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SCCA Enterprises President

**MIKE DAVIES**  
SCCA Enterprises  
Technical Manager

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**ON THE COVER**

This month's cover features the SCCA Enterprises team of Erik Skirmants and Mike Davies as they discuss the next generation of Spec Racer Ford, new motor development, and reveal how the GEN3 came to be. Rupert Berrington captured the image.



Philip Royle

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Solo's street tire rules have changed for 2015, so we burn some rubber



Clark Mathis

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Atlanta Region's giant Regional saw a number of intense battles



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Rupert Berrington

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**Q&A: SCCA ENTERPRISES**

SCCA Enterprises is stepping into the future with a new Spec Racer Ford motor.





**SOMETHING NEW**  
The 2015 Club Racing season will be the true test for the new SCCA Enterprises SRF, as well as Erik Skirmants (left) and Mike Davies (right).

## THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS • Meeting minutes  
CLUB RACING • Board minutes • Technical Bulletins  
SOLO • Board minutes • Technical Bulletins  
ROADRALLY • Board minutes  
RALLYCROSS • Board minutes



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



In 2014, Bob Bondurant was inducted into the SCCA Hall of Fame. While his speech included stories of his motorsports adventures through the decades, to his wife's embarrassment and the amusement of the audience, he also included stories about her.

DATE March 8, 2014

LOCATION SCCA National Convention, Charlotte, N.C.

WHAT Bob Bondurant makes his acceptance speech during the SCCA Hall of Fame Induction Ceremony

PHOTOGRAPHER Michael Duval









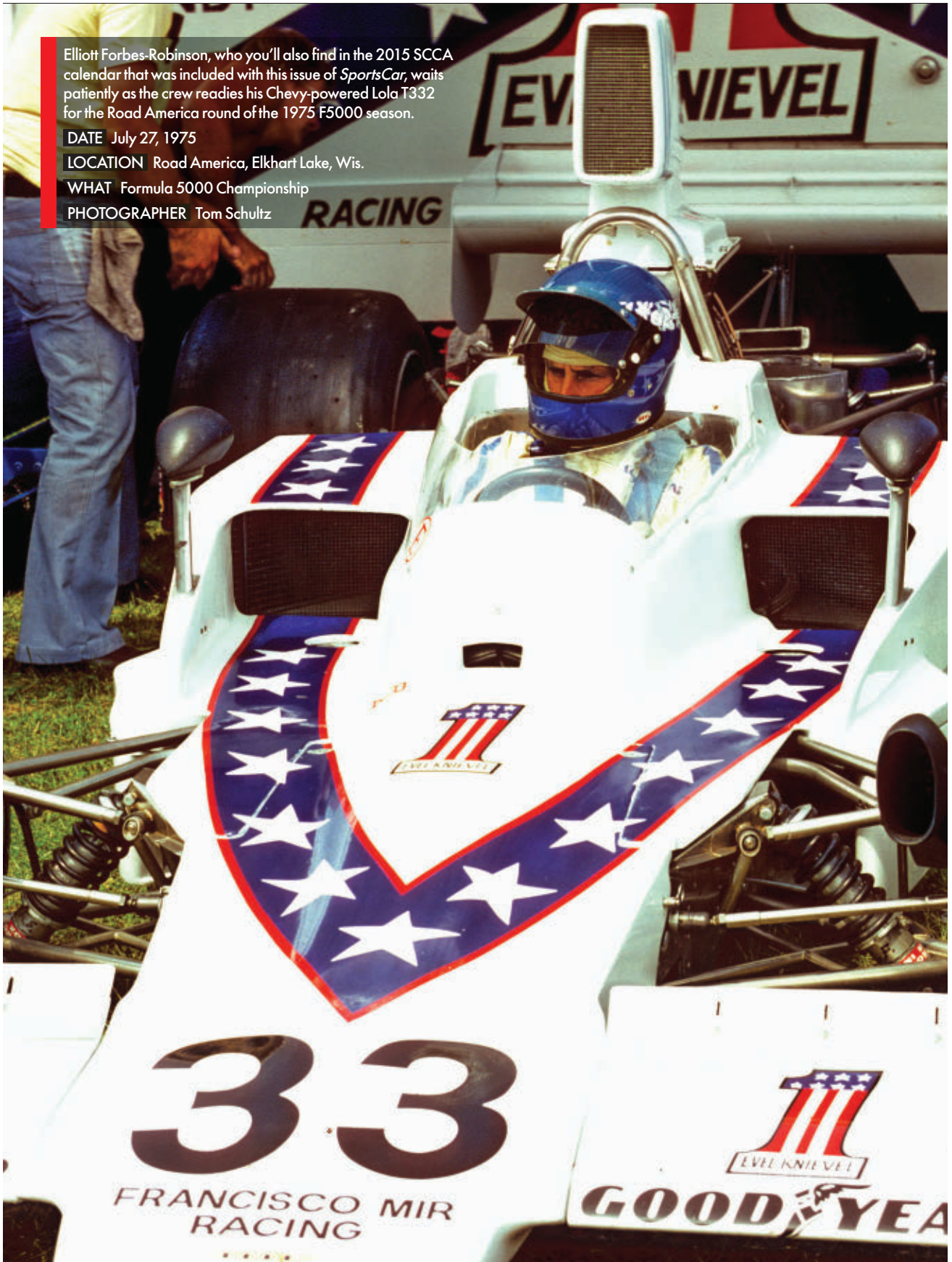
Elliott Forbes-Robinson, who you'll also find in the 2015 SCCA calendar that was included with this issue of *SportsCar*, waits patiently as the crew readies his Chevy-powered Lola T332 for the Road America round of the 1975 F5000 season.

**DATE** July 27, 1975

**LOCATION** Road America, Elkhart Lake, Wis.

**WHAT** Formula 5000 Championship

**PHOTOGRAPHER** Tom Schultz





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# CLUB LIFE



## RUNOFFS DVDS AVAILABLE

DVDs of the 2014 SCCA Runoffs are now available in an eight-disk, 27 race set. The set is \$42.95 for Club members, and \$47.95 for non-members. The DVDs may be selected by visiting [SCCA.com/Merchandise](http://SCCA.com/Merchandise).

# 2015 HALL OF FAME CLASS ANNOUNCED



**F**ive names will be added to the SCCA Hall of Fame on Saturday, Feb. 21, at the SCCA Hall of Fame Banquet presented by Mazda during the North American Motorsports Expo (MSX) and SCCA National Convention in Charlotte. The 2015 class is made up of Roger H. Johnson, Oscar Koveleski, Ron Sharp, Dr. George Snively and Bob Tullius.

The accomplishments of the 2015 inductees, along with the previous Hall inductees, are the building blocks that have given the SCCA its elevated stature in the world of motorsports for more than 70 years.

Johnson left his mark in the world of Solo; specifically in the area of course design. Many of the course designs seen at Regional- and

## TOP HONORS

This year's SCCA Hall of Fame inductees join an impressive list of members who have already been honored.

National-level Solo events take cues from Johnson's school of thought. He has used his knowledge to publish materials to help current and future designers create safer and more challenging setups for competition sites of various sizes.

Koveleski joined SCCA in 1950 and scored his first win in a Regional Club race in 1951 at Bone Stadium, in

## STREET TIRES FOR SOLO

Effective Jan. 1, 2015, the minimum UTQG requirement for Solo Street, and subsequently Street Touring, increased from 140 treadwear to 200 treadwear. Additional competitors should visit the Solo Rules regularly to see if any tire models have been added to the exclusion list.



Perry Bennett

Michael Duval

Pittston, Pa. Throughout the 1950s and 1960s, Koveleski raced regularly in SCCA competition. He also took part in the 12 Hours of Sebring and 24 Hours of Daytona during that time. In 1970, he won the National Championship Runoffs at Road Atlanta in A Sports Racing and was part of the Can-Am series from 1969 through 1972.

Sharp made a name for himself on the organizational side of the sport. In 1988, an idea was hatched to have a race on the streets of Des Moines. Sharp, who was the RE of the Des Moines Valley Region at the time, was able to solve many of the logistical issues involved in putting on such a large event and brought the Des Moines Grand Prix into being in 1989. In 1994, Sharp became the Chairperson for the Runoffs as the event transitioned from Road Atlanta to Mid-Ohio Sports Car Course.

As a medical professional, Dr. Snively was instrumental in the advancement of safety in motorsports. It was Snively's research into helmet design that helped to establish the Snell Foundation following a fatal accident involving well-liked racer William "Pete" Snell. Since 1957, the

**The accomplishments of the 2015 inductees...are the building blocks that have given the SCCA its elevated stature"**

foundation has tested helmets for everything from auto racing to skateboarding, making each of these activities safer for their participants.

Tullius became known not only as a top-notch racecar driver in his own right, but also for raising the bar of professionalism in racing from the 1960s-'80s. He and his team, Group 44, Inc., raced at both the amateur and professional levels within the SCCA. As a driver, he was a four-time National Champion in three different classes. His Group 44 team was responsible for 21 Trans-Am race wins, more than 300 Club Racing wins and 14 SCCA National Championship titles.



Courtesy Mazda USA

## RODS AND RESTRICTORS

The *Fastrack* is always a treasure trove of information, and the December and January issues were no exception. Since the National Championship Runoffs, there have been hundreds of letters written to the Club Racing Board and its various committees, and many of those letters have resulted in a number of recommended rules changes for the coming season.

The Touring 4 class saw a number of changes in the January *Fastrack*, from catalytic converter removal to weight adjustments and restrictor plate implementation. Competitors are urged to check the most recent version of the General Competition Rules (GCR) for specific vehicle spec line changes, as you may discover that come March 1, your car now weighs less but wears a restrictor.

In the Production category, the CRB has recommended an allowance for all Level 2 preparation cars to be allowed alternate connecting rods. The alternate rods must be constructed of ferrous material,



Richard S. James

### ADJUSTMENTS

The 2015 season will see new development in Club Racing's Prod (TOP) and Touring (ABOVE) classes.

and maintain the OE bore and pin-to-pin dimensions.

For more information, check out the last couple issues of *Fastrack*, found at [www.scca.com/fastrack](http://www.scca.com/fastrack), as well as the most up-to-date GCR.

## MAJORS CLASS ACCORD

In the December *Fastrack*, the SCCA Board of Directors passed a motion to instruct the Club Racing Board to administer a 10-year class management program, known as the Majors Class Accord. This accord will implement a three-year stability period during which no new classes will be considered, utilize a six-month study to determine a 14- to 16-class U.S. Majors Tour structure which will be achieved via a phased approach by 2025, and create new advisory committees based on those



D.E. Baer

classes. The plan should provide rules stability, as well as clear roadmaps for cars and classes to reach the end goal over several years.

### MIXING IT UP

Mixed class racing shouldn't be as big of an issue come 2025.





## ACCIDENTAL EXCLUSION

In the January issue we inadvertently left the SCCA Pro Racing Pirelli World Challenge GTS overall third-place finisher out of the listing, advancing Jack Baldwin from fourth to third. Our apologies to Mark Wilkins and the entire KIA Racing team for the error.

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## LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

## CLUB VIEW

### Revolutionary Thinking

Before I introduce you to Track Night in America, let me share a little bit of SCCA history. Some years ago, then-President of the SCCA Nick Craw's brain trust implemented a revolutionary idea for a motorsports sanctioning organization:

- Find manufacturer partners for reliable supply.
- Build a car.
- Make it a spec car with fixed costs and a sealed engine.
- Set up dealerships across the country to service the car, making it available to arrive-and-drive customers.
- Provide at-the-track support, including parts from those dealerships.
- Develop the class to help Regions grow by activating old drivers and attracting new ones.

So SCCA Enterprises and its car, the Sports Renault, was rolled out, becoming the go-to class for hundreds of drivers looking for close and affordable racing.

In most cases, fields have been - and continue to be - full enough to have single-class racing, another goal of the Craw think-tank. Sports Renault and then Spec Racer Ford (which Sports Renault became in the 1990s) became the bread and butter of our racing programs for the Regions. Success of the CSRs (dealerships for SCCA Enterprises) went hand in hand with the success of the class, and that continues today with the new GEN3.

The Craw years were innovative in so many ways that it may be conceited to believe that we have a similar creative brain trust working in our office right now. But I think it may be so. And, in the competitive spirit that so many of us share, I look forward to our newly organized staff and member-driven committees making their marks in just as impactful ways as the staff did in the 1980s and '90s.

Consider Track Night in America, a program you will be hearing a lot about in the coming weeks. This is the SCCA's strongest foray into track programs and just as important; it explores ways to bring enthusiasts and casual fans together at the racetrack by:

- Giving drivers without traditional racecars a place to learn and experience race skills.
- Offering low-cost fun without a huge time commitment (hours, not days).
- Having a nationwide geographic reach.
- Building coaching and mentoring programs, which will be available at each event.
- Reaching out to a population of thousands of enthusiasts.
- Planting seeds for Region growth in membership and programs.

Robert Clarke, who leads the new Business Development Department at the SCCA, also has other ideas cued up to cultivate. Reece White will head a shuffled Communications group, with Chris Berg and Melissa Flescher holding down traditional duties and a new hire focused on content for the Website and social media. Experiential Programs grows to four as Jenny McAbee and John Steflik join Rick Myers and the Director, Heyward Wagner.

Clarke, White, and Wagner form a strong triumvirate who are committed to finding ways for us to get back to a more active and social Club, and strategies for growing our Club in ways we hope are both as revolutionary and effective as Sports Renault.

Just as important is COO Eric Prill's freshly structured Competition Department. They will be supporting our current autocross, racing, and rally programs as well as exploring what these programs may become in the future. An energized and stronger combined staff includes Howard Duncan, who will continue to shepherd autocross and rally, Deanna Flanagan as Senior Manager for the two big road racing programs, the Majors and the Runoffs, and then Doug Gill, Brian Harmer, John Bauer, and Chris Blum round out the team with support and tech services.

The SCCA National Office has become a very exciting place to work. Ideas, innovation, excellence in execution, and not a just little bit of revolutionary spirit. That is the Club I want to belong to! 🍷





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## SPEC MIATA COMMITTEE

Based on direction from the SCCA Board of Directors, the CRB along with the SCCA National Staff have joined efforts with Mazda and a NASA to address Spec Miata engine preparation rules. Competitors are reminded to monitor *Fastrack* and the GCR for the latest news.



### TEAMWORK

In 2015, Jack Roush Jr. (60) will race alongside Brad Adams (96) with Capaldi Racing.

Dennis Wood

## ROUSH PERFORMANCE PARTNERS WITH CAPALDI RACING

The 2015 SCCA Pro Racing Pirelli World Challenge season will see Jack Roush Jr., and his Roush Performance GTS classed Ford Mustang Boss 302 partnering with Capaldi Racing. The partnership will see Roush Jr. operating out of the Capaldi Racing headquarters in Chesterfield, Mich.

In addition to the new Roush partnership, Capaldi Racing will see a number of new drivers join returning team member Brad Adams for the 2015 season. Series veteran Nick Esayian will bring his vast experience to the squad, while rookie Dan Martinson will make his GTS debut.

Capaldi Racing has substantial experience competing within Pirelli World Challenge. "Our new partnership should really bring us all up a level for 2015," Leo Capaldi says. "With four podiums in 2014 for our team coupled with Jack's impressive rookie season with four podiums, combining our efforts is only going to make us more competitive as a team."

## 2015 BOARD OF DIRECTORS

Following an end of the year election, two new members have joined the SCCA Board of Directors, and two incumbent candidates remain for a second three-year term in office. Area 4 Director Stephen Harris, of Dayton, Ohio, and Area 9 Director Brian McCarthy, of Sacramento, Calif., ran unopposed to retain their positions on the 13-member Board of Directors.

Lee Hill, of Brandon, Fla., won the Area 3 election with 744 votes over John Zuccarelli with 598 votes. Hill replaces outgoing director Robin Langlotz.

In Area 11, K.J. Christopher, of Redondo Beach, Calif., received 405 votes to win the seat, beating out Jim Malone and Lois Petersen. Christopher fills the seat vacated by Mike Lewis.

Election ballots were received through Nov. 15, and were tallied by

Mize, Houser & Company, Certified Public Accountants. New Board Members officially assumed their duties on Jan. 1, 2015.

### THE 2015 SCCA BOARD OF DIRECTORS

AREA 1	Dick Patullo
AREA 2	Terry Hanushek
AREA 3	Lee Hill
AREA 4	Stephen Harris
AREA 5	Bruce Lindstrand
AREA 6	Peter Zekert
AREA 7	Dan Helman
AREA 8	Bill Kephart
AREA 9	Brian McCarthy
AREA 10	John Walsh
AREA 11	K.J. Christopher
AREA 12	Tere Pulliam
AREA 13	Todd Butler

## 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](http://ams.scca.com) and look under "Forms."

### MEMBERSHIP REFERRAL LEADERS FOR NOVEMBER 2014

NAME	RFRRLS	REGION
Warren Leach	117	San Diego
Brian Ghidinelli	67	San Francisco
Gayle Jardine	38	Cal Club
Christopher Brake	26	Indianapolis
Carol Deborde	25	Reno
Jeremy McCauley	23	Allegheny Highlands
Robyn Wasser	23	Reno
Sydney Davis	22	Houston
Johnathan Burchardt	21	Southwest Louisiana
John Zuccarelli	20	Florida
Karen McCoy	19	Oregon
Meredith Evans	18	Oklahoma
David Vodden	18	San Francisco
Allan Coy	15	Cal Club
Randall Smart	15	Houston
Brian Melani	14	Tennessee
Michael Holzinger	13	Iowa
Robert Crawford	12	Washington DC
Shari McCoy	11	Cincinnati
Moses Smith	11	Texas
Jess Hewitt	10	Houston

We have had 2,400 members refer 3,450 new members.

