that one day it will call a track near me home, and I will be able to attend. That said, I really enjoyed *The Fast Way 'Round* article for Mazda Raceway Laguna Seca in the September issue. While I wasn't able to attend the 2014 championship event, I feel like I am much better informed about what the drivers will be experiencing, and it will most certainly add some excitement as I watch all the SpeedcastTV.com coverage.

Tom Lundberg

MORE RANDY RAMBLINGS

I really enjoyed Randy Pobst's November issue article *Cross-country treasure hunt*. It was about the hobby and then...it wasn't.

Gary Murph



MEMBER BENEFITS

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



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SportsCar magazine welcomes letters. The opinions expressed here are the opinions of the individual writers, and do not necessarily reflect those of SCCA or *SportsCar*. Letters should be under 150 words, and may be edited for length and style. *SportsCar* magazine and the SCCA reserve the right not to publish any letter.

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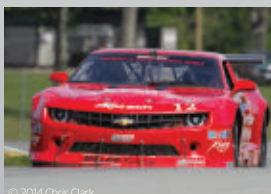
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EDITOR, SPORTSCAR MAGAZINE

The goal: victory

"I came for the cars but stayed for the people." If you've been around the SCCA for any length of time, you've heard that saying more times than you can count. Undeniably, people make the Club what it is, and what it will be. Cars were certainly the reason the Club was created in 1944, but cars haven't kept the Club in motion for 70 years; people have. Be they organizing events or behind the wheel, people are the lifeblood of the SCCA. You could say the Club is made of people.

This has been a topic of conversation both in the *SportsCar* office and in the SCCA National Office as of late, and I find my interest tends more toward car tech than uncovering what racers do in their spare time. I love digging into motor, suspension, and driving theory, really uncovering what is necessary to go fast and, hopefully, win. That's why I've built all my racecars cars from the ground up rather than purchasing existing ones - I love putting in the hard work; discovering the secrets to speed is what drives me. Now let me contradict myself.

When it comes to professional racing, I'm a people person. I don't like the childish NASCAR man-drama that plagues the left-turning racers, but when it comes to professional road racers, I can't learn enough about a driver's mental preparation. Cases in point are stories in this very issue. Michael DiMeo's Pirelli World Challenge Touring Car battle for maintaining sponsorship to race a full season is intriguing. Johnny O'Connell's long-game Balance of Performance strategy while attempting a third straight World Challenge GT title is fascinating, and

Kenton Koch's win-or-don't-race situation is inspiring. Now I'll contradict *everything* I've just said.

When I'm building a racecar, I rarely know what I'm doing. To figure things out, I research online and then talk to people either in person or on the phone. I recently made a major change to my E Production car, swapping to components I've never used before. How did I bridge the gap

I love digging into motor, suspension, and driving theory, really uncovering what is necessary to go fast and, hopefully, win"

between what the geniuses on Internet forums "know" and what will *really* work? I talked to people and asked for their real world experiences, sometimes over the phone and other times over a beer. Their tales contained priceless knowledge, not only about the parts I needed to tune my car, but also about competition in general through their life lessons. These conversations taught me much more than I originally sought, and their anecdotes *will* make me faster.

What does this mean for you? For one, talk to people in the paddock - you'll be surprised what you learn. Similarly, that's what *SportsCar* is going to do in 2015, and that's what you'll see more of in this magazine. In the coming year, you'll read about people who have the knowledge to make you better at what you want to do, because whether you're here for the cars or the people, everyone wants to win. ☺

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **JANUARY 1995**

- Scott Pruett took the Trans Am championship on consistency, becoming only the third driver in series history to complete every lap in a season, all 639 of them.
- David Empringham repeated as Toyota Atlantic champion, a feat last done in the 1980-'81 season by Jacques Villeneuve.

30 YEARS AGO... **JANUARY 1985**

- *Building Your Sports Renault* talked about the ins and outs, and cost savings, of assembling this affordable racer yourself.
- In *Protest*, Bryan Webb covered a number of infractions and actions taken at the 1984 Runoffs. Some items were considered serious, while others were classified as "victimless."

