

# SPORTSCAR<sup>®</sup>



## THE DRIVE

Behind the wheel with multi-time Solo Champion Beth McClure-Strelnieks

### PREP RIGHT

Secrets to winning in 2015

### TOW SAFE

Getting your tow rig and trailer up to snuff

### THE LAB

The Club's newest program hits the track

# 73.3

MARCH 2015  
U.S. & CAN \$5.99  
SCCA.COM



TRI POLICE  
Motor  
SOULSPEED  
PERFORMANCE SUSPENSION & TUNING



**200 TREADWEAR STREET  
AND ST CLASS TIRES**



**BFGoodrich**  
g-FORCE RIVAL

**BRIDGESTONE**  
POTENZA RE-11 &  
POTENZA RE-11A

**DUNLOP**  
DIREZZA ZII  
STAR SPEC

**Hankook**  
VENTUS R-S3  
(VERSION 2)

**R-COMPOUND TIRES**



**BFGoodrich**  
g-FORCE R1 &  
g-FORCE R1-S

**Hankook**  
VENTUS Z214  
C51 medium & C71  
soft compound

**Hoosier**  
A7 & R7  
RACING RADIAL

**Hoosier**  
D.O.T. RADIAL  
WET H2O

**KUMHO TIRE**  
ECSTA V710

**TOYO TIRES**  
PROXES RA1

**TOYO TIRES**  
PROXES RR

**TOYO TIRES**  
PROXES R888

**READY TO BOLT ON!**

**TIRE & WHEEL PACKAGES**

Includes all necessary installation hardware, scratchless mounting, hidden weight balancing and Hunter RoadForce™ testing (at no additional cost). Arrives ready to bolt on.

Build one at [www.tirerack.com/packages](http://www.tirerack.com/packages)

**ARE YOU READY FOR 2015?**

**TIRE STORAGE AND MAINTENANCE**

[www.tirerack.com/accessories](http://www.tirerack.com/accessories)



**Adjustable Torque  
Wrench** \$39<sup>95</sup>

**Tire Totes**  
4 pk \$42<sup>95</sup>

**Intercomp**

**Deluxe Air  
Pressure Gauge**  
2.5" face \$44<sup>95</sup>  
4" face \$54<sup>95</sup>



**TRAILER TIRES** [www.tirerack.com/trailer](http://www.tirerack.com/trailer)

**GOODYEAR**

**KUMHO TIRE**

**POWER KING®**



**BRAKE FLUID** [www.tirerack.com/brakefluid](http://www.tirerack.com/brakefluid)

**brembo**

**Sport.EVO 500 Brake  
Fluid 250ML** \$7<sup>50</sup>

**STOP OTECH**

**STR-660 Ultra  
Performance Race  
Brake Fluid 500ML** \$28

**Ate**

**Type 200 Amber  
Brake Fluid 1L** \$15<sup>50</sup>







**SEE ALL OF OUR LIGHTWEIGHT WHEELS AT [WWW.TIRERACK.COM](http://WWW.TIRERACK.COM)**







### ON THE COVER

Multi-time Solo National Champion Beth McClure-Strelnieks offers an inside look at what started her SCCA journey. Photos by Bill Sallans.



## DEPARTMENTS

- 10 CLUB LIFE**  
News from around SCCA and the world
- 12 CLUB VIEW**  
SCCA President and CEO Lisa Noble
- 14 THE CLUB BOARD**  
Board of Directors Chairman John Walsh
- 18 MY SCCA LIFE**  
Mike Pettiford's SCCA story
- 20 POBST POSITION**  
Racing Champ Randy Pobst speaks
- 54 RACING ROOM**  
Club Racing Board Chairman Jim Wheeler
- 56 LEAVING THE LINE**  
Inside the world of Solo with Paul Brown
- 58 SHIFTIN' GEARS**  
SCCA Foundation's Raleigh Boreen
- 60 FIRST GEAR**  
Up-and-coming young members
- 62 FRONT LINE**  
SCCA's stellar volunteers
- 64 VOLUNTEER INCENTIVE PROGRAM**  
Celebrating those who do the heavy lifting
- 66 MARKETPLACE**  
You want it, someone has it
- 73 CARS FOR SALE**  
Your next racecar is here!
- 76 CALENDAR**  
Thousands of events you need to attend
- 82 TOY BOX**  
Essential tools, accessories, and gear
- 84 MAILBOX**  
We get lots and lots of letters
- 86 LOOK BACK**  
The final word

## FEATURES

- 22 THE DRIVE**  
Meet Beth McClure-Strelnieks, multi-time Solo National Champion and certifiable car nut
- 30 FROM THE LAB**  
As part of *SportsCar's* Q&A series, we sit with SCCA's Heyward Wagner to find out what TNIA means
- 34 ON THE ROAD AGAIN**  
Ready to tow to your first event of 2015? Read this story first
- 42 SECRETS TO SPEED**  
Just a few simple tricks will make you faster than you've ever been
- 50 THE LONG ROAD**  
Meet the person who has driven every generation of the MX-5. Yes, that includes the 2016 Miata

### SPORTS CAR CLUB OF AMERICA INC.

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

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

© 2015, Sports Car Club of America, Incorporated. All rights reserved. Reproduction without permission is prohibited. SportsCar (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

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

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

### POSTMASTER

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

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

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

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



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

### THIS MONTH IN FASTRACK NEWS

The February issue of *Fastrack news* is now available for download from [SCCA.com/fastrack](http://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



# THERE'S NOTHING FALSE ABOUT THIS SENSE OF SECURITY.

As a driver, your biggest concern should be getting to the finish line first. That's why the best drivers trust their safety and security to Simpson's patented head and neck restraint technology. For drivers who prefer a low profile head and neck restraint that travels with them, the Hybrid Sport is for you. It's constructed from DuPont carbon/polymer with a sleek, modern profile and defined wings for seatbelt containment. The reality is, the best drivers aren't known for their restraint. It's a good thing we are. View our entire line of Hybrid and HANS Head and Neck Restraints at [www.teamsimpson.com](http://www.teamsimpson.com)



**ENVELOPE OF SAFETY** 360° of protection—Simpson's Envelope of Safety surrounds our drivers. It's a very simple concept that guides everything we do. Our equipment is rigorously tested, always evolving and designed to be the best. When choosing a head and neck restraint, make sure it's part of Simpson's Envelope of Safety.

CONNECT WITH TEAM SIMPSON CALL 800.654.7223 VISIT [WWW.TEAMSIMPSON.COM](http://WWW.TEAMSIMPSON.COM)









SCCA Hall of Fame member Jim Hall is a legend in racecar design and innovation; his creations have broken new ground, and won countless races. Most recently he consulted with Chevrolet on its Sony PlayStation Vision Gran Turismo entry, the Chaparral 2X VGT.

DATE Nov. 19, 2014

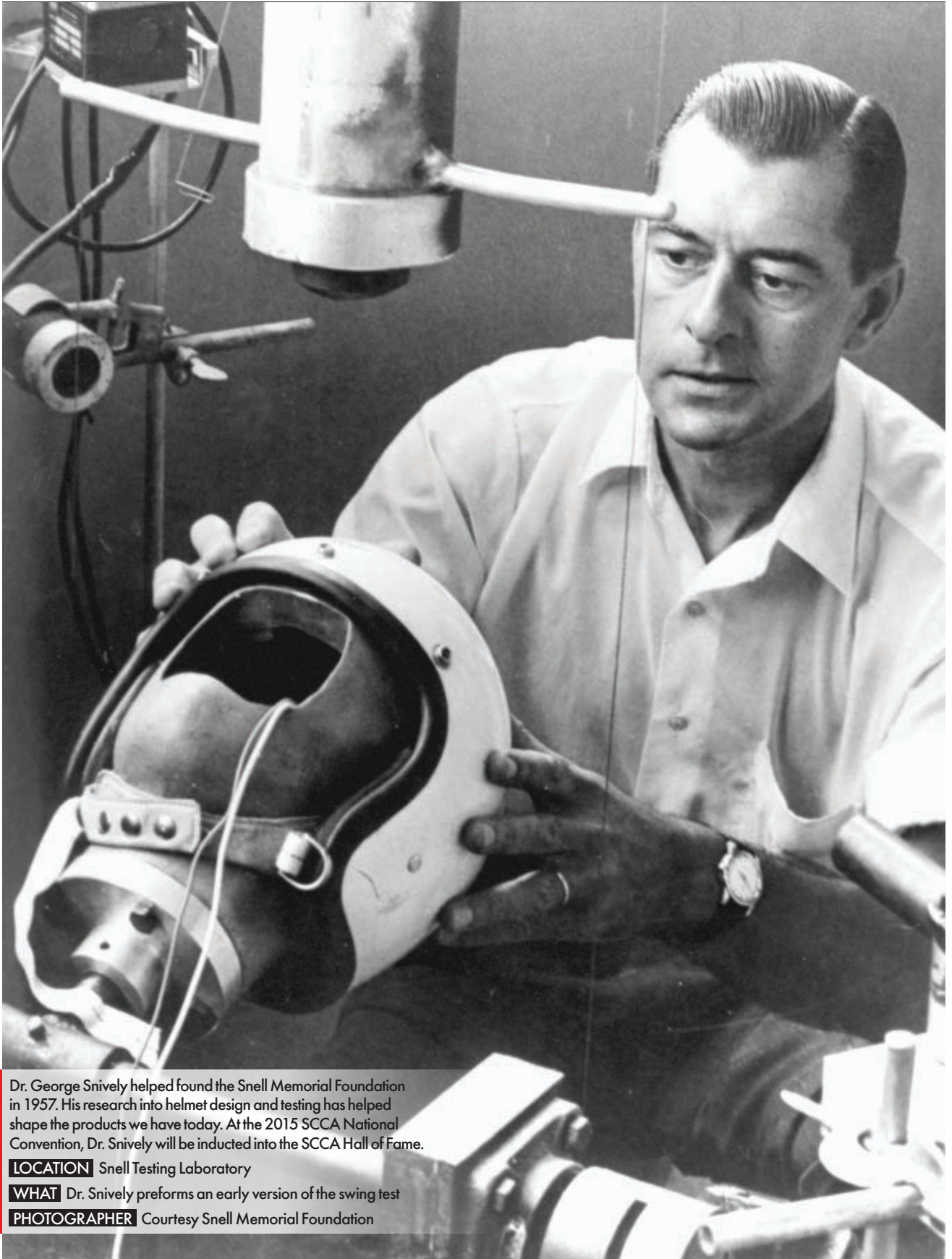
LOCATION Los Angeles Auto Show

WHAT Chevrolet Chaparral 2X Vision Gran Turismo

PHOTOGRAPHER Courtesy Chevrolet







Dr. George Snively helped found the Snell Memorial Foundation in 1957. His research into helmet design and testing has helped shape the products we have today. At the 2015 SCCA National Convention, Dr. Snively will be inducted into the SCCA Hall of Fame.

**LOCATION** Snell Testing Laboratory

**WHAT** Dr. Snively preforms an early version of the swing test

**PHOTOGRAPHER** Courtesy Snell Memorial Foundation





[www.porsche.com/classic](http://www.porsche.com/classic)

**Weight down.**

**Value up.**

**Winning arguments since 1973.**

## **Porsche Classic Lightweight Parts for the 911 Carrera RS 2.7**

Over 70% of all Porsche vehicles ever built are still on the road today. We make sure that it stays that way. With the lightweight parts for the 1972–1973 models of the Porsche 911 Carrera RS 2.7, for example. Available from your authorized Porsche dealer. A limited selection will also be available for order soon from the Porsche Classic Online Shop [www.porscheusa.com/classic-shop](http://www.porscheusa.com/classic-shop)



**PORSCHE**





# CLUB LIFE

Rupert Bernadon



## MUSCLE CAR SOLO

With a growing interest in muscle cars participating at Solo events, the experimental Classic American Muscle category, which debuted in 2014, will return in 2015 with three clearly defined National-level classes. Details regarding the CAM specifications can be found at [www.scca.com/solo](http://www.scca.com/solo).



# THE COLOR OF MONEY

As cars roll off the grid for various SafeRacer Club Racing events in 2015, competitors will enjoy a number of contingency award programs. Eight auto makers will offer cash prizes for top finishing positions in U.S. Majors Tour competition, including Mazda North American Operations, Chevrolet, Ford Racing, Honda Performance Development, Mini USA, Nissan Motorsports, Scion Racing, and Toyota/TRD. Many of these manufacturers will also offer payouts to racers at the Regional level.

Likewise, a number of tire manufacturers will support Club Racing efforts with both cash and product offerings. BFGoodrich Tires, Goodyear Tire, Hankook Tires, Hoosier Racing Tire, and Kumho Tires are offering a

variety of programs spread over the Majors and Regional level events.

Hawk Performance - the Official Brake Products of SCCA - returns with a generous contingency program for the Majors, while

“Eight auto makers will offer cash prizes for top finishing positions in U.S. Majors Tour competition”

Carbotech Brakes offers a similar program. NEO Motorsport, a big brake kit manufacturer, has also pledged its support for the Majors by offering cash prizes for a podium finish.

SafeRacer, the Official Safety Provider of SCCA, has returned to support the Nation-wide points program - the champion in each class at the end of the year will earn a \$500 product certificate. Summit Racing Equipment also returned this year, and eligible winners in each class of a Majors Tour race will be able to get their hands on a \$100 product certificate, while second place can earn a \$50 certificate.

Details on all contingency programs and how to register can be found at [www.scca.com/clubracing](http://www.scca.com/clubracing) under the “contingencies” link. Drivers should read all program requirements carefully and be sure to have the necessary paperwork submitted before their first event. 🟡





Jay Bonvadour

## MOVING UP

At just 14 years old, Nate Stacy finished second in the SCCA Pro Racing Pirelli World Challenge TCB Drivers' Championship in 2014. For the 2015 season, Stacy will be piloting his newly acquired ex K-PAX Racing Volvo C-30 In Touring Car.



## INNER BUSHINGS FOR SM

Alternative control arm bushings have been added to the Spec Miata section of the GCR: Rule 9.1.7.C.3.p now reads "Inner bushing(s) on the front upper control arms may be replaced with the Mazdaspeed offset bushing (part number 0000-04-5409)."

## PROJECT PODIUM

During the Race Track Business Conference hosted by the National Speedway Directory at the Performance Racing Industry Trade Show in Indianapolis in December, Lyn St. James announced the 2014 winner of the Women's Sports Foundation Project Podium Leadership Award is SCCA President and CEO Lisa Noble.

"Leadership is described and demonstrated in so many ways," says Lyn St. James. "Lisa's character, charisma, and commitment to support cultural change without disrupting the core values of sports car racing is powerful. She is the perfect person to receive this year's award."

The Leadership award was established in 2008 to honor Paul Newman, whose support helped Lyn St. James launch Project Podium. Past winners of the Leadership award include NASCAR President Mike Helton, USAC founder and former Indy 500 Chief Steward Tom Binford, and former Director of Ford Racing Dan Davis.

## HEADS UP FOR SPEC MIATA

Following ongoing meetings with the Spec Miata Group, which includes members from Mazda, SCCA, and NASA, the SCCA Board of Directors has approved changes to the Club Racing GCR related to Spec Miata for the 2015 season.

Rule GCR 9.1.7.C.1.f.3, regarding cylinder heads, now reads: "The throat area of the port consists of the 90-degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge-cut the throats in order to correct for core shift that is commonly found in many cylinder heads. The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of 0.005", for the entire length of the cut. The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend farther than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The Intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5mm in width. The 90-degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below."

The referenced depths can be found in the January *Fastrack*.



### TIGHT TOLERANCES

The SM cylinder head rules have been more clearly defined for 2015.

Jay Bonvadour

Richard S. James



Philip Royce

### ALTERNATE PLANS

The SCCA staff is exploring new options to aid long-haul Runoffs competitors in lieu of the traditional tow fund.

## EXPLORING NEW OPTIONS

Starting in 2015, the tow fund will no longer be offered to drivers competing at the National Championship Runoffs, although the SCCA is working on other options for competitors facing a long tow. The rationale for eliminating the fund had three primary elements: A small pool of members benefitted from a program that all U.S. Majors Tour participants were required to fund; the new Runoffs rotation allows more drivers to experience the event closer to home; and a desire to decrease per-event expenses for drivers.

Of the 517 entries at the 2014 National Championship Runoffs at Mazda Raceway Laguna Seca, 172 received tow fund payments, with 2,023 drivers contributing to the fund (33 percent of attendees, but just 8.5 percent of contributors). In 2013, when 700 drivers attended the Runoffs at Road America, 279 received the tow fund - that represented 40 percent of Runoffs attendees, but just less than 12 percent of contributors. The percentage of contributors to collectors has remained consistent over the past five years.

While the traditional tow fund has been eliminated, the SCCA staff is exploring alternative options to aid competitors coming from distances away for 2015.





# CLUB LIFE

THE OFFICIAL PUBLICATION OF  
THE SPORTS CAR CLUB OF AMERICA

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

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR  
Reece White

CONTRIBUTING EDITORS

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

CONTRIBUTING PHOTOGRAPHERS

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

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ASSOCIATE PUBLISHER

Steve Bottom

SALES MANAGER Sophia Lopez

ADVERTISING DIRECTOR Rick Nitti

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.

17030 Red Hill Avenue

Irvine, CA 92614

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

E-mail [sportscar@racer.com](mailto:sportscar@racer.com)

Toll-Free Advertising Line

(800) 722-7140

Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at

[niademarco@wrightsmedia.com](mailto:niademarco@wrightsmedia.com)

Back Issues (949) 417-6700

SCCA Member Services (800) 770-2055



RACER MEDIA &  
MARKETING, INC.

## NEW CUP LEADERSHIP

SCCA Pro Racing selected Keith  
Dalton to take the reins of the SCCA  
Pro Racing Battery Tender Mazda  
MX-5 Cup Presented by BFGoodrich  
Tires, filling the role of series  
manager vacated by Jim Brown.



Jay Bonvillian



## CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

## This is The Year!

2015 will be described as the Year of the  
New Programs, the Year of Seed Programs,  
and the Year of the Enthusiast. This is how we  
have been thinking about our Club and our  
focus for the coming year. Having a catch  
phrase is helpful; just asking ourselves "Does  
this belong in the Year of the \_\_\_\_\_?"  
begins to hold meaning on its own.

### YEAR OF THE NEW PROGRAMS

Track Night in America, Track Fest (see below),  
and embracing the great big world of people  
who enjoy Classic American Muscle (CAM) and  
Street Tire competition in Solo are the new  
programs you will read about in *SportsCar*  
over the coming months - and hopefully  
participate in, too. These are activities that not  
only create a new, exciting experience for our  
current members to renew their enthusiasm  
and interest, but also appeal to a broader  
audience of motorsports enthusiast. Both are  
integral to our Club's continued success.

And we're not finished! We are also exploring  
other kinds of event mixes not just on track or  
course, but cross discipline - to include our  
Rally expertise, for example. Watch as some of  
our Regions explore enduro racing in ways that  
are not HWADT (how we've always done things).  
We'd like to pilot these new ideas with Regions  
where it makes sense for the local membership  
and the local enthusiast population to take  
advantage of the opportunities.

### THE YEAR OF SEED PROGRAMS

The national organization of the SCCA shares  
the responsibility for success with our  
Regions. This means the National Office  
programs and strategies for success in what  
we currently do and in what we will have to do  
for the future. Sharing information on a  
nationwide basis through Division

conventions, newsletters, and just plain  
picking up the phone and talking to each  
other are all fundamental to that effort.

In discussions with some of you, your input  
has pointed to looking at our weekends as  
events, rather than just competitions. Track  
Fest is an idea that can help Regions  
showcase the Club's activities to motorsports  
enthusiasts by inviting other clubs,  
organizations, and groups to participate in  
what we do in ways that are appropriate in a  
non-competitive environment, like pace car  
laps and autocross fun runs, etc. We call it  
(say it out loud and with gusto): Track Fest!

### THE YEAR OF THE ENTHUSIAST

Much like 2014, building a broad base of  
enthusiasts who want to be a part of our Club  
will continue. We have to do this. You know the  
old saying about rearranging the deck chairs  
on the Titanic? That is exactly what we had  
been doing for the last decade or more -  
HWADT. Attracting motorsport and automotive  
enthusiasts to our Club and interesting them  
in our existing activities isn't enough,  
especially in today's world of the millennial  
mindset. How do *they* want to participate?  
Guarantee it is, in general, not HWADT.

Opportunities for shorter, non-competitive,  
and socially collaborative events are some of  
the ideas we are implementing; these are  
proven in both market research and in our  
pilot programs.

Know what? After over 40 years of active  
participation in the SCCA, I'm ready for a  
change in what I do with the Club, too! We  
must be the Club that not only survives, but  
thrives and defines the future of grassroots  
motorsports in 2020 and beyond. *That* is the  
Club I want to belong to! 🍅





made to **win**



## PUMA AVANTI

FIA APPROVED (8856-2000) | SFI/5 APPROVED

FRONT

REAR

The new PUMA Avanti suit utilizes revolutionary and proprietary advancements in material, form, function and design synthesizing the ultimate drivers environment for performance and endurance for the professional driver. Lightweight and breathable quilting of a unique 3-layer design consisting of an Aramidic outer layer, a Nomex waffle inner layer, and PUMA's new proprietary 'middle layer' offers an unmatched 33% weight reduction, an increase in permeability (breathability) by 55%, and a higher thermal protection by 11% over other manufacture's 3-layer lightweight designs. Anatomically correct pre-shaped body creating less bulk in the driving position, increased freedom of movement and agility, along with pre-shaped 'slim-fit' sleeves and pre-shaped legs reducing driver's fatigue of the arms and legs. PUMA's own proprietary EMS system of elasticized panels at the back of the arms, replacing soft knit gussets, reduces the weight and bulk in the shoulder area optimizing the acceptance of Hans head and shoulder restraints.



Choose from black/white/red, red/black/white, blue/black/white, white/black/red, and grey/black/white.



### SL TECH MID PRO

FIA 8856-2000 APPROVED | SFI 3.3/5



### PODIO GLOVE

FIA APPROVED (8856-2000)

#### Authorized Centers

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

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

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

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA.  
[www.subesports.com](http://www.subesports.com)

*Subé Sports*





# CLUB LIFE

Chris Clark



## LONG HAUL

Howe Racing Enterprises has established the Howe Long Haul Award, to be awarded at each of the 2015 SCCA Pro Racing Trans Am events. An \$850 product certificate will be awarded to the TA2 team competing in a Howe chassis that has traveled the greatest distance to each given event.



## JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

## THE CLUB BOARD

# Nobody here is sitting around...

It's winter up here on the frozen tundra. That doesn't mean that any of us are flopped on the sofa watching outlaw billiards, free-range poker, or some ancient Citroen with a small-block transplant and polished double-dubs getting pushed across an auction block. Nope. We actually *do* stuff.

If you're down south, your season has already started (hopefully without the "bang"). If you're somewhere north of the freeze line, you might be burrowed deep in your shop doing those updates in anticipation of September in Lincoln, Daytona in October, or that "TBA" place for an earlier, drier RallyCross championship location.

There are, however, some segments of this Club that take no time off. Maybe it's RallyCross, as winter is as good a time as summer (maybe better) for some car-related combat. So, too, with RoadRally - that's what I'm doing this coming weekend, after I air up my Hakka's and find my tow strap. Winter nights, well below zero, on snow covered dirt roads, miles from the nearest signs of civilization. Yee-ha! Sure do hope I don't need that tow strap.

Our activities never stop, nor do our member-driven program boards. They don't get enough credit for the work they do during the year, but they go through an especially turbocharged

period between the close of their respective National Championship events and the start of the next season. Rule changes need to be finalized and moved to publication, all requiring thousands of man-hours of work from these members. The SEB, RXB, CRB, and RRB (along with all their various Advisory Committees) don't ever get the thanks they truly deserve, but each of us should pass some along whenever we cross paths with the people who do this critical work.

**Rule changes need to be finalized and moved to publication, all requiring thousands of man-hours**

Let's also not forget our SCCA National Office staff, as they're at the center of that "end of season/start of next season" storm. Along with keeping all the existing programs supported, the staff also has a major commitment to new programs, which you'll read about elsewhere in this issue. Those efforts are fundamentally guided by two goals: find us new ways to have fun with our cars, and allow us an easy way to bring in new members who can keep our Club alive and healthy for the next 70 years.

Thanks to all those members! As you're reading this, we're heading to the SCCA National Convention and cooking up ways to keep SCCA strong through 2090 (whoa)! 🏁

## 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 DECEMBER 2014

NAME	RFRRLS	REGION
Warren Leach	117	San Diego
Brian Ghidinelli	68	San Francisco
Gayle Jardine	38	Cal Club
Chris Brake	26	Indianapolis
Carol DeBorde	25	Reno
Sydney Davis	23	Houston
Jeremy McCauley	23	Allegheny H'lands
Robyn Wasser	23	Reno
John Zuccarelli	23	Florida
Jonathan Burchardt	21	SW Louisiana
Karen McCoy	18	Oregon
Meredith Evans	18	Oklahoma
David Vodden	18	San Francisco
Allan Coy	16	Cal Club
Randall Smart	15	Houston
Brian Melani	14	Tennessee
Robert Crawford	13	Washington DC
Mike Holzinger	13	Iowa
Shari McCoy	11	Cincinnati
Moses Smith	11	Texas
Cindo Clark	10	Las Vegas
Bob Effinger	10	Milwaukee

*We have had 2,500 members refer nearly 3,600 new members.*

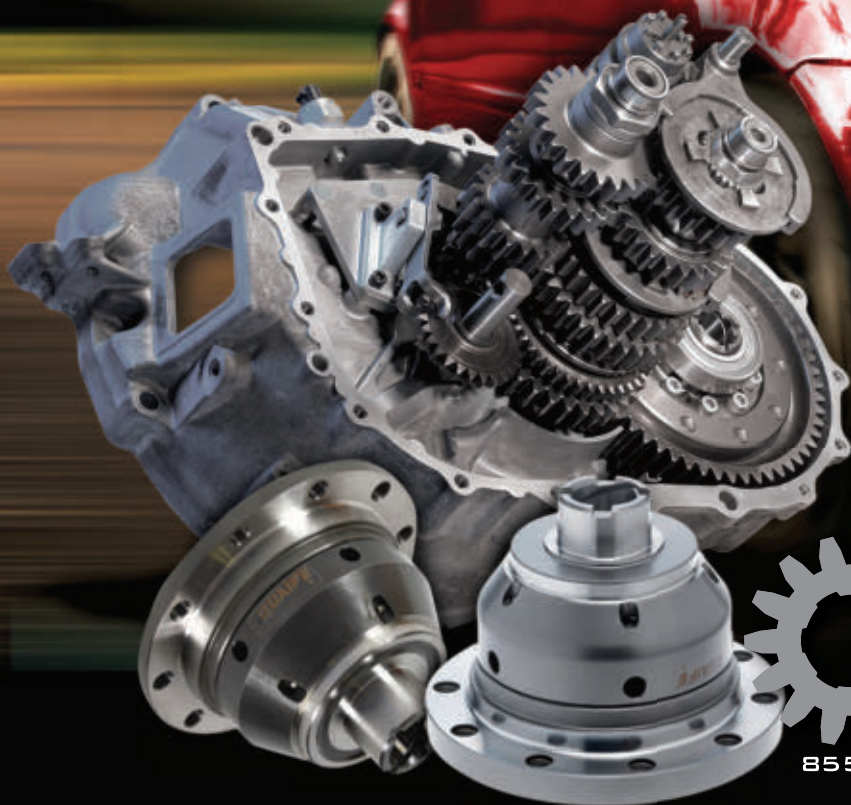
### REGION LEADERS

*(Category based on 2013 year end membership)*

REGION	GROWTH	RETENTION
<b>Jumbo (800+):</b>		
Florida	9.1%	80%
San Francisco	5.9%	79%
Oregon	5.7%	75%
<b>Large (401-799):</b>		
St. Louis	19.9%	70%
San Diego	19.0%	66%
Indianapolis	18.7%	73%
<b>Medium (200-400):</b>		
Las Vegas	33.3%	80%
Des Moines Valley	26.1%	77%
South Bend	21.8%	69%
<b>Small (&lt;200):</b>		
Kentucky	56.5%	74%
Southwest Louisiana	47.3%	76%
Badlands	40.9%	89%



# ENGINEERED TO WIN



855-417-4300 | [QUAIFEAMERICA.COM](http://QUAIFEAMERICA.COM)

## LIMITED SLIP DIFFERENTIALS:

### HONDA

- QDF6U** HONDA ACURA INTEGRA GS-R 1994-2000 / CIVIC TYPE R  
**QDF9U** HONDA CIVIC EP3 TYPE R, ACURA K20  
**QDF1U** HONDA CIVIC SI 1999-2000, DELSOL VTED, INTEGRA GS/LS 90-00, INTEGRA GS-R 92-93  
**QDF9U23DG** DRAG-SPEC HONDA CIVIC EP3 TYPE R, ACURA K20  
**QDF5U** HONDA ACCORD 1990-97, PRELUDE 1992-96, PRELUDE 1997-00 (EXCEPT SH)

### NISSAN

- QDF11L** NISSAN 350/370Z - MANUAL OPEN REAR END  
**QDF13L** NISSAN 350/370Z - VISCOUS DIFF REPLACEMENT (3.54 FD)  
**QDF7L** NISSAN 280/300Z (R200)  
**QDF12L** NISSAN 300ZX TWIN TURBO (R230)

### MITSUBISHI

- QDH12B** MITSUBISHI LANCER EVO 5/6/7/8/BMR/9 (FRONT)  
**QDH7B** MITSUBISHI 3000GT NA (FWD)  
**QDH8B** MITSUBISHI ECLIPSE/TALON 4x4 (FRONT)  
**QDH16B** MITSUBISHI 3000GT 4WD (FRONT)

### VW

- QDF8R** VW GOLF VR6, CORRADO, G60 (TYPE D2A - PUSH IN FLANGES)  
**QDF10R** VW BEETLE, GOLF 4, JETTA 4, 1.8/1.8T/2.0/V5/VR6/TDI 5-SPEED, AUDI A3 FRONT (8L) 2WD: 1.8, 1.8 (TYPE D2J)

### CHRYSLER / MERCEDES

- QDF9V1** CHRYSLER 6.1L HEMI 215 AXEL 2006-2008, MERCEDES 215 AXEL W211 E55 AMG 03+, C63, SLK 55 AMG 05+, CLS63  
**QDF7V** CHRYSLER 5.7L HEMI 210 AXEL 2006-2008, MERCEDES 210 AXEL W210 C32 AMG 00-07 MY, E55 AMG 00-02 MY

### CHEVROLET

- QDF22B** CHEVROLET CORVETTE C5 97-04 (INC Z06)

### TOYOTA / LOTUS

- QDF21E** TOYOTA CELICA, MR2 SPYDER (6-SPEED), LOTUS ELISE S2 (6-SPEED)

### FORD / MINI

- QDF38Z** BMW MINI COOPER S (6-SPEED BETRAG), FOCUS SVT (6-SPEED BETRAG)

OVER 370+ LSD APPLICATIONS

SEQUENTIAL TRANSMISSIONS AVAILABLE  
FOR HONDA & LOTUS APPLICATIONS

IMPORTED EXCLUSIVELY BY: MOTOVICTY DISTRIBUTION





# CLUB LIFE

## KEEPING COOL

CoolShirt Systems has been named as the Official Driver Cooling System of the SCCA Pro Racing Trans Am series. CoolShirt Systems will also support two competitor award initiatives within the Trans Am Series: the Cool Move of the Race and the year-end Hard Charger award.



Sydney Davis

### Y'ALL COME BACK NOW, YA HEAR?

Texas World Speedway will close its doors for good after nearly 50 years supporting a variety of motorsports events.

## SCCA BIDS ADIEU TO TEXAS WORLD SPEEDWAY

The Mid-States Conference SCCA Majors Tour schedule has been completed with the addition of an event at Texas World Speedway, in College Station, Texas, as a sixth event. The Texas World Speedway event will be held Memorial Day weekend, May 22-24.

The event is being billed as the final Sports Car Club of America race at the super speedway road course, with the

facility expected to close to make way for a business district. The track, in use since 1969, is a two-mile, high-banked oval with a 15-turn, 2.9-mile road course that has been a "can't miss" for Club racers for years.

The track has a long-standing

SCCA history, not only hosting SafeRacer Club Racing program events but SCCA professional events over the years as well. Texas World Speedway has also hosted IndyCar, NASCAR, IMSA and USAC races.

"Texas World Speedway holds a special place in motorsports history, and SCCA has long been a part of it," says Eric Prill, SCCA COO.

"Whether it was the Can-Am Championship in the 1960s, or recent Club Racing events, the track has been a racer favorite for decades. We expect the final SCCA race weekend to be a memorable one, and we thank the Southwest Division and Lone Star Region for including it in the U.S. Majors Tour."

The announcement comes after extensive evaluation of a potential race at Circuit of the Americas in Austin, Texas.

"In our efforts to develop the most attractive slate of events, we came upon a potential opportunity at Circuit of the Americas that we needed to explore," says Prill. "In the end, Texas World Speedway is the best option for SCCA and the U.S. Majors Tour in 2015."

SCCA will continue to explore opportunities at COTA for 2016 and beyond.

## COMPLIANCE OF THE CLASSES

The Board of Directors approved GCR rule 5.11.4, which will allow the Club Racing department to designate a Class Compliance Chief. The rule states: "When assigned to an event by the head of Club Racing or his designee, the CCC works with the event technical staff to provide consistent compliance checking across all the events in designated class/es. Decisions made by the CCC regarding compliance are non-protestable."

"The intent of the Class Compliance Chief is to designate a subject matter expert, for a class such as Spec Miata, that will develop and execute a more in-depth compliance program," Eric Prill, SCCA Chief Operating Officer, says. "The Spec Miata Group is developing this program, and participants will see this program in action early in 2015."

After the initial program rolls out, it is possible that a CCC could be added for any class.

### TURNING POINT

Momo will be the presenting sponsor of the GT Cup class, which is made up of Porsche 991 Cup cars.



Courtesy Porsche

## MOMO JOINS THE CHALLENGE

Automotive parts and accessories company, Momo, has signed on as the presenting sponsor of the SCCA Pro Racing Pirelli World Challenge GT Cup class, which will be titled the Pirelli World Challenge GT Cup presented by Momo. Additionally, the partnership includes several elements throughout the broadcast coverage on CBS Sports, as well as online and promotional vehicles including the "Momo Turning Point of the GT Cup Race."

# Championship Winning Wireless Technology

RFX™ Wireless Billet Scale Systems



100% 6061 T6  
BILLET ALUMINUM



**SW787™**  
PC Wireless Scale System  
(PC Not Included)  
Part # 170154-PC

**\$1,489**



**SW650RFX™**  
Wireless Scale System  
Part # 170126-W

**\$1,695**



**SW777RFX™**  
Wireless Scale System  
Part # 170127-WPC

**\$1,999**

Includes: Pad Case, Software & USB Cable



**iRaceWeigh™**  
Module Communicates With Scales  
(iPhone/iPod® Not Included)  
Part # 170250

**\$349**

Get the FREE iRaceWeigh™ App from iTunes®

Available on the App Store



[intercompracing.com](http://intercompracing.com)

+1 763-476-2531 Worldwide

**Intercomp®**  
advanced weighing technology ... by any measure









## MICHAEL PETTIFORD

PRESIDENT, PETTIFORD'S GO 4 IT RACING SCHOOLS | COLORADO REGION | FIRST JOINED SCCA: 1988

I have always had a passion for going fast as far back as I can remember. The excitement of taking a vehicle to the limit has always been one of my greatest pleasures! Growing up in Indiana, we used to do some pretty silly things with vehicles for fun; I feel lucky to have come through that era alive and unscathed. It didn't take long to figure out in Colorado that racing on the track would be a positive way to display my passion, rather than it being a negative on the street.

Even though I had done autocross and drag racing before, the road-racing era for me started with motorcycles in 1981. I thought, 'This is fast, exciting, challenging, reasonably priced, reliable, wheel-to-wheel, drag-your-knee racing!' Even though I was having lots of fun, I have always liked both cars and motorcycles, so in 1988 I expanded back into cars.

I started racing with SCCA and, when they started to pay contingencies, I found out that if I won two classes a day with the right car and sponsors I could make money racing! After that, it was a quest to see how many championships I could win. I've competed in multiple classes at the National Championship Runoffs and claimed a record 36 Divisional Championships, winning three titles in the same year, five times. Finishing on the box in SCCA Pro Racing's Pirelli World Challenge multiple times has been great fun.

In 1985, I started GO 4 IT Services, Inc., because I was not satisfied with the level of driver training available to the public. I love helping people improve their technique for safety, or getting them their road-racing license so they can start racing and win a championship.

SCCA has been and will be a positive activity in my life, and I can't wait to see what 2015 will bring. So GO 4 IT, and I will see you at the races!"

IMAGE Rupert Berrington



# Electronic Handling



Our street cars are rapidly becoming ever more electronically controlled. It is the relentless march of technology toward the future. I thought of this when a friend recently showed me a photo of a new Volvo S60 at a Solo autocross event. I drove one for several years, so I know the stability control cannot be completely deactivated. The popular Volkswagen Jetta and GTI are this way, too. My '08 Mazda MX-5 Miata doesn't have it, though; it's an all-natural driver's machine. However, I can see that this is a very good idea for manufacturers, because with today's legal climate it is a very good idea to minimize crashes for which they will inevitably be

## PRESSURE BUILDUP

Tire pressures are critical to going fast, yet pressures go up a lot when run hard on track; often to the tune of six to 10 pounds. Most tires are very sensitive and will lose a lot of grip if they get over a certain number. Most street-based tires prefer upper 30s for a maximum hot pressure; race tires a bit lower. Learn your best, and keep a close eye, because we win at the end of a race, not the beginning.

Philip Tucker

**RANDY POBST**

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

blamed, no doubt at great cost. However, for those of us who like to drive on track at the limit, these systems can be very frustrating.

For the uninitiated, stability controls use the electronic brake and throttle systems to help a car go in the general direction the steering wheel is pointed by the driver. Most times, they prevent a spin or loss of control, which is fantastic on the street for normal drivers. The computer can apply one brake at a time to help turn the car, or reduce the power to stop a slide or excessive understeer. In essence, the computer drives for you. Most new cars have them, and they will soon be government mandated on every one. Like anti-lock braking systems (ABS) 30 years ago, the early versions were effective but rather crude, and carried other complications. And, while ABS is helpful in some instances, stability control is a quantum leap forward. Unfortunately, as these systems reduce loss-of-control crashes, they are being quickly replaced with loss-of-attention impacts resulting from our beloved smart phones. I hate to admit I am guilty as charged, too, but reforming with help from Cadillac racer Andy Pilgrim, who greatly elevated my awareness of the dangers of the phone-and-drive (check out [TrafficSafetyEducationFoundation.org](http://TrafficSafetyEducationFoundation.org)).

However, on track it's a different situation. It is quite maddening for us track drivers to have the computer intervene and crash the

party whenever a lovely corner-entry rotation is created. And drifting? Forget it. Another major issue for us track drivers is overheating brakes. Most street cars heavily tax their brakes driven flat-out, and stability controls add the last thing needed: more heat.

Turning your best lap time with stability control on is an exercise in smoothness, and can make you a better driver. If you don't slide

**When I know it's there, I cannot help but lean heavily on it, i.e., floor it and let the computer drive"**

the car too much, it will not be activated. On the other hand, I have thus far always been faster with the systems completely off.

I have the great pleasure to frequently test new high-performance cars with *Motor Trend* magazine. This has exposed me to the rapid evolvement of stability controls. It is common now for sports cars to offer varying levels: street, sport, and track. Along with these controls has been an amazing increase in power. Over 500 horses is the norm at the top levels now, and the list with over 600 grows. In monsters like these, stability controls inspire confidence. In monsters like these, it is a good idea to leave them on!

The new Corvette Z06 and Camaro Z/28 have five levels of driver aids, and I think the lowest control is good enough to actually make the Vette faster most times, but it still feels like a crutch to me. Driver welfare. When I know it's there, I cannot help but lean heavily on it, i.e., floor it and let the computer drive. The degree of intervention is a good measure of how well a car handles, in fact. A well-balanced chassis driven properly rarely instigates the cyber driver.

All of this makes me wonder if the manufacturers ever get a little lazy with their handling. With electronics cutting in to straighten the car out, do they really need to spend that extra time and money to make it the best it can be? That is why I always turn it off as far as I can for testing, to read what the car does with no assists: all human, full risk mode. Sometimes there are tricky secret codes to get it all off, like holding the button for 10 seconds, or tapping twice, or combinations of the above.

Have you seen the articles about the autonomous cars that drive themselves? Behold the future! The inverse of this is the proliferation of driver intensive track-only cars, like the Palatov, Radical, Atom, Supersport MK2, and the venerable SCCA Spec Racer Ford. As current street cars become ever more computer controlled, older cars and track-specific cars may soon become our only choice. 🚗

Courtesy/Chevrolet



#### ON THE LEVEL

Many cars, like the Camaro Z/28, allow the driver to select the amount of assistance they want. But is it faster?







# THE DRIVE

We sit down with multi-time Solo National Champion Beth McClure-Strelnieks and find out what started her obsession with speed

WORDS Sydney Davis IMAGES Bill Sallans

Beth McClure-Strelnieks has had a need for speed since she was a little girl, and from the sound of things, that isn't stopping anytime soon. The multi-time Solo National Champion is an MRI technologist by day, but only to fund the obsession that started some 20 years ago. Beth has always loved fast cars, and her pride and joy is a third-generation, three-rotor Mazda RX-7. She's owned between 10 and 15 cars over the years including a C5 Corvette, Mercedes SLK AMG, Mini Cooper, BMW 135i, Porsche Boxter, and she's impatiently waiting on the delivery of a new Jaguar F-Type R.



Having Navy pilots in the family, both her father and brother, proves the speed gene runs in the family. "We had an Austin Healy growing up, and that's what I learned to drive stick on. It was my dad's toy," Beth says. "My parents had a 1965 Mustang when I was a baby, so I only saw pictures, but I've always liked old '60s muscle cars like the Shelby Cobras and Daytona Coupe."

But liking speed only gets you so far; Beth wanted more. She's competed in many of the cars she's owned, and won many Solo Championships over the years, both locally and Nationally.

She was first introduced to autocrossing by her now-husband Erik Strelnieks. They worked at the same hospital and when Erik, who had been competing for 10 years at that point, saw her car in the garage he invited her to a party that parlayed into a trip to the local SCCA autocross event.

"He said, 'You should come out to the next autocross event, and I said, 'Sure, that sounds fun,'" Beth recalls. "When I did, I was immediately hooked. I fell in love with it, and I am still in love with it.

"I always liked driving fast, and I thought I could drive, but Erik had me ride with Danny Shields, multi-time Solo National Champion," Beth continues, "I realized I couldn't drive like that, but told myself that I was going to learn how, and that was just the beginning."

Throughout the years, she and her husband have traveled across the

**7** Once you get used to driving something like our Modified and Prepared cars, you realize how soft a Stock car is"

country autocrossing cars in various classes, including her favorites, Super Stock, and F Prepared, Super Street Modified. Her RX-7 runs SSM and Erik's Boxter runs FP.

"I like the classes where you can go fast," Beth laughs. "And I like my race tires."

Each class has its unique characteristics that make them appealing to Beth. "Modified or Prepared classes are labor intensive and stuff breaks, but they're fast and the cars are stiff and responsive." Beth



#### **BUILDING SUCCESS**

Beth McClure-Strelnieks prefers to drive more modified competition cars, and the lift in her home garage makes building them that much easier.

explains. "The nice thing about when we used to run stock classes, you just slapped some tires on it right off the trailer; you could even run to the grocery store if you needed to."

The softness of the old Stock class cars (now Street) has forever changed Beth. "Stock class cars didn't really have any mechanical problems, but once you get used to driving something like our Modified and Prepared cars, you realize how soft a Stock car is through the turns," Beth says. "I tend to slide around with Stock

seats and seatbelts through a turn. I have been spoiled by my race seat."

But that doesn't mean she doesn't appreciate stock cars, she just has specific requirements for what they are. Her Jaguar F-Type R has been on order since October, and Beth seems content to deal with the potential pitfalls of autocrossing a stock car again.