### REGION LEADERS

(Category based on 2013 year end membership)

REGION	GROWTH	RETENTION
<b>Jumbo (800+):</b>		
Oregon	9.8%	80%
Houston	9.2%	77%
Florida	9.1%	82%
<b>Large (401-799):</b>		
St. Louis	28.2%	80%
San Diego	19.6%	68%
Indianapolis	18.7%	75%
<b>Medium (200-400):</b>		
Las Vegas	31.5%	81%
Des Moines Valley	27.7%	79%
Tennessee	25.0%	69%
<b>Small (&lt;200):</b>		
Kentucky	55.4%	77%
Southwest Louisiana	47.3%	78%
Badlands	42.4%	91%



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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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## MAKE IT EASY

To allow easier adjustments to aftermarket dampers on Street category Solo cars, the SEB has recommended to the SCCA Board of Directors an allowance for a hole to be added to interior body panels, the engine compartment, trunk and/or strut bars.

## NATIONAL OFFICE STREAMLINES

The SCCA has announced a restructuring of the National Office into three departments: Operations, Business Development, and Administration. "This will create a more collaborative office environment, embracing project management across our three departments," says Lisa Noble, SCCA's President and CEO.

SCCA's road racing, autocross, and rally activities will roll up into one operations department, providing a collaborative structure that will benefit each discipline. The new department will be led by newly appointed Chief Operations Officer Eric Prill, who will oversee all SCCA competition activities, related staff, partnerships, and events. Prill joined the SCCA staff in 1996 and moves to the competition side of the business after 18 years in marketing, communications, and public relations for both SCCA and SCCA Pro Racing.

Deanna Flanagan will manage many of SCCA's amateur road racing programs and support staff, including the U.S. Majors Tour, Runoffs and local racing initiatives after a promotion to Sr. Manager of Club Racing. Flanagan has been with SCCA for 12 years, and is well versed in Club Racing operations and administration, having worked closely with Region leadership, officials, and drivers from across the country while serving as Club Racing Manager.

Howard Duncan will continue to lead the day-to-day operations of the Solo and Rally programs.

Reece White earns responsibility for the day-to-day management surrounding the Club's marketing initiatives, public relations, Websites, publications, advertising, and promotional activities as the Sr. Manager of Marketing and Communications.

White will report to the Vice President of Business Development, Robert Clarke, in the new structure, as will the existing Experiential Programs Department.

In addition, 12-year SCCA employee Mindi Pfannenstiel will now head the administrative department as Senior Director of Finance and HR.



### HIGH TIMES

The 2014 Trans Am series was very successful, and the series is expecting to keep that momentum into 2015.

Chris Clark

## TRANS AM FLIES INTO 2015

The SCCA Pro Racing Trans Am Championship has grown to 12 events for 2015, which marks the 46th season of the historic series. New to the schedule are visits to two exciting new courses, NOLA Motorsports Park on Oct. 11, and Circuit of the Americas on Nov. 8. Trans Am will kick off its 2015 championship as it has for the past two seasons, at Sebring International Raceway on Sunday, March 1, in what will be Trans Am's 10th appearance at the Florida track.

### 2015 TRANS AM CHAMPIONSHIP SCHEDULE

MARCH 1	Sebring International Raceway, Fla.
APRIL 12	Homestead-Miami Speedway, Fla.
MAY 9	Road Atlanta, Ga.
MAY 23	Lime Rock Park, Conn.
JUNE 14	New Jersey Motorsports Park, N.J.
JULY 5	Brainerd International Raceway, Minn.
AUG. 15	Mid-Ohio Sports Car Course, Ohio
AUG. 29	Road America, Wis.
SEPT. 27	Virginia International Raceway, Va.
OCT. 11	NOLA Motorsports Park, La.
NOV. 8	Circuit of the Americas, Texas
NOV. 14	Daytona International Speedway, Fla.

## NATIONAL CONVENTION BECKONS

The SCCA National Convention, which will again coincide with the North American MotorSports Expo (MSX) on Feb. 20-21, 2015, at the Charlotte Convention Center in Charlotte, N.C., has unveiled a new look, schedule, and lower pricing. The weekend opens with the SCCA Annual Meeting on Friday, Feb. 20, and wraps with the traditional SCCA Hall of Fame Banquet and Award Celebration presented by Mazda on Sunday.

The 2015 National Convention schedule is filled with new sessions on growing leaders, growing participation, and becoming



Philip Royce

more effective in any member's home Region, no matter the role they fill.

The full SCCA Convention schedule, registration information, pricing, and links to special rates at the Hilton Charlotte City Center are available at [www.msxexpo.com](http://www.msxexpo.com).

### GROWTH

The MSX Expo, which runs alongside the SCCA National Convention, is expected to double in size in 2015.



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## STEVE SANDERS

MANAGER MAZDASPEED MOTORSPORTS  
DEVELOPMENT, MAZDA NORTH  
AMERICAN OPERATIONS  
CAL CLUB REGION  
PARTICIPANT SINCE 1973

“My cousin raced an Alfa in MG Production, so I went out to Riverside International Raceway with him when I was probably 16 years old. I watched him race a few times but decided that just watching was kind of boring - I needed to get more involved.

I started volunteering in 1973 at 18 years old at Riverside and Willow Springs. I initially started doing pit control, then six months later I began working corners; I did that for years. I worked all of the Formula 1 Grand Prix races at Long Beach, and even the initial F5000 race in 1975 at Long Beach.

“I started volunteering in 1973 at 18 years old at Riverside and Willow Springs.”

I worked primarily Cal Club Region events, but I did go up to the Bay Area and work at what are now Sonoma Raceway and Mazda Raceway Laguna Seca. We would drive up on a Friday night and sleep in the car, get a hotel for Saturday, then drive straight home on Sunday night. It was the heyday of Club Racing because you would get 300 or maybe 400 cars at a National race, with 60-car Formula Ford fields.

I met Phil Deushane at the races; he was managing one of the Bap-Geon Import Car parts stores, and he gave me a part-time job while I was going to college. I ended up managing one of the stores in Colorado Springs, Colo., for a couple of years, and eventually went into their marketing department. In 1985, I joined Mazda working in parts and service marketing. In 1989, I moved into Mazda's motorsports program, and have been supporting amateur racers ever since.

When you're involved with racing on the business side you kind of miss the level of involvement you had when you were flagging a race. You're not directly involved with the actual racing - I really miss that aspect of it. I look back at my earlier years and realize I had a lot of fun - I really enjoyed those years.”

MAIN IMAGE Michael Duval







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As I often say, racing is an emotional sport. Drivers deftly maneuver and muscle for rank. Their prowess is potent – they pour through the turns (name that racing tune, alt rockers). Full of desire, adrenaline – and *fear*, though macho types might not want to admit it. All of this conspires to raise the heart rate and blood pressure, and all of that conspires to decrease driving ability and increase the propensity to run into things.

**I did not start in it by choice; it was my *only* choice, given the monetary circumstances"**

This is an area whereof I sing the praises of Solo competition. The pressure is on. In 30 seconds you leave the line flat-out, and you'd better be perfect because you need two tenths, but what if those other quick cars go faster, and don't you hit one of those 247 pylons? To succeed at a high level, Solo drivers must control anxiety, nerves, and butterflies. Like a top golfer, ice water must run in their veins.

Solo and ProSolo is valuable training for calm competence under live fire. It's the waiting between runs that lends the mind idle time to mess with your mojo. Here, I learned to keep my focus on the job, the drive, the track,

and shut out fears of downed cones and competitor times. Shut out the whole outside world.

I learned that I am not my mind; that I could take control and silence the nervous voices in my head, and allow only thoughts relevant to my driving. It is actually easier while road racing my Mazda, because it's so busy on track. The worrying noise from the brain is pushed more into the background than when sitting quietly in line waiting to attack the cones. I know road racers complain of low track time, and that is true, but what it lacks in quantity it rewards with quality. Solo is intense. (Warning: the next line is R-rated. Innocents, cover your eyes.) Road racing is all heavy petting and foreplay. Solo is all orgasm.

Years ago, Solo was all I could afford to pursue my mighty compulsion to race. I did not start in it by choice; it was my *only* choice, given the monetary circumstances. What I realized later were the real payoffs of starting this way. I was forced to learn patience on the throttle, and looking and thinking ahead. In road racing, one can substitute learning for rote and habit, by driving the same three tracks for years. (Bonus tip: If you have trouble learning a new circuit, focus on looking and thinking ahead.)



Perry Bennett

Philip Tucker

# POBST POSITION

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## Those Darned Nerves





#### NERVES OF STEEL

The late Tommy Saunders was known for his cool demeanor. Those calm nerves ultimately led to 12 Solo National Championship titles in everything from A Stock to B Modified (pictured).

I learned greater car control in a safe environment. But what was the greatest of these Solo payoffs? Nerves management.

Think of it. You spend an hour or two working the course, watching others run, thinking about those two tenths you need to win, and worrying about your competitor finding a few more. Or worse, you pyloned both your runs and put yourself in the high-stress situation of needing to drift and skim by those 247 cones with no time to fall back on. It's tough. As start time approaches, nerves churn the stomach. Palms sweat. Hands shake. ProSolo

is even worse. Eliminations and the Super Challenge most often mean nip a pylon and you are gone. Speed and utter precision wins. Then add the red light into that drag-race start to your nightmares. To win, a driver must control those jitters. Sit cross-legged and drone out a mantra.

I remember an extremely talented autocrosser from my early days, Tommy Saunders, a commercial airline pilot by profession. (Sadly, he passed away not long ago in a tragic non-automotive accident, after a long career of winning in Solo.) He was in a yellow Lotus that

day, A Stock, at a Salina, Kan., National Championship event. I think pilots usually arise from the calm, cool, collected genre, and there he was, moments

**“ There he was, moments before a championship run, casually smoking a cigarette ”**

before a championship run, casually smoking a cigarette, Marlboro Man style, tiny door hanging open, his lanky frame draped across the Elan like a watch in a Dali painting. Our

classes ran together that day, and I was in my conscious nerve-control mantra mode, paradoxically working hard not to get worked up. I marveled at how easy and natural it looked for Tommy.

My last visit to the Solo National Championships was in the early 1990s. It was a last-minute decision to go, stemming from an offer from a friend to drive his 914 in C Stock. I squeezed in just under the entry deadline wire, and arrived in Salina to drive his Porsche around the parking lot in first and second gear in the rain, once, before pulling to the line for my

first run. No nerves at all. No buildup, no expectations, just aiming to have some fun and be there. Completely relaxed. Guess what? I never drove better. I won (and got thrown out for an illegal part, oops, but that's

**“Feel your mood. Angry and flushed? You are going to overdrive and throw it away”**

irrelevant to the point). In pressure-packed situations, you'll perform better if you just don't care. Isn't that ironic?

Years ago, my sister gave me a book, *The Millionaire's Secret*. One thing that stuck with me

from those pages was his advice to a golfer: When you practice, play as if it is for a million dollars. When it is for a million dollars, play as if it is practice. This is a primary reason that lots of laps pay off in our sport. Sure, you may get a little better, but mostly what you get is more relaxed at the moment of truth. It is ingrained in your subconscious; it requires very little effort; it's automatic. Muscle memory is a popular modern term for the dividends of practice, but I say it is the mental confidence and calm more than the physical aspect that is the chief payoff for the race driver.

We have all seen the pro basketball player on TV, standing at the free-throw line, fouled at

## WARNING!

Oil pressure is the absolute lifeblood of an engine; just a second or two at high revs will destroy it. A tiny coolant leak will cause overheating eventually. Make your warning lights glaringly obvious. After all, when does the pressure drop? In a corner. Where are you looking at that time? Down the road, not down at the gauges. Put it on top of the dash and save your valuable power plant.

## DON'T FREAK OUT...

street car, for that matter. Feel your mood. Angry and flushed? You are going to overdrive and throw it away or crash the guy ahead of you, I guarantee it. Heart pounding because your mirrors are full? Going for the pole in a qualifier? Deep breathe.

Here's another good tip: How tight are you gripping the wheel? The harder your chokehold, the worse you will drive. You cannot feel your tire adhesion and chassis balance when your fingers are numb and your forearms are pumped. Ease that stranglehold. Breathe. Control your emotions, testosterone, and adrenaline. Relax and flow. That's how you perform under pressure. 🚫

the buzzer, with one shot in his or her hands to win it. What do they always do? Take a deep breath. Dribble, dribble, inhale - blow it out, haaaaaaa.

Be aware of your state of mind in the racecar, and the



### COMPETITIVE ADVANTAGE

Working course at a Solo event can play to your advantage if you haven't run yet. Note the problems other drivers are having - then don't hit those cones.

Rupert Berrington



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# Q&A: SCCA ENTERPRISES

In 2012, SCCA Enterprises announced the development of the third generation Spec Racer Ford. Three years later, the car is full speed ahead | **WORDS** Philip Royle **IMAGES** Rupert Berrington

It's impossible to attend an SCCA Club race without witnessing a massive pack of Spec Racer Fords inches apart, battling for the win. After all, SRF has been ranked in the top two most subscribed-to Club Racing classes for years, duking it out with Spec Miata. This year, however, will see the beginning of a giant shift for SRF and the company that produces the spec racecar, SCCA Enterprises. For the first time in two decades, the Spec Racer is changing powerplants. What began as a 1.7L Renault-powered racecar in 1984 became Ford-powered in 1993, with a 1.9L engine. Starting in 2015, Enterprises and SRF competitors are facing a move to a third motor, a 1.6L Ford engine, and with the change comes more power, less weight, and tighter competition. But that's only part of the story. SCCA Enterprises President and CEO Erik Skirmants fills in the details...

**SportsCar:** Bluntly, why does SRF need a new motor?

**Erik Skirmants:** We knew that by 2015 or '16 we really couldn't be rebuilding the existing 1.9L motor. Recently, we've been rebuilding motors we really shouldn't have been rebuilding because the heads had been shaved too many times or the blocks had been cut more than we'd like. The motors were still in the 1.5 percent power output range, but something had to change if we wanted to keep SRF at the racetrack.

**SC:** You were really running out of motors to rebuild?

**ES:** This wasn't a marketing ploy or an "upgrade the product" ploy; this was a "continue the product" ploy. The engine cores were just getting rarer and rarer; the cores, specifically the cylinder heads, were specific to Enterprises. The 1.9L motor wasn't actually a production line engine - it was a hybrid of a cylinder head made just for us, and a block that was available. There was never a junkyard option.

I spent two years recruiting four-time SRF National Champion Mike Davies to SCCA Enterprises because

I knew we weren't going to be able to make the old 1.9L Ford engine last for more than another three to five years.

**SC:** So, what's the deal with the new motor?

**ES:** The 1.6L Ford motor is a Ford Sigma. It's made in Brazil and is in the current Ford Fiesta in the United States. There have already been more of these motors produced than the combined 1.7L Renault and 1.9L Ford motors. And, this 1.6L motor isn't specially made for us; it is truly mass production. It has longevity in it, and there are still a couple more years of production by Ford planned without any changes, so by the end of the production run there will be hundreds of thousands of motors out there.

**SC:** Once Mike Davies joined up as the SCCA Enterprises Technical Manager, what was the first step in the creation of the third generation SRF, the GEN3?

**ES:** When we got into it, we discussed longevity of the motor, and the weight of the motor. If we could get the weight out of the back of the car, it would return a lot of enjoyment to





**PUTTING IT  
ALL TOGETHER**

SCCA Enterprises President Erik Skirmants (right) and Technical Director Mike Davies (in car) started developing the GEN3 SRF in 2012. A year later they were on track testing the new 1.6L-powered racecar. Later this year, a GEN3 National Champion will be crowned.



## THE TEAM

(BELOW) SCCA Enterprises runs a tight ship, with everyone pulling together to keep Club racers on the track with the best possible equipment. (RIGHT) Rebuilding and equalizing engines is a large part of what Enterprises does, but with the 1.9L SRF engine, rebuilds were getting harder due to a lack of available parts. The answer? A new, more powerful 1.6L Ford motor.

the car. With a four-valve, aluminum block, Mike was able to take more than 100lbs out of the back of the car, and we've reduced the SRF's minimum weight by 110lbs. The sound quality is fantastic! With the 1.9L, I've had hundreds of people tell me the car sounds terrible - that was one thing Mike's header solved on the 1.6L.

**SC:** Where is the GEN3 SRF in the development process now?

**ES:** The first GEN3 prototype hit the track in January 2013 and, by the end of that year, we had 190 orders for a car we hadn't even finalized. We ended up doing most of our testing in late 2013 and early 2014 before we had completely finished the package, but everything has held up incredibly well. Now, two years after building the first prototype, we have sold and shipped nearly 120 orders.

**SC:** That's a very short span of time.

**ES:** Yes it is. In 2012, I laid out a business plan to the SCCA Board of Directors that said we were going to use up all of our resources and launch an update to the Spec Racer that's critical to the future of the class. In November 2013, the week we started collecting GEN3 deposits, we had \$10,000 in the bank - a year later we were back to a self sustaining balance and we'd shipped 90 GEN3s, on schedule.