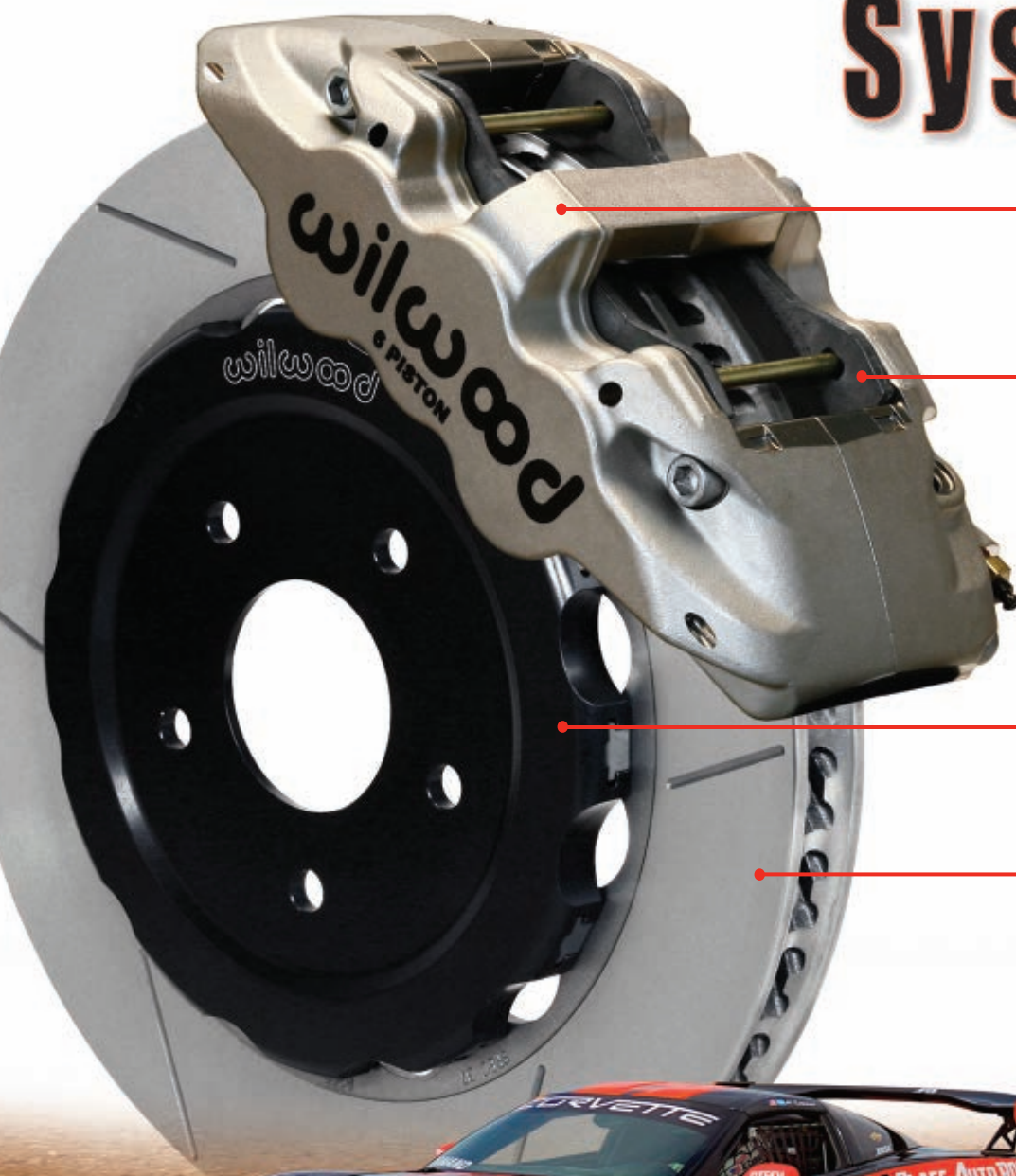
50 YEARS AGO... **JANUARY 1965**

- A reported 183 drivers took the green flag at Riverside International Raceway for the 1964 Runoffs.
- Changes were on the horizon for the Production category, as The Car Classifications Committee proposed that cars must be made in quantities of 500 in a 12 month period.

60 YEARS AGO... **JANUARY 1955**

- This issue included an interview with Hans Herrmann, discussing his recent completion of the 1964 Mille Miglia in a Type 500 Porsche.
- The second annual Orange Empire National Sports Car Races took place in Riverside, Calif., with an estimate 40,000 spectators in attendance.

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