"The 550 horsepower coupe is supposed to arrive any day now," Beth said. "I will definitely be taking it out to the track and to an autocross to see

# Driven to Win.

Summit Racing Equipment has the right mix of race parts including engine and performance components, radiators, electrical, chassis and suspension, drivetrain, safety equipment and gear, and much more to fuel your winning spirit.

Rely on us to answer your questions and recommend solutions 24/7.



## SAFECRAFT SAFETY EQUIPMENT



### LT Series Fire Protection Systems On-Track Fire Defense!

Keyword: SAF LT Fire  
as low as / \$409.97 kit

ELIGIBLE FOR  
FREE SHIPPING!

## Intercomp



### SW500 E-Z Weigh Cabled Scale Systems Accurate Corner Weight Data!

Keyword: ICP SW500 EZ  
as low as / \$1,090.00 kit

ELIGIBLE FOR  
FREE SHIPPING!

ELIGIBLE FOR  
FREE SHIPPING!

## hans



### Sports Series HANS Devices Industry-Leading Safety!

Keyword: HPP HANS Devices  
as low as / \$645.97 each



### Brake Ducts Cool Your Brakes!

Keyword: AAF Brake Ducts  
as low as / \$18.99 each



### High-Temp Brake Duct Hoses Extremely Flexible and Pliable!

Keyword: AAF High-Temp Hose  
as low as / \$37.99 each



ELIGIBLE FOR  
FREE SHIPPING!



### Helmet Blower System Filters Air For Breathing!

Keyword: AAF Helmet  
AAF-ALL13020 / \$179.99 each

# FREE STANDARD SHIPPING!

on orders over \$99!  
Details at SummitRacing.com



### X Series Rod Ends The Racer's Choice!

Keyword: HAL X Series  
as low as / \$26.97 each



### Stealth HD Steering Quickener Precise and Quick Adjustments!

Keyword: HRE HD Quickener  
HRE-522B2 / \$136.97 each

ELIGIBLE FOR  
FREE SHIPPING!

ELIGIBLE FOR  
FREE SHIPPING!



### Jade 2 Driving Suits Budget-Minded Protection!

Keyword: SRO Jade 2 Suit  
as low as / \$300.00 each

**Expert Advice • Huge Inventory • Fast Delivery • World-Class Customer Service**

1.800.230.3030 • Tech: 1.330.630.0240 • Int'l: 1.330.630.0230

Call by 10 pm EST: In-Stock Parts Shipped That Day!

Find it at **SummitRacing.com**



Prices good through 3/1/15 • Typographical, description, or photography errors are subject to correction.  
Some parts are not legal for use in California or other states with similar laws/regulations.  
Please check your state and/or local laws/regulations. ©2015 AUTOSALES, INC. SCode: 1503SC









what it does. I'm very excited to finally get it, because it's got the best exhaust sound ever. It just makes me giggle."

There are countless other cars she'd love to drive, including several Modified and open-wheel cars, but she's a little shy about hopping in when someone offers.

"I want to, but then I think I probably shouldn't," she says. "Next thing you know, I'd be trying to convince Erik to get another car. Although, he'd probably say yes, because he's as weak willed with cars as I am."

**ProSolo is my favorite form of autocross. I love the direct competition with another driver with the mirror-course format"**

Beth and Erik have traveled all over the country to compete, with Beth doing a majority of the towing.

"I liked my dually a lot more before it became my daily driver while I await the delivery of my Jaguar," Beth says. "I don't know how many hundreds of

thousands of miles I've towed over the years, but you just get used to driving big trucks. However, it's still huge, and not the easiest thing to park. I go to the back of the lot, and hope I'm not pissing anyone off by taking two spots, because that's the best I can do."

2014 was the first year since 1994 that Beth missed the Tire Rack Solo National Championships, as she was accepted into an MRI program, but she did participate in the Tire Rack ProSolo Finale.



"ProSolo is my favorite form of autocross," Beth says. "I love the direct competition with another driver with the mirror-course format and the drag race. When you make it to the Challenges, the bracket format makes it the most fun. It has more of an adrenaline rush for me."

Her current program keeps her tied to Austin, Texas, where she and Erik live, so there's not much of an option for long tows. And, unfortunately, another career opportunity may keep her from the Championships next year.

"Depending on my schedule, I may have to miss the Solo Nationals again this year, but I will definitely be at the ProSolo Finale," she says. "I want to go, and it was hard to miss it in 2014. I will be able to race here in Texas several times, and then make a bunch this summer. I don't think I'll ever be able to dial it back, or not race."

While her job limits her amount of time behind the wheel, Beth still continues to pass along her knowledge and love of all things speed as much as she can.

"I've been an autocross instructor for Evolution Performance Driving School for about the last seven years," Beth says. "We also did some military tactical

classes as well up at Ft. Campbell."

In recent years, Beth has also started road racing, thanks to a stint working at Driveway Austin.

"For the past three years - until July - I was working full time at a training track here in Austin, teaching road racing schools, teen classes, and [Department of Defense] tactical driving classes for soldiers deploying."

But while she enjoys the road racing,

**I think it would be awesome if parents would send their 16-year-old kids out to an autocross"**

her heart is in autocross. "There's a more social aspect to autocross," she says. "In autocross, you're always running right on the ragged edge, about to lose control, but it's OK because when you spin the car there's usually a big open space; nothing's really going to happen, and there's no one behind you to hit you.


"In road racing, you have to be a bit more finely tuned and dial it back from the edge, just a bit," Beth continues. "You have to be smoother when you're road racing. Autocrossing allows you

to be abrupt when you're wanting to transfer the weight, and you'd never want to do that on a road course."

Instructing is another part of the sport Beth really enjoys.

"You have to dial back the autocrossers who get on a road course, and you have to speed the road racers up when they're on an autocross course. It's a variation in skill that you have to recognize and encourage or discourage."

She also recognizes the need and benefit of additional advanced coaching. "I wish more people would get involved with auto sports because I think it really helps people with their daily driving and honing their skills," she says. "I think it would be awesome if parents would send their 16-year-old kids out to an autocross. It's an atmosphere where they'll pretty much not get in trouble with their cars, but learn the limits of their cars, and hopefully would have fewer issues on the road.

"I think that's a great aspect to autocross because it can be a really good training tool for people who may have to make an evasive maneuver on the road. It could prevent them from over correcting and ending up in a ditch." 

#### FAMILY AFFAIR

Beth McClure-Strelnieks is married to Erik, with both holding Solo National Championship titles.



# ***Big or Small It Protects Them All***



Whether you're a racer or a dedicated fan, you need your vehicle to get you to the next track and the next big race. **Lucas Heavy Duty Oil Stabilizer** and **Lucas Synthetic Oil Stabilizer** bond with oil to create a barrier against dry starts, and extreme friction and heat, allowing your engine to work at maximum efficiency with minimum wear.

**Trust Lucas Oil - It Works!**

**Ask Your Counterman!**



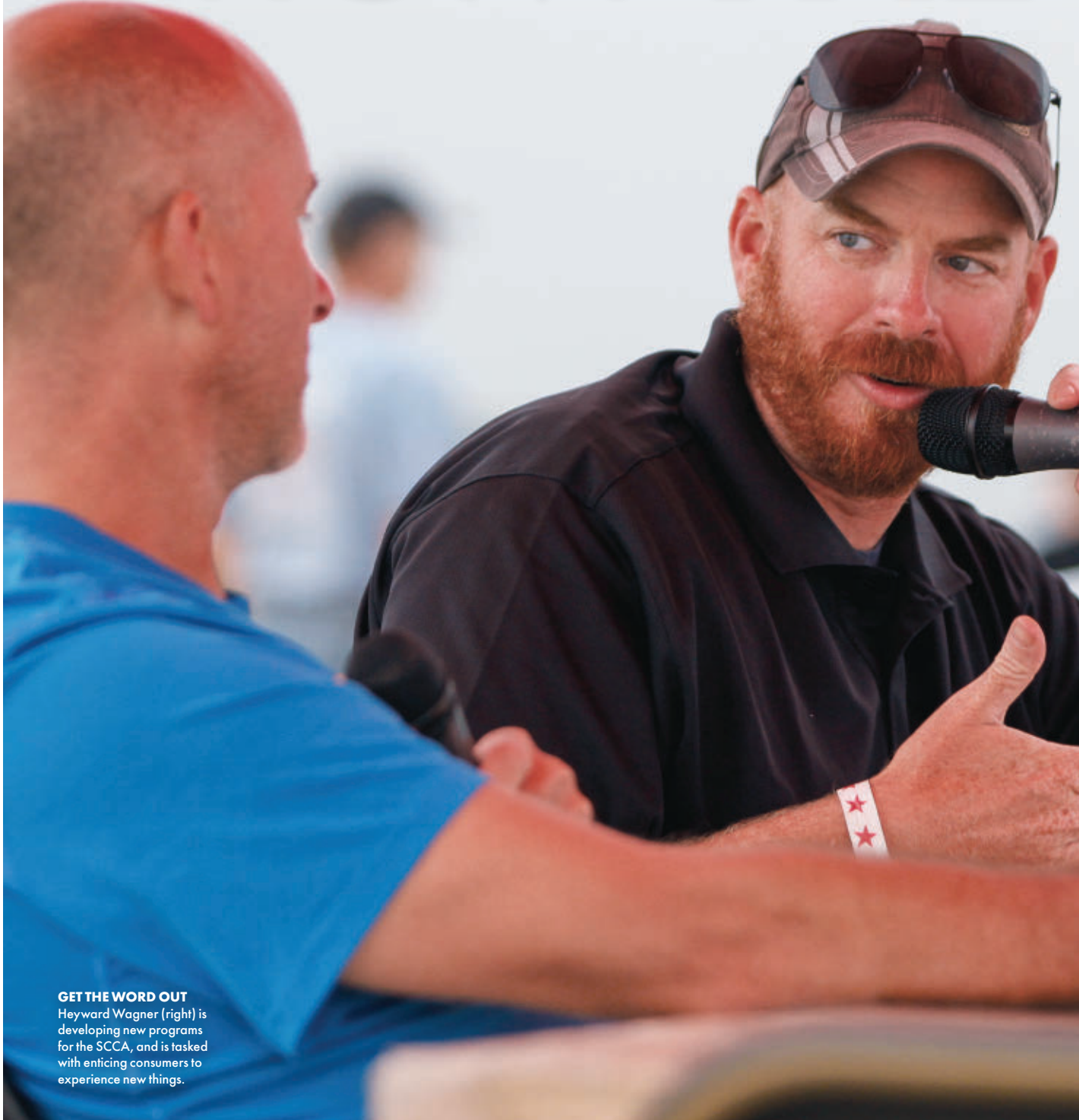
## ***LUCAS OIL***

[LucasOil.com](http://LucasOil.com)





# FROM THE



**GET THE WORD OUT**

Heyward Wagner (right) is developing new programs for the SCCA, and is tasked with enticing consumers to experience new things.



The Experiential Programs Department might be new to the SCCA, but it's ready to reveal its first program

WORDS Philip Royle MAIN IMAGE Perry Bennett

In late 2014, the SCCA National Office underwent a significant restructure, and included in that was the creation of the Experiential Programs Department. Now, several months into the new department's existence, the group is ready to launch its first creation: Track Night in America. To understand what that means, we sat down with SCCA's Director of Experiential Programs, Heyward Wagner.



## Q&A:

**SportsCar:** Before we get into the Track Night in America concept, can you describe the new department at the SCCA National Office that is heading up the program?

**Heyward Wagner:** We are the Experiential Programs Department; we get referred to a lot in the office as "The Lab." We are in charge of trying new things, testing new things, and, well, it's kind of a skunk-works concept. The department is made up of four people. I am the director, Rick Myers is moving into a special projects manager role where he will work on Regional programs as well as the experiential programs that are ongoing. Jenny White, who has been working on contingency programs, is going to be our new project manager. Her focus will be on launching the newest program that we have and building the workbook that will allow others to implement those programs in the future. And John Steflick, who has been the creative director at SCCA, is moving into the department to help us build the materials for marketing and developing these programs. We all report to Robert Clarke, SCCA's Vice President for New Business.

**SC:** What was the impetus for the department, and the department's first program, Track Night in America?

**HW:** The SCCA has become ultra competition based, and we have lost a lot of people's interest because not everybody is super motivated by competition. As you get into the Generation X, Generation Y, and the Millennial, more and more people are looking for an "experience" as opposed to competition. Our department was born out of the idea that we needed to build programs for the Club that were really about having fun with cars and being able to pick the way that you want to participate, whether you want to challenge yourself to compete with other people or if you want to compete against your best time, or if you just want to do something that's challenging and fun.

What we're doing is building an aspect of the Club that's about getting people involved at a participation level, so we're looking to do lots of things that are school and experience based. That doesn't mean that the department won't ever do things that are competitive in design, but when I look at things in current culture that are popular, like running marathons and mountain bike races and these competitive things, what I see are people who are competing in them for the experience. They want to challenge themselves to do something that's hard or fun - or both. The department is really born out of that mentality.

**SC:** So what is Track Night in America?

**HW:** The concept is about 10 years old in the SCCA National Office. The idea is a 4 p.m. to 8 p.m. track experience that happens on a Tuesday, Wednesday, or Thursday night once a month at tracks across the country. We are really focused on it being about the experience of the drivers, and this being a





John Stellick

**ON TRACK**  
(ABOVE and BELOW) Track Night in America is a value based driving experience. The goal is to hook car enthusiasts who have previously avoided competition settings, tempting them into spirited driving in a controlled environment.

cultural event. We want this to be something that community organizations and businesses can get involved in. The local Region's Solo program can set up a test course during the event for their members and use it as a fundraiser. We want this to have a festival feel. We want this to not just be an event for the 100 people who want to come and drive on track, but for an additional 200 or 300 people who want to come and see what the track is all about.

The marketing plan for this is very aggressive. We're looking to do some partner programs to expand the events. We want to offer opportunities for people who've never been on track before to come and take a couple of pace laps just to check things out. We want to reach out to school groups and scout groups that have meetings that may be interested in coming and having their meeting at the track one night a month; to bring those kids into the environment.

The whole rationale behind the Tuesday, Wednesday, Thursday afternoon/evening of this is to try to give people who have kids who play soccer or are committed to other activities on the weekends - people who have highly scheduled weekends - an opportunity to step away from life for a couple of hours and experience the track. It's about reaching out to people who might not have had access on a normal Saturday/Sunday event.

**SC:** Since this would take place on a weekday evening, how much track time are you anticipating the participants are going to get, and what's the price range?

**HW:** Since this program is just launching, we don't have an absolute answer to that yet. But, we are targeting this at \$125 to \$150 for three 30-minutes sessions. We're also working with partners to offer discount coupons for the events.

We also want to build a pathway that speaks to our Solo community and race volunteers and shows value to them for their time and effort. So, very much as Solo works where you would run one heat and work another, we're going to build an opportunity with a very attractive price point to allow people to come out and work two hours of track night and then get a session on track. We're targeting that somewhere in the \$25 to \$40 price range.

**SC:** For the complete novice, however, driving on the track can be intimidating.

**HW:** That's right, so whenever possible we want to put on a Starting

**"We want to offer opportunities for people who've never been on track before"**  
**HEYWARD WAGNER**



John Stellick

Line track school from noon to 4 p.m. on the same day as the Track Night. That Starting Line track school would be a \$325 entry fee and would offer car control instructions and lead follow sessions before Track Night, and then three sessions with your instructors as coaches during Track Night. This would not be a competition school, however. It's not even a performance driving school. It's more about learning the culture and becoming confident and competent on track than it is about trying to turn a hot lap.

**SC:** Where does the funding for this program come from?

**HW:** This is all made possible by a grant. The grant was the point that we went from concept to reality. We were fortunate enough to win an FIA grant to help develop the program, and that has really put us in a position to be successful with it. What's really exciting about the grant is that part of it stipulates that we need to report back to the FIA with a cookbook for this program. If we are able to be successful with it here in the United States, they would like to explore the option of implementing this type of a program in other countries, so we're truly working on something that could have an international outcome.

**SC:** Since there is grant money, how does the facility rental work for the local SCCA Region?

**HW:** Because of the grant, there is no financial hit to the Region. SCCA Inc. is renting the tracks, hiring the field staff, doing the marketing, and then providing that canvas for the Regions to partner with us to bring their showcase to us.

**SC:** So when's the first Track Night in America scheduled?

**HW:** The first events will be in April. The opening location is yet to be determined, but we have 27 tracks that we have identified as primary targets, although we are trying to get that number down to 10. So, we're still figuring some stuff out. As for the track locations, basically if it does not come up within an hour of a city center on Google Maps, we're not interested. It has to be accessible for the participants.

For the latest information on Track Night in America, keep an eye on [www.scca.com](http://www.scca.com). 📍

# Really Accurate Cornerweights

For More Podium Finishes



## COMPUTERSCALES® **AccuSet II™** Cornerweight Scales - Wired Style

This **AccuSet II** system shows all 4 Cornerweight weights and ALL partial %, plus a Baseline Memory Recall, all on a clear, uncluttered display.

Pads are 15" x 15" x 2½" and 1500 lb. capacity each. **Satin finished - flat to within just .010".**

#72593 Control box, case, & four pads.....**\$1049.00**

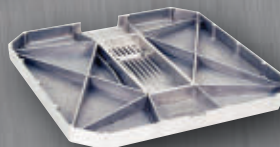


**Simple to use.**

Get everything with 1 button.

## New COMPUTERSCALES® XLi 7" Color Tablet

(and the tablet is included)



NEW single cell pads have elaborate computer-designed internal reinforcing ribs for the best rigidity without excess weight.



## WIRELESS convenience.

The cables are gone, nothing to trip over.

## Really easy to use.

No computer experience needed here. Turn it on and go.

## From the pads directly to the tablet.

No extra boxes needed here. Convenient, No clutter.

#72715 15" x 15" x 2½" Pads.....**\$1895.00 INCL. TABLET**



Call for your  
NEW 2015 Catalog!

1.800.423.3110

[www.longacreracing.com](http://www.longacreracing.com)




# Longacre®

## Racing Products







We've all seen it happen: A competitor rolls in late, usually after practice is a distant memory, and is completely stressed as he sets up his paddock space and prepares to qualify – or worse, starts his race from the back of the field. There could be a dozen reasons why this guy is having one of the toughest race weekends of his career, but the worst reason is that he had preventable trouble with his tow rig or trailer.

So, as we prepare for the new season of racing, take a moment to consider your towing setup. It may be as simple as a pickup truck and a single-axle open trailer, or as elaborate as a Toter Home, but the issues are the same, and that rig needs your attention today so it can deliver you to the track tomorrow, on time and ready to compete at your best.

# ON THE ROAD AGAIN

Getting yourself and your competition vehicle to the track on time starts with a healthy dose of trailer and tow vehicle prep

WORDS Jeff Zurschmeide IMAGES Philip Royle

PRESENTED BY



#### HOOKED UP

Your racecar and trailer represent a sizeable investment, so making sure the hitch on your truck, the coupler on your trailer, and the associated hardware is in working order should be a priority.





"I usually get my truck into the shop and go over it real well in the winter," says T2 National Champion Dave Daughtery. "It's pretty bulletproof, but it needs the ball joints done in the front, because we're going to use it more this year than we have in the past."

#### BE BETTER THAN GOOD

The first rule with tow vehicles is to follow the manufacturer's recommended maintenance schedule. If there's a special schedule for heavy duty, use it, and always put top quality synthetic oil in your tow vehicle.

SCCA tow vehicles are generally subjected to a little more wear than

#### LOOK AND FEEL

Trailers will run for years with minimal maintenance, but you should always keep an eye on shackles, springs, and U bolts, as they can fail (ABOVE). Trailer tires should be inspected for cracks and tread depth (BELOW).

the four-wheel drive often, you want to keep that oil fresh and topped up.

SCCA Pro Racing Pirelli World Challenge GTS team Stout Racing uses an 18-wheeler to transverse the country, and see the benefit of using quality lubricants. "Everything from mileage to overall efficiency has a dramatic improvement using Lucas Oil products," says Robert Stout, who carries Lucas Oil livery on his competition cars. "The last thing you want traveling cross country to a race is to have an issue trying to get there."

Cooling systems are another area that takes a little more work with a tow rig. Your coolant breaks down faster

#### USE YOUR HEAD, USE YOUR HAND

As owner of Knight Transportation, veteran Club racer Scotty B. White is a trucking professional who brings decades of experience to the job of pulling a load down the highway. "Like any good trucker, when you start a trip you run about an hour down the road, and then stop and just walk down the rig and check tire temps and hub temps with your bare hand," says White. "You just lay your hand on each piece on the trailer whenever you stop for any reason. If you're having a suspension problem that brings the trailer out of alignment or anything that's overheating a tire or you're having a bearing issue, you're going to notice a dramatic difference. Heat is the first indicator."

What you're looking for is anything unusual. Tires may be warm, especially if the day is warm, but they shouldn't be hot.

"I usually get my truck into the shop and go over it real well in the winter"

**DAVID DAUGHTERY**

just pulling the family camper to the state park, so the wise racer will make sure to change rear axle oil and automatic transmission fluid regularly. Also, consider the oil in the transfer case and front axle if your tow rig has four-wheel drive. Even if you don't use



LatchLink III-6H



Enduro Profi II-6



Clubman III



# SAFETY THROUGH TECHNOLOGY

**SCHROTH**®  
RACING

Wide range of standard applications and hardware as well as custom made solutions to fit your specific application. Large choice of end fittings and belt lengths.

IMPORTED BY HMS MOTORSPORT • 9A ELECTRONICS AVENUE DANVERS, MA 01923 • 855-825-2828



than in vehicles that aren't pulling big weight. So a good flush and fill each year is a prudent investment; and keep an eye on that thermostat.

"We just try to stay on top of maintenance," says Mike O'Callaghan of the Flat Out Racing SRF team. "We're on top of the vehicle itself, and the trailer; axles, bearings, brakes - it's an ongoing process."

One of the most common problems with tow vehicles is that the shock absorbers wear out early. The weight of your trailer plus anything you're loading into the vehicle itself puts extra strain on the shocks, and they'll need to be replaced more often.