**SC:** How much does a GEN3 kit cost?

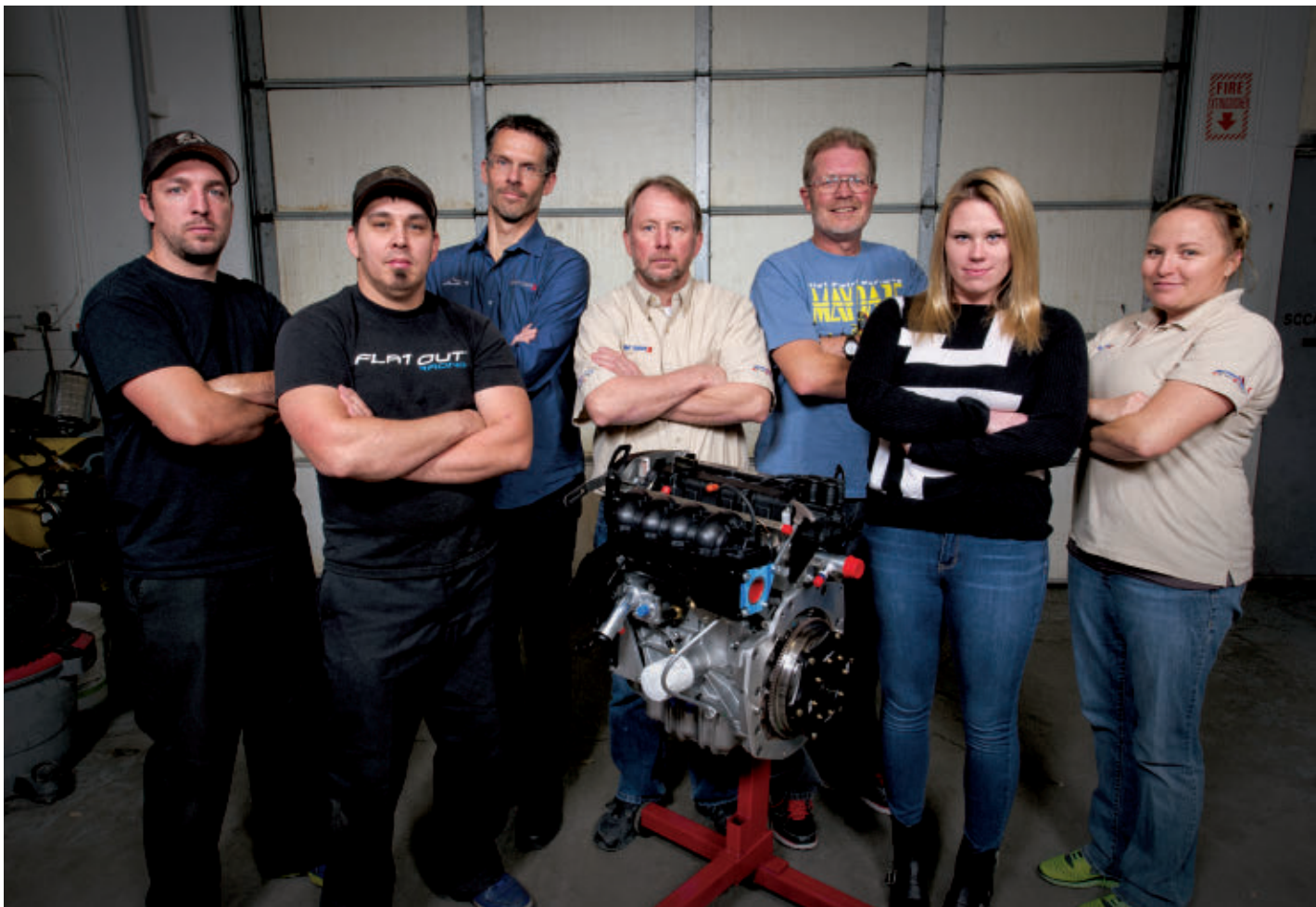
**ES:** The upgrade kit to turn a 1.9L SRF to a GEN3 is \$10,995. A GEN3 car costs \$38,000 - that's a complete do-it-yourself kit, although not for the feint of heart. That's a lot of money, but every one of the cars is identical, and every one of them could win the Runoffs. But currently, people with a \$16,000 to \$18,000 used SRF who spend \$10,995

on a GEN3 upgrade kit can sell their cars in the \$30,000 range. While we don't like to see the cost of entry go up, our bigger concern is retaining the value for our customers, and the GEN3 does exactly that.

**“With Mike Davies, we have a fox guarding the hen house when it comes to tuning tricks”**  
**ERIK SKIRMANTS**

The racers are responding positively. We have now pre-sold 320 kits, and we're shipping one car kit about every other month, with a goal of shipping one car a month. We're also shipping 13 to 15 GEN3 kits a month, and we're sold out until the middle of 2016!

**SC:** The 1.9L SRF motor has a reputation for lasting a long time. How will the new 1.6L motor stack up?







**ES:** First off, the new motor produces about 30 percent more power. With the 1.9L motor, our dyno window capped at 104.5hp at Denver's altitude; the new motor caps at 134.5hp. That's a big deal! Between that and the reduced weight of the car, the GEN3 is about three to five seconds a lap faster than the 1.9L version at virtually any track in the country.

But the 1.9L SRF engines lasted an incredibly long time. If you ran it right to the limit they'd last maybe a couple of seasons for a very active racer. We expect the new motor to go even longer. Also, the GEN3 rebuilds for the first five to seven years will be a long block exchange. You'll send in the complete engine, we'll strip it, do what we do, and it'll cost about \$5,250. So, about a \$5,000 motor is what it will take to win the Runoffs. We're hoping to price spare motors around \$7,000, although we're not offering those just yet - we also haven't had a GEN3 motor failure yet.

And, with Mike Davies, we have a fox guarding the hen house when it comes to tuning tricks on the GEN3. We've taken a whole level of "tunability" out of the motor. In fact, I'm not sure what the guys are going to do at the chassis dyno now.

**SC:** While you've had GEN3 test mules running at events, there has been no official GEN3 race until this year. How will that work, and will it impact other classes during a race weekend?

**ES:** SRF3, which is what the GEN3 class will be called until 2018, will run as a parallel class to SRF. SRF and SRF3 will then be brought together

**[GEN3 development] became a 10- to 12-hours-a-day, six-days-a-week load"**  
**MIKE DAVIES**

into a single class in 2018, and the class will return to the "SRF" name. What this will look like at most races for 2015-'17 is SRF and SRF3 will run together in one group; organizers will do little different, other than there will be another set of trophies awarded.

**SC:** What happens to the older 1.9L cars come 2018?

**ES:** It's important to note that we're not going to kick out the 1.9L cars, but they will be uncompetitive against the GEN3 cars. We'll also service the old motors until there is no demand. The old motors will need to be sealed to run in SRF, just like now, but with the changeover to the 1.6L motor there will be over 300 used motors out there very shortly. Counting the spare motors people have stockpiled, we figure there will be 500 of the 1.9L motors around, and probably 100 racers who stick with the old setup.

**SC:** So when will the first SRF3 National Champion be crowned?

**ES:** 2015 at Daytona. The SCCA Board of Directors has said SRF and SRF3 will run together at the 2015 National Championship Runoffs, but, obviously, if we bring 110 cars to Daytona, they'll have to reevaluate that. At the end of the season, I think we're going to send more than 100 cars [combined SRF and SRF3] to Daytona. 🍷

## MIKE DAVIES

SCCA ENTERPRISES TECHNICAL MANAGER  
AND FOUR-TIME SRF NATIONAL CHAMPION

**SportsCar:** What first attracted you to SRF?

**Mike Davies:** I was working in an independent foreign car repair shop and the well-off property owner, Jim Quackenbush, retired. Around that time, Sport Renault was announced along with the Lucas Pro Challenge and Jim asked me if I thought I could drive a racecar - I said I would love to try. Jim said he had always wanted his own small-time race team. We bought a Sport Renault, truck, and trailer and started AMI Racing. I obtained my SCCA license and won the SARRC championship my first full year of racing. I was also runner up at the 1986 Runoffs and won in 1987 and '88.

**SC:** What kept you racing in Spec Racer Ford through the years?

**MD:** I've had the opportunity to drive many IMSA and SCCA racecars, but what always brought me back to SRF is that it's a pure racing class; you didn't need to spend a large sum of money. The racing is competitive but, at the same time, it's like a big traveling family.

Ultimately, SRF is the perfect balance of effort vs. expense vs. competitiveness. A father and son team can run just as well, or better, than guys who run with a CSR or a good prep shop. This balance is one of the main reasons I accepted the Technical Manager position at SCCA Enterprises; I wanted to help maintain what SRF is. Plus, I personally wanted leave something for the future of SRF so racers could enjoy the same aspects I have over the years.

**SC:** The development of the GEN3 SRF program seemed to fall mostly upon you. What was the most challenging part?

**MD:** I guess the most challenging part was planning the project while also physically fabricating most of the prototype parts in a compressed time frame, all the while maintaining a modest R&D budget. Every one of us at Enterprises has many different responsibilities. At first, the GEN3 was on the side burner, but then as it started gaining some traction it became a 10- to 12-hours-a-day, six-days-a-week load. Twelve to 14 months later we had the first running GEN3 SRF - my personal car - at High Plains Raceway, and we ran 75 to 80 laps without one problem.



# THE NEW STREET

With the 2015 season comes a new era in Solo street tire competition. We look at what this means, and discover just how sticky those new tires are | WORDS Jason Isley IMAGES Philip Royle





The 2014 Solo season was a turning point. Last season, we saw the inclusion of the Street category as a full National class; a category set to replace the 40-year-old Stock category this year. At the 2014 Tire Rack Solo National Championships, both categories crowned Champions (albeit with Stock holding the "Street-R" name) as the torch was passed.

The new Street category offers a more user friendly, and budget friendly, set of tire rules and prep allowances than its Stock counterpart. There's also a little more flexibility in wheel sizing, and the tires are arguably better suited for actual street use when traveling to and from events, all helping lower the barrier of entry into the sport.

## THE CONTENDERS

### 1> BFGOODRICH TIRES G-FORCE RIVAL UTQG 200

LATERAL G: 1.0  
BEST DRY LAP: 29.583sec  
BEST WET LAP: 29.7sec

### 2> BRIDGESTONE RE-11 UTQG 200

LATERAL G: 0.98  
BEST DRY LAP: 29.568sec  
BEST WET LAP: 29.2sec

### 3> DUNLOP DIREZZA Z11 STAR SPEC UTQG 200

LATERAL G: 0.90  
BEST DRY LAP: 29.723sec  
BEST WET LAP: 29.2sec

### 4> HANKOOK VENTUS R-S3 (VERSION 2) UTQG 200

LATERAL G: 1.1  
BEST DRY LAP: 29.290sec  
BEST WET LAP: 29.9sec



Entering the 2015 season, Street is facing one last change compared to 2014: a move from 140 UTQG or greater treadwear tires to ones with a UTQG of at least 200. This change also affects the Street Touring category, which now takes its tire eligibility rules from the entry-level Street classes. And, with the change on the horizon, several manufacturers were quick to

**We...paused for five minutes between runs, mimicking what would normally be experienced at a Solo event**

react, either revising an existing product to meet the new standard or offering a new tire.

We wanted to see if the UTQG rule change moved the bar for either category, so we gathered a stack of ultra-high-performance tires and planned a test of the products that meet the new rules. Our test involved four of the top players in the market: Hankook with its revised R-S3, BFGoodrich Tires with its g-Force Rival, Dunlop with the latest Direzza Z11 Star Spec, and the Bridgestone RE-11.

Rather than employ the typical tire test scenario that revolves around a single car, a lot of tire changes, and a ton of wasted time and inconsistent pauses between runs and re-runs through the test course, we utilized a small fleet of identically equipped cars, each wearing a specific tire. To make things flashy, we decided to use the equalized Scion FR-S racecars that see duty in the Toyota Grand Prix of Long Beach Pro/Celebrity Race.

The team at Toyota Motorsports works hard to maintain the fleet of celebrity cars, taking steps to ensure equal performance. For all intents and purposes, the only difference between the cars we used to test tires was the color and car numbers. And, while these cars have not been equipped for a specific SCCA class, they are modified in a manner similar to a Street Touring Xtreme Solo car.

Each tire of our full tread 225/40-18 tires was fitted to identical 18x7.5-inch TRD wheels. After a short transit leg, each car was subjected to a series of runs to scrub them in, we collected tire temperature data, and then tire pressure adjustments were made to optimize grip for each tire.

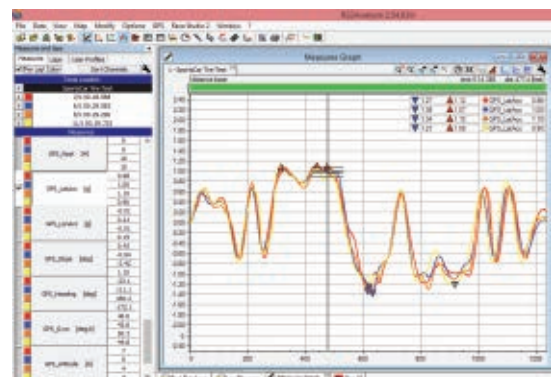
Our test lot was located on the

### DATA COLLECTION

An AIM Sports Solo DL was used to capture data for the test. Because the Solo DL is primarily designed for use on a racetrack, we designed the test course with a turnaround at the end so the course was run in both directions and the start line was also the finish.

Toyota campus in Torrance, Calif., a location often used for ride and drive events and manufacturer product testing. A single-sided ProSolo style course was setup on its medium aggregate, moderate grip asphalt surface.

Because the FR-S racecars utilize the Bridgestone RE-11, we elected to use that tire as the baseline, starting the testing and ending the test with that tire, to account for any surface changes. We also paused five minutes between runs, mimicking what would normally be experienced at a Solo event. It is also notable that using cars engineered to work with one specific





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## LET IT RAIN

In a twist of fate, we found ourselves faced with a steady rain sprinkle as we prepared for our tire test. Always looking to drive cars, we took the opportunity to have an impromptu wet weather test.

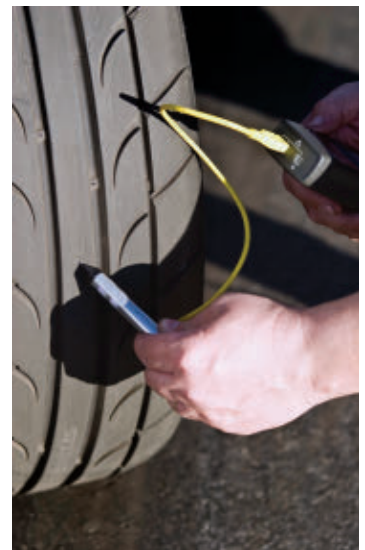
Based on input from the Toyota Motorsports team, we set our wet pressures at 40psi, the pressures these cars typically run on the streets of Long Beach.

In the rain, both the Hankook and BFGoodrich struggled with turn-in and were susceptible to hydroplaning. The Hankook could only muster a 29.9sec on our abbreviated wet course, while the BFGoodrich scooted in at 29.7sec.

In a virtual tie, the Dunlops and Bridgestones both posted a best lap of 29.2sec, but each made the lap time in drastically different ways. The Bridgestone cut through the water like a hot knife through butter, with great steering and strong front grip, but it lacked forward bite. Conversely, the Dunlop would lose grip in the front (it required a wide arch with minimal steering angles) but could put power down more than enough to make up for the lack of front bite.

tire (albeit on a racetrack rather than a Solo course) could give that tire an edge, but without a significant amount of time and resources, it would be nearly impossible to maximize each car for a different tire within the scope of a test day, so instead, we simply stuck with adjusting tire pressures.

As we took to the course for the first test run, we took note of the crisp turn-in offered by the RE-11; it offered sharp turning and quick response to directional changes. Grip increased significantly, and time dropped as the tire built heat. Forward bite left a bit to be desired, but overall performance was very good, and it offered a pleasant driving experience. The AIM Sports Solo DL measured the RE-11's best time at 29.568sec coming on its second run, with lateral Gs registering at 0.98.







The g-Force Rival, a relative newcomer to the market, has garnered a lot of attention recently. We discovered the Rival did not match the steering response of the RE-11, but did offer a small increase in lateral grip – 1.0 lateral Gs – with corner exit feeling very similar to Bridgestone's offering. While the Rival had the edge in long sweepers, it lost ground to the RE-11 in transitions, ultimately tripping the finish just a tick behind with a 29.583sec lap. The Rival offered consistent performance, only varying 0.2sec over our three test runs.

Our third tire to test was the Hankook RS-3, dubbed the Version 2 since the redesign at the beginning of 2014 that saw its UTQG revised to 200 and several other changes to aid cold performance. The overall increase in grip was apparent as soon as you dropped the clutch; the RS-3 offered great forward bite, as well as excellent corner grip. The RS-3 posted the highest lateral Gs of the test at 1.1, as well as the quickest lap with a 29.290sec time. Also notable was the lack of variance in lap times, with all three runs clustered within 0.15sec, making the RS-3 consistent *and* fast. Perhaps the most important quality of the RS-3 was its ability to inspire confidence. Even when pushed past the edge, it is easy to control, and easy to catch should you push too far.

The latest iteration of the popular Dunlop Direzza ZII was the final tire in the test. The Direzza offered phenomenal forward bite, which in some cases overpowered the available front grip, making for a tight car. The car was very quick in transitions and could get off the corners well, but felt bound up in the middle. Some chassis tuning could have mitigated much of the lack of rotation and produced a better lap time, or a change in venue to a more aggressive surface might have helped. In the end, the Dunlop produced the slowest time with a lap at 29.723, roughly half a second off the quickest time.