It goes without saying that brakes are critical. It's not just replacing your brakes, but the brake components you choose for your tow rig are potentially as critical as those you select for your racecar. Make sure your rotors are fresh and you get a good brake pad that's tolerant of high temperatures for descending long grades. If you're among the few who tow without trailer brakes, first consider adding those to your rig, but if that's not possible, pay extra attention to your tow vehicle binders



**TOP IT OFF**  
(ABOVE) Greasing trailer hubs is simple and easy maintenance through the season, but don't forget to repack the bearings at least every other season. (BELOW) Keeping correct tire pressures is vital to arriving at the track safely. If in doubt, consult with truck, trailer, and tire manufacturers for recommended pressures.

now and throughout the season.

"It doesn't matter how much you think you're keeping up on it, there's always something that happens," O'Callaghan says. "One thing I do now that I didn't do before is to give ourselves a half-day or a day of grace on a long haul, so that if something does go wrong, we have time to deal with it."

#### DON'T NEGLECT THE TRAILER

People know to take care of vehicles, but the same level of care is required for the trailer. Most towing adventures occur because something happens to the trailer.

"You can lose a wheel or tire or have a bearing seize up. It can cost you a ton of money," O'Callaghan says.

Trailers are subject to all the same stresses as the tow vehicle, but trailers are built to be lightweight and are often loaded right up to their axle limits. Plus,

**"It doesn't matter how much you think you're keeping up on it, there's always something that happens"**

**MIKE O'CALLAGHAN**

there are unique stresses on trailers that do not apply to tow vehicles.

"Last year we sheared all the studs off one of our hubs, and I asked the guy what was causing that," O'Callaghan recalls. "It wasn't load or weight - it was too tight of a turning radius. When we're trying to jockey a trailer into place in a tight paddock, we put stress on the trailer wheels by turning too tight. That's what shears the studs."

One of the simplest things to do is just make sure that the trailer tires are properly inflated.

"When you're getting ready to go race, you're thinking about your



# WINNING

## Hearts. Minds. Races.



Powerful stand-alone engine control starting at around \$1500.

"One of the coolest things about the Infinity ECU is its affordability. It's every bit as good if not better than the high end racing systems out there. For teams that are racing on a budget, which are most of us, the Infinity provides this high level of engine control and data logging for less. I'm always amazed at how quickly you can tune with it too. We make changes in the pits and are back out on the track to verify them in no time. If you are looking for more power, you will make more power with the Infinity."

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



Photo David Yowe / DLYmotorsportsimages.com

The Infinity ECU may be used solely on vehicles used in sanctioned competition which may never be used upon a public road or highway, unless permitted by specific regulatory exemption. Visit [aemelectronics.com](http://aemelectronics.com) for more information.

#### **AEM Performance Electronics**

2205 W 126th Street, Unit A,  
Hawthorne, CA 90250

Phone: 310-484-2322

email: [sales@aemelectronics.com](mailto:sales@aemelectronics.com)

[www.aemelectronics.com](http://www.aemelectronics.com)

**AEM**  
PERFORMANCE ELECTRONICS





## WHEN YOUR TOW RIG IS ALSO YOUR MOTEL ROOM

"We've been using a motor home to go to SCCA races lately, so that's added a new dimension to maintenance," says David Daughtery. "You have to make sure the generator is ready to go, and the plumbing."

Spec Miata guru Michael Collins of Meathead Racing agrees. "I drain all the water down in the motor home and used pressurized air to make sure it's dry," says Collins. "I also make sure it's parked on the pavement. Rust starts when it's in the grass. I start it every other week and let it warm all the way up before shutting off."

Motor homes present a much larger picture of maintenance and potential for failures. Because they weigh so much more and are built to be comfortable, the stresses on everything from tires to weatherproofing are that much greater, and so extra care is required to make sure a motor home is ready for its journey.

"I've got several different tow rigs," says Scotty B. White. "I tow with a big diesel pusher and I also tow with a Duramax in a GMC Sierra 2500HD. Once a year,

we pop the hubs off and have a look at the bearings. I do it with the motor home - I do it with everything."

racecar, and not about your trailer or your truck, and you forget to air up the tires," Daughtery says. "I know it sounds stupid simple, but it will create so many problems. Especially with radial trailer tires, they can build so much heat going down the road."

Beyond the tires, be sure to take a look at every system on your trailer at least once per year. Electrical troubles develop spontaneously and can be difficult to resolve.

"I take my trailer inside and get it up on jack stands," Daughtery says. "I pull off the wheels and check the brakes, bearing grease, and all the lights. I replaced the pigtailed last year, so they all work with both my tow vehicles now."

Once the trailer and the tow vehicle are settled, consider your tow hitch. This is perhaps the most neglected part of any towing combination.

"If you're doing a bumper pull, look at how high or low your trailer tongue is compared to the back of the trailer," says Touring and GT Club racer and owner of Knight Transportation Scotty B. White. "It's really important to have the trailer run level. What happens is that most trailers are spring ride.

You'll load them a lot heavier when you're headed cross-country to the championship event than you do for a local Regional race. If the trailer's nosing up or nosing down on a double- or triple-axle trailer, then you're going to be putting a lot more weight on one axle or the other, and you want that spread out as evenly as possible."

The bottom line is that your tow vehicle and trailer need a maintenance schedule that

is as detailed as the plan for your racecar. There are so many variables that affect your racing season, and most of those are at least partially out of your control. Taking care of your tow vehicle and trailer is one thing you can handle. 🟡

### CHECK IT

Before towing anywhere this season, check the brake controller (ABOVE) and all fluids in your tow vehicle (LEFT).

## TIP

Don't forget to test your breakaway battery! You can hear electric trailer brakes engage, so pull the pin as part of your testing schedule.

## TIP

Be sure to grease the mating surfaces in your tow hitch. "I use Teflon grease on the tow ball and on the load-leveling bar. You don't get all the squeaks and such," David Daughtery says.





# SAFERACER

WE PROTECT. YOU DRIVE.

2015 TECH 1-T  
RACE SHOES



Incorporating premium materials - inside and out - the Tech 1 T is an extremely lightweight, abrasion-resistant shoe that offers superb comfort features and performance. It incorporates a weight-saving, rubber-compound textured sole for outstanding grip, heel-to-toe feel and vibration resistance.

AVAILABLE IN THESE COLORS

Black/Anthracite, Black/Silver, White/Blue, White/Orange Fluo, Black/Yellow Fluo, White/Red

AVAILABLE IN THESE SIZES

5 through 13 (half sizes 7.5 - 10.5)

\$269<sup>95</sup>



ALPINESTARS GP RACE SUIT

AVAILABLE IN THESE COLORS

Black, Black/Orange Fluo, Red, Silver/Black, Silver/Blue

AVAILABLE IN THESE SIZES

European size 44-60

\$799<sup>95</sup>



2015 ALPINESTARS TECH 1-ZX

AVAILABLE IN THESE COLORS

Anthracite/Black/Red, Black/Silver/White, Blue, Red, Silver/Red, Black/Yellow Fluo

AVAILABLE IN THESE SIZES

SM - 2XLG

\$179<sup>95</sup>



[www.facebook.com/saferacer](http://www.facebook.com/saferacer)

SAFERACER.COM

Contact us TOLL FREE at  
**866.781.0997**

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

SAFERACER  
SCCA CLUB RACING







# SECRETS TO SPEED

No matter the car you drive or class you race, small details will make the difference between glory and a mid-pack finish

WORDS Jason Isley IMAGES Philip Royle

Racers are always looking for the edge, but do we always look in the right place? It's easy to bolt shiny new parts on the car, but are you using what you already have to its full potential? All too often, resources are wasted chasing handling issues that can be fixed with a little time in the shop and a little elbow grease. Right now, as we exit winter and enter the 2015 competition season, is the time to get your setup in order.

"I have done a lot of alignments and corner balances," says Robert Thorne of 3R Automotive, "and the thing I see probably the most often is toe being off. Having the toe right is huge." Thorne brings a broad range of setup skills to the table as a multi-time Solo National Champion and as a race winner in the GT class of SCCA Pro Racing's Pirelli World Challenge behind the wheel of the K-PAX Racing McLaren.









#### LET IT SLIP

Robert Thorne clued us in on using a trash bag with grease inside as a makeshift slip plate, helping ensure more accurate alignments.

Production-based racecars are particularly susceptible to alignment miscues, due to construction and the type of adjusters often utilized. The OE style rubber bushings offer a lot of movement, creating the potential for inaccurate settings, while A-arm

cam-style adjusters, or the common crash bolt used in a strut suspension, can slip under race conditions. "These aren't racecars, there aren't spherical bearings everywhere, there is soft deflectable material all over; things move," says Thorne. "I have seen cars that have been setup, they tell me what the alignment was, and it comes on the rack and the front is supposed to be toed-out and it's toed-in a 0.25 inch."

Regular checks of your car's settings can pay big dividends on the track. "Stay on top of the alignment, it's as simple as having toe plates with you - if your toe has not moved then the rest of your alignment has not moved," says Thorne. "That is the biggest thing. I probably check mine 10 times a year, just to ensure it's right."

Professional race shops like 3R Automotive can provide alignment services for you, but you can also do it yourself, and the equipment is not as costly or hard to use as you might think. A simple set of toe plates and a camber gauge are a great start, and something every racer should have. Even if you use a professional shop to

set your car up, having access to these items at events allows you to double check that nothing has moved, or make tweaks to suit particular racetracks or Solo sites.

If you want to take your setup to the next level, a set of scales is an

**"The thing I see probably the most often is toe being off. Having the toe right is huge"**  
**ROBERT THORNE**

excellent investment. If you wander the paddock of your favorite professional racing series you will see pretty much every team utilizing a setup pad with scales, and these teams will likely check the car after every session on track.

While a fully adjustable setup pad is the right way to ensure your chassis settings are accurate, it may not be practical for some weekend warriors - the nice thing is you can always work up to it. In general, a set of quality scales and some simple roll-off ramps do a great job. Due to the compact size, they can be

#### SPEC SETTINGS

If you are competing in a spec class or series, your options may be limited when it comes to setup tweaking. Obviously, checking the alignment religiously and inspecting your bushings for binding are a must, but there are other things that can suck speed as well, such as a simple lack of routine maintenance.

"What we often see are bent parts that are not replaced, and [are instead] adjusted around," says Ara Malkhassian of Alara Racing, the SCCA Pro Racing Battery Tender Mazda MX-5 Cup series presented by BFGoodrich Tires 2014 Drivers' Championship winning team. "Worn parts that are not replaced as regularly as needed [will not] ensure optimal performance; consumables that can affect performance if not replaced in a timeframe that ensures performance maximization [include items] like fluids [and] brake pads."

In addition, Malkhassian notes that it's important to continue that search for speed every time you hit the track. "There is also a lack of willingness by most to continue to change throughout the event to chase handling optimization."

# Apex Performance

Premier Racing Outfitters

IF YOU THOUGHT YOU KNEW OMP  
**THINK AGAIN**

**TECNICA EVO**  
DRY SYSTEM



1B/756

ALSO IN:



1A01844

ALSO IN:



1C/803

ALSO IN:



**OMP**

**NOW AVAILABLE!**

**Giro Disc**  
RACING BRAKES AND TECHNOLOGY



Receive a  
**FREE**  
Helmet Bag & Ground  
Shipping\* with each  
helmet purchase!



**SCHROTH**  
RACING  
Harnesses &  
Right-Side Nets



**NECKSGEN**  
AHEAD IN NECK PROTECTION

**Humbaker**  
HUMBAKER



**COOLSHIRT**  
SYSTEMS

It's the most  
effective heat  
prevention system.

Full systems,  
replacement  
parts &  
accessories  
available



**OMP**



**PFC**  
BRAKES  
MADE IN THE USA



**Apex Performance**  
Premier Racing Outfitters

Visit us trackside, new showroom or online at [www.apexperformance.net](http://www.apexperformance.net)

**Orders 866-505-2739**  
**Tech 843-299-0997**

\* Free Ground  
Shipping US 48



Visit us on Facebook to  
view our track schedule

Ask for your SCCA discount!  
(available on most items)





#### ACCURACY

Having quality tools is necessary to yield good results. If you don't have a level, a level to measure your setup, scrap metal can work in a pinch.

transported for trackside use even if you don't have a large trailer.

Having the right equipment is just part of the process; you need to know how to set it up and use it properly for quality results. "For making adjustments at the track, it is important to get the scales as level as possible, as even minor height discrepancies can throw off numbers slightly," says Scott Elmgren of Intercomp. "Obviously, this can be hard to do depending on the pit conditions, but getting all four pads as level as possible will give you better, more repeatable setups. If you can't bring levelers to the track, or don't have them, scrap metal shims work great to make height adjustments to level out the pads."

With your scales leveled, you now have a great platform for alignment changes. The added height of the scale pads can make access to many of the adjustment points under the car easier as well.

**Getting all four pads as level as possible will give you better, more repeatable setups"**  
**SCOTT ELMGREN**

Another budget trick Thorne revealed is the low buck slip plate. Making alignment changes with the car's suspension bound up does not yield good results; slip plates help eliminate that bind. If you don't own a set, or don't have space to transport them to the track, a set of trash bags will work in a pinch. Simply spread some grease inside the bag, tape it shut, and place it on top of your scale pads during an alignment. "As long as we use clean, rock-free tires, we can use the same set most of the season," says Thorne.

As you start modifying your car, you open the door to new issues - this is where paying attention to small details can, once again, pay off. "One of the biggest things is people making a car too stiff," says Thorne. "I see a lot of people who start out in a Stock class and play with big sway bars, and as soon as they move over to Street Touring they end up leaving the big bars on and start stiffening up the springs. You have to think back to why you put these big bars on and what you were trying to accomplish -



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



AR-10II



**HJC MOTORSPORTS**  
*Keeping the drive alive*



NEW SI-12R

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

**ACT**  
ADVANCED CLUTCH TECHNOLOGY®



661.940.7555

@advancedclutch

**CLUTCHES &  
FLYWHEELS**



Learn more about ACT clutches, discs  
and flywheels at [advancedclutch.com](http://advancedclutch.com)







#### MAKE IT EASY

An alignment may seem like a daunting task, but with the right equipment and a little practice you will be a pro. Having the ability to check your car's settings between sessions can make all the difference in the world.

you were trying to overcome soft [factory] springs. Often, as you start to stiffen the springs up, you need to soften the bars.

"The biggest secret to my car is I take everything into account stiffness wise, even if you change something as minor as a bushing you might make it stiffer," Thorne continues. "If you had the car dialed in before, then you will need to make something else softer. You might be able to trade out some stiffness for control, but you can't just continue to make it stiffer and expect it to make more grip and get faster.

Another area Thorne suggests putting effort into is reducing suspension binding and drag. "'Stiction' is the other big one," says Thorne. "People put polyurethane bushings in without having them greased right, or they have them overly tightened down."

If your suspension does not move freely, it impacts mechanical grip. This is another one you can do

yourself: Try unbolting a shock and spring assembly so you can see how freely your control arms and sway bars move. If you need a floor jack to cycle your suspension up and down, it could be binding. If it seems bound up, make sure the bushings are properly lubricated and not over tightened.

**You can't just continue to make it stiffer and expect it to make more grip and get faster"**  
**ROBERT THORNE**

Even if you compete in a class that requires OE bushings, you may find that cleaning up grime and applying lubricant to the bushings will aid in freeing them up.

When it comes to dialing in your chassis, testing is the key, and don't be afraid to think outside the box. Going against somewhat conventional wisdom, Thorne reportedly found a setup that soaks up bumps but still

offers roll resistance and improved speed. "We want the cars to be stiff and we want them to transfer weight really quick, that's how we get through [Solo] slaloms," says Thorne. "But if I made the car as stiff as it needed to be to get through the slalom then it wouldn't have the ability to transfer load to the outside tire. I have a dead spot built into the front sway bar. The front sway bar is mounted very softly; it has a lot of give in the middle. If I am going straight over something, the suspension will deflect around it without losing any grip. By giving it a little bit of a dead spot, you get that initial bite on turn in, then the car leans over and the rates ramp up. It seems to work pretty well."

Suspension engineering is complex, but outside of tires, this is likely the place on the car where you will find your biggest speed gains. So get out there and go through your car before the season really kicks into high gear and you start wondering why you're getting your butt kicked. 📍



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

Any competition, one helmet.

877-MY-STILO • [WWW.STILO-USA.COM](http://WWW.STILO-USA.COM)

**COBRA**  
MOTORSPORT



## CUSTOM RACING SEATS

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

855-825-2828 • [COBRASEATS-USA.COM](http://COBRASEATS-USA.COM)







# THE LONG ROAD

When Tom Long won the 2005 Mazdaspeed Miata Cup Championship, he likely didn't anticipate it leading to Japan – but that's exactly where it took him

**WORDS** Jason Isley **IMAGES** Mike Ditz and Courtesy Mazda

**ANTICIPATION**  
(ABOVE) Excitement builds among consumers and racers alike as we learn more about the 2016 Mazda MX-5.

Like many racers, Tom Long's career started with SCCA Club Racing, seeing some success at the Regional and National levels in Showroom Stock and Spec Miata. In 2004, Long entered his first professional race, taking part in the SCCA Pro Racing Mazdaspeed Miata Cup Atlantic Championship. Long was a quick study and, even with his then-limited experience, managed a third-place points finish. A year later, Long claimed championship gold, taking the Atlantic title and the overall North American Championship.

A move to the Continental Tire Sports Car Challenge in 2006 brought many opportunities for Long, as he not only competed in the Street Tuner class, but also found himself piloting a SpeedSource factory Mazda on a number of occasions.

When not racing, Long can be found instructing or working as the team manager at Freedom Autosport. In 2010, Long helped the Skip Barber Racing School ready its Mazda MX-5 school cars for competition in the Mazdaspeed Pro Challenge, which ran in conjunction with the SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires. "I did some MX-5 testing for

Skip Barber when they were going through the development phase," says Long. "We helped them develop the shock package they used in MX-5 Cup."

Long recently received a call from Mazda asking for his help on the next generation MX-5, the ND chassis. In July 2014, Long accompanied John Doonan, Director of Motorsports at Mazda North American Operations, to Mazda's Mine Proving Grounds test circuit in Japan to add another notch to his driving belt. "When we considered our strategy for developing the new car, we obviously wanted someone with a ton of MX-5 Miata racing experience," says Doonan. "Tom literally knows each model year platform and its attributes by heart, and in the summer of 2014 went to Japan to

become the first person [outside of a Mazda employee] to drive all generations of the MX-5, when he had the opportunity to test the all-new 2016."

Long was able to sample a pair of ND MX-5 test mules while in Japan, essentially the forthcoming edition hidden beneath the current car's skin. "It wasn't the car that we

**Tom literally knows each model year platform and its attributes by heart"**  
**JOHN DOONAN**

# SI-12R NOW AVAILABLE

WITH REMOVABLE INTERIORS AND OPTIONAL EAR CUPS



**HJC MOTORSPORTS**  
Keeping the drive alive

WWW.HJC-MOTORSPORTS.COM • (562)407-2186 • DEALER INQUIRIES WELCOME

Official Brake Supplier of  
the Porsche 911 GT3 Cup Series.



www.pfcbrakes.com

**PFC**  
BREMSSE

1.800.521.8874





Jay Bortolotto

#### HANDLE IT

(ABOVE) Drivers competing in the Mazdaspeed Pro Challenge have already experienced Tom Long's tuning prowess, as he aided the Skip Barber Racing School with suspension setup.

have now seen at SEMA and the auto shows, but the underpinnings of the car - the chassis, suspension, and drivetrain - were all of the ND," says Long. "We ended up having the NC, the current car, along with two versions of the ND, the 1.5L along with the 2.0L."

Long took the opportunity to get driving impressions of the new offering. "We went out and did back-to-back comparisons, and I was really, really impressed with the balance and handling of the new chassis," says Long. "I know it's hard to imagine, because everyone knows that the MX-5 is such an excellent handling car, how much better it could get. With the lighter weight, that SKYACTIV mindset through the entire car, through the chassis, the refined suspension, the engine package; power to weight wise, the car accelerated quicker. It definitely had the feel and flavor of an MX-5 under it. They hit the mark on that."

**"It definitely had the feel and flavor of an MX-5 under it. They hit the mark on that"**  
**TOM LONG**




Alison Meron-Peterson

As the green flag waves on the 2015 SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires season, it will be Long behind the wheel of the Global MX-5 Cup development car, sharing practice sessions with the already proven NC MX-5 Cup cars, working to make the next generation MX-5 racecar ready for the 2016 season.

"We're hoping that if we get cars in February we will have it turned around and be able to be on track by March," says Long. "They have a really good thing with how the NC MX-5 Cup car works, and how it handles, and

how it's easy to make adjustments. I don't think the ND will be a big departure from there."

To catch the latest in racing action from the 2015 MX-5 Cup series, or news on upcoming Global MX-5 Cup series, visit [www.mazdamotorsports.com](http://www.mazdamotorsports.com). 

#### SKYACTIV

(RIGHT) The SKYACTIV vision can be seen throughout the 2016 MX-5, as it encompasses every component to improve upon the outstanding driving feel that is already associated with the Miata.





# DECADES LATER, STILL THE BEST.



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

*Motovicity*  
DISTRIBUTION

**RACER PARTS**  
WHOLESALE

**HRP**

**WORLD PAC**  
Wholesale Distributor of Original Equipment Automotive Parts

**PEGASUS**  
Auto Racing Supplies  
1-800-888-6946

**Motor-State**  
DISTRIBUTING

800.624.7958 | REDLINEOIL.COM

30 years injury free!



**ALL-NEW Longer Track!**



**2014 Staff & MTPs**

Racing Schools • Race Days • Mechanics Program



**Mechanics Programs Include Racing!**

**BRIDGESTONE**  
RACING ACADEMY  
racing schools • corporate events • mechanic training

[race2000.com](http://race2000.com)  
[info@race2000.com](mailto:info@race2000.com)

# TOP QUALIFIER



Around the world or around the track,  
you won't find a higher quality line of  
bearings and rod ends with Aurora's  
proven 40 year track record.



**Aurora Bearing Company**  
901 Aucutt Road  
Montgomery IL. 60538



Complete library of cad drawings and 3D models available at:  
[www.aurorabearing.com](http://www.aurorabearing.com)

Ph: 630-859-2030





# BREEDING THE BEST

**WORDS** Jim Wheeler, Chairman, Club Racing Board

**IMAGE** Courtesy Nissan

When MiDiv's Chief Driving Instructor Bill Allman and I started talking about the idea of an easy, non-traditional SCCA Driver's School, we had no idea two of our first students would be young men who would excel almost immediately. Ben Wolf was the first. He went on to win the Midwest Division Championship, Rookie of the Year for Kansas City Region, and his ARRC race, among other awards in his IT7. Now, Nic Hammann, another Kansas City Region member, has upped the ante.

In 2010, Nic, then 16, attended a non-traditional school at Mid-America Motorplex near Omaha, Neb. After racing a few SCCA events each season while he finished high school and his first year of college, he entered the Nissan GT Academy competition. He was one of several hundred thousand who logged thousands of miles on the PlayStation's Gran Turismo game to qualify as one of 32 "racers" to make it to the Nationals in New York City. At the Nationals, he was one of 12 to qualify for a week-long competition at the Silverstone circuit in England. This competition was their first in real cars; tests of physical strength and stamina were also thrown into the mix. That week-long competition was taped and shown online and on Spike TV. The shows can be viewed at [www.nissanusa.com/gtacademyshow](http://www.nissanusa.com/gtacademyshow).

*Spoiler alert:* Nic went on to win the overall competition and was then flown to Dubai to compete in his first race as a professional driver for Nissan in the 24 hours of Dubai. Since his win in September, he has remained in Europe earning his FIA license by running 14 club races and training for the upcoming season. At Dubai, he drove the Nissan GT-R GT3 to a second place finish.

## TAKING CARE OF BUSINESS

I read paper newspapers, paperback books, and real magazines, but I also acknowledge the limitations of the printed word. That is why I am no longer going to comment on fluid situations in this column.

**Now, Nic Hammann, another Kansas City Region member, has upped the ante"**



## GAME ON

Nicolas Hammann took advantage of the non-traditional SCCA Drivers School program, and a few short years later won the GT Academy (ABOVE) and is competing in professional races with Nissan (LEFT).

The Spec Miata community might have noticed that my comments about the future of Spec Miata heads hit the mailbox about the same time as the announcement that was totally opposite from what I had written. So, of course, I used the online forums to let everyone know my column in *SportsCar* was wrong. It helped that the final outcome was what almost everyone seemed to want, so the fallout wasn't too bad.

At a recent SCCA Board of Directors meeting in Topeka, Kan., I presented the Club Racing Board's agenda a few days after the CRB had met in Indianapolis. Since it was the last meeting for BoD members Robin Langlotz and Mike Lewis, and the first meeting for their newly elected replacements, Lee Hill and K.J. Christopher, I started my presentation by saying, "The CRB had 567 letters since our last meeting with the BoD." Actually, there were more. "For the new members," I continued, "I would like to discuss them all individually."

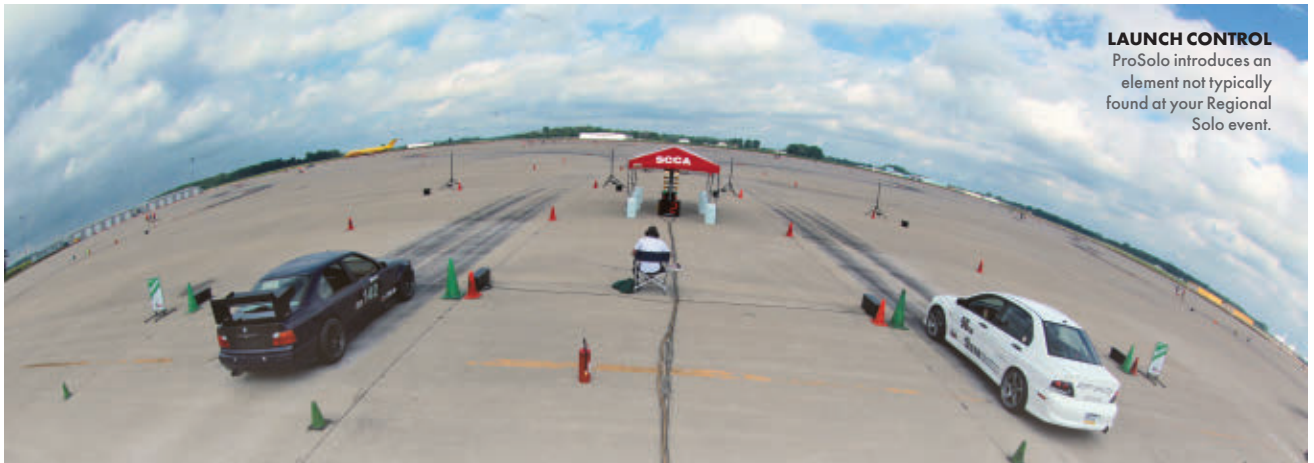
I picked up a big pile of papers and said, "OK, letter number one," and watched the two new members turn a bit pale. Fortunately for all concerned, that's not how the system works and we were able to handle all the CRB business in short order.

Before the CRB portion of that meeting, the BoD had discussed changing the GCR to create a Class Compliance Chief position. The new rule reads: "When assigned to an event by the head of Club Racing or his designee, the CCC works with the event technical staff to provide consistent compliance checking across all the events in the designated class(es). Decisions made by the CCC regarding compliance are non-protestable."

Keeping everything in line between the BoD and CRB are our liaisons. Todd Butler returns as one of the BoD liaisons to the CRB. Steve Harris, who helped us in 2014, is moving on to other assignments, and Bruce Lindstrand will be the second liaison for 2015.

This will be used, initially (and starting immediately), for Spec Miata compliance, but could be used for any class in the future. If a car is found to be non-compliant by the Compliance Chief, it's a done deal. ●





**LAUNCH CONTROL**  
ProSolo introduces an element not typically found at your Regional Solo event.

# MULTI-COURSE CONFUSION

Don't know the first thing about the Tire Rack ProSolo National Series? We take a stab at explaining the series to the **ProSolo novice**

**WORDS** Paul Brown | **IMAGE** Jeff Loewe

**T**he SCCA is pretty good at getting the word out about rules changes for the Tire Rack ProSolo National Series, and the ProSolo veteran will understand the press releases about what classes we will have this year; which will be heads-up and which ones will be Indexed. What these press releases are less good at is explaining ProSolo to the novice. If you're a ProSolo novice, read on.

Let's make assumptions first: You are a seasoned veteran of half a dozen events with your local SCCA Region. You've read about this "ProSolo thing," and it's intimidating. Sure, you've talked to some local competitors who've run a ProSolo and they say it was a lot of fun, but left and right courses? Bump classes? Dial-ins and breakouts? Challenges? What?

Good news: ProSolo is really just Solo with a few enhancements. Take a look at the ProSolo rulebook. It's easy to do, as there are just a few pages. One of those pages deals with protests and appeals, which are every bit as rare as they are at any other event. There are a couple of trivial exceptions to the Solo Rules; other than that, it's all about event operations, and you really don't have to be an expert on that to compete.

There's a special novice orientation meeting at each event to explain things, from the run/work order to how the Christmas tree start works. If you get confused, there are plenty of people there to help.

A ProSolo course is a short version of any typical Solo course, other than the fact that it will have a drag-strip launch leading onto a straight that is typically about two hundred feet long. There are, however, two of these courses set up to mirror each other as closely as possible. Since they are mirror images, it turns out that learning the courses is not a problem, and to make things easier, you can walk

**Ultimately, however, at a ProSolo a driver really just needs to line up when they are told to, and drive"**


the course before the event - usually at the lunch break on Saturday - after competition on Saturday, and again Sunday morning.

Classing isn't all that different from a regular Solo event either. ProSolo classing is based on the same classes you're used to. For competitive reasons, ProSolo requires classes to have at least five drivers in them. That's where the Bump classes come in. If a class is too small at a given event, it gets combined with other classes that didn't reach the entry target. The PAX/RTP Index is used to make this fair to the drivers.

The exceptions to the regular Solo classing currently show up in the Ladies and the race tire (Prepared and Modified category, except for KM) classes. It would be such a rarity for any of these classes

to see five entries that they are preemptively combined. This is where we see L1, L2, L3, R1, and R2.

Challenge competition is really a form of bracket racing. Since this usually involves cars from different classes running against each other, we need a way to handicap the start so that whoever crosses the finish line first wins. This is done by having each class set its own dial-in, based on the class winner's time. Another bracket racing term is "breakout." This refers to a driver going faster than his or her dial-in time. In ProSolo, that doesn't mean an automatic loss, it just means that the driver will get a new dial-in for the next round in the Challenge.

Ultimately, however, at a ProSolo a driver really just needs to line up when they are told to, and drive. That's a lot like that local event you just ran, isn't it? 

## 2015 TIRE RACK PROSOLO NATIONAL SERIES SCHEDULE

DATE	LOCATION
March 6-8	Blythville, Ark.
March 27-29	Irvine, Calif.
April 24-26	Crows Landing, Calif.
May 8-10	East Rutherford, N.J.
May 22-23	Lincoln, Neb.
May 29-31	Wilmington, Ohio
June 5-7	Mineral Wells, Texas
June 26-28	Toledo, Ohio
July 17-19	Packwood, Wash.
Sept. 5-6	ProSolo Finale, Lincoln, Neb.

# WHEN PERFORMANCE MATTERS



- Advanced, fully automatic charging and maintenance
- Leading OEM supplier to the automotive industry
- Winners of numerous independent comparison tests

Heartland Customs is a family owned and operated business that enjoys world-wide recognition for their very exclusive restomod Corvettes. When they plan a build, only the very best components make the cut. To ensure their customers can count on many years of reliable starting power, every car built by the Heartland team is delivered with a CTEK smart charging system. When performance matters, choose CTEK! To find out what CTEK charger/maintainer is best for you, go to [www.ctek.com](http://www.ctek.com)



THE SMARTEST BATTERY CHARGERS IN THE WORLD

## ALL NEW

## SA2010 CARBON FIBER CFG HELMET



## 20% LIGHTER

than our current helmet

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

#3028



[www.gforce.com](http://www.gforce.com)





**STREET SMARTS**

The Tire Rack Street Survival program helps drivers gain valuable experience.



The SCCA has 115 Regions around the country, yet only 32 have ever hosted a Tire Rack Street Survival School. I issued a challenge to my own Region, the Indianapolis Region and, in 2015, that Region will host its first Street Survival in the Indy metro area.

At the National Convention this year, the SCCA Foundation will have a booth to promote the Tire Rack Street Survival program; our goal is to inspire more Regions to take the plunge and host a school. For more information on the Tire Rack Street Survival program through SCCA, contact Linda Duncan at [trss@scca.com](mailto:trss@scca.com)

We had a great announcement in August 2014 that the SCCA Archives would be moving from Indianapolis, Ind., to the International Motor Racing Research Center in Watkins Glen, N.Y. Think about your own home for a minute. You have been in that home for over 40 years and now you want to move. Well, that is what

**I** ask you to check out the raffle and spend some money for a great cause and a neat prize"

# KEEPING THE MOMENTUM


As the year kicks off, the **SCCA Foundation** is in full swing to build on a successful 2014

**WORDS** Raleigh Boreen, SCCA Foundation Board | **IMAGES** Bill Wade

**T**he SCCA National Convention, which takes place Feb. 20-21 in Charlotte, N.C., is the kick off for a series of events and initiatives for the SCCA Foundation. The Convention will mark the kickoff of our third raffle to raise money for the SCCA Foundation and the programs we support. These raffles represent part of the way we raise money for the Tire Rack Street Survival program, the FSAE program, and for the preservation of the SCCA Archives. The last two raffles have been very successful; the first was a car-or-cash giveaway, and the second an all-expenses-paid trip to the 2014 Formula 1 race in Texas. I ask you to check out the raffle and spend some money for a great cause and a neat prize. The information on the raffle can be found at [www.sccaraffle.org](http://www.sccaraffle.org).

The SCCA is now in the 10th year of supporting the Tire Rack Street Survival program. In those 10 years, we have held in excess of 250 schools to help save the lives of teen drivers. That is a very positive amount, but we have just scratched the surface of the potential for the SCCA.

we are going through with the SCCA Archives. We have over 2,000 square feet of stuff to move, so the task is going slower than anticipated. The move will happen later this year and the Research Center is waiting with excitement and open arms.

Last but not least, plan on volunteering for the Formula SAE events in Brooklyn, Mich., on May 13-16, or in Lincoln, Neb., on June 17-20. The enthusiasm of the college students is infectious. When you spend time with these students you realize our future is in good hands. 

# Is Your Life Insurance Company Charging You Extra for Speeding?

Stop Paying Rated or Inflated Premiums for your Personal or Corporate Life Insurance Coverage

## Sample Rates

Male Age 40 - Non-Smoker  
10 Year Level Term

Coverage	Annual Premium
\$ 250,000	\$ 297
\$ 500,000	\$ 495
\$ 750,000	\$ 781
\$ 1,000,000	\$ 1,023

Final rates may vary due to underwriting status and state of residence



*Racers Protecting Racers for over 40 Years*

Call us Today for a Competitive Quote

**Steven E. Goldin**

Phone: 305.790.7600 • Email: race962@yahoo.com

## Finally - Affordable Racing Communications!

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

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

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

Shawn Sampson

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

Dealer Inquires Wanted



Vertex Standard  
Authorized Distributor

**SRC Sampson Racing Communications**

Order Toll Free (866) 396 7231 • [www.SampsonRacing.com](http://www.SampsonRacing.com)

**K1 RaceGear**

USA (888) K1 GEARS  
INTL (760) 268-0710  
[K1RACEGEAR.COM](http://K1RACEGEAR.COM)



TRIUMPH

GT

CUSTOM



GT SHOES

PRO XS GLOVES

GT 1 GLOVES

Available in:



DEALER INQUIRIES INVITED



# ROLLER

"I'm so glad we get to spend time together, and extremely proud of his results"

**BRIAN SWANSON**

# COASTER

From incredible highs to unfortunate lows, 22-year-old **Terran Swanson** has already seen it all

**WORDS** R.A. McCormack | **IMAGES** Rick Corwine

We've all heard of the "thrill of victory and agony of defeat," but in the space of a few hours at the 2014 National Championship Runoffs, 22-year-old Terran Swanson from Petaluma, Calif., experienced both, winning the Formula Vee race only to be found non-compliant in the tech shed.

In extraordinary post-race drama, all three provisional medalists were tossed out for engine intake manifolds that were a few millimeters out of spec. These were engines put together by different, well-respected and experienced builders, and while the infraction was arguably not malicious, the components were non-compliant nonetheless.

At the time, says Terran, "It was a huge bummer. Crushing, really." But looking back now, he is even-keeled, with not a trace of bitterness. "How many drivers even get to that point," he says philosophically.

This is the reflection of a goal-oriented young man with loads of natural talent who has already produced a number of impressive FV wins since he began competing in 2010.

In 2011, driving an ancient 1978 Caldwell D-13S he had completely rebuilt, he won the West Coast Formula Vee Challenge, besting a field of more than 30 drivers. In 2013, he was the runner-up in the Western Majors Conference and finished eighth at the Runoffs at Road America. In 2014, now driving a Mysterian M4, he won the Western Majors Conference, followed by his provisional win at the Runoffs in just his third attempt and only his third time at Mazda Raceway Laguna Seca.

Ethan Shippert, a friend and sometimes Formula F driver who works at Dave Vegher's Veloce Motors West in Petaluma (and who subsequently recommended Terran for a job there), helped Terran with the Caldwell project; payback for the help Terran had given him. He remembers others telling Terran not to waste his time, that he was never going to win a race in a car that old.

"He diligently went through all the steps with that old girl," says Shippert, "from stripping it to a bare frame, sending it out for frame repair, having a new floor pan cut and bent, then bonded and riveted in place. Then there was fresh plumbing, wiring, a new fuel cell and fresh shocks. Terran and his dad painted the car themselves."

Brian Swanson, Terran's father (and fellow FV competitor) is well known in the West Coast FV community since he first got his competition license in 1999 at Thunderhill Raceway. In fact, Brian is a second-generation SCCA driver, as his own father raced a Lotus 17.

That Driver's School in 1999 was where Terran was first introduced to racing at age 7. He has been immersed in it ever since, working on

cars, crewing, and now driving. Yet prior to running his Caldwell, he had virtually no racing experience other than some indoor karting. However, as soon as he became eligible he wanted to get his SCCA competition license.

"Our deal was that if he got a 3.0 GPA he could go through a Driver's School," says Brian. "The first year he was old enough he missed the GPA goal by a fraction. It was a tough lesson that school comes first."

The following year Terran succeeded at getting his competition license - and gave his father a new perspective on racing. "As a driver," says Brian, "I never really understood why some racers' significant others wouldn't come to the track because it made them so nervous. Watching Terran roll down the pit lane that first time it hit me. All the possibilities that you know about but don't focus on when driving are front and center watching from the pit wall. The first time we were on track at the same time I spent half my time trying to keep an eye on him and drive at the same time. Now, all I do is try to keep up."

"It didn't take long to realize that Terran has true natural talent behind the wheel," says Brian. "Not only was he smooth and fast, but he has the situational awareness that many Club drivers never find. I'm amazed how mature he is on the track. Right out of the gate he was able to apply race craft, deal with traffic, and pick his passes."

Terran does the maintenance and prep on his own Mysterian as well



as his father's. "That is the other half of his natural talent," says Brian. "He can TIG weld, fabricate, and prepare cars. I travel a lot for work, and Terran has really helped out by making sure both our cars are track ready through the racing season."

"It is a great bond being able to race together," adds Brian. "I'm so glad we get to spend time together, and extremely proud of his results. Watching him take the checker at Laguna Seca was incredible. But that was nothing compared to how proud I felt when person after person pulled me aside at the tech shed to tell me how much they respect Terran. There was an incredible amount of support from a broad group of people following the DQ. More than a lap time or finishing position, that is what tells me he really is a great kid."

With an Associate's degree in machine tool technology from Santa Rosa Junior College, Terran has now transferred to the Indiana University program in motorsports engineering, which he began in January. With his combination of hands-on and academic disciplines, he has high hopes of ultimately landing a position with one of the many high-dollar racing teams headquartered in Indiana. The demands of college are putting his racing endeavors on hold for the next two years, but you can be confident the FV community has not seen the last of Terran Swanson. 🍷

## WHAT A RIDE

Terran Swanson was out front at the Runoffs (ABOVE) and stood atop the podium (LEFT) after the race, but a miscue in tech took it all away.





them on the schedule via e-mail. "In the past, we'd been sending out postcards and making a ton of phone calls to recruit workers for an event. Now I hit the 'Group Send' button. Sometimes I marvel at how we did it before the computer."

On occasion she has had to deal with some snafus and long lines. Despite the best of intentions, sometimes some waiting is inevitable. "I've found that as long as you keep moving as fast as possible and keep people informed, you can get through a long line very quickly. You have to keep moving, make

**"There was an excitement in the air that is hard to describe"**  
**COLEMAN-MITCHELL**

# PUTTING IT TOGETHER

**Jan Coleman-Mitchell** Is the Registration Worker of the Year

**WORDS** James Kearney | **IMAGES** Clark McInnis

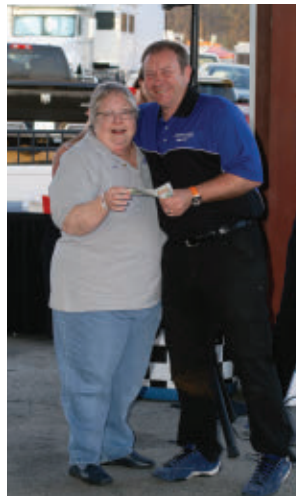
**"T**he story is that we were on our way to Florida in 1954 for a family vacation when passing through Augusta, Ga., my dad saw a sign for 'SCCA Races.' My dad said, 'Let's check it out,'" says Jan Coleman-Mitchell. Fast forward to 1967, and her dad was now the Chief Starter at the 12 Hours of Sebring, bringing his young daughter to the races for the first time.

Jan was suitably impressed. "There were so many pretty cars and interesting people around," she explains. "There was an excitement in the air that is hard to describe." She remembers watching a night session and becoming worried about the glowing brakes, and others assuring her that it was OK. She was too young to work, but her dad hooked her up with the Chief of Registration, Sonny Young, who acted as Jan's chaperone and showed her how to help out.

Jan thinks a moment, and the memories are again fresh. She got to sit in the race headquarters box directly above both the Ferrari and Porsche pits. "When the Ferraris came in, it was chaos. When the Porsches came in, it was a regimented and tightly choreographed pit stop."

The die was cast and Jan worked registration for many years. She says you need to be a "people person" to be a good fit. She also lists attention to detail and the ability to stay calm and stay on task as required attributes. "Registration is like a whole bunch of friends coming to see you. Time permitting, you get to visit a little bit and welcome them to the show."

Jan is a good fit on all accounts. She's not adverse to paperwork. For 15 years she was the librarian at Reinhardt University in Waleska, Ga. She is pleased, however, with the change to the computer age. "We still need to meet folks at registration to determine who is on the property,



**WORKING HARD**  
(ABOVE) Jan gives and receives – and won a raffle at a Majors along the way.

no mistakes, and keep smiling. Ninety-nine percent of the folks you meet are very understanding, especially when they see you trying hard and making progress."

While most of her history with the Club is with registration these days, most of her time is spent as a Flagger & Communications logger. So perhaps she is to be forgiven for not paying close attention during the Worker of the Year banquet at the 2014 National Championship Runoffs when her name was announced for Registration. "People suddenly turned to me, saying that my name had been called. They shoved me on stage and I was like, 'Who? What? Where?' It wasn't until I was backstage trying on jackets that it began to sink in."

But then backstage is where a lot of the organization takes place, as Jan well knows. It was fitting, for someone who has put so much of her life into the Club, that she also won the drawing for a lifetime SCCA membership at that banquet, too. 🍷

but the massive amounts of paper being mailed and returned are a thing of the past."

Jan is also the Secretary for the Southeast Division and she keeps members informed of various meetings and updates

### Track Gear

### Helmets

### Apparel & Safety

### Race Seats

The largest showroom and inventory in the NY tri-state area. Seats, helmets, suits, gloves, shoes and more all on display to test drive!

175 Passaic Street Garfield, NJ 07026

Think Fast... Be Safe.