So, will the Hankook be fastest on your car? Possibly. All we can say is that we found the fastest tire for our car on this day on this surface. Our results are a good baseline to use for your own tire selection, but this test is certainly not definitive for all cars, surfaces, and setups. Plus, there are more 200 treadwear tires on the market, and seemingly new ones come along every day. Expect this topic to be visited again and again and again... 🍷

#### OPTIMIZING

(LEFT) Prior to the tire test, all vehicles were run through the course multiple times, tire temperatures were taken, and tire pressures were adjusted to optimize grip. We discovered the Dunlop liked the least amount of pressure, coming in at 30psi, while the Bridgestone and Hankook both liked a little more, at 32psi. The BFGoodrich, however, benefited from higher pressures, with our test being done at 35psi.

## THE CARS

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TYPE . . . . . 4-cylinder, boxer type, 16-valve DOHC with Variable Valve Timing Control  
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POWER . . . . . 210hp @ 7000rpm  
INDUCTION . . . . . Fuel injection D-4S (direct and port injection system) TRD cold air intake  
BORE X STROKE . . . . . 86.0mm x 86.0mm  
COMPRESSION RATIO . . . . . 12.5:1  
FUEL . . . . . F&L racing fuel 100 Octane unleaded  
EXHAUST . . . . . TRD custom stainless steel exhaust  
MOTOR OIL . . . . . Redline 0W20 synthetic

#### DRIVETRAIN

TRANSMISSION . . . . . 6-speed manual with Redline MTL synthetic transmission fluid  
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GRAPHICS . . . . . Vinyl graphics by Hukill Paint and Graphics

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# A RACE FOR CHAMPIONS

With the National Championship Runoffs in the West for 2014, the 2014 American Road Race of Champions made its own title fights

WORDS Paul Brewer IMAGES Clark McInnis







#### ENDURANCE

The ARRC at Road Atlanta is more than “another” Regional. It also incorporates enduros, series championships, and pursuit races. Here, Roger Fugett runs amidst Spec Miatas during the enduro to finish first in ITA and fourth overall.

Atlanta Region has been known to pull off some interesting stunts for the ARRC. Since the 2014 Honda Performance Development American Road Race of Champions presented by Grassroots Motorsports kicked off on Halloween, it presented a perfect opportunity for more fun, Atlanta style. At the completion of Friday racing activities, the Region threw open the gates allowing neighborhood families to visit the paddock and go trick or treating. Likewise, teams were encouraged to decorate their paddock space, and costumes were encouraged.

But the SCCA is about racing, and Saturday began with a humdinger. The opening SPU battle between Kirk Riddle and Jim Kellogg, alongside the ITC race between Will Perry and Tom O’Gorman, set the weekend’s on-tack tone. In those races, late race passes and continuous lead swaps sent O’Gorman and Kellogg to the top steps of the podium, with second-place SPU finisher Riddle declaring, “I ran out of tires, brakes, and ability.”

The ITA race was also awe inspiring, with Ken Kannard and Garret Dunn battling throughout the 20 laps, swapping the lead with insane frequency. The final lap featured a pass at 10A by Dunn, then a pass by Kannard at 10B to settle the result.

Spec Miata was also nothing short of epic. Danny Steyn and Dillon Machavern exchanged the lead multiple times with Chris Topping never far behind. Steyn had the lead into 10A on the final lap but ended up in third behind Machavern and Topping by the time they got to the flag. “I have the greatest admiration and respect for the two drivers who kicked my rear end today,” Steyn said after the race.

The Formula 500 class included the final event of the Formula 600 Challenge Series Championship. The big question was whether W. Clint McMahan could sweep the Formula 600 Challenge this year. Fifteen-year-old Hunter Brayton qualified second behind McMahan in his first trip to Road Atlanta and was set to get faster with each lap. At the green, McMahan jumped to a big lead and was never challenged, giving him a clean sweep of the 2014 series and the championship.

Sunday began with pursuit race. The format is that all entrants get a handicap based on their fastest lap times from the previous day’s races, multiplied by the 10 laps of the race. A two-second gap meant the entrant got a 20-second head start. The slowest car starts first, and then the next car is flagged off based on the handicap. In theory, all cars would cross the finish line in a dead heat. Chris Current took the win in his SRF less than two seconds up on Russ McBride in his SM.

The final sprint race of the day was the GT2 and GT3 Eastern Championship. Pete Peterson and Tom Patton put on a spirited duel with Peterson taking the win by less than a second.

Enduros test men and their machines. This year both were up to the task. The top three qualifiers finished in the same order as qualification, all on the same lap, with less than a three-second margin of victory. The podium was Dillon Machavern, Danny Steyn, followed by Chris Topping.

Complete race results can be found on Atlanta Region’s Website at [www.atlantascga.org](http://www.atlantascga.org).

DRIVER INSIGHT

## STEVAN DAVIS FORMULA VEE

**SportsCar:** What is your strategy going into a race like the ARRC:

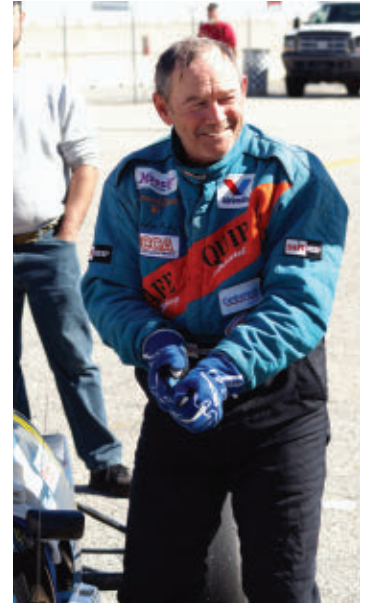
**Stevan Davis:** I generally do not have a strategy these days other than completing the first lap without incident. After that, I play it by ear. Way back in 1992, I did have a strategy at the Runoffs, and that was to take the lead on the start and hold it till the checkered flag.

**SC:** You have two Formula Vee National Championships to your name. Have you always been a Club racer?

**SD:** I won an autocross National Championship in 1977 [C Stock in a Jensen Healey], as well as an overall "Top Champ of all National Champs" shootout - all of us ran in the same two Triumph TR7 cars against each other. I started working Club Racing events

on the corners in 1975 and had an FV blow a motor coming into Road Atlanta's Turn 1; it disappeared into the woods behind us. We chased him down and found him apparently comatose, but actually he was just frustrated in blowing a borrowed engine. My wife Linda and I stayed and chatted with him until the end of that session, and that sealed the deal for FV for us.

A couple of years later, in early 1977 while still running autocross, I had a friend who bought an FV for autocross. He told me that if I fixed the motor for him in autocross, I could run it for myself in Club Racing. I did that and managed to get the car off the grid all the way around to Turn 5 at Road Atlanta in March of 1977 before the engine seized at the Drivers School - but I was hooked! It was the most amazing thing I had ever done in my life.



PROGRESSION

Formula Vee competitor and ARRC winner Stevan Davis (RIGHT and BELOW) got his start in Solo, but Formula Vee dragged him to the Club Racing side.





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**DRIVER INSIGHT**

## PETE PETERSON GT-2

**EAST COAST SHOWDOWN** (RIGHT) While Pete Peterson (right, and BELOW) beat Tom Patton (left) on track, Patton was the reason Peterson attended the ARRC in the first place. And since neither of the Runoffs regulars attended the National Championship event in 2014, the ARRC GT-2 shootout was their chance to dice it up.

"This was my first year to run the ARRC. I was mostly there to run in the GT-2 and GT-3 shootout on Sunday. Tom Patton was the organizer for the event. It wasn't really like the Runoffs – more like a season finale with more fun than pressure!

During both the ARRC and the GT-2 shootout, Randy Kinsland in a Corvette took off like a rocket. In Saturday's race he threw a belt and the car overheated halfway through the race. Sunday's race started the same way, but about halfway through he used up his tires and retired. In both races I had a pretty good lead once the Corvette retired, but Patton's Hoosiers came in and he got close at the end.

We were running a new tire package since Goodyear is no longer making our front tire. We switched

from the 16-inch Goodyear radial to Michelin's 18-inch radial. The fronts worked pretty good, but the rears

were way too hard. We ended up racing on the Michelin fronts and the Goodyear rears."





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## DRIVER INSIGHT

### DILLON MACHAVERN SPEC MIATA

**SportsCar:** We've seen you compete in both a GT-1 Ford Flacon and a Spec Miata. Which do you prefer?

**Dillon Machavern:** During the 2013 season I ran both GT-1 and Spec Miata almost equally, although the opportunity to run enduro races in Spec Miata on the same weekend provided more seat time in SM. The GT-1 Falcon was sold at the completion of the 2013 season since I had already committed to run a full ST season with Mitchum Motorsports. But I prefer the Falcon. It's more involved; because of the speed you adjust your braking points, and everything on track happens that much faster.

**SC:** At the ARRC you won both the Spec Miata race and the enduro. Which was more difficult?

**DM:** The ARRC SM race was more challenging. The competition was tight and it was back and forth until the second to last turn on the last lap. But in the enduro with a mandatory timed pit stop, you never know what to expect.

**SC:** Approaching an enduro that is more than twice the length of a standard race, what is your mindset, and what kind of pace do you run the car?

**DM:** In Spec Miata I run the enduro full out, just like the sprint races.



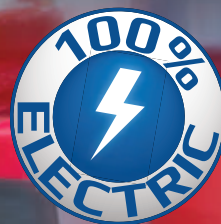
**DOUBLE DUTY**  
Dillon Machavern (RIGHT and BELOW) had a successful ARRC, winning both the Spec Miata race and the enduro.





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# THE CHAMPIONS

The historic SCCA Pro Racing Trans Am series makes history of its own in 2014, and thunders into 2015

WORDS Jeff Zurschmeide MAIN IMAGE Chris Clark

SCCA Pro Racing has owned or sanctioned a number of awe-inspiring series over the decades, but few come close to matching the gritty excitement of Trans Am. From its humble beginnings in the 1960s through the transition of the '70s and '80s to today, the series has grown, changed, and conquered. Most recently, the series emerged from near death in the early 2000s and is now witnessing some of the largest fields Trans Am has ever known. This year also saw the likes of Tommy Kendall return, as well as factory involvement from Dodge with its new Challenger. But will this momentum continue into 2015 and beyond? We talked to the 2014 Trans Am series champs to get their take on the past, and the future.

## FULL TILT BOOGIE

Trans Am's TA2 class has attracted a lot of attention, including that from Dodge, which introduced a new racecar in 2014.







#### TRANS AM

Doug Peterson (RIGHT) captured the Trans Am title in his Corvette (ABOVE) even before the final round of the series, but that doesn't mean it was easy. In fact, it was mid season before he really hit his stride.

Doug Peterson won the 2014 Trans Am TA championship with five pole positions, five race wins, and a pair of second-place finishes - in the rough and tumble world of big-bore Trans Am racing, that is as close to domination as it gets. Peterson finished the year with 302 points, solidly ahead of second-place Simon Gregg with 269 points. Amy Ruman finished the season close behind Gregg with 268 points, claiming two wins of her own. But, as with any race season, there were ups and downs.

"I think the turning point and the highlight of my season was Road America," says Peterson. "Our cars are



amazing to drive there. I think we go into Turn 1 at 185 or close to 190mph. Amy and I were within a few points of each other at that race. She was leading and I had Cliff Ebben on my tail. We rubbed pretty good a couple of times and I was able to take the lead from her. From then on, I was able to either win or to place really well."

With a solid background in Formula Mazda racing, Pirelli World Challenge, and Grand-Am, Peterson has a wide range of experience, and knows why he's racing in Trans Am.

"I started racing in Formula Mazda about 1998. Then I raced in World Challenge for a couple of years, and





"Tony's building me a new car, and it's going to be very similar to the Corvette with just some minor little adjustments and improvements. One thing we do a little bit more than anybody is that we change the car a lot, but I take each race one at a time and I try to be consistent."

Like all Trans Am drivers, Peterson is an evangelist for the series, and he is eager to invite new competitors to join.

"First of all, new drivers are going to feel welcome, whether it's from the SCCA people, the Trans Am owners, or the other drivers," he says. "Drivers who attend a race will be surprised how everyone helps each other. That's one of the things I like about Trans Am; on any given day, the car with the best setup can win. I am sure there are going to be more and more people coming."

#### TRANS AM 2: THE NEW CHALLENGER

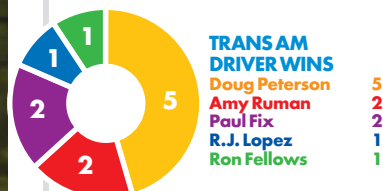
Trans Am 2 is the largest class within the Trans Am series, attracting 45 drivers over the course of the 2014 season, and averaging about 16 cars per race. Cameron Lawrence claimed the championship with five poles, seven race wins, and 310 points, wrapping the season in a new Dodge



#### TRANS AM 2

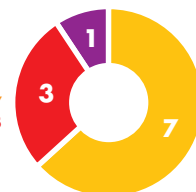
In the TA2 class, it was Cameron Lawrence (LEFT) once again standing on top. Impressive, especially considering he swapped from a Chevrolet Camaro to an unproven Dodge Challenger (ABOVE) half way through the season.

#### TRANS AM BY THE NUMBERS



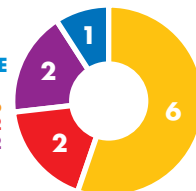
#### TRANS AM 2 DRIVER WINS

Cameron Lawrence	7
Adam Andretti	3
Ron Keith	1



#### TRANS AM 3 AMERICAN MUSCLE DRIVER WINS

Ernie Francis Jr.	6
Todd Napieralski	2
Dean Martin	2
Joe Chan	1



#### TRANS AM SERIES OVERALL MANUFACTURER WINS

CHEVROLET 34

DODGE 4

FORD 3

PORSCHE 2

BMW 1

#### CHEVY TAKES IT ALL

In addition to the Drivers' Championships, Trans Am awards a manufacturer's title in each class as well. Chevrolet claimed all four Manufacturers' Championships in 2014, far outstripping Ford in the TA1, TA2, and TA3 American Muscle classes, and beating Porsche in the TA3 International class.

**7** We'd been working really hard to get the car up to speed, and we'd been changing things"  
**CAMERON LAWRENCE**

I enjoy Grand-Am but I never found a fit. It was kind of a fluke that I got into Trans Am at all. I hooked up with Tony Ave and I'm just finishing my third year. I've won the championship two out of those three years, so I'm not doing too bad," Peterson says.

Peterson's plans for the 2015 season are already set and a new ride is under construction.



### TRANS AM 3 INTERNATIONAL

Jason Berkeley (BELOW) was the man to beat in TA3I, wheeling his Chevrolet Corvette (ABOVE) to three pole positions and three wins. He also captured TA3I Rookie of the Year honors.

Challenger. Compare Lawrence's record to second-place Adam Andretti, who scored four poles, three wins, and six additional podium finishes - in his Chevrolet Camaro - logging 289 points. Needless to say, this year's TA2 battle was intense.

The class itself has an interesting history. "The TA2 class is based on the old GTA class, which was based on American Speed Association cars,"

Lawrence explains. "These cars are pretty quick for the price, and easy to work on. TA2 has evolved the cars into more modern and relevant cars and motors. The bodies are all different now."

While Lawrence accumulated an impressive string of pole positions and victories this year, he had to work harder than most because he changed cars midseason, shaking down an entirely new platform during a crucial portion of the season.

"We started off the season really strong with the Camaro, then we switched to the Challenger halfway through the season," Lawrence says. "We were behind on the car because the Camaro was really well sorted - that's the car we won the championship in last year. Getting our first win [in the Challenger] at Lime Rock was huge, because we had struggled for a few races. We'd been working really hard to get the car up to speed, and we'd been changing things to make it more reliable."

2014 marked Lawrence's second consecutive championship in TA2, with SCCA veteran Bob Stretch taking the first championship in 2012.

"Winning the championship at

[Trans Am's final round at] Daytona was great," says Lawrence. "Getting the championship for the second time in a row at our home track, and winning the championship for Dodge in its first half-year after winning five races in the car was amazing."

Like all of the Trans Am champions, Lawrence plans to be back next year racing his Challenger again.

"We're working on a contract right

**"That mindset has to change when you're running a pro series for a series championship"**

**JASON BERKELEY**

now with Dodge. We're with Miller Racing, so we're not a factory team, but we are factory supported. We're working on renewing that contract for next year, but I'm planning on coming back with Dodge."

### TRANS AM 3 INTERNATIONAL: DOMESTIC FLAIR

Jason Berkeley bucked the system and won the TA3 International class in a domestic car. On his way to the top,





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### TRANS AM 3 AMERICAN MUSCLE

Ernie Francis Jr. (RIGHT) pulled off a commanding TA3A overall win in his Chevrolet Camaro (ABOVE), taking the title with 50 points to spare.

he claimed three pole positions and three race wins - he also missed three race weekends entirely. The second-place finisher, Norman Betts claimed two poles, one win, and five more podium finishes, ending the year just six points down from Berkeley.

Berkeley started his season by missing the season opener, but a heroic effort got the car back on track for the second event.

"We started out in the hole, which was a huge bummer," Berkeley says of his frustrating season opener. "I did a bunch of work in the off-season to get the car prepared for this class, and the wiring harness fried on the dyno the day before the car was supposed to be shipped to Sebring! The guys got the car rewired in a week and we made it down to Homestead. We were fastest in both practice sessions, but we were still trying to dial in the car and we made too big of a swing and missed the setup for qualifying. We qualified fifth and wound up getting hit on the first lap of the race."

Like the majority of TA3 drivers, this was Berkeley's rookie year in Trans Am, and the learning curve was steep.

"One of the things I learned is that I was still in the Club Racing mentality. I had a balky transmission, and I decided to pull off so I wouldn't hurt it. I should have stayed out to salvage the race and get points. That mindset has to change when you're running a pro series for a season championship."

Berkeley proved to be a quick learner in the pro racing game, claiming

his first pole position at Canadian Tire Motorsport Park and his first win at Thunderbolt Raceway in New Jersey.

"We were starting to figure [the car] out by the time we hit New Jersey. Russ Snow and I had a knockdown, drag-out battle for an hour out there. Door to door and mirror to mirror the whole time - it was the most exciting race I've ever run in my entire life. It was hot,

**"The season started off all right; we went to Sebring and got a second place [finish]"**

**ERNIE FRANCIS JR.**



humid, and fun as hell," he recalls.

The TA3 class is emblematic of the effort Trans Am is making to attract Club Racing drivers to try the pro side of the fence.

"The class is based on the SCCA GT-2 rules, and Trans Am had reached out, so I decided to try a few races," Berkeley explains. "I would encourage GT-2 and T1 competitors to come out and at least try one of these races. I think you'll be hooked."



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#### FULL FIELDS

The Trans Am series saw massive success in 2014, with full fields all season long. That growth is expected to continue into 2015 and beyond.

But you'll have to be prepared to take on the reigning champ. "We're definitely coming back to defend the championship," he says.

#### TRANS AM 3 AMERICAN MUSCLE: COMING OF AGE

Together with the TA3 International class, TA3 American Muscle offers a place for production-based domestic V8 sports

**The schedule for 2015 is getting a lot more progressive, with COTA and NOLA"**  
**JASON BERKELEY**

cars to race. The class is currently made up entirely of Chevrolet Camaros and Ford Mustangs, but Dodge Challengers are expected to enter the series in 2015.

"American Muscle is a lot like the Pirelli World Challenge GTS," says the young 2014 TA3 American Muscle Champion Ernie Francis Jr. "It's made for production cars, rather than tube-frame cars. My Trans Am car is my World Challenge GTS car, just with a restrictor change and a weight change. Most of the Mustangs in the class are from World Challenge GTS." Francis joined the Trans Am series

this year and took the championship with six pole positions, six race wins, and three additional podium finishes. In fact, Francis finished off the podium just once in the 10 races he attended.

"The season started off all right; we went to Sebring and got a second place right behind Dean Martin," says Francis Jr. "He's a really good driver, and I was happy to be in the top five. Going into Homestead we had an incident, and we ended up finishing seventh. That one wasn't a really great race for us.

"We missed Road Atlanta, and we started back at Canadian Tire. We had the pole and we were leading that race when we lost the exhaust, and still managed a third-place finish. But we knew we had a car that could have won that weekend. New Jersey was our first win. From then on, we got six more wins."

Ask Francis about his strategy and you'll find it's remarkably straightforward. "We just tried to get as many wins and good finishes as we could," he explains. "We really wanted to win the championship. We just kept on pushing and pushing."

His plans for next year? "We are for sure going to race in Trans Am in the TA3 class. I'm also going to be racing in Touring Car in World Challenge. 🏆

#### A GROWTH YEAR

2014 was a good year for the Trans Am series. Both the TA3 International and TA3 American Muscle classes were growing in their second year, while the TA2 class enjoyed its third year of success. Across all four classes, 108 drivers scored points this year, with 33 of those in the primary Trans Am TA1 class, and 45 in the TA2 class. In TA3, 16 drivers participated in the International class, and 14 in the American Muscle season.

"The schedule for 2015 is getting a lot more progressive, with COTA and NOLA," says TA3 International Champion Jason Berkeley. "We're hitting some new tracks and there's a bunch more true professionals coming in."





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# BUILDING SPEED

While the 2016 Global MX-5 Cup series is still a year away, the new cars will be turning laps at a track near you sooner than you think

WORDS Jason Isley MAIN IMAGE Mike Ditz



## TEST TIME

The 2016 Global MX-5 Cup car (ABOVE) will travel the country in 2015, doing its testing during MX-5 Cup race weekends (BELOW).

As the 2015 SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires takes to the track, competitors and spectators will soon catch a glimpse of the 2016 Global MX-5 Cup car in action. Despite being early in the season, plans are already under way for a number of the 2016 cars to be fielded at events for testing purposes during the season.

"The goal throughout 2015 is to run the new car on promoter test days, and the first and maybe second official practices of the MX-5 Cup weekend,"

says John Doonan, Director of Motorsports at Mazda North American Operations. "We want to test in public so customers can watch it be developed compared to the current car; but more importantly, we can share data and what we learn with the current customer base. Potentially, it's

**"We want to test in public so customers can watch it be developed compared to the current car"**  
**JOHN DOONAN**

even a rolling commercial for people to jump on board and purchase a car and join the series."


Unlike manufacturers that would complete their R&D under a cloak of secrecy, Mazdaspeed Motorsports plans to share the experience for the benefit of the series, the teams, and the fans. "It's absolutely our philosophy to test in public," says Doonan.

Even though production models of the next generation MX-5 are not ready to hit our shores, the hope is to

have test racers on track alongside the current MX-5 Cup cars by spring.

"We would probably get cars March 1 that we can turn in to racecars and start testing," says Doonan. "It will be April, or maybe the May race at Mazda Raceway, where we would actually be on track with the new car."

While Mazda is taking the unique approach of offering the Global MX-5 Cup car as a turnkey racer, the manufacturer is making every effort to keep the car accessible to all levels of racer. "The thing that is kind of fun, certainly from the grass-roots perspective, is our goal is such that this car could also be classified in Club Racing at the same time as Pro," says Doonan. "One of my visions is that someone could Club race the car, and when the Global MX-5 Cup showed up in their area, they could change tires and maybe the number placard and run the Pro weekend."

To keep up with the latest news from the 2015 MX-5 Cup series, or details on the forthcoming Global MX-5 Cup, visit [www.mazdamotorsports.com](http://www.mazdamotorsports.com). 



Jay Bonavolour



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**PUSHING THE LIMIT**  
Spec Miata has always  
run on the ragged edge of  
the rules, and at the 2014  
Runoffs, it came to a head.



## Club Racing

## MOVING FORWARD

Club Racing in 2014 ended with a bit of a bang, but things are settling in place for a successful 2015 competition season

**WORDS** Jim Wheeler, Chairman, Club Racing Board **IMAGE** Richard S. James

In the video production business, two individuals are critical to a successful shoot. The executive producer handles the budgets and deals with the clients, and the line producer deals with the crew, film equipment, locations, actors, and all the nuts and bolts that hold a shoot together. For Club Racing, both of those jobs have been filled by Terry Ozment, recently retired Vice President of Club Racing.

As a member of the Club Racing Board, I have had the pleasure of working with Terry for several years. On many occasions, she has been the difference between success and failure of the CRB in the execution of our mission.

A call or e-mail to Terry always resulted in the right answer. In addition to all of her other duties running the Club Racing program, she and her overworked staff took care of the CRB at our various meetings and Board of Directors presentations. She also kept us on schedule and on topic concerning anything to do with the "front of the book" in the GCR. She will be greatly missed by the CRB and by me, personally.

Another valuable member of the Club Racing system has also retired from his duties on the CRB. Jim Drago, who was on the CRB when I came aboard, retired at the end of 2014. Jim primarily dealt with his classes, Spec Miata and Super Touring, but could always be called on to contribute to discussions on all classes. His

**"We had more than 500 letters in the system for our December conference call"**

wit and good humor helped keep the long meetings and discussions interesting.

Although both Jim and Terry are leaving their positions, I look forward to seeing them at the races.

The P1 and P2 subcommittees have also been dissolved, with further rule changes to be handled by the Formula and Sports Racing Advisory Committees. The subcommittees worked for two years to ensure

that the new classes would be as close to perfect as possible. The CRB thanks the members for their excellent work.

## UNDER THE WIRE

We had more than 500 letters in the system for our December conference call, some of which carried over to our face-to-face meeting at the PRI show in December. Many of the letters, of course, were concerning the Spec Miata head issues that arose at the National Championship Runoffs. That issue should be resolved by the time you read this. Because the Dec. 2 meeting was after the "book" was prepared for submission to the Board of Directors for their meeting on Dec. 12-13, we prepared a very lengthy addendum of last-minute changes that we tried to slide in under the wire for 2015. This, of course, shortened the member input time – and for that, we apologize. We hope the racers understand the conflict between late-season requests and the time required to act on them before the end of the season. 🍷

## 2014 U.S. MAJORS TOUR PARTICIPATION NUMBERS

In 2014, 25 U.S. Majors Tour weekends were held, plus a Festival at Barber Motorsports Park. As expected, the Festival saw the lowest entry count of the Majors season. The most entries at a Majors weekend in 2014 came at Sebring, with a two day combined total of 645 entries. The Road Atlanta Majors came in second with 584 entries, the June Sprints was third with 582, and Thunder Hill was fourth at 581 entries. What lies below are the total number of Majors entries by class:

## CLASS ENTRIES

SRF	690
SM	679
STL	346
FF	221
FV	213
GT2	168
EP	164
FC	141
F5	139
GT1	130
FP	128
GTL	127
FA	123
AS	123
FB	115
P1	110
T4	109
T1	106
HP	105
FM	100
FE	96
T3	95
T2	90
GT3	86
STU	86
P2	74
BS	67



**READY TO ROCK**  
The 2015 Match Tour season will soon be upon us.

National Solo

# A BETTER MATCH

**WORDS** Paul Brown

**IMAGES** Jeff Loewe

The Tire Rack Match Tour series continues to evolve. After some fits and starts in its first couple of years, the 2015 season will be a somewhat more conservative approach, with just four events, which past experience indicates will see solid attendance numbers. There is at least one additional event the staff hopes to add, but site availability is iffy enough that it has not yet been announced. (Teaser on that one: it's a site many of us are familiar with from major events in the past. Rumor has it that the rather unpopular surface has improved considerably with aging. If all goes well, an update to the schedule may actually already be out when you read this.)

Besides the reduced schedule, the rules will also be simplified.


As always, there is just one course, so this is an excellent opportunity to do some testing and learning. The weekend will be broken down into two sessions per day. Each competitor takes three runs on Saturday morning. Each competitor takes three additional runs Saturday

**As always, there is just one course, so this is an excellent opportunity to do some testing"**

afternoon, and the best single run from those six determines class standings. Each competitor takes three runs on Sunday morning, and the top drivers from each heat goes to the 32-driver Super Shootout. The next batch of drivers from each heat goes to the 32-driver Club Shootout. The remaining drivers

can put their names in a hat, hoping to be drawn for the eight-driver Bonus Shootout. Sunday afternoon is then taken up with the shootouts.

The big news is that the entry fee is going down, so not only will the event offer more runs, but it also costs less to enter! As always, the Match Tour program is trying to provide a steppingstone to lure Regional drivers into National competition, like the Tire Rack Solo Championship Tour and ProSolo National Series.

Given the reduced schedule, SCCA did not find it reasonable to require a Match Tour win in order to qualify for the 2015 Solo Triad Award. For 2015, the Triad will consist of a Tire Rack Solo National Championships win, plus either a Match Tour and a Championship Tour, or two Championship Tour wins (as always, all in the same class). 

## MATCH TOURS BY THE NUMBERS

### NUMBER OF MATCH TOURS PER YEAR

YEAR	EVENTS
2013	6
2014	5
2015	4

### DID YOU KNOW...

Darren Seltzer won the first Match Tour Super Shootout on March 17, 2013 in FM at the Dixie round. Later that year, Seltzer competed at his first Solo National Championships, claiming victory over 17 other competitors.

The most recent Match Tour Super Shootout winner was Paul Magee on July 6, 2014. Like Seltzer, Magee also competed in F Modified. At the Solo National Championships in 2014, Magee finished seventh. Seltzer, meanwhile, claimed another National Championship.



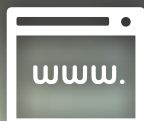
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#### THROUGH THE YEARS

RoadRally is one of SCCA's oldest traditions. Some of its rallies have been around for half a century, like the Press on Regardless rally (MAIN), while others, like the Iowa Rally that kicked off in 1953, have not been so lucky (BOTTOM RIGHT).



RoadRally

# PRESSING ON

RoadRally is arguably the oldest sport in the SCCA, but some RoadRallies are more historic than others

**WORDS** Rick Beattie

**MAIN IMAGE** Rick Beattie

**H**ave any SCCA RoadRallies been run for 50 years? That's not as easy a question to answer as you may think, but

there are at least two events that many people continue to run and enjoy, and at least two others with a similar pedigree that will soon reach their golden years.

Press On Regardless (POR) and Cape Cod Old Timers Rally

have been around for more than 60 years, while Ohio Winter Rally and Covered Bridge will soon enjoy their 50th anniversaries.

Detroit Region SCCA began in 1948. According to Mark

Henderson, a year later "prominent members brought up the idea of a cross country event where you had to 'keep going no matter what happened.' At a later meeting someone finally said, 'So what are we going to call





## HOW COURAGEOUS

It's hard to believe there was rally nostalgia 40 years ago, but the discussion of Cape Cod Courageous in a 1975 Region newsletter tells us that in "the early days before specialization in SCCA, these people [the entrants] were racers, flaggers, and other racing support people who often drove their racecars and considered [the] rally only part of [a] Cape Cod weekend. The day after the event there was usually a concours followed by an autocross or gymkhana. Between the rally and the concours there were parties, beerfests and other goings on. Some called them 'New England Region's Rites of Spring.'

"Gradually as the sport evolved, the event fell into the hands of the rally specialists. Now it is a high pressure TSD 'trap and loop' type event."

international championship event. He said, 'Yes.'" Beginning in 1973, it ran as part of the SCCA Pro Rally series.

Walker explains that the fast TSD event was functionally a stage rally. "The required average speeds on those quasi-stage roads were faster than could possibly be achieved, so every driver was late and the difference of how much late was the deciding factor for the results."

POR's Wikipedia entry lists many notable Pro Rally winners including Gene Henderson, Scott Harvey, and John Buffum. It is still run for two days on the first weekend in September as a somewhat slower TSD rally.

Two years after POR was first run, New England Region ran the first Cape Cod Courageous as a TSD rally. It continued that way for the first 25 years, but in 1975, concurrent with the TSD event, it included a shortest-distance event.

In the early days, contestants earned points for the event, including 50 points for rallying in a sports car and 50 additional points for running "stark" (with the top down - on a March event in New England).

Although the purple typeface of a scanned 1951 timesheet (in PDF format) still brings back memories of the mimeograph smell, the write-up for the 1975 event forwarded by Gerry Goulet records in print one apocryphal tale from RoadRally's beginnings. The results show a total of 146 entries; 117 for the TSD event and 29 for the shortest-distance portion. The write-up also lists the traps, including a reference

to "negative inference," which is no longer used.

Ohio Winter Rally in northeast Ohio has also made changes over its run. It was first run in 1966 by the Marshall Mustang Owners Club, taken over by the MG Car Club Lake Erie Center and finally by SCCA. Although it did not run for three or four years in the distant past, it's always been part of the Ohio Rally Championship. Greg Lester pointed out that in "1989, OWR had the largest entry in SCCA National Touring Rally history with 82 teams."

Lester confirmed that although it has always been a winter TSD rally on the first Saturday in February, it has been shortened in recent years from its original 8 p.m. to 5 a.m. format. Urban sprawl has moved the route east a bit, but the covered bridges of Ashtabula, Ohio, remain unchanged and still figure prominently in the event.

**The roads and... population have not seemed to have changed very much"**  
**GEOFF HOWARD**

## ON RALLYING

Some things do remain pretty much the same, though. New England Region will soon have a second golden event as Covered Bridge celebrates its 50th anniversary in 2016 with its final run. It's always been headquartered in Vermont on the first Saturday in November. Ted Goddard has been its only rallymaster.

Goddard tried to put traps in this TSD event because "everyone told me I had to have traps," but he took them out when he was the only person they trapped and scoring took too long to sort it out.

Goddard wrote his first rally for Finger Lakes and Southern New York Regions with his roommate while at Cornell University in Ithaca, N.Y. One leg used a state police officer, in uniform no less, and his cruiser as an official checkpoint.

Geoff Howard, who pre-checked the first Covered Bridge, describes it best: "Ted [Goddard] is a drivers' course designer," he says. "The southern half of Vermont then, as now, was perfect. The roads and the permanent population have not seemed to have changed very much in the ensuing years, which easily relates to his basics - back roads, dirt roads (some of the best I've ever driven), hills, beautiful little towns and villages, interesting signs, wonderful competitors, and the ubiquitous covered bridges."

When asked what he wants to emphasize, Goddard says, "It was [and is, for a bit longer] a fun rally where the rallymaster did not take things too seriously." 🕒

this 'press on regardless of what happens event?'"

POR has run in northern Michigan for 66 years as a fast TSD rally and stage rally. Bruce Fisher, the current chairman and rallymaster explains that it first ran as a TSD rally before switching to a stage rally in the late 1960s. Jim Walker adds that, "In 1971, the event was observed by Baron Hushke von Hanstein for FIA to see if it was good enough to qualify as an



SportsCarArchive



**THE BEST LAP**

Nigel Saurino drives his brother Josh (left) and crew chief Mickey Schreiner (center) on a victory lap after claiming the 2014 FP National Championship.