(973) 773-3177

StableEnergies.com

## ACCUSUMP<sup>tm</sup>

### Oil Accumulator

Our Accusump<sup>tm</sup> Oil Accumulator can be used to prevent dry starts as well as protect against oil pressure drops during spirited and track day driving.

Made In  
 U.S.A

**203-481-9460**

WWW.CANTONRACINGPRODUCTS.COM

# NECKSGEN<sup>®</sup>

AHEAD IN NECK PROTECTION

## REV

38.1 CERTIFIED

**WWW.NECKSGEN.COM**

**855.NECKSGEN**



# THE VOLUNTEER INCENTIVE PROGRAM

## 40+ DAYS

**A. Roger Tingstrom** San Francisco  
**John Proctor** San Francisco  
**Keith E. Zane** South Jersey

## 30-39 DAYS

**Theodore T. Johns** Dixie  
**Bruce C. Marshall** South Jersey  
**Steve Pence** Washington DC  
**Bob Ricker** Florida  
**Rosa Lee Smart** Houston  
**Neil Harmon** Central Florida  
**James J. Shoemaker** Mahoning Valley  
**Nancy L. Davis** Central Florida  
**Larry H. Kurkowski** Central Florida

## 20-29 DAYS

**Mack McCormack** Mohawk Hudson  
**John Nesbitt** Washington DC  
**Anne T. Callihan** Washington DC  
**Steve B. Conrad** Tennessee Valley  
**Lisa Diamond** San Francisco  
**Vanessa Caroline Farret** Washington DC  
**Susan E. Juner** San Francisco  
**Darlyn Linka-Pettenati** San Francisco  
**David Browning** Detroit  
**John A. Kish** Arizona  
**Ellen Lowery** Cal Club  
**Joseph A. Scavotto** Atlanta  
**Joyce K. Sinclair** Washington DC  
**Dennis R. Dean** Washington DC  
**Lincoln E. Buell** Buccaneer  
**Dave Fredrick** Central Florida  
**Timothy Scott Lee** Florida  
**Douglas LeRoy** San Francisco  
**David H. Steger Jr.** Atlanta  
**Joshua Underwood** New England  
**Randall Grant Smart** Houston  
**Thomas Baugher** Central Florida  
**Kat Buell** Buccaneer  
**Michael F. LeRoy** San Francisco  
**Robert A. Griffith** Ohio Valley  
**Bev Heilicher** Chicago  
**Beth Mills** Washington DC  
**Kedre Murray** San Francisco  
**Grace Skinner** Oregon  
**Bob Jardine** Cal Club  
**Hollye Laplante** Central Florida  
**Susan C. Marshall** South Jersey  
**Elizabeth R. Miller** Washington DC  
**Russell Gardner** Washington DC  
**Darren Gunn** Central Florida  
**Patricia S. Hill** Central Florida  
**Ellen Lee** Florida

## 12-19 DAYS

**Thomas Berndt** Reno  
**Ruth Buell** Buccaneer  
**Karen Crider** Detroit  
**Colleen A. Dick** Ohio Valley  
**David A. Dominguez** North Carolina  
**Susan B. Downs** Ohio Valley  
**Karen Lynne Fearing** NE Oklahoma  
**Douglas A. Gall** Ohio Valley  
**Kathy Gall** Ohio Valley  
**Robert J. Hengen** Ohio Valley  
**Heather Jost** Atlanta  
**Harry R. Kulp** Washington DC  
**Jim Mikkelsen** Continental Divide  
**Dario Mark Montero** Central Florida  
**Patricia A. Ricker** Florida  
**Sue Rupp** Ohio Valley  
**Glenn W. Smith** Central Carolinas  
**Cal Steffen** Land O'Lakes  
**Marge Steffen** Land O'Lakes  
**Edgar Keith Weikel** Blue Mountain  
**Jason Benagh** New England  
**Larry Buell** Buccaneer  
**Breanna P. Batdorf** Oregon  
**Roger L. Beebe** Glen  
**Pat Foss** Chicago  
**Wayne L. Foss** Chicago  
**Penny Freeman** Steel Cities  
**Taylor Ann Hyatt** Washington DC  
**David R. Killian** Neohio  
**Adam E. Miller** Kansas City  
**Bridget C. Moeller** Washington DC  
**Peter Perrault** New England  
**John Pitman** NE Pennsylvania  
**Douglas J. Rigel** Ohio Valley  
**Kurtis Paul Stevens** Mahoning Valley  
**John R. Walsh** Finger Lakes  
**Roger Wong** Lone Star  
**Robert G. Woolston** Land O'Lakes  
**Jack E. Altman** Neohio  
**David M. Rupp** Ohio Valley  
**Lynn A. Broglin** Central Carolinas  
**John V. Daniels** San Francisco  
**Charles R. Gilliland** Des Moines Valley  
**Stephen Harris** Western Ohio  
**Dan Leavitt** Chicago  
**Steve Lowery** Cal Club  
**Rod Markowicz** South Bend  
**Dan Miklovic** Southern Illinois  
**John Andrew Portugal** San Francisco  
**James P. Torretta** South Jersey  
**Mark Waggoner** Blackhawk Valley  
**James Crouse** Central Florida  
**Arjen C. Bleeker** NE Oklahoma  
**Eric David Diamond** San Francisco

**Brian G. Flint** Ohio Valley  
**John J. Gamble** Glen  
**Mark B. Hansen** San Francisco  
**David M. Jones** Ohio Valley  
**Clyde L. Kiser** North Carolina  
**Sue D. Lawson** Cal Club  
**Barbara Lissow** Finger Lakes  
**Linda Miklovic** Southern Illinois  
**Douglas B. Mitchell** Detroit  
**Linda M. Novak** Chicago  
**Ray Scheiber** San Francisco  
**Kathi Snyder** San Francisco  
**Leo S. Baker** San Diego  
**Alan Garside** Ohio Valley  
**Peter H. Mahler** New England  
**Scott Feuerhammer** Milwaukee  
**John H. Firment** Detroit  
**Robert S. Jacobsen** Oregon  
**Paul J. Moeller** Washington DC  
**Irene Peel** Central Florida  
**Jacob Stahlman** South Jersey  
**Roy Swindler** Cincinnati  
**Gary Thomlinson** Washington DC  
**Mark J. Hirt** Chicago  
**Bert A. Hultman** Milwaukee  
**Michael Jorgensen** Milwaukee  
**Daniel Krueger** Milwaukee  
**Jean Kurkowski** Central Florida  
**Bruce M. Runyan** San Francisco  
**Robin Schiffando** Cal Club  
**Bob Snyder** San Francisco  
**Tiffany Stiller** Milwaukee  
**Heather Baker** San Diego  
**Lee H. Hill** Central Florida  
**Kevin R. Young** Ohio Valley  
**Winston E. Casey** Oregon  
**Gary D'Abate** Atlanta  
**Adam D. Jacobsen** Oregon  
**Gayle Jardine** Cal Club  
**Diana M. Johnson** N. New Jersey  
**Frederick J. Maskeroni** Washington DC  
**Leigh McBride** Mohawk Hudson  
**Joelle Pence** Washington DC  
**Peg Dowd** New England  
**Dale Thomas Ferril** Washington DC  
**William Lowe Gilliland** San Francisco  
**David Heitzenrater** Buccaneer

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

# NO. 34

**NOT JUST A NUMBER. A LEGACY.**

**Jesse Prather**

Road Racer + SCCA member since 1999



When Jesse Prather grew up watching local racing legend John Kelly – a five-time SCCA national champion – he had no idea he'd eventually rebuild and race in Kelly's car with its original number 34. Or that today, he'd be gunning for his fourth national championship, continuing the legacy in his own car. One win at a time.



SCCA.COM

**IS FAST IN YOUR FUTURE? JOIN THE CLUB.**

**DRIVE HERE.**

BF Goodrich

GoPro

HAWK



mazda

Mobil 1

SAFERACER

SUNOCO

TIRE RACK



# SPORTSCAR MARKET PLACE

MARCH 2015  
BUSINESS CLASSIFIEDS

01 ACCESSORIES | GRAPHICS ▼

**I/O PORT  
EXCLUSIVES!**



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


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

**New!**




**I/O PORT  
Seat Back Brace \$129<sup>95</sup>**


Bolt-on...No welding...Adjustable  
Fits most race seats.



**I/O PORT Tow Straps**



**I/O PORT Window Net**



**1-800-949-5712**

01 ACCESSORIES | GRAPHICS ▼

**ioportracing.com**



**Roll Bars  
and Cages**



**AUTOPOWER  
SAFETY EQUIPMENT**



**KIRKEY  
RACING FABRICATION**



**BELL**



**PYROTECT  
SIMPSON  
RACE PRODUCTS**

**I/O PORT**



**Cool Shirt**



**SIMPSON  
RACE PRODUCTS**

**PYROTECT**

**14 Juniper Drive**

01 ACCESSORIES | GRAPHICS ▼

**i/o port  
RACING SUPPLIES**



**hans**

**Head and Neck Restraint**



**MYLAPS  
SPORTS TIMER**

**SFE  
Radio  
Systems**

**Transponders**

**RACING**



**SCHROTH  
RACING**



**PYROTECT  
FUEL SAFE  
Racing Cells**



**ESS Fire Systems**

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

**Lafayette, CA 94549**

01 ACCESSORIES | GRAPHICS ▼

**PEGASUS**

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



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



**Serving racers since 1980**

**PegasusAutoRacing.com**  
Æther Advanced Site Search™  
Real-time stock status  
Technical information & articles  
Pegasus Auto Racing Supplies  
2475 South 179th Street  
New Berlin, WI 53146  
**1-800-688-6946 order line**  
**1-262-317-1201 fax line**  
**1-262-317-1200 tech line**

Find all your  
Fastrack news on

**scca.com/fastrack**

**iZOOM  
GRAPHICS**

**Your Best Source for  
Professional, High Quality  
Competition Graphics**

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

**Easy Online Ordering**  
**www.izoomgraphics.com**  
**Phone 918.836.9666**



**01 ACCESSORIES | GRAPHICS ▼**

**We Protect. You Drive.**

**SAFERACER**

Contact us TOLL FREE at  
**866.781.0997**

**02 FABRICATORS | HARDWARE ▼**

**GROUND CONTROL**

**When quality counts...**

**Trusted...**

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

**Committed...**

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

**GROUND CONTROL**

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

**02 FABRICATORS | HARDWARE ▼**

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

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

**DYNO Tested**

**(800) 365-COIL**  
[www.hypercoils.com](http://www.hypercoils.com)

**HyTech Exhaust**

**New Patented Collector Designs Exhaust Development and Manufacturing**

**All Types of Race Engines Current to Vintage**

**949.581.2181**  
[www.hytechexhaust.com](http://www.hytechexhaust.com)  
12 Hammond Dr., Suite 203  
Irvine, CA 92618

**MC**  
[MlataCage.com](http://MlataCage.com)

**Roll Cage Kits**

Spec Miata Kit  
1990-2005  
Coming Soon 2006

**Carbon Fiber Intake**  
3" & 4.5"

**Adjustable Drop Links**

**Hard Top Mounts**  
1990-2005

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

**BUSINESS CLASSIFIEDS**

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

**MINIMUM BILLING: \$99**

**NEXT AVAILABLE: APR 2015**

**Reserve space by:** January 7

**Materials due:** January 21

**Mails:** February 16

**TO PLACE BUSINESS CLASSIFIED:**

Call (949) 417-6722, or email  
[Sophia.Lopez@racer.com](mailto:Sophia.Lopez@racer.com)

**BUSINESS CLASSIFIED CATEGORIES**

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

**PERSONAL CLASSIFIEDS**

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

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

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

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

**MINIMUM BILLING: \$39**

**MAXIMUM WORDS: 50**

**NEXT AVAILABLE: APR 2015**

**Reserve space by:** January 7

**Materials due:** January 21

**Mails:** February 16

**TO PLACE PERSONAL CLASSIFIED:**

Call (949) 417-6722, or email  
[Classifieds@racer.com](mailto:Classifieds@racer.com)

**PERSONAL CLASSIFIED CATEGORIES**

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



**02 FABRICATORS | HARDWARE ▼**

**MOCAL**  
oil control systems














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

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

**MOCAL** Stocking Dealers  
Racer Parts Wholesale  
(800) 397-7815  
Pegasus Auto Racing  
(800) 688-6946

**50 Years of Serving SCCA Members!**

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

*Cranks knife-edged*

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

**02 FABRICATORS | HARDWARE ▼**

**PORTER RACING  
PACIFIC CROSSE**  
Warehouse distributor and dealer  
for the following products

**panasport** **HAWK BRAKE** **AURORA**

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

**RENTALS: FC-FF-CF**  
Swift DB6, Crosslé

Trackside Support  
Engine and Transaxle Services  
Complete fabrication and repair facilities

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

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



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

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



Ultra Lightweight  
Racing Mufflers



ITG Air Filters

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

**02 FABRICATORS | HARDWARE ▼**

**mk TECHNOLOGIES**

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

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

**DISCOUNTS  
for members?  
VISIT scca.com**



**CAMPBELL MOTORSPORT**

**BRAKE ROTORS**

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

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

**(906) 863-5003**  
Made in the USA

**03 ENGINES | DRIVETRAIN ▼**

**IVEY ENGINES, INC.**

PREMIER ENGINE BUILDING  
AND PARTS SALES.

FORD 1600, 2 LITER FORD

LOTUS T.C., VINTAGE

STOCK & PREPARED  
PARTS AVAILABLE.

VISA & MC /UPS DAILY

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

**03 ENGINES | DRIVETRAIN ▼**

**Performance Engines**



When only  
the best  
is good  
enough!

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

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

**04 SERVICES | RACECAR  
CONSTRUCTORS ▼**

**CHITTENANGO  
AUTO**

- ◆ Race car prep & repair
- ◆ Formula & Production
- ◆ Trans repair & overhaul

**chittenangoautorepair@  
hotmail.com**  
**315-687-0775**

**comprent motor sports**  
Road Racing Preparation & Fabrication

**Our Services**

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

**REPLAY**  
Replay XD  
Authorized Dealer

**OLITE**  
Elite/Staffs Transmission  
Importer

Swift 014/016

**ENTERPRISES**  
SRF & FE/ESR Customer  
Service Representative

**AURORA**  
BEARING COMPANY

**lifeline**  
Fire & Safety Systems Ltd.

**CHASE**  
CAM

**(706) 543-1797**  
Providing Quality Service to the Racing Industry since 1988  
www.comprent.net | Athens, Georgia

**04 SERVICES | RACECAR CONSTRUCTORS ▼**


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

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

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

**WORLD SPEED** Sonoma, CA  
707.535.9761  
worldspeed.com

**LAKE EFFECT** Spring Lake, MI  
816.846.3947  
lakeeffectmotorsports.com

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

For Official Formula Mazda Parts shop:  
formulamazdaparts.com

**SPORTSCAR**  
The SCCA Member Magazine



**COME RACE WITH US!**

LOTUS EXIGE RACE CARS  
AVAILABLE FOR LEASE OR SALE

**KRUGSPEED**  
Racing

WWW.KRUGSPEED.COM  
Tel: 561.706.3967

**05 SAFETY EQUIPMENT ▼**


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



**800-264-9472**  
**www.DesignEngineering.com**  
AVAILABLE AT  
**Summit**  
RACING EQUIPMENT  
SummitRacing.com




**RACING ATF FUEL CELLS**

SCCA • ALMS • IMSA  
GRAND AM • NASA

**FIA APPROVED**

**STANDARD & CUSTOM PERFORMANCE FUEL CELLS!**

**800-526-5330** atl@atfinc.com  
www.atffuelcells.com



comprent motor sports  
Road Racing Preparation & Fabrication

East Coast Dealer  
**Lifeline**  
Fire & Safety Systems Ltd.

Sales & Service for  
Lifeline Fire Systems

(706) 543-1797  
www.comprent.net

**05 SAFETY EQUIPMENT ▼**


**Lifeline**  
Champions of Safety  
**ZERO 360 Systems**


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

**ZERO 2000**

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA & SFI Approved  
Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY  
QUICK RELEASES • BURN LIGHTS • ROLL CAGE PADDING  
(714) 847-1501  
www.subesports.com  
Exclusive U.S. distributor of Lifeline products




**RACING KIRK PRODUCTS**  
A DIVISION OF MARK STEWART ENTERPRISES, INC.

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

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

Competition Roll Bars  
for Solo I, and  
time trials

Headers for many  
makes and models



**Telephone:**  
(205) 608-1156  
**Fax:**  
(205) 608-1441  
**E-mail:**  
info@KirkRacing.com

**BUSINESS CLASSIFIEDS**

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

MINIMUM BILLING: \$99

NEXT AVAILABLE: **APR 2015**

Reserve space by: January 7

Materials due: January 21

Mails: February 16

TO PLACE BUSINESS CLASSIFIED:

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

**BUSINESS CLASSIFIED CATEGORIES**

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

**PERSONAL CLASSIFIEDS**

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

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

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

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

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

NEXT AVAILABLE: **APR 2015**

Reserve space by: January 7

Materials due: January 21

Mails: February 16

TO PLACE PERSONAL CLASSIFIED:

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

**PERSONAL CLASSIFIED CATEGORIES**

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






SportsCar is the official publication of the Sports Car Club of America. The SCCA's more than 45,000 members are doers, not watchers. They include the most powerful and influential people in motorsports, and each is involved in racing whether as a professional, amateur or rally driver, crew or race official. The SCCA's members and SportsCar readers are real racers, participating in professional and amateur road racing, autocrossing and rallying. SportsCar is the magazine for racers.

For advertising information, call:  
**800.722.7140**


06 ELECTRONICS ▼

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





**DL1 SPORT GPS Data Logger**

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



**DASH2 Race/road ready display**

- Fully configurable
- Multiple screens of data





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


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

06 ELECTRONICS ▼

**2:12.02**  
FIND YOUR SPEED



Color Touchscreen  
Predictive Lapping  
Shift Lights  
350+ Tracks  
HD Camera Sync



**traqmate.com**  
877.289.0312

06 ELECTRONICS ▼

**RACING COMMUNICATIONS**



**HPDE Instructor/Student Intercom System**  
\$85.00

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

**2-Way Radio Helmet Kit to HPDE System Adapter Kit**  
Plug a 2-Way Radio Helmet System into HPDE System with our adapter.  
\$99.00



**"Starter" Two-Way Radio System**  
Vertex Standard  
VX-160 Radios  
16 channels • 5 watts

**For the Car/Driver**  
2-way radio, Harness, Helmet mic kit, PTT switch, Foam earpieces, Radio holder, Car antenna.

**For the Crewchief**  
2-way radio, Headset, System tote bag.

Intercoms - Headsets - Two-Way Radio Systems  
Two-Way Radios - Helmet Kits - Accessories  
**800-990-9941**  
www.racingcommunications.com  
5883 Moon Station Road - Kennesaw, GA 30144



**CDS COMPETITION DATA SYSTEMS**  
www.competitiondata.com  
(716) 631-2880

**THE SPORTS CAR CLUB OF AMERICA HAS ALL THE SCCA EXCITEMENT YOU CAN HANDLE**



## 06 ELECTRONICS ▾

veracity**racing**data

**Order Online  
Anytime.**

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

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



**805.238.1699**  
paso robles, california  
veracitydata.com

07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS ▾

**Achilles**  
RADIAL

FULL RACE SLICK Radial Racing tires with excellent grip & heat cycle ability.

Save \$100s in tire bills with Achilles Radials!

EXAMPLE: 300/650-18 ONLY \$445 each

Call **800.578.2071** or **www.AIMTIRES.com**

**AIM**  
Tires

07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS ▾

**WE HAVE  
EARNED OUR  
PLACE ON THE  
FASTEST CARS**



**800-886-0093**  
**FORGELINE.COM**

07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS ▾

**PHIL**  
845 - 647 - 7407  
WWW.PHILSTIRESERVICE.COM

**Spec Miata Wheels**  
**JONGBLOED**  
Racing Wheels  
**15x7 +25/+30**  
**Satin Black/Silver Gloss \$115**

**Dynamics**  
**15x7 +25/+30**  
**Black \$115 Silver \$119 Anthracite \$129**

**momo**  
**15x7 +25/+35**  
**Silver/Black \$129 FREE SHIPPING**

**D-Force**  
**15x7 +25mm**  
**Anthracite/Black/Silver \$119**  
Wheel & Tire Packages Available  
Hoosier - Toyo - BFG - Michelin  
Team Dynamics - D-Force  
Enkei - Apex - JRW  
**TOYO TIRES**  
driven to perform  
**BFGoodrich**  
**MICHELIN**  
**Hoosier**  
RACING TIRE

**WWW.RACING-STUFF.COM**

**panasport**

street  
13" 14" 15" 16"

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

Averill Racing Stuff  
Madison Hts, Mich

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

**BUSINESS CLASSIFIEDS**

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

**MINIMUM BILLING: \$99**

**NEXT AVAILABLE: APR 2015**

**Reserve space by:** January 7

**Materials due:** January 21

**Mails:** February 16

**TO PLACE BUSINESS CLASSIFIED:**

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

**BUSINESS CLASSIFIED CATEGORIES**

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

**PERSONAL CLASSIFIEDS**

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

**MINIMUM BILLING: \$39**

**MAXIMUM WORDS: 50**

**NEXT AVAILABLE: APR 2015**

**Reserve space by:** January 7

**Materials due:** January 21

**Mails:** February 16

**TO PLACE PERSONAL CLASSIFIED:**

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

**PERSONAL CLASSIFIED CATEGORIES**

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



# SAVE THE DATE...

Don't miss out on connecting with 45,000-plus SCCA members in these upcoming must-see issues of SportsCar...