# FAST LEARNER

At 21 years old, Nigel Saurino Jr. wasted no time claiming his first National Championship Runoffs title

**WORDS** R.A. McCormack | **MAIN IMAGE** Rick Corwine

When 21-year-old Nigel Saurino dominated F Production at the 2014 National Championship Runoffs, he became the third member of his family to win the FP title - that has to be a first. But what really sets Runoffs historians scrambling is that he not only joins his uncle Jim and father John Sr. in winning (they did so in 1995 and 2004, respectively), but all three gold medals came in the same MG Midget under the care of the same crew chief, Mickey Schreiner, a two-time SCCA Mechanic of the Year Award winner for his efforts on behalf of the Saurinos.

Nigel's impressive performance at the Runoffs should come as no surprise given his impeccable SCCA pedigree. "I have been a

member of SCCA for 21 years," he says. "My parents applied for my SCCA membership at my birth, knowing that I would be raised around racecars. As a result, I have been tightening lug nuts on the cars and watching my dad race in SCCA my entire life. When I turned 8 years old, we purchased four go-karts and the family affair with motorsports began. It hasn't stopped since, and shows no signs of slowing down."

That's because today, Nigel's younger brothers Hans (20) and

Joshua (18) also have their own competition MG Midgets. Alas, his 16-year-old sister, Senna, is now more interested in soccer.

Nigel's karting career continued over eight years, with hundreds of races for various karting sanctioning bodies, including international competition where he was "competing against people like Wheldon, Daly and Munoz," says his father. But at 16, as soon as he was old enough, he went after his SCCA National competition license, "and



## WHAT'S IN A NAME

John Saurino Sr. says his oldest son's given name is John Saurino Jr., but he explains, "My hero, Nigel Mansell was Formula 1 champion at the time of his birth. When my wife, Mary Lynn, was pregnant and called the shop, the crew guy answering the phone would say, "Hey, the next Nigel Mansell's Mom is on the phone." That got shortened to "Nigel's mom is on the phone" and when he was born the name Nigel stuck."



### DREAM YEAR

Nigel Saurino's season wasn't all victories, but it was still a fantastic year.

to point out) it wasn't until this year that Nigel was able to finally put together a schedule to qualify for the Runoffs. The resulting gold medal is even more impressive considering this was not only his first appearance at the Runoffs, but also the first time he had ever driven at Laguna Seca. And he was competing against the likes of the legendary Joe Huffaker Jr. No problem. Nigel simply flattened the rest of the field by two-seconds a lap, built an 18-second lead and cruised to the finish line. Well, there was an early week crash and a car rebuild, but that didn't affect the final outcome.

"As a driver, Nigel is quick, smart, and very calculating in

By the end of the year, he would come in and suggest how we should change the car to make it faster."

Nigel is currently in his junior year at Southern Methodist University in Dallas and is carrying a double major, pursuing a degree in finance from SMU's Cox School of Business, as well as a degree in computer engineering. Academically he is in the top five percent on the Dean's List.

Nigel also continues a life-long interest in soccer. As a member of the high school team where he lives in Tulsa, they won the Oklahoma State Championship three times and he continues to compete at the club level at SMU. "A wonderful way to burn off adrenaline," he says. Oh, and did we mention volunteer work? Like working summers at the John 3:16 Mission in Tulsa, as well as a medical mission to the Peruvian jungle with Christian Hands in

Action. Nigel does not waste a moment of his life.

Nigel's father is a prominent eye surgeon in Tulsa, and while avidly following in his father's racing footsteps, Nigel had doubts that he wanted to become a doctor. To help make that decision, after completing his first year at UC Berkeley, Nigel took a job as an operating room orderly at St. John Medical Center in Tulsa. Spending a year immersed in medical reality, Nigel decided this was not the career he wanted to pursue. With his divergent studies at SMU, he is keeping his options wide open.

As for his racing future, "You'll be able to find me at your local SCCA Majors," says Nigel. If financing can be found, there might even be a ride in the SCCA Pro Racing Mazda MX-5 Cup. Rest assured, whatever he decides to pursue, the Saurino family's SCCA destiny is in good hands. 🟡

**There was no question that I would participate in SCCA Club Racing"**  
**NIGEL SAURINO JR.**

assumed my place in the program that my father and Mickey Schreiner had developed over the past two decades," says Nigel. "There was no question that I would participate in SCCA Club Racing due to the organization's involvement with driver development and the high level of competition that it offers, thanks to events like the Runoffs and the June Sprints."

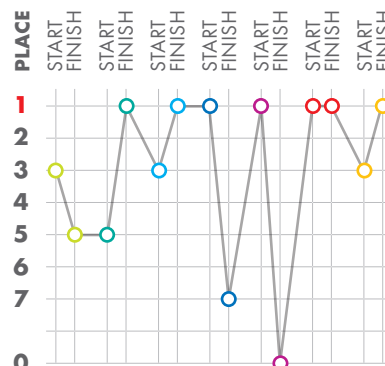
With the time commitments of college (plus the financial demands, as his father is quick

his approach," says his father. "Ayrton Senna is his hero, and he models his work ethic and approach to racing after this great driver. All this year, after studying his GoPro in-car camera footage, he would sit down with me after every session and discuss car handling and what springs, swaybar, shock setting, gearing, toe, and camber changes we should make, and constantly asked questions as to why we did each to gain complete understanding of car handling.

## NIGEL SAURINO JR. BY THE NUMBERS

### TRACK

**EAGLES CANYON RACEWAY** (race 1)  
**EAGLES CANYON RACEWAY** (race 2)  
**HALLETT MOTOR RACING CIRCUIT** (race 1)  
**HALLETT MOTOR RACING CIRCUIT** (race 2)  
**HEARTLAND PARK TOPEKA** (race 1)  
**HEARTLAND PARK TOPEKA** (race 2)  
**RUNOFFS**



# CHUCK MARCY LAND O'LAKES REGION WORKER OF THE YEAR

WORDS James Kearney | IMAGES Courtesy Chuck Marcy

Chuck Marcy's shift working Emergency Services can be hours of boredom interrupted by moments of adrenaline-filled action. He'll spend each race with his crew sitting in a rescue vehicle with the motor running. Being ready to roll at a moment's notice is their world. It can get uncomfortably warm, but they don't like to run the air-conditioning as that will result in water dripping onto the racing surface should they be called into action. "You have to be safe," says Chuck. "The minimum response time is one and a half, to two minutes, tops. First, you look for a hole to safely enter the track. It's a 12,000lb vehicle, so it's not going to respond like a racecar."

Chuck hails from Anoka, Minn., where he has been an auto repair diagnostician for 24 years. A former paramedic, he got the racing bug back in 1981 as a worker with the Central Roadracing Association, which ran motorcycle races at Brainerd Raceway. He began to work car races in 1983 when he joined the ambulance crew as a paramedic for the Land O' Lakes Region. Chuck remains active with motorcycle racing and is currently the chief steward for the motorcycle club. Most of his car race weekends are at Brainerd, Road America, and Blackhawk Farms. He travels farther for motorcycle racing, going as far as Topeka and Mid-America.

Responding to emergencies at a racetrack is not for the faint of heart. "For newbies, I tell them they need to develop a situational awareness. Once at the scene, which side of our vehicle faces the track? You have



to have your eyes out all the time, especially on a hot track."

Rescue responses are choreographed like a NASCAR pit stop. The first vehicle to arrive places itself in a position to protect the second rescue vehicle, which stops closer to the incident. "You have to think on your feet and make good split-second decisions," he says. "Can we handle the situation with just a local yellow? How soon is the pack coming around?" The truck captain radios Race Control and confers.

Your first impressions of the scene can be deceiving, warns Chuck. "You need to evaluate the scene. You need to evaluate the condition of the driver."

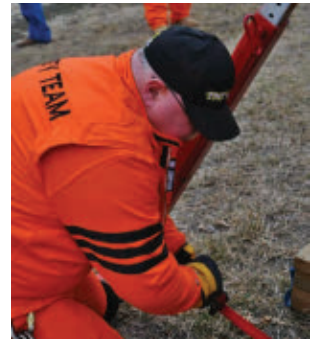
Extraction situations are the most time consuming and demanding, especially with street vehicles that have been converted to racing. "Glass is dangerous to work around," he advises. "A formula car is easier to address, but the driver is closer to the metal being cut. You have very little room to maneuver. In any vehicle, you have to know what you can cut and what you can't as some metal is under great tension."

## THE TOW AWAY ZONE

Nothing is as simple as it seems. Chuck Marcy notes that a flat tow on a hot track can be a very tricky endeavor. "Depending on the track, cars may be going by at 40 to 100mph. There are a number of places at Road America where the drivers come over a blind brow and can be surprised." He says, while some tow truck drivers will go from side to side, he is old school. "I pick a side and I stay with it."


He has been around long enough to know that just about anything can happen out there. It is an inherently stressful situation. "I've seen tow trucks pull away only to find out they aren't hooked up to the vehicle to be towed. If you drive too quickly, you can roll the car being towed. There is a lot that can go wrong."

## FRONT LINE



### DONE RIGHT

Chuck Marcy takes his job at the track seriously, and notes that situational awareness is a necessity.

Chuck was unable to attend the 2014 National Championship Runoffs, and found out about his winning the SCCA Worker of the Year Award via Facebook. "It was about 10 p.m. on a Thursday night and Facebook, my iPad, and my phone all went nuts with people saying congratulations." 





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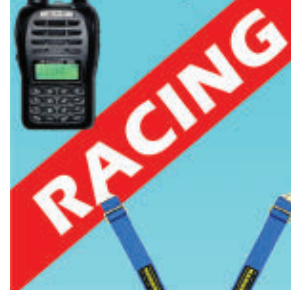
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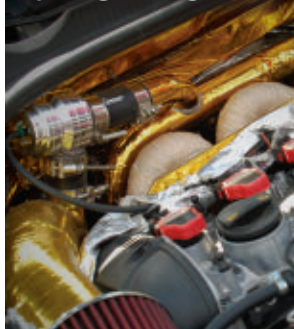
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**MINIMUM BILLING: \$39**

**MAXIMUM WORDS: 50**

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

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Materials due: Mar 2

**June 2015**

Featuring: 2015 Pro Racing Preview  
Materials due: Apr 6

**July 2015**

Featuring: SCCA'S Best Cars  
Materials due: May 4

**August 2015**

Featuring: Insider Knowledge Issue  
Materials due: June 8

**September 2015**

Featuring: Who Will Win The Solo Nationals; Prepping for Solo Nationals; Rose Cup; June Sprints  
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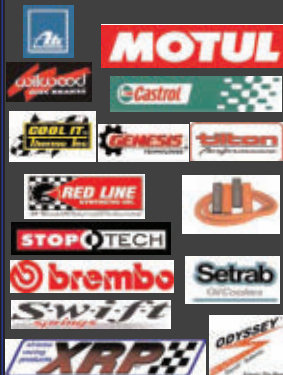


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## 20 PRO RACING ▼



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**GTO >** Top ten in World-Challenge GT. Full IRS from the Australian V8 Supercar Series. 7.0 LS2, Ohlins, Motec, Hewland, Full Carbon body, Carbon Tilton clutch, electric water pump, and power steering. Spares, extra engines, and body panel molds. Two cars available. Custom configurations from \$100k.

**Contact: Joe at (631) 974-4386.** [25140-02]

## 20 PRO RACING ▼



**CORVETTE >** Consistent top 5 car in World-Challenge GT. 6.0 LS2, Penske Shocks, 6-Speed Tranzilla, Carbon Tilton Clutch, Full Carbon Body. Spares and extra engines available. **Contact: Joe at (631) 974-4386.** [25141-02]

## 22 OPEN WHEEL | SPORTS RACERS ▼



**P1 RLT40 FATLANTIC-BASED >** Carbon tub, 13B rotary, fuel injected, 6-Speed flat-shift Hewland FTR, spare bodywork, wheels, race ready. \$55,000, Atlanta, GA. **Contact: Jim Downing at (404) 680-6590.** [25131-02]



**06 WEST P2 >** GSXR 1000 VIN 001. Upgraded wiring, new paint, 2 new sets of Hoosier tires, Motec, paddle-shift, current logbook, professionally sorted, ready to race, fast beautiful car. \$32k obo. 24' Hallmark 6-drawer toolbox loaded, tire rack, new floor, tanks with gauges, hoses, \$6.5K or \$40k takes all. <possible trades> **(530) 836-1198.** [25128-03]



**USF2000 >** 2005 chassis. Only 13 weekends on it plus winning history in the F2000 Championship Series. Converted last fall and did a complete ground up rebuild. Has not been on track since, making everything brand new. Zero expense spared when doing this rebuild and conversion. Spares available. **Call: (631) 974-4379.** [25142-02]

## 22 OPEN WHEEL | SPORTS RACERS ▼



**2014 F PRODUCTION MG MIDGETS >** Tons of spares and 2 extra AVP Motors available. F Prod/GTL legal. 3 National Championships with 3 different drivers. You could be next! \$35K **Contact: John at (918) 633-9531.** [25130-03]



**F2000 Van Diemen Zetec >** Only the best equipment, no money spared. Many poles and wins. Complete turn-key car. Take it straight to the track and race. Not lacking anything, if you are good enough, you will win. Everything you need to go F2000/FC racing is included in the sale. Spares available. **Call: (631) 974-4379.** [25143-02]



**SWIFT 014 (A) CHASSIS >** #009 Engine #2116 (Hasselgren) EFI Data/Ohlin Dampers. Very Low mile FA developed by Dorricott Racing. **Contact: (310) 562-5110 or sjcollias@eqdbt.com.** [25136-03]

## 23 PRODUCTION BASED | GT ▼



**MAZDA RX-7 >** Built in 1998. Ran both GT2 and GT3. Custom tube frame, fiberglass body, one of a kind. Completely restored in 2013 with new body. Dry-sump peripheral port 13B, MicroTech ECU, Innovate Data Logging, Wilwood, Tilton, Advance shocks, Speedway Super-Max, new Saenz 5-speed, etc. Spare body and parts. \$45K. **Call: (206) 499-9597.** [25129-03]

## 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]



**1994 CAMARO LT1 >** 383 stroker. Glass replaced with racing shields. VFN carbon hood and back deck, ARE 3 gal dry sump, Hooker headers, Rockland standard gear 6-speed trans w/ cooler, Currie DL rear-end w/ cooler, Spohn sway bars, G2 coilover kit, Penske shocks, Momo quick release steering, full cage. Zero runs! Just dyno on new motor: 27540R17, 31535R17. Race Ready. \$21,500. **Contact: Dan at (312) 339-3939.** [25138-05]



**1989 MAZDA RX-7 >** ITS/EP race winner. Too many spare parts to list. Race ready. \$14,000. **Contact: Ross at (843) 457-8899 or boat1@sccoast.net for additional information.** [25135-03]



**MINI COOPER B-SPEC RACER >** 2011 chassis, pro built, like new car with 6 race weekends. Best of everything, two sets of wheels, slicks, new rains, call for details. \$19,994. **Contact: Wes Holliday at (800) 788-3969.** [25127-03]

**23 PRODUCTION BASED | GT ▼**



**BUILT BY KATECH >** for the Asian Supercar series at a cost of \$224,000. Successfully raced in China. Built with all the best, spec sheet avail. Recently refreshed with all new Phoenix LS6, Hutter heads, 465 HP at rear wheels. Fresh clutch, ZR1 6 speed & diff, Data acquisition system. Well sorted, ready to race w/current scca log book. GT2 / T1 for \$80,000. **Jim (856) 981-9030 or jimbar22@comcast.net** [25134-04]



**S2000C/R >** Nothing spared in the build. Displayed at the 2013 PRI Trade show banner in Indianapolis. Nationally competitive. Turn-key car. A well-known car around the SCCA circuit. This car will take the checkered flag. Asking \$35,000. Build sheet available upon request. **Contact: Ken at (937) 294-1533 or carsales.collettimotorsports@gmail.com.** [25133-04]



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**23 PRODUCTION BASED | GT ▼**



**LEXUS IS 350 ROLLER >** Body-in-white, Full SCCA World Challenge roll cage, composite bodywork with molds included, seams professionally welded, BBS wheels on race hubs, Sparco seat. Originally built for World Challenge GT. \$15,000, Atlanta, GA. **Contact: Jim Downing at (404) 680-6590.** [25132-02]



**1992 ACURA NSX >** Driving Ambition/Comptech Race car. 2012-2013 SCCA champion and multiple Track Attack winner. 3.5 liter turbocharged with 500-800 RWHP. Car is in perfect condition and ready to race. Current SCCA Log Book 2014. Over \$250,000 invested. For Sale at \$65,000 **Contact: Igor Lyustin at (415) 515-1395.** [25137-05]

**28 SERVICES ▼**



**CUSTOM GARAGES >** Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact: Dan Ferguson at rackandruinracing.com.** [25139-05]

**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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# CALENDAR

SPORTS CAR CLUB OF AMERICA FEBRUARY 2015  
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## PRO RACING



### WORLD CHALLENGE

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** Brainerd 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.

### TRANS AM KICKS OFF

While the SCCA Pro Racing Trans Am series will visit new tracks in 2015, it will also hit a number of favorites, like Sebring on Mar. 1.



Chris Clark

## 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** Pitt 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

#### NORTHEAST nediv.com

**Apr 11-12** Ro Summit Point/Washington DC  
**May 23-24\*** Ro NHMS/New England  
**Jun 19-20\*** Lime Rock/New England  
**Jun 20-21** Summit Point/Washington DC  
**Jun 20-21\*** Ro Nelson Ledges/Finger Lakes, Mahoning Valley  
**Jul 10-11\*** Thompson Speedway/New England  
**Jul 11-12** Summit Point/Washington DC  
**Jul 18-19** Ro Watkins Glen/Glen  
**Jul 31-Aug 2** Summit Point/Washington DC  
**Aug 1-2** Triple NHMS/New England  
**Aug 7-9** Ro Pocono Raceway/Tri-NEP, Phil, S.J.R, N.N.J.R  
**Aug 22-23\*** Palmer Motorsports Park/New England  
**Sep 5-7** Summit Point/Washington DC  
**Sep 12-13** Triple Palmer Motorsports Park/New England  
**Oct 3-4** Summit Point/Washington DC  
**Oct 9-10** Triple Thompson Speedway/New England  
**Finger Lakes/Mahoning Valley** (585) 328-2617  
**Glen** (607) 739-2953  
**New England** (508) 561-2188  
**Tri-NEP, Phil, S.J.R, N.N.J.R** (302) 739-1078  
**Washington DC** (301) 572-7444

#### SOUTHEAST sedivrac.com

**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 Roebbing 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 Mtsp Park/Central Carolinas  
**Jun 13-14** Sebring/Central Florida  
**Jun 27-28\*** Ro Homestead/Florida  
**Jul 4-5\*** Roebbing Road/SEDiv  
**Jul 11\*** Palm Beach Int'l Raceway/Florida  
**Jul 18-19\*** Sebring/Central Florida  
**Jul 25-26\*** Ro 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\*** Roebbing 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

#### GREAT LAKES greatlakes-scca.org

**May 2-3\*** Nelson Ledges/Neohio  
**May 16-17\*** Gingerman/South Bend, Detroit, WOR  
**Jun 13-14\*** NCM Motorsports Park/Cincinnati  
**Jun 27-28\*** Grattan/Western Michigan  
**Aug 8-9\*** Mid-Ohio/Cincinnati  
**Aug 29-30\*** Mid-Ohio/Ohio Valley  
**Oct 10-11\*** Mid-Ohio/Ohio Valley  
**Cincinnati** (513) 518-9534  
**Gingerman, South Bend, Detroit, WOR** (937) 248-4150  
**Neohio** (216) 390-2856  
**Ohio Valley** (614) 561-0597  
**Western Michigan** (260) 338-0134

#### CENTRAL cendiv-scca.org

**Apr 25-26\*** Ro Blackhawk Farms/Milwaukee  
**May 23-24\*** Ro Brainerd/Land O' Lakes  
**Jun 27-28\*** Ro Blackhawk Farms/Milwaukee  
**Aug 15-16\*** Ro Blackhawk Farms/Chicago  
**Sep 5-6\*** Ro Brainerd/Land O' Lakes  
**Oct 17-18\*** Ro Road America/Chicago  
**Chicago TBA**  
**Land O' Lakes TBA**  
**Milwaukee TBA**

#### 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**

#### ROCKY MOUNTAIN coloradoscca.org

**May 2-3\*** Ro High Plains/Colorado  
**May 23-24\*** Ro Pueblo Motorsports Park/Continental Divide  
**Aug 22-23\*** Ro High plains Raceway/Colorado  
**Colorado** anniedew@msn.com  
**Continental Divide** anniedew@msn.com

#### NORTHERN PACIFIC norpac-scca.org

**Mar 7-8\*** Ro Thunderhill/San Francisco  
**Mar 21-22\*** Ro Portland International/Oregon  
**Mar 27-29\*** Ro Mazda Raceway/San Francisco  
**Apr 25-26\*** Ro Portland International/Oregon  
**May 16-17\*** Ro Thunderhill/San Francisco  
**May 16-17\*** Ro Portland International/Oregon  
**Jun 5-7\*** Ro Mazda Raceway/San Francisco  
**Jun 12-14** Ro Portland International/Oregon  
**Jul 18-19\*** Ro The Ridge Motorsports Park/Northwest  
**Jul 24-26\*** Ro Mazda Raceway/San Francisco  
**Aug 8-9\*** Ro The Ridge Motorsports Park/Northwest  
**Aug 28-30** Triple Ro Portland International/Oregon  
**Sep 12-13\*** Ro Sonoma Raceway/San Francisco  
**Oct 24-25\*** Ro Thunderhill/San Francisco  
**Northwest** (360) 479-6082  
**Oregon** (503) 224-9469  
**San Francisco** (530) 934-4455



**SOUTHERN PACIFIC** [scca-sopac.org](http://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**  
**NORTHEAST** [nediv.com](http://nediv.com)  
**Mar 28-29** Summit Point/Washington DC  
**May 22** NHMS/New England  
New England (508) 561-2188  
Washington DC (301) 572-7444

**SOUTHEAST** [sedivacing.org](http://sedivacing.org)  
**Feb 28-Mar 1** Roebing Road/Buccaneer  
**Apr 11-12** Daytona International Speedway/Central Florida  
**Jul 18-19** Sebring/Central Florida  
Buccaneer (912) 897-1944  
Central Florida (407) 568-6902

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Apr 25-26** Waterford Hills/GLDiv  
GLDiv (810) 278-1708

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Apr 25-26\*** Ro Blackhawk Farms/Milwaukee  
Milwaukee TBA

**SOUTWEST** [sowdivscca.org](http://sowdivscca.org)  
**Jan 17-18** Motorsports Ranch Cresson/Texas  
Texas TBA

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
**Feb 6-8** Buttonwillow/Cal Club  
**Feb 20-22** Thunderhill/San Francisco  
**Mar 21-22** Portland International/Oregon  
Cal Club (661) 304-9382  
Portland (503) 224-9469  
San Francisco (530) 934-4455

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

**REGIONAL ONLY**  
**Allen Berg Racing School**  
(888) 722-3220  
[allenbergcracingschools.com](http://allenbergcracingschools.com)

## REGIONAL RACING

**WHAT** SCCA Club race  
**WHEN** Feb. 28-March 1  
**WHERE** Palm Beach Int'l Raceway, Fla.  
Florida Region's racing season always starts strong.



Mark Weber



J. Michael Henney

**U.S. MAJORS TOUR**  
The Majors hits NOLA on March 7-8, in a joint race for the Southeast and Mid-States Conferences.

**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)  
**Porsche Sport Driving School**  
(888) 204-7474 [porschedriving.com](http://porschedriving.com)  
**Spring Mountain Advanced Driving School**  
(888) VET-4FUN  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**DRIVERS SCHOOLS**  
**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)  
**FAASST Performance Driving School**  
EAST: (877) 266-4429  
WEST: (719) 761-1372 [faasst.com](http://faasst.com)

**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodive.net](http://prodive.net)  
**Proformance Racing School**  
(253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

**Sports Car Driving Experience**  
(800) 453-5506  
[corvetteracingschool.com](http://corvetteracingschool.com)  
**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

**TIME TRIALS**  
**SOUTHEAST** [sedivacing.org](http://sedivacing.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 13-14 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  
**Oct 3-4 TT/PDX** Talladega Grand Prix/Alabama, Tennessee Valley  
**Oct 30-Nov 1 PDX** Road Atlanta/Atlanta  
**Nov 14-15 TT** Roebing 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

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Aug 7 PDX** Mid-Ohio/Cincinnati  
**Oct 9 PDX/CT** Mid-Ohio/Ohio Valley  
Cincinnati (513) 518-9534  
Ohio Valley (614) 561-0597

### All dates/events subject to change

\* = Double Event      # = Enduro  
Ro = Runoffs qualifier      r = Restricted  
+ = Addition/Change      v = Vintage  
HC = Hill Climb      T = Tentative  
CT = Club Trial      TT = Track Trial  
PDX = Performance Driving Experience  
RR = Regional Road Rally      R = Regional  
GTA = Game, Tour, Adventure Rally  
GRC = Great Race Class      NT = National Tour  
NC = National Course      RT = Regional Tour  
CR = Course Rally      SR = Social Rally

E-mail addresses for registrars and event organizers are available at [www.scca.com](http://www.scca.com)

### FOR CHANGES

Club Racing: (785) 232-7229  
Solo, Road Rally: (785) 232-7656  
Rally Cross: (785) 357-7259

**SOUTWEST** [sowdivscca.org](http://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

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**May 2-3 PDX/CT** High Plains/Colorado  
**May 23-24 PDX/CT** Pueblo Motorsports Park/Continental Divide  
**Aug 22-23 PDX/CT** High plains Raceway/Colorado  
Colorado [anniedew@msn.com](mailto:anniedew@msn.com)  
Continental Divide [anniedew@msn.com](mailto:anniedew@msn.com)

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
**Feb 7-8 CT** Buttonwillow/Cal Club  
**Sep 12-13 CT** Buttonwillow/Cal Club  
Cal Club (661) 304-9382

## 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.



### OFFICERS

Chairman JOHN WALSH  
Vice Chairman DICK PATULLO  
Secretary TODD BUTLER

### NATIONAL STAFF

President & CEO LISA NOBLE  
VP Member Services COLAN ARNOLD  
VP Business Development  
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VP Program Development  
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Senior Manager of Club Racing  
DEANNA FLANAGAN  
Chief Operations Officer  
ERIC PRILL  
Senior Manager of Marketing & Communications REECE WHITE

### PRO RACING STAFF

President ROBERT CLARKE

### SCCA ENTERPRISES STAFF

President & CEO ERIK SKIRMANTS

### NATIONAL OFFICE

Sports Car Club of America, Inc.  
6620 SE Dwight St., Topeka, KS 66619

**NATIONAL OFFICE INFO. HOURS**  
Mon-Fri, 8 a.m. to 5 p.m. Central time

### NATIONAL PHONE NUMBERS

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

### COMMUNICATION ACCESS

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

### SCCA DIRECTORS

**Area 1: Dick Patullo**  
370 Chapin Road, Hampden, MA 01036  
(413) 566-3643; [dpatullo@scca.com](mailto:dpatullo@scca.com)  
**Area 2: Terry Hanushek**  
22 St. Johns Lane, Mullica Hills, NJ 08062  
(856) 223-0807; [thanushek@scca.com](mailto:thanushek@scca.com)  
**Area 3: Lee Hill**  
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343 Lago Trace Dr.,  
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(281) 324-6664; [dhelman@scca.com](mailto:dhelman@scca.com)  
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(916) 712-5742; [bmccarthy@scca.com](mailto:bmccarthy@scca.com)  
**Area 10: John Walsh**  
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(585) 624-9289 (h); [jwalsh@scca.com](mailto:jwalsh@scca.com)  
**Area 11: K.J. Christopher**  
310 Via San Sebastian, Redondo Beach,  
CA 90277 (213) 842-2363;  
[kchristopher@scca.com](mailto:kchristopher@scca.com)  
**Area 12: Tere Pulliam**  
10 Northwood Springs Dr.  
Oxford, GA 30054  
(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)  
**Area 13: Todd Butler**  
P.O. Box 607, Yamhill, OR 97148  
(503) 754-0988; [tbutler@scca.com](mailto:tbutler@scca.com)

**ROAD TO LINCOLN**

**WHAT** Solo Championship Tours  
**WHEN** March to August  
**WHERE** A facility near you  
 The road to Lincoln takes competitors across the country from Georgia to California and back, ending in Lincoln, Neb.



Rupert Berrington

**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**
**NORTHEAST** [nediv.com](http://nediv.com)

**Apr 11-12** Bader Field/South Jersey  
**May 23-24** Bader Field/South Jersey  
**Jun 13-14** Bader Field/South Jersey  
**Jul 11-12** Bader Field/South Jersey  
**Aug 1-2** Bader Field/South Jersey  
**Aug 29-30** Bader Field/South Jersey  
**Sep 19-20** Bader Field/South Jersey  
**Oct 24-25** Bader Field/South Jersey  
**Nov 7-8** Bader Field/South Jersey  
 South Jersey (856) 534-5301

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)

**Jan 4** Aloha Stadium/Hawaii  
**Jan 17-19** Aloha Stadium/Hawaii  
**Jan 25** Maui Raceway Park/Hawaii Maui  
**Feb 1** Aloha Stadium/Hawaii  
**Feb 8** Aloha Stadium/Hawaii  
**Feb 22** Maui Raceway/Hawaii Maui  
**Feb 22** Aloha Stadium/Hawaii  
**Mar 8** Aloha Stadium/Hawaii  
**Mar 22** Maui Raceway/Hawaii Maui  
**Mar 29** Aloha Stadium/Hawaii  
**Apr 19** Aloha Stadium/Hawaii  
**Apr 26** Maui Raceway/Hawaii Maui  
**May 17** Maui Raceway/Hawaii Maui  
**Jun 28** Maui Raceway/Hawaii Maui  
**Jul 26** Maui Raceway/Hawaii Maui  
**Aug 23** Maui Raceway/Hawaii Maui  
**Sep 27** Maui Raceway/Hawaii Maui  
**Oct 25** Maui Raceway/Hawaii Maui  
 Hawaii (808) 349-8813  
 Hawaii Maui (808) 281-3654

**ROADRALLY**

A complete RoadRally planning calendar can be found at [www.scca.com/rally](http://www.scca.com/rally)

**NATIONAL AND REGIONAL 2015 schedules TBA**
**RALLYCROSS**
**NATIONAL CHAMPIONSHIP 2015 RallyCross Championship TBA**

# ANNIVERSARIES

**SCCA MEMBERS CELEBRATING 25-60 YEARS**
**60-YEAR MEMBERS**

Philip J. Baugh 1/1/1955 Life Members  
 Arthur F. Gebhart Jr. 1/1/1955 Life Members

**55-YEAR MEMBERS**

George W. Barber Jr. 1/1/1960 Alabama  
 Bob Bondurant 1/1/1960 San Francisco  
 Robert Cunningham 1/1/1960 New England  
 Robert A. Fox 1/1/1960 San Francisco  
 Lester R. Walter 1/1/1960 Steel Cities

**50-YEAR MEMBERS**

John R. Faull 1/1/1965 San Francisco  
 J. Mac Henderson 1/1/1965 Southern West Virginia  
 Charles A. Hollis 1/1/1965 Central Florida  
 Bill Schley 1/1/1965 Milwaukee  
 Harry Somerfield 1/1/1965 San Francisco

**45-YEAR MEMBERS**

Jack Beck 1/1/1970 Nebraska  
 Roberta C. Champlin 1/1/1970 North Carolina  
 Charles Fred Clark 1/1/1970 Buccaneer  
 Roger Diez 1/1/1970 San Francisco  
 Kevin Doyle 1/1/1970 New England  
 William M. Fralick 1/1/1970 New England  
 Joseph Freeman 1/1/1970 New England  
 Roger A. Heyl 1/1/1970 San Francisco  
 Barry Kaplan 1/1/1970 Steel Cities  
 Michael A. Kowalski 1/1/1970 Rio Grande  
 Paul Regula 1/1/1970 Detroit  
 James G. Richmond 1/1/1970 Chicago

**40-YEAR MEMBERS**

L. Chuck Allard 1/1/1975 Washington DC  
 Fritz Baker 1/1/1975 Central Florida  
 Mike Burke 1/1/1975 C Carolinas, Detroit, E Tennessee, S Carolina

Vicki Capel 1/1/1975 New England  
 Daniel W. Coughnour 1/1/1975 Guam  
 Wayne F. Drotleff 1/1/1975 Neohio  
 Gordon E. Ensing 1/1/1975 Western Michigan  
 Robert P. Eylich 1/1/1975 Blackhawk Valley  
 Robert Goddard 1/1/1975 San Francisco  
 Stephen Grant 1/1/1975 San Francisco  
 Carla M. Heath 1/1/1975 Washington DC  
 Peter Hylton 1/1/1975 Indianapolis  
 Sherri Jones 1/1/1975 Texas  
 Robert S. Kilburn 1/1/1975 Arizona  
 William R. Lessig 1/1/1975 Washington DC  
 Carolyn J. Metz 1/1/1975 Columbus Sports Car Club, Indianapolis

Jon Miller 1/1/1975 Des Moines Valley  
 Margaret Mitchell 1/1/1975 Florida  
 Patty Norlin 1/1/1975 Big Island of Hawaii, Oregon  
 Mark Powell 1/1/1975 San Francisco  
 Richard Reins 1/1/1975 San Francisco  
 Reinhard Riedel 1/1/1975 San Francisco  
 Roberta Ross 1/1/1975 Cincinnati  
 William E. Schmidt 1/1/1975 Chicago  
 Christopher S. Spencer 1/1/1975 San Francisco  
 Gibson Stine 1/1/1975 Central New York  
 Talbot Neal Teboe 1/1/1975 Chicago  
 Robert G. Valentini 1/1/1975 San Francisco  
 Thomas W. Wedel 1/1/1975 Houston  
 Elwyn Wenzel 1/1/1975 Blackhawk Valley  
 Hal E. Whipple 1/1/1975 San Francisco

**35-YEAR MEMBERS**

Robin Akwei 1/1/1980 Washington DC  
 Fred Albright 1/1/1980 Western Ohio  
 Dorothy Becker 1/1/1980 San Francisco  
 Dennis Croxell 1/1/1980 Central Carolinas  
 Geneen Cummings 1/1/1980 San Francisco  
 Jan Edwards 1/1/1980 Cal Club  
 Lyle B. Fisher 1/1/1980 Kansas City  
 Steve Hayward 1/1/1980 Finger Lakes  
 Butch Kummer 1/1/1980 Atlanta  
 William Laitenberger 1/1/1980 Arizona, Finger Lakes  
 James A. Lepetich 1/1/1980 San Francisco  
 James Kelly Locke 1/1/1980 Steel Cities  
 Lennie F. Lovinfosse 1/1/1980 San Francisco  
 Marvin W. Maize 1/1/1980 Las Vegas  
 Tyrone M. Noles 1/1/1980 Western New York  
 Grayden L. Obenour 1/1/1980 South Bend  
 Ginny Pettigrew 1/1/1980 New England  
 Patrick T. Porter 1/1/1980 San Francisco