April 2015

Featuring: Going Faster  
Materials due: Jan 21

May 2015

Featuring: SCCA'S Best Drivers  
Materials due: Feb 25

June 2015

Featuring: 2015 Pro Racing Preview  
Materials due: Apr 1

July 2015

Featuring: SCCA'S Best Cars  
Materials due: Apr 29

August 2015

Featuring: Insider Knowledge Issue  
Materials due: June 3

September 2015

Featuring: Who Will Win The Solo Nationals; Prepping for Solo Nationals; Rose Cup; June Sprints  
Materials due: July 1

October 2015

Featuring: Who Will Win The Runoffs; Prepping for The Runoffs  
Materials due: Jul 29

Reserve your space in  
**MARKETPLACE**  
now! **(800)722-7140**

07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS

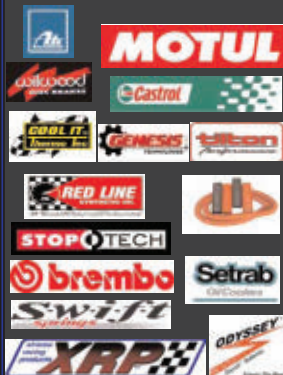


Available at  
**Porterfield Ent**  
www.racebrakes.com  
**949-548-4470**  
**(800) 537-6842**



**NASA/SCCA**  
**Discounts**

**MOST**  
**ORDERS SHIP**  
**SAME DAY.**



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

07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS

# TIRE WARMERS



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

## The Original

Madison Hts, MI 48071

• Carbon-kevlar  
brakes



• Hundreds of  
different brake  
pad configurations

A better performance edge...

**www.racing-stuff.com**

call 248-585-9139

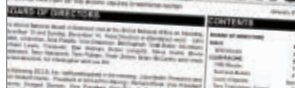
Stay abreast of the  
latest competition  
adjustments and  
rules proposals

**Fastrack News.**

Available online

on or around the 20th  
of every month, and  
can be downloaded at  
scca.com/fastrack

**Fastrack news**



07 TIRES | WHEELS | BRAKES |  
SUSPENSIONS



**USED GOODYEAR AND OTHER  
MAJOR BRAND RACING TIRES**

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.  
Latest compounds, half to full rubber.  
Low prices, quick service. Phone any time.

**(262) 740-0180**

JBRacingtires@sbcglobal.net  
www.JBRacingtires.net

08 FUELS | OILS | LUBRICANTS

**www.injector.com**  
**marren**



**SALES SERVICE**

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

09 TOOLS | SHOP EQUIPMENT |  
CANOPIES



**800-788-3969**

## PERSONAL CLASSIFIEDS

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

**MINIMUM BILLING:** \$39

**MAXIMUM WORDS:** 50

**NEXT AVAILABLE:** APR 2015

**Reserve space by:** January 7

**Materials due:** January 21

**Mails:** February 16

**TO PLACE PERSONAL CLASSIFIED:**

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

## PERSONAL CLASSIFIED CATEGORIES

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

## 20 PRO RACING ▼



**CHAMPIONSHIP WINNING LOTUS EXIGES AVAILABLE >** FULL ARRIVE AND DRIVE. SCCA STU, T3 AND PIRELLI WORLD CHALLENGE TC. Cars available for lease and for sale. 2013 National Champions and 2013 US Majors Tour winners. COME RACE WITH US! **Contact Alex@Krugsspeed.com or (561) 706-3967.** [25104-04]



**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. For pricing **Contact: Joe at (631) 974-4386.** [25140-03]

## 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. For pricing **Contact: Joe at (631) 974-4386.** [25141-03]

## 22 OPEN WHEEL | SPORTS RACERS ▼



**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. For pricing **Call: (631) 974-4379.** [25142-03]



**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. For pricing **Call: (631) 974-4379.** [25143-03]

## 22 OPEN WHEEL | SPORTS RACERS ▼



**2014 F PRODUCTION NATIONAL CHAMPION MG MIDGETS >** 3 National Championships with 3 different drivers. You could be next! 2 spare AVP engines available, plus many more spares. Can run F Production or GTL. **Call: John at (918) 633-9531.** Cars -- \$35,000 EACH. [25130-04]



**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]



**P1/FA RALT RT-41 CHASSIS #33 >** Brian French's car currently in CSR/P1 form. Comes with all to put back into FA trim in bolt-on conversion. Low mileage Loyning motor, 8 wheels and many spares. \$49,900. **Contact Carl Liebich at (920) 893-5784 or motorpts@excel.net.** [25148-04]



**P1 RALT RT40 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.** [25149-04]

## 23 PRODUCTION BASED | GT ▼



**GT1 CAMARO >** Race fab chassis. New paint. Trans Am history. 18 degree 331 motor, 9 inch Ford rear. Race ready. Spares included. **Contact: Frank Tavolacci in Thornwood, NY at (914) 769-8235 or (914) 557-6434.** [25146-04]

## 23 PRODUCTION BASED | GT ▼



**HONDA CRX >** 2014 HP National Champion. 5 races old, 5 poles, 5 wins. Ground up build by Loshak Racing and HYPERformance with experience of 7 National Championships, 4 in HP ('09, '12, '13, '14). Needs nothing, win Daytona. Expensive to build, cheapest car to run. Race, don't wrench. Spares. \$40,000 LL@**etereman.com.** [25147-05]



**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]



**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.** [25144-05]



**2014 MUSTANG BOSS 302S >** Limited production of 50 units offered for possibly the last generation. Car is track ready for road racing in various SCCA and NASA classes, may require minor modifications for certain series. Free shipping within the contiguous U.S.\* **Contact: Dana Tomlinson at (325) 949-4621 ext. 398.** [25145-06]



**23 PRODUCTION BASED | GT ▼**



**2009 PORSCHE 997 GT3 CUP CAR** > s/n S798109. 2014 SCCA GT2 National Runoffs Silver Medalist. Very competitive, turnkey example. Set up by Competition Autowerks. No expense spared prep. Spares available. PCA and SCCA log books. \$92,500/Offers/Interesting street car trades, up or down. **Contact: Fantasy Junction at (510) 653-7555 or sales@fantasyjunction.com.** [25151-03]



**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@sccocast.net** for additional information. [25135-03]



**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]



**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 ▼**



**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.** [25150-04]



**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]



**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]



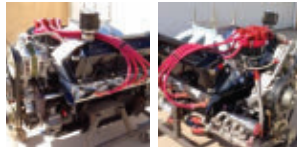
**BUILT BY KATECH** > for the Asian Supercar series at a cost of \$224,000. Successfully raced in China. Built with all the best, spec sheet avail. Recently refreshed with all new Phoenix LS6, Hutter heads, 465 HP at rear wheels. Fresh clutch, ZR1 6 speed & diff, Data acquisition system. Well sorted,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

**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]

**ADVERTISER INDEX**

ACT	47
Adidas	88
AEM	39
APEX Performance	45
Aurora Bearing Company	53
Bridgestone Racing Academy	53
Canton Racing Products	63
CTEK Power	57
G-Force	57
Harbor Freight Tools	75
HJC Motorsports	47, 51
HMS Motorsport	37, 49
Intercomp Racing	17
K1 Race Gear	59
Longacre Racing Products	33
Lucas Oil	29
Motovicity	15
NecksGen	63
Porsche	9
Performance Friction	51
Racer Parts Wholesale	79
Redline Oil	53
Safe Racer	41
Sampson Racing	59
SCCA	65, 81, 83, 85
Simpson Performance	5
Stable Energies	63
Steven E. Goldin Insurance	59
Sube Sports	13
Summit Racing Equipment	25
Tire Rack	2-3
Wilwood Engineering	87

**CLASSIFIED AD FORM** (maximum 50 words; extra words 70¢ each)

(1) \_\_\_\_\_ (2) \_\_\_\_\_ (3) \_\_\_\_\_ (4) \_\_\_\_\_ (5) \_\_\_\_\_

(6) \_\_\_\_\_ (7) \_\_\_\_\_ (8) \_\_\_\_\_ (9) \_\_\_\_\_ (10) \_\_\_\_\_

(11) \_\_\_\_\_ (12) \_\_\_\_\_ (13) \_\_\_\_\_ (14) \_\_\_\_\_ (15) \_\_\_\_\_

(16) \_\_\_\_\_ (17) \_\_\_\_\_ (18) \_\_\_\_\_ (19) \_\_\_\_\_ (20) \_\_\_\_\_

(21) \_\_\_\_\_ (22) \_\_\_\_\_ (23) \_\_\_\_\_ (24) \_\_\_\_\_ (25) \_\_\_\_\_

(26) \_\_\_\_\_ (27) \_\_\_\_\_ (28) \_\_\_\_\_ CATEGORY # \_\_\_\_\_

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

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

# HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

**How Does Harbor Freight  
Sell GREAT QUALITY Tools  
at the LOWEST Prices?**

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 550 Stores Nationwide.

**SCISSOR SUPER COUPON**

**20% OFF**

ANY SINGLE ITEM

**LIMIT 1** - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount, coupon, gift cards, inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.



99606472

**SCISSOR SUPER COUPON**

**FREE**

WITH **ANY PURCHASE**  
**3-1/2" SUPER BRIGHT  
NINE LED  
ALUMINUM  
FLASHLIGHT**



Item  
69052  
shown

ITEM 69052  
69111/62522

**\$6.99**  
VALUE

**LIMIT 1** - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & handling charges may apply. If not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one FREE GIFT coupon per customer per day.



99605970

**SCISSOR SUPER COUPON**



**1/2" ELECTRIC  
IMPACT WRENCH**

CHICAGO ELECTRIC  
POWER TOOLS

LOT NO.  
68099/45252  
69606/61173

Item 68099  
shown

**SAVE  
45%**

**\$37.99** REG. PRICE \$69.99



99605113

**LIMIT 4** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**



**18 VOLT CORDLESS  
3/8" DRILL/DRIVER AND  
FLASHLIGHT KIT**  
drillmaster

LOT NO.  
68287/69652

**SAVE  
55%**

**\$19.99** REG. PRICE \$44.99



99607346

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**PITTSBURGH AUTOMOTIVE**

• 3-1/2 Pumps Lifts Most Vehicles  
• Weighs 27 lbs.

**RAPID PUMP®  
1.5 TON ALUMINUM  
RACING JACK**

Item 68053  
shown

**\$59.99** REG. PRICE \$119.99



LOT NO.  
68053/69252  
60569/62160  
62496

**SAVE  
\$60**

**\$59.99** REG. PRICE \$119.99



99606868

**LIMIT 3** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

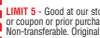
**SCISSOR SUPER COUPON**

**1.51 CUBIC FT.  
SOLID STEEL DIGITAL  
FLOOR SAFE**

LOT NO.  
91006/61565

**SAVE  
\$70**

**\$99.99** REG. PRICE \$169.99



Item 91006  
shown

**99606372**

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**2.5 HP, 21 GALLON  
125 PSI VERTICAL  
AIR COMPRESSOR**  
CENTRALPNEUMATIC

Item 67847  
shown

LOT NO. 67847  
61454/61693

**\$149.99** REG. PRICE \$179.99



99605193

**LIMIT 4** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**MECHANIC'S GLOVES**

MEDIUM LOT NO. 61235  
62434/62426

LARGE LOT NO. 93640/60447  
62433/62428

X-LARGE LOT NO. 93641/60448  
62432/62429

Item 93640 shown

**SAVE  
60%**

**\$3.99** REG. PRICE \$9.99



99605295

**LIMIT 6** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**AUTO-DARKENING  
WELDING HELMET  
WITH BLUE FLAME  
DESIGN**

CHICAGO ELECTRIC WELDING

LOT NO. 91214/61610

**SAVE  
50%**

**\$44.99** REG. PRICE \$89.99



Item 91214  
shown

99605039

**LIMIT 3** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**CENTECH.  
CAN AND OBD II  
PROFESSIONAL  
SCAN TOOL**

LOT NO. 98614  
60694/62120

**SAVE  
\$80**

**\$89.99** REG. PRICE \$169.99



99605863

**LIMIT 5** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**3-IN-1 PORTABLE POWER PACK  
WITH JUMP STARTER**  
CENTECH.

LOT NO.  
38391/60657  
62306/62376

**SAVE  
33%**

**\$39.99** REG. PRICE \$59.99



99606358

**LIMIT 3** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**TORQUE  
WRENCHES**

PITTSBURGH PRO  
1/4" DRIVE  
LOT NO. 2696/61277

3/8" DRIVE  
LOT NO. 807/61276

1/2" DRIVE  
LOT NO. 239/62431

Item 239  
shown

**SAVE  
66%**

**\$9.99** REG. PRICE \$29.99 • Accuracy within ±4%



99605759

**LIMIT 6** - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 5/26/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed  
• Over 25 Million Satisfied Customers

• No Hassle Return Policy  
• Lifetime Warranty On All Hand Tools

• 550 Stores Nationwide  
• HarborFreight.com 800-423-2567



# CALENDAR

SPORTS CAR CLUB OF AMERICA **MARCH 2015**  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

## 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** Briarcliff International Raceway, Minn.  
**Aug 15** Mid-Ohio Sports Car Course, Ohio  
**Aug 29** Road America, Wis.  
**Sep 27** VIRginia International Raceway, Va.  
**Oct 11** NOLA Motorsports Park, La.  
**Nov 8** Circuit of the Americas, Texas  
**Nov 14** Daytona International Speedway, Fla.



### MAZDA MX-5 CUP

mx-5cup.com

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

## PRO RACE

**WHAT** Mazda MX-5 Cup

**WHEN** March 18, 2015

**WHERE** Sebring, Fla.

The SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires kicks off in Florida.



Richard Cohn



### F1600 CHAMPIONSHIP

f1600championshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)  
**Apr 10-12** Road Atlanta, Fla.  
**May 15-17** Watkins Glen, N.Y.  
**Jun 5-7** VIRginia Int'l Raceway, Va.  
**Jul 3-5** Mid-Ohio Sports Car Course, Ohio  
**Jul 31-Aug 2** Pittsburg Int'l Race Cmplx, Pa.  
**Aug 28-30** NJMP, N.J.  
**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.  
*(all events double weekends)*



### F2000 CHAMPIONSHIP

f2000championshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)  
**Apr 10-12** Road Atlanta, Fla.  
**May 15-17** Watkins Glen, N.Y.  
**Jun 5-7** VIRginia Int'l Raceway, Va.  
**Jul 3-5** Mid-Ohio Sports Car Course, Ohio  
**Jul 31-Aug 2** Pittsburg Int'l Race Cmplx, Pa.  
**Aug 28-30** NJMP, N.J.  
**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.  
*(all events double weekends)*

## ATLANTIC Championship

### ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

**Feb 12-14** Palm Beach Int'l, Fla. (non-points)  
**Apr 10-12** Road Atlanta, Fla.  
**May 15-17** Watkins Glen, N.Y.  
**Jun 5-7** VIRginia Int'l Raceway, Va.  
**Jul 3-5** Mid-Ohio Sports Car Course, Ohio  
**Jul 31-Aug 2** Pittsburg Int'l Race Cmplx, Pa.  
**Aug 28-30** NJMP, N.J.  
**Oct 16-18** Pittsburg Int'l Race Cmplx, Pa.  
*(all events double weekends)*

## 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

**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.  
**May 22-24** Texas World Speedway, Texas  
**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

**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, SJR, NNJR  
**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, SJR, NNJR**  
(302) 739-1078  
**Washington DC** (301) 572-7444

### SOUTHEAST sedivrac.org

**Feb 7-8** Sebring/Central Florida  
**Feb. 28-Mar 1\*** Palm Beach Int'l Raceway/Florida  
**Mar 7-8\*** VIR/North Carolina  
**Mar 28-29\*** Ro Carolina Motorsports Park/South Carolina

**Apr 11-12\*** Palm Beach Int'l Raceway/Florida  
**Apr 25-26\*** Ro Roebeling Road/Buccaneer  
**May 2-3\*** Ro Daytona/Central Florida  
**May 9-10\*** VIR/North Carolina  
**May 16-17\*** Palm Beach Int'l Raceway/Florida  
**May 23-24\*** Carolina Mtspt Park/Central Carolinas  
**Jun 13-14** Sebring/Central Florida  
**Jun 27-28\*** Ro Homestead/Florida  
**Jul 4-5\*** Ro Roebeling Road/SEDiv  
**Jul 11\*** Palm Beach Int'l Raceway/Florida  
**Jul 18-19\*** Sebring/Central Florida  
**Jul 25-26\*** Road Atlanta/Atlanta  
**Aug 8-9\*** Daytona/Central Florida  
**Aug 15-16\*** Ro Charlotte Motor Speedway/Central Carolinas  
**Aug 29-30\*** Ro Barber/Alabama, Tennessee  
**Sep 5-6\*** Sebring/Central Florida  
**Sep 19-20\*** Homestead/Florida  
**Oct 10-11\*** Roebeling 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



Mark Weber

## TAKING THE CHALLENGE

SCCA Pro Racing Pirelli World Challenge headlines the weekend at Circuit of the Americas, March 6-8.

Clark McInnis



#### FAST TIMES

The second round of the Southeast Conference of the U.S. Majors Tour will be held at Road Atlanta on March 20-22.



#### 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  
ROBERT CLARKE  
VP Program Development  
HOWARD DUNCAN  
VP Finance RICHARD EHRET  
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) 379-0807; [thanushek@scca.com](mailto:thanushek@scca.com)  
Area 3: **Lee Hill**  
4607 Ridgecliff Dr., FL 33511  
(813) 684-4741; [lhill@scca.com](mailto:lhill@scca.com)  
Area 4: **Stephen Harris**  
1619 Chartwell Dr., Dayton, OH 45459  
(937) 438-3005; [sharris@scca.com](mailto:sharris@scca.com)  
Area 5: **Bruce Lindstrand**  
532 Stiles Ct., Darien, WI 53114  
(262) 724-3346; [blindstrand@scca.com](mailto:blindstrand@scca.com)  
Area 6: **Peter Zekert**  
24 Edgeworth Ave.,  
Maryland Heights, MO 63043  
(314) 724-7098; [pzekert@scca.com](mailto:pzekert@scca.com)  
Area 7: **Dan Helman**  
343 Lago Trace Dr.,  
Huffman, TX 77336  
(281) 324-6664; [dhelman@scca.com](mailto:dhelman@scca.com)  
Area 8: **Bill Kephardt**  
4735 Centennial Blvd.,  
Colorado Springs, CO 80919  
(719) 632-8000; [bkephard@scca.com](mailto:bkephard@scca.com)  
Area 9: **Brian McCarthy**  
1048 Millet Way, Sacramento, CA 95834  
(916) 712-5742; [bmccarthy@scca.com](mailto:bmccarthy@scca.com)  
Area 10: **John Walsh**  
244 Mendon Center Rd., Honeoye Falls, NY  
(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)

**GREAT LAKES** [greatlakes-scca.org](http://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](http://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](http://sowdivscca.org)  
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](http://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](mailto:anniedew@msn.com)  
Continental Divide [anniedew@msn.com](mailto:anniedew@msn.com)

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.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

**SOUTHWEST** [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

#### 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  
RallyCross: (785) 357-7259

#### 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 [go4itservices.com](http://go4itservices.com)

Skip Barber Racing School  
(860) 435-1300 [skipbarber.com](http://skipbarber.com)



## CLUB RACING

**WHAT** Regional race  
**WHEN** March 7-8, 2015  
**WHERE** VIRginial Int'l Raceway  
Double your please, double your fun with North Carolina Region Double Regional at VIR in early March.



Ken Brown

## REGIONAL ONLY

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

**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 [prodrive.net](http://prodrive.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** [sedivrracing.org](http://sedivrracing.org)  
**Mar 22 PDX** Road Atlanta/Atlanta  
**Apr 11-12 TT/PDX** Talladega Grand Prix/Alabama, Tennessee Valley

**Apr 11-12 PDX** Daytona International Speedway/Central Florida  
**May 2-3 HC** Robbinsville, N.C./Central Carolinas

**May 23-24 TT/PDX** Carolina Motorsports Park/Central Carolinas  
**Jun 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** Roebeling Road/Buccaneer

**Alabama, Tenn. Valley** (256) 426-0672  
**Atlanta** (770) 472-0460  
**Buccaneer** (912) 897-1944  
**Central Carolinas** (828) 684-2696  
**Central Florida** (407) 568-6902

**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

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**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.

**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

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)

**Apr 12** Hawkeye Comm. College/Iowa

**Apr 26** Oskaloosa Municipal Airport/Iowa

**Jun 14** Hawkeye Downs/Iowa

**Jun 28** Hawkeye Comm. College/Iowa

**Jul 19** Hawkeye Downs/Iowa



Phil Proye

## WALK THE LINE

California competitors should lace up their walking shoes as the Tire Rack Solo Championship Tour heads west in March with a stop at Qualcomm Stadium.