Robert Rebmann 1/1/1980 Utah  
 James A. Richley 1/1/1980 San Francisco  
 Michael D. Rogers 1/1/1980 SW Louisiana  
 Michael T. Signore 1/1/1980 Philadelphia

**30-YEAR MEMBERS**

Robert Ablard 1/9/1985 Milwaukee  
 David C. Arron 1/22/1985 South Jersey  
 Alice C. Belden 1/7/1985 New England  
 Eric G. Bertagnoli 1/17/1985 Chicago  
 Faye Craft 1/22/1985 Buccaneer  
 William C. Douglas 1/22/1985 Milwaukee  
 Michael F. Feno 1/7/1985 N New Jersey  
 John E. Gauch 1/28/1985 Cincinnati  
 Phil Gumpert 1/7/1985 St Louis  
 Maynard K. Knapp 1/22/1985 Colorado  
 R David Lansing 1/31/1985 Arizona, San Diego  
 Charles E. Larouere 1/28/1985 Steel Cities  
 Judy L. Laurenzi 1/21/1985 Western New York  
 Kenneth C. Loerch 1/17/1985 St Louis  
 Michael S. Marshall 1/16/1985 Cal Club  
 Donald E. McLaughlin 1/31/1985 Susquehanna  
 Jay R. Miller 1/9/1985 North Carolina  
 Thomas A. Panaggio 1/17/1985 Central Florida  
 Edward Petty 1/23/1985 Buccaneer  
 James P. Pozzi 1/17/1985 Atlanta  
 Donald K. Robertson 1/29/1985 Buccaneer  
 Gene Rosintoski 1/9/1985 Glen, New England, Washington DC  
 Joseph F. Ruggiero Jr. 1/16/1985 New York  
 Denise Martin Sheridan 1/29/1985 Mohawk Hudson  
 Greg H. Shirinian 1/7/1985 Washington DC  
 Michael Streets 1/31/1985 San Francisco  
 Gary Tucker 1/29/1985 Milwaukee  
 Molly R. Walker 1/16/1985 Oregon  
 James R. Walker 1/16/1985 Oregon  
 Glenda Webb 1/7/1985 Blue Mountain

**25-YEAR MEMBERS**

Guy Ankeny 1/17/1990 Cal Club  
 Gerald W. Black 1/31/1990 Neohio  
 Steven L. Blake 1/23/1990 New York  
 Gerard J. Burr 1/10/1990 San Francisco  
 Michael Busalacchi 1/15/1990 Milwaukee  
 Linda Calkins 1/15/1990 Texas  
 Scott R. Carter 1/15/1990 San Francisco  
 Brenda Clark 1/9/1990 New England  
 Richard J. Clark 1/9/1990 New England  
 Albert E. Cram 1/11/1990 Iowa  
 Jack C. Crone 1/25/1990 Cal Club  
 J.P. Derouin 1/9/1990 Oregon  
 Kyle Driver 1/11/1990 Oregon  
 Robert E. Eubanks 1/11/1990 Buccaneer  
 James A. Foreman 1/10/1990 Detroit  
 John G. Glowaski 1/30/1990 Land O'Lakes  
 Lucinda Glowaski 1/30/1990 Land O'Lakes  
 Rick A. Harbaugh 1/17/1990 Central Carolinas  
 David F. Heinrich 1/15/1990 Buccaneer  
 Kirk Horita 1/23/1990 Hawaii  
 Elizabeth Ann Hunt 1/15/1990 Washington DC  
 Kim R. Kemper 1/30/1990 Arizona  
 Jim H. Kritzler 1/10/1990 Houston  
 William Leitner 1/15/1990 New England  
 George Levien 1/30/1990 Central Fla, Florida  
 Sandy Luney 1/25/1990 North Carolina  
 Pego Mack 1/31/1990 New England  
 Mark Madarash 1/30/1990 Texas  
 David L. Miller 1/31/1990 Fort Wayne  
 Mark E. Peller 1/15/1990 Cal Club  
 Beth Alane Perry 1/25/1990 Finger Lakes  
 Lois Petersen 1/10/1990 Arizona  
 Mark Peyser 1/23/1990 New England  
 Mark Prewitt 1/18/1990 Southwest Louisiana  
 Timothy Patrick Rogers 1/19/1990 Atlanta  
 Selin L. Rollan 1/11/1990 Central Florida, Florida  
 L. Jack Ruscelli 1/15/1990 Ohio Valley  
 Joseph Schandl 1/31/1990 Central Florida  
 Scott Schlesinger 1/31/1990 Florida  
 Linda W. Shelton 1/17/1990 Utah  
 Charles W. Shelton 1/17/1990 Utah  
 Stewart Tabak 1/15/1990 San Francisco  
 Bradford Towne 1/17/1990 Western Ohio  
 Kevin P. Trobaugh 1/10/1990 St Louis  
 Richard L. Witt 1/11/1990 Washington DC



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#### **COOL COVER**

Cool Cover by Design Engineering Inc., reduces air intake temperatures by reflecting radiant heat resulting in a cooler, more dense intake charge. Cool Cover can reflect heat up to 850 degrees F. Simple hook and loop fastening system allows for quick installation and removal. Includes Reflect-A-Gold tape to seal seams. [www.designengineering.com](http://www.designengineering.com)



#### **HEDMAN MUSTANG HEADERS**

Hedman Headers introduces its new 50-state legal headers for 2011-14 S197 Ford Mustang 5.0. Manufactured out of T-304 Stainless Steel, Hedman's S197 headers feature sturdy 16-gauge mandrel bent 1.75-inch primaries, and 3/8-inch thick flanges. [www.hedman.com](http://www.hedman.com)

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HRE Wheels is back with a new design for the FlowForm lineup named the FF15. The FlowForm FF15 is created using a high-tech, low-pressure cast flow-forming process providing a level of precision, strength, and attention to detail expected of HRE. The multi-spoke FF15 comes in many popular sizes. [www.hrewheels.com](http://www.hrewheels.com)

#### **OS GIKEN SUPER LOCK DIFFERENTIAL**

OS Giken has added to its line of Super Lock limited slip differentials with a fitment for the 2013+ Ford Focus ST. The Focus ST fitment utilizes 12 active clutch plates and is tuned to provide a smooth and progressive lock, minimizing wheel spin. [www.osgiken.net](http://www.osgiken.net)



#### **GREEN FILTER**

Green Filter USA introduces its high-performance replacement filter for the C7 Chevrolet Corvette. Designed to increase horsepower and fuel economy, Green Filters use a woven cotton material along with a steel mesh manufacturing process to provide the most surface area available, and are both washable and reusable. [www.greenfilterusa.com](http://www.greenfilterusa.com)

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



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## PARTIAL INFORMATION...

In the December issue of *SportsCar*, the *Shiftin' Gears* article covering the SCCA Foundation and the relocation of the SCCA Archives features a fantastic photo of an airborne small block Cobra. There is no caption or credit. Most of us know the "what," but the "who," "where," and "when" are missing. This information is important to readers in general, but especially so to the family and friends of the driver who may no longer be with us, considering this may have been shot in the mid 1960s.

Barry Duval

Believe it or not, we had a caption written that was supposed to print with the image, but somewhere along the way it vanished. So here's the information that should have appeared: The SCCA archive is a treasure trove, unfortunately, of partial information. This image shows SCCA Hall of Fame member Bob Bondurant flying in Bill Steele's 1964 Cobra. The racecourse? We can speculate, but a lack of notes on the original image leaves us uncertain. Photo by Bob Jackson.

## IN THIS TOGETHER

Philip Royle's *Contact Patch* column in the December issue reminds me of my first event in the East/West Challenge series at Road America in August of 2003. I had recently gotten my competition license thanks to Steve Behler and Bob Lybarger. During Saturday's qualifying session I noticed the water temperature went off the peg, so I pulled off at Turn 5 and coasted back into the lower pit area. The diagnosis was a blown head gasket. I didn't have a replacement head gasket, or really know how to replace it anyway.

As we were pushing the RF78 Van Diemen back on to the trailer, John Vlasik walked over and asked what we were doing, and I told him we were headed home. His response was, "You're not going home. I've got spares in my trailer and we'll have you back on the track before the day is over."

Needless to say, John, Bill Bergeron, Tom Tipsword, and several others dove in and got it repaired, valves readjusted, and everything good to go for Sunday. So, on Sunday, I qualified 22nd at 3:01 and felt like I was on the top of the world. On lap three or four of the race, the inlet hose for the fuel pump came adrift so the engine was sucking air and not gas (that was a first time anyone had ever seen that one), so I coasted to a stop just past Turn 1 - and that was the weekend.

But I made some good friends. Some great memories, such as

Marc Blanc telling me that he liked racing with me at BHF in 2005 because he could trust me. Another "no good deed goes unpunished" at Mid-Ohio helping Loren Tieman fix his gearbox in 2004 is an amazing story.

So you're right, Philip, the examples are endless as to how racers want to kick your [butt] on the track, but lo and behold if you have a problem, they come out of the woodwork to fix it.

Ron Tebo

## WHERE IN THE WORLD...

It's great to read about continued success and growth at the RallyCross National Championship [*SportsCar*, December 2014 issue]. While I have only attended a handful of RallyCross events, I hope to one day attend the championship event. I am anxiously waiting to see where the 2015 event will be held; maybe it will be close enough that I get my chance. On another note, is there really no discipline, category, or class that isn't safe from the Mazda Miata? How did that little car rack up three of the nine class wins?

Charles Nichols

## SOMETHING NEW

I thoroughly enjoyed being able to watch the SpeedcastTV.com coverage of the 2014 National Championship Runoffs, not to mention *SportsCar's* coverage in the December issue. Looking at the results, I have to wonder if moving venues every year is going to impact the racing to the same level it appeared to at Mazda Raceway Laguna Seca. Certainly there were many epic battles, but there appeared to be a sizable gap from the middle of the pack on back - it seemed like a lot of people struggled to adapt to the new track. I don't think mid-pack drivers struggling is anything new, but I do wonder if they will see it as a challenge and embrace it, or get discouraged.

Andy Rogers

## 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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For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Discounts" area at [ams.scca.com](http://ams.scca.com).



# NO. 82

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## CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

### The Passion

Every few issues, words appear in *SportsCar* that stop me in my tracks. In this month's interview with SCCA Enterprises President Erik Skirmants and Technical Director Mike Davies about the GEN3 Spec Racer Ford, Davies said, "I personally wanted leave something for the future of SRF so racers could enjoy the same aspects I have over the years." The project he found himself involved in was not change for change's sake, nor was it change for profit or someone chasing their tail; rather, it was something to keep SRF drivers on the track for decades to come. Skirmants had similar sentiments in a part of the interview that didn't print: "Our biggest goal is not financial stability," he said, "it is maintaining the class and keeping up our obligation to the drivers and making sure the car stays current." The development of the GEN3 SRF is truly a project done for all the right reasons, headed up by passionate and knowledgeable SCCA members.

This isn't a one-off occurrence. In fact, it's rare to come across members who are not passionate - and when you do, you remember it.

Early in the 2014 season, a driver I know was angry with an official's decision at an event, but rather than working to resolve the issue in a positive light, he chose to cut his losses and leave the SCCA. On his way out, he made a statement that saddened me. A paraphrased version of his forum post read: "This isn't *my* Club. If you want to change things and try to make the Club better, that's *your* choice. *I'm* simply here to race." I was floored. To him, I guess the SCCA is just a bill he pays once a year - the racing equivalent

of property taxes. It's depressing any member would feel that way.

The reason his statement hit such a nerve with me (and probably with you, too) is because nearly every member I encounter is incredibly passionate about the SCCA, so stumbling upon one who isn't is a shock. Yes, almost none of the members I encounter will be nominated for the SCCA Hall of Fame, but that doesn't make them any less

**My passion for the Club, for instance, tends to bubble up at CRB town hall meetings... but I digress"**

passionate about the Club than those who are. Passion for this Club is not necessarily about running for the SCCA Board of Directors, your local Region Board, or participating on one of SCCA's competition committees (although those are all great); rather, your passion might culminate in the writing of letters to the SEB, CRB, RXB, or RRB when *Fastrack* comes out, or voicing concerns or thoughts at the SCCA National Convention - my passion for the Club, for instance, tends to bubble up at CRB town hall meetings...but I digress.

So, I applaud the likes of Davies and Skirmants for their efforts, and I applaud those who were just announced as the next inductees into the SCCA Hall of Fame. At the same time, I heavily applaud all members who are passionate in their own way. Combined, we make the SCCA what it is today, and influence what it will be in years to come. ☺

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## LOOKING BACK

A JOURNEY INTO SPORTSCAR'S PAST

### 10 YEARS AGO... FEBRUARY 2005



- The Closed Course Rally program was launched, featuring CircuitRally, RallySprint, and RallyCross. CircuitRally combined road racing with performance rally.
- The end of SCCA sanctioned stage rally was marked with the crowning of the 2004 champions.

### 20 YEARS AGO... FEBRUARY 1995



- The Pro Rally season review covered the action-packed season, which saw Paul Choiniere claim the overall and Open class titles.
- *SportsCar* featured a Q&A with Marge Binks, the first woman to serve as Chairman of the Board. The *LA Times* also ran a piece on her appointment.

### 30 YEARS AGO... FEBRUARY 1985



- The Racecar Buyers Guide included the latest and greatest in open wheel and sports racing cars. Everything from basic kits to turnkey cars could be found here.
- John Buffum racked up his eighth American rally title in what was a hard fought battle over Rod Millen.

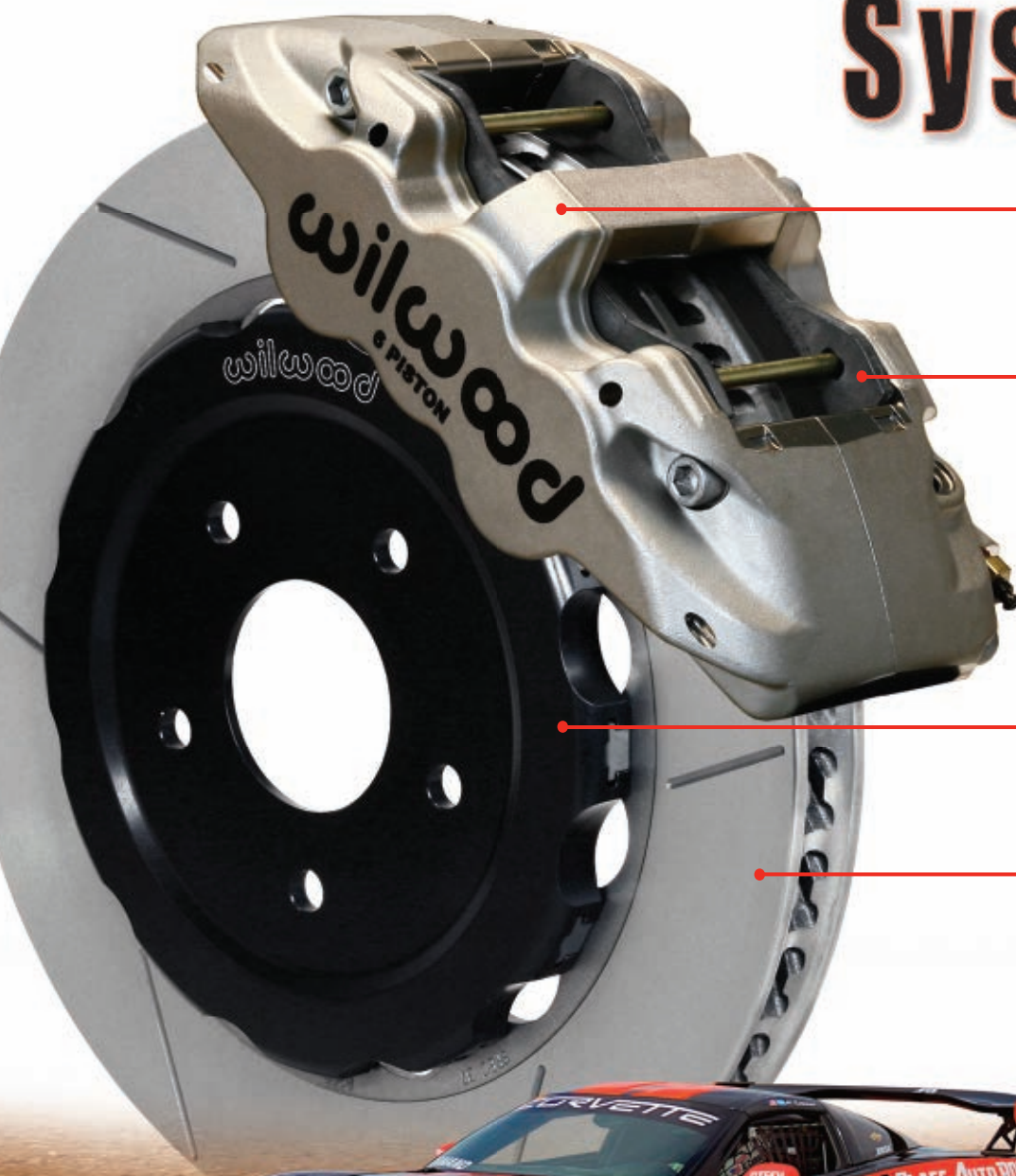
### 50 YEARS AGO... FEBRUARY 1965



- The Drivers Meeting section mentioned the limited, but growing, interest in racing sedans. For the 1965 season, all sedans would have to meet the International Sporting Code.
- The classifieds included some outstanding deals on an AC Bristol, an FIA winning Cobra, and a Porsche Speedster.



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