# Now Available from RPW:



**SIMPSON: PROTECTING THE MOST  
IMPORTANT PART OF ANY RACECAR.  
THE DRIVER**



Simpson Race Products joins RPW's extensive,  
in-stock safety product offerings, including:



**RaceQuip**

**OMP  
SPORT**

**G-FORCE  
RACING GEAR**

**IMPACT**

**OMP**

*Your One Stop Source for Racing Parts & Safety Equipment*

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



800.397.7815  
Guaranteed  
Lowest Prices!





Rupert Berrington

John Kirk Jackson	2/24/1980	Dixie
George Keich	2/1/1980	New York
Jack Douglas Martin	2/1/1980	Wichita
John McArthur	2/1/1980	Arizona
James E. Menges	2/1/1980	Washington DC
John C. Moyer	2/1/1980	Philadelphia
Marlene Obenour	2/10/1980	South Bend
Chris O'Donnell	2/1/1980	Cal Club
Courtney Swanson Jr	2/1/1980	Blackhawk Valley
David G. Taylor	2/1/1980	San Diego
Fred L. Thomas Jr	2/1/1980	Central Carolinas
Jack L. Tovey	2/1/1980	Indianapolis
Michael Van Steenburg	2/1/1980	Central Florida
Theodore Wells	2/1/1980	Ozark Mountain
William C. Wells	2/1/1980	Las Vegas, San Diego

### 30-YEAR MEMBERS

John S. Sherk	2/22/1985	Western New York
Ernest F. Andersen	2/26/1985	Northern New Jersey
Jack A. Bell	2/28/1985	Middle Georgia
John W. Bender	2/26/1985	Indianapolis
Deborah R. Berrington	2/8/1985	Steel Cities
Michael Lee Berrington	2/8/1985	Steel Cities
Leslie Ann Berry	2/27/1985	San Francisco
Mark D. Brannon	2/8/1985	Arizona
Kevin Chapman	2/26/1985	Central Carolinas
Bob Clark	2/22/1985	Milwaukee
Alexandra B. Clark	2/26/1985	Kansas City
Don Gill	2/13/1985	Northwest
David W. Harmison	2/27/1985	Detroit
Marc A. Hoover	2/27/1985	Arizona
Debbie F. Hoover	2/27/1985	Arizona
Philip E. Jerominski	2/8/1985	Central Florida
Kim Joiner	2/7/1985	Blackhawk Valley
Deborah A. Kraus	2/26/1985	Chicago
Marion Little	2/21/1985	North Carolina
Barbara A. Mayes	2/22/1985	South Carolina
Robert F.P. Mayes	2/22/1985	South Carolina
Fred Michael	2/22/1985	San Francisco
Juan F. Montalvo Jr.	2/26/1985	Florida
Robert D. Neumeister	2/6/1985	Colorado
Sharon Gallagher Phalan	2/27/1985	Washington DC
J. Patrick Phalan Jr.	2/27/1985	Washington DC
Eric Prill	2/19/1985	Kansas
David G. Thocher	2/27/1985	Western Michigan
Gary Uyematsu	2/26/1985	Cal Club
William D. Verdien Jr.	2/27/1985	Milwaukee
Kent L. Weaver	2/27/1985	Cincinnati
Mary A. Wentzel	2/22/1985	Detroit

### 25-YEAR MEMBERS

John D. Alexander	2/14/1990	Northwest
Rick Bassett	2/9/1990	Central Florida
Thomas L. Benjamin	2/9/1990	Colorado
Karen Benjamin	2/9/1990	Colorado
Ron Bistras	2/9/1990	Northern New Jersey
Christopher R. Buccola	2/7/1990	Chicago
Francis A. Dombrowski	2/7/1990	Detroit
Lisa Donovan	2/23/1990	Florida
Debra D. Farr	2/14/1990	Columbus SC Club
David Feighner	2/14/1990	Saginaw Valley
Daniel W. Gudsruk	2/14/1990	New England
Kathy Hanas	2/20/1990	Southwest Louisiana
Henry J. Jalen	2/9/1990	San Francisco
Gregory A. Lesnau	2/7/1990	Detroit
William Lindemann	2/27/1990	Hawaii
Buz McCall	2/28/1990	Florida
Jackie Mutschler	2/28/1990	Houston
Gary G. Oyler	2/23/1990	Western New York
Geoff T. Roche	2/8/1990	Northern New Jersey
Diane Schneider	2/28/1990	Central Carolinas
Paul Schneider	2/28/1990	Central Carolinas
Peter Schneider	2/28/1990	Central Carolinas
Glen E. Thompson	2/28/1990	Blue Ridge
Stan Whitney	2/27/1990	Texas
Douglas Wille	2/28/1990	Houston
Douglas P. Wilson	2/26/1990	Florida
Geoffrey K. Zimmer	2/23/1990	South Carolina
Jeffrey B. Zurschmeide	2/28/1990	Oregon

**Aug 9** Oskaloosa Municipal Airport/Iowa  
**Sep 20** Marshalltown Kart Track/Iowa  
**Oct 4** Oskaloosa Municipal Airport/Iowa  
**Oct 25** Hawkeye Comm. College/Iowa  
[iowa.mhlozi@aol.com](http://iowa.mhlozi@aol.com)

### SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

**Mar 7-8** NOLF Waldron Field/South TX Border  
**Apr 4-5** NOLF Waldron Field/South TX Border  
**May 2-3** NOLF Waldron Field/South TX Border  
**Jun 6-7** NOLF Waldron Field/South TX Border  
**Jul 4-5** NOLF Waldron Field/South TX Border  
**Aug 1-2** NOLF Waldron Field/South TX Border  
**Sep 5-6** NOLF Waldron Field/South TX Border  
**Oct 3-4** NOLF Waldron Field/South TX Border  
**Nov 7-8** NOLF Waldron Field/South TX Border  
**Dec 5-6** NOLF Waldron Field/South TX Border  
 South TX Border (361) 980-8000

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

**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)

### REGIONAL

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

**Mar 6** First Friday Niter/Cal Club  
**Apr 3** First Friday Niter/Cal Club  
**May 1** First Friday Niter/Cal Club  
**Jun 5** First Friday Niter/Cal Club  
 Cal Club (310) 372-7168

## RALLYCROSS

### NATIONAL CHAMPIONSHIP 2015 RallyCross Champoinship

#### REGIONAL

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

**Mar 28** Spring Night at the Farm/Central  
 New York  
 Central New York (315) 575-3623

##### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**Mar 14** Oakshade Raceway/Detroit  
**May 23** Thistle Hill/Detroit  
**Jun 14** Oakshade Raceway/Detroit  
**Jul 25-26** I-96 Speedway/Detroit  
**Aug 15** Crystal Motor Speedway/Detroit  
**Sep 19** Thistle Hill/Detroit  
**Oct 24** I-96 Speedway/Detroit  
**Nov 14** Oakshade Raceway/Detroit  
 Detroit (517) 515-2990

### DIRT HEADS

The 2015 RallyCross National Championship may not have a specific location yet, but that doesn't mean competitors shouldn't prepare for the title event by attacking local courses.

# ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-50 YEARS

### 50-YEAR MEMBERS

Ross Lowande 2/1/1965 Cal Club

### 45-YEAR MEMBERS

John S. Black III 2/1/1970 New England  
 Robert Crawford 2/1/1970 San Francisco  
 Charles Hayslett 2/1/1970 Pan American  
 Dianne L. Heider 2/1/1970 Oregon

### 35-YEAR MEMBERS

Kenneth E. Blackburn 2/1/1980 North Carolina  
 Morey D. Doyle 2/1/1980 Indianapolis  
 Charles M. Fortino 2/1/1980 Detroit  
 Jeff Glorioso 2/1/1980 Reno, San Francisco  
 Greg Goebel 2/1/1980 Southern Indiana  
 Randy Hall 2/1/1980 Columbus Sports Car Club  
 Randall Holton 2/1/1980 Ohio Valley  
 Duane Hotchkiss 2/1/1980 Milwaukee

# NO. 82

**NOT JUST A NUMBER.  
THE YEAR JEFF WAS BORN. TO RACE.**

**Jeff Bartz, No. 82**

*Autocrosser + SCCA member since 2012*



*When Jeff Bartz was born in 1982 it happened to be on his older brother's birthday. It also happened to be on the very same day his cousin was born. In the same hospital. So when Jeff's passion for fast found him joining SCCA to compete in Autocross, choosing his number was easy. He was born with it.*



SCCA.COM

**IS FAST IN YOUR FUTURE? JOIN THE CLUB.**

**DRIVE HERE.**

BFGoodrich

GoPro

HAWK

mazda

Mobil 1

SAFERABER

SUNOCO

TIRE RACK





**DASHLOGIC DISPLAY**

DashLogic incorporates the existing driver information center and heads-up display of late-model Chevrolet/GMC cars and trucks to display data seamlessly on the factory dashboard. DashLogic plugs directly into the vehicle's OBD-II port, instantly gaining access to boost/vacuum pressure, intake temps, calculated horsepower and torque, acceleration times, and much more.

[www.palmerperformance.com](http://www.palmerperformance.com)

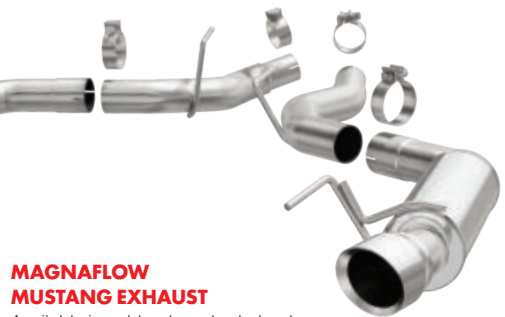
**RED LINE RL-600  
BRAKE FLUID**

Red Line has expanded its line of fluids to include its own high-performance brake fluid perfect for street and track use. RL-600 High Performance Brake Fluid is engineered to maintain viscosity, lubricity, and compressibility at extreme temperatures to help safeguard against brake fading and vapor lock in racing, performance and street applications. **\$16.95**  
[www.redlineoil.com](http://www.redlineoil.com)



**MAGNAFLOW  
MUSTANG EXHAUST**

Available in cat-back and axle-back configurations, MagnaFlow's 2015 Mustang exhaust systems add a smooth, deep tone while increasing exhaust flow and power. These bolt-on kits have been engineered for maximum performance with dyno proven results. MagnaFlow systems reduce backpressure while maintaining a rich, powerful performance tone.  
[www.magnaflow.com](http://www.magnaflow.com)



# TOY BOX

**ESSENTIAL  
TOOLS,  
ACCESSORIES,  
AND GEAR  
FOR RACERS**



**CENTERFORCE DFX CLUTCH**

The race-inspired Centerforce DFX Clutch is a competition-proven solution. Aimed at performance applications that demand high-torque-holding capacity without totally sacrificing drivability, the DFX Clutch is engineered with a paddle-style clutch disc. Furthermore, the Centerforce DFX is SFI approved.

[www.centerforce.com](http://www.centerforce.com)



**SPOT TRACE**

SPOT Trace uses 100-percent satellite technology to track anything, anytime, anywhere. This device is perfect for your racecar, tow rig, trailer, or other valuable gear. Users can receive theft alert SMS texts or e-mails when movement is detected. Customized tracking intervals and notification features are included with basic service. **\$99.95**

[www.findmespot.com](http://www.findmespot.com)



**MIATACAGE DOOR PULLS**

The MiataCage Kevlar Door Pulls are lightweight, adjustable, and highly visible, making them easy to locate. They are 1-inch wide with a bright red cover sewn to the outside of the Kevlar. The Door Pulls are adjustable and will work with any cage and any type of door bars. **\$125**

[www.miatacage.com](http://www.miatacage.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.

# CASH BACK

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



## EARN REWARDS FAST

- \$25 Statement Credit when you spend \$100 in 60 days<sup>1</sup>
- Earn 1 reward point for every net \$1 spent<sup>2</sup>

## RACE-READY REWARDS

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

## WINNING BENEFITS

- No annual fee (based on credit worthiness)<sup>3</sup>
- No preset spending limit<sup>4</sup>
- Zero fraud liability protection<sup>5</sup>
- VIP Perks

Learn more and APPLY at [usbank.com/SCCA\\_RULEBOOK](http://usbank.com/SCCA_RULEBOOK)

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

<sup>2</sup> Points earned on net purchases (purchases minus credit and returns).

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

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

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

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





# MAILBOX

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



## FELLOW SCCAERS

The first thing I do when I get my *SportsCar* magazine is find the column by Randy Pobst. Not only is he a fountain of knowledge in all kinds of racing, he also can express himself in a clear and concise manner. Nowhere is this more evident than in his article about workers [October 2014 issue]. I've recently retired after 40 years of racing and I'd like to add another perspective. Early in my career I was very much like he said: An occasional conversation at a social and other than instructing at Drivers Schools, not much else. Later in my career I tried most of the different workers positions, finding them to be everything from boring to downright exhausting. I don't know how they do it! I'm just glad they do. We can't play without them. So Randy is right - get out there and try some of the different jobs. Find out how the other half lives. You will

really appreciate what they do. Thank you SCCA workers!  
*Van McDonald*

## THE NEW PRO

I enjoyed the Q&A featuring Robert Clarke [January 2015 issue]. I don't think it's any secret that SCCA Pro Racing has had dark times, and has not always been a favorite with Club members, but seeing someone of his stature join the team offers confidence that Pro will stay on the right path, making a product that Club members can be proud of, and keep them financially viable. I will be very interested in what kind of plans he comes up with to help grow the Club, and how he activates these plans in the years to come.

*Jeff Anderson*

## BACK TO SCHOOL

It's almost a contradiction, but competition Drivers Schools these days seem to teach little about actual racing. Don't get me wrong, they try to impart the

finer points of car control and situational awareness, but you are hard pressed to find one that will teach you race craft. One might argue that race craft is something that comes from experience, but most of these instructors are pros (or at least very experienced racers) and should have that experience to share with the students. The on-track school of hard knocks can be frustrating, and costly in other ways. I was delighted to see the driver coaching directory in the January *SportsCar*, this may be exactly what I am looking for - a chance to get one-on-one training with a top level active racer.

*Nicholas Sullivan*

## MEETING THE CHALLENGE

It was a very exciting year as an SCCA Pro Racing Pirelli World Challenge fan; both the GT and GTS classes raised the bar to an incredible new height. The inclusion of the FIA cars, and the seemingly timely errors by other sanctioning bodies, stoked the fires. As World Challenge seemed to once be a steppingstone to other series, it is now a destination. And with even more manufacturers looking to utilize the FIA GT3 cars in 2015, I think the racing will be better than ever.

It was revealing reading in the January issue that Touring Car winner Michael DiMeo could put such a hurting on the Touring Car field, yet could not afford to attend all the races. Very interesting, and yet a great story in that he managed what racers always seem to do, and put together a great season despite funding setbacks.

*Jayson Beck*



## WINNING SEASON

DiMeo did what racers do to make it work.

## 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:



**Candlewood Suites Savannah** is offering members a discounted room rates of \$59 per night on studio suites and \$69 per night on one-bedroom suites.



Members will get an additional 10-percent discount on all Team FAASST online store purchases from **FAASST Performance Driving School**.

## LINCOLN WELDERS

**Lincoln Electric** is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.



## PRIZE POSSESSIONS

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



**Solo Performance Specialties (SPS)** offers a 10-percent discount all online purchases of graphics items.

## Worldwide Hotel & Car Rental Discounts

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

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

# WHAT IF?

WHAT IF YOUR NEXT EVENT WAS JUST AROUND THE CORNER?

#nomorewhatifs

**SCCA**  
Sports Car Club of America

GoPro  
Be a HERO.

HAWK  
PERFORMANCE

 **mazda**

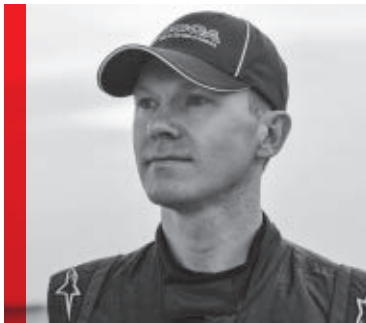
**Mobil 1**

**SAFERACER**

**SUNOCO**

**TIRE RACK**  
.com





## CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

### You are not alone

Preseason prep is something everyone struggles with. Well, I assume they do. I struggle, so it makes me feel better to believe everyone else does, too. We Band-Aid our competition vehicles during the season to get us through, possibly even wearing those Band-Aids to the Tire Rack Solo National Championships, National Championship Runoffs, or RallyCross National Championship, swearing we'll rip the car apart once we

**"My trailer brakes started giving up the ghost at the end of 2013, and my Band-Aid for that was to buy a bigger tow vehicle"**

survive the big event. Then the next season sneaks up on us. At least, it does for me - again and again.

This race season is no different. I'm not sure whether you're aware, but *Sportscar* magazine is published out of Irvine, Calif., not Topeka, Kan., which houses the SCCA National Office. The significance of this for me is that I come back from competing at the Runoffs in time to assemble the Solo Nationals and Runoffs issues of the magazine, jump into the Pro Racing wrap-up issue, and then I'm left with nearly one month to prep my racecar for the opening races in January. There's no inclement weather in my neck of the woods, so we race year-round.

On top of that, I've also been fighting trailer issues. My trailer brakes started giving up the ghost at the end

of 2013, and my Band-Aid for that was to buy a bigger tow vehicle that could handle the load in the event the trailer brakes really did let me down. Then 2014 came and went and (you guessed it) I still haven't completely resolved my trailer brake issues. I picked and prodded a little, and the brakes *do* work, yes indeed, but they don't grab as well as they used to. However, a bigger hammer (the new tow vehicle) solved the problem for the time being, so I peddled on without solving the real issue.

Maybe your problem isn't trailer brakes. Perhaps it's a waning trailer hub that spews grease as soon as you pull out of the driveway. That's a far from ideal situation and can lead to major problems down the road. And (you guessed it) one of the hubs on my trailer does that. Maybe the leakage is related to my trailer brake problem. You think? My plan is to look into that once I find some spare time.

So, while as the editor of *Sportscar* I had a major hand in the creation of this month's issue, I find half of the features annoying because the racecar prep story on pg. 42 and tow vehicle and trailer story on pg. 34 remind me of everything I intended to do but never did. Now the 2015 season is under way. I'm sure the majority of you know *exactly* how I feel.

My point is, you're not alone. We're all doing our best. To be honest, I *am* going to track down my trailer brake issue and service the trailer hubs very soon - safety is, after all, priority one - and I'll do it right after the race this weekend. 🛠️

## LOOKING BACK

A JOURNEY INTO SPORTSCAR'S PAST

10 YEARS AGO...

**MARCH 2005**



- All of the news was about the Runoffs moving to Heartland Park Topeka for 2006. The city of Topeka approved \$5 million to repave the entire course.
- In the racecar buyers guide, a new SRF body design was being shopped. It featured sleek lines, vented front fenders, and a rear wing.

20 YEARS AGO...

**MARCH 1995**



- The safety buyers guide included the latest in in apparel and helmets, and went on to cover the forthcoming Snell SA-90 helmet rating in detail.
- We saw the first part of author Ron Lindensmith's ITA to EP conversion of his 1987 Toyota MR2 - a car that started life in Showroom Stock.

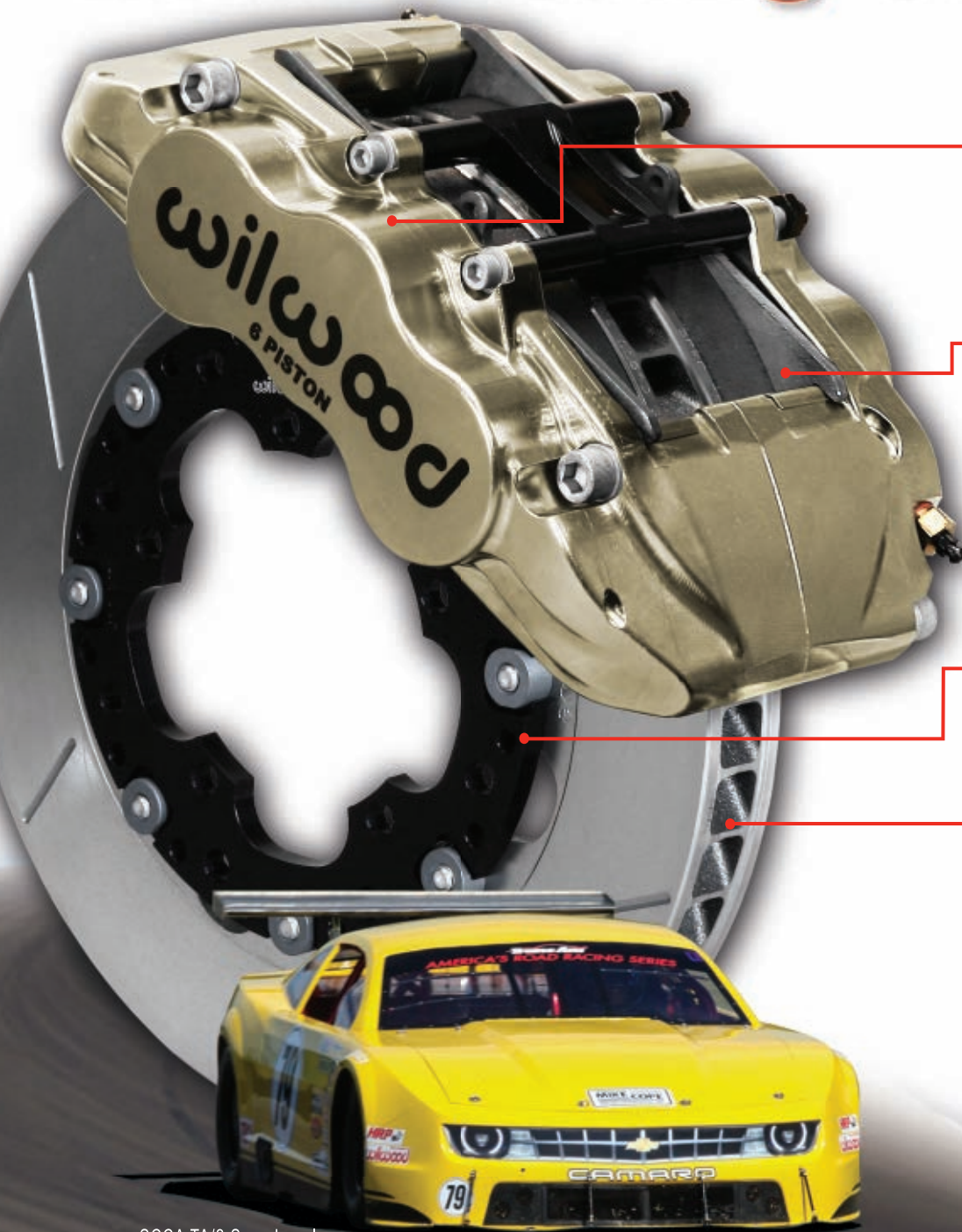
30 YEARS AGO...

**MARCH 1985**



- Bill Mitchell penned an insightful interview with BFGoodrich Tires insiders, covering many aspects of DOT tires in competition.
- The Playboy United States Endurance Cup Series was all the rage; we had extensive coverage of the classes and cars that would race in 1985.

# The Ultimate Road Racing Set-Up



**GN6R/ST Quick-Silver**

Six piston radial mount forged aluminum calipers with Thermlock® pistons

**BP-40 SmartPads**

X-Large 6.9 C.I. type 7520 linear friction compound pads

**Billet Rotor Plates**

With bolt kits for fixed or floating style mount

**Spec37 GT Series**

Premium alloy vented directional vane rotors



**EXP 600 PLUS**  
Super Hi-Temp  
Racing Brake Fluid

SCCA TA/2 Spec Legal

**wilwood**  
DISC BRAKES

*Power. Control. Precision.*

805.388.1188

[www.wilwood.com](http://www.wilwood.com)

*Designed, Tested, and Manufactured in the USA*





# miadidas express yourself

mi life, mi colors



Customize your own Climacool® race suit\*

[www.adidasmotorsport.com](http://www.adidasmotorsport.com)

\* FIA/SFI homologated

© 2015 adidas AG, adidas, the 3-Bars and the 3-Stripes mark are registered trademarks of the adidas Group.