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Sean Rice



Philip Royce

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Words to live by...or something...

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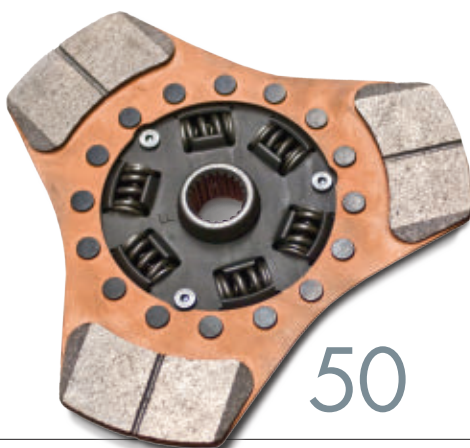
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COVER PHOTOGRAPHY Sean Rice



Two-time SCCA Pro Racing Trans Am 2 Champion Cameron Lawrence, multi-time SCCA Pro Racing Pirelli World Challenge winner Kuno Wittmer, and long time SCCA member Ben Keating are part of the GTD winning team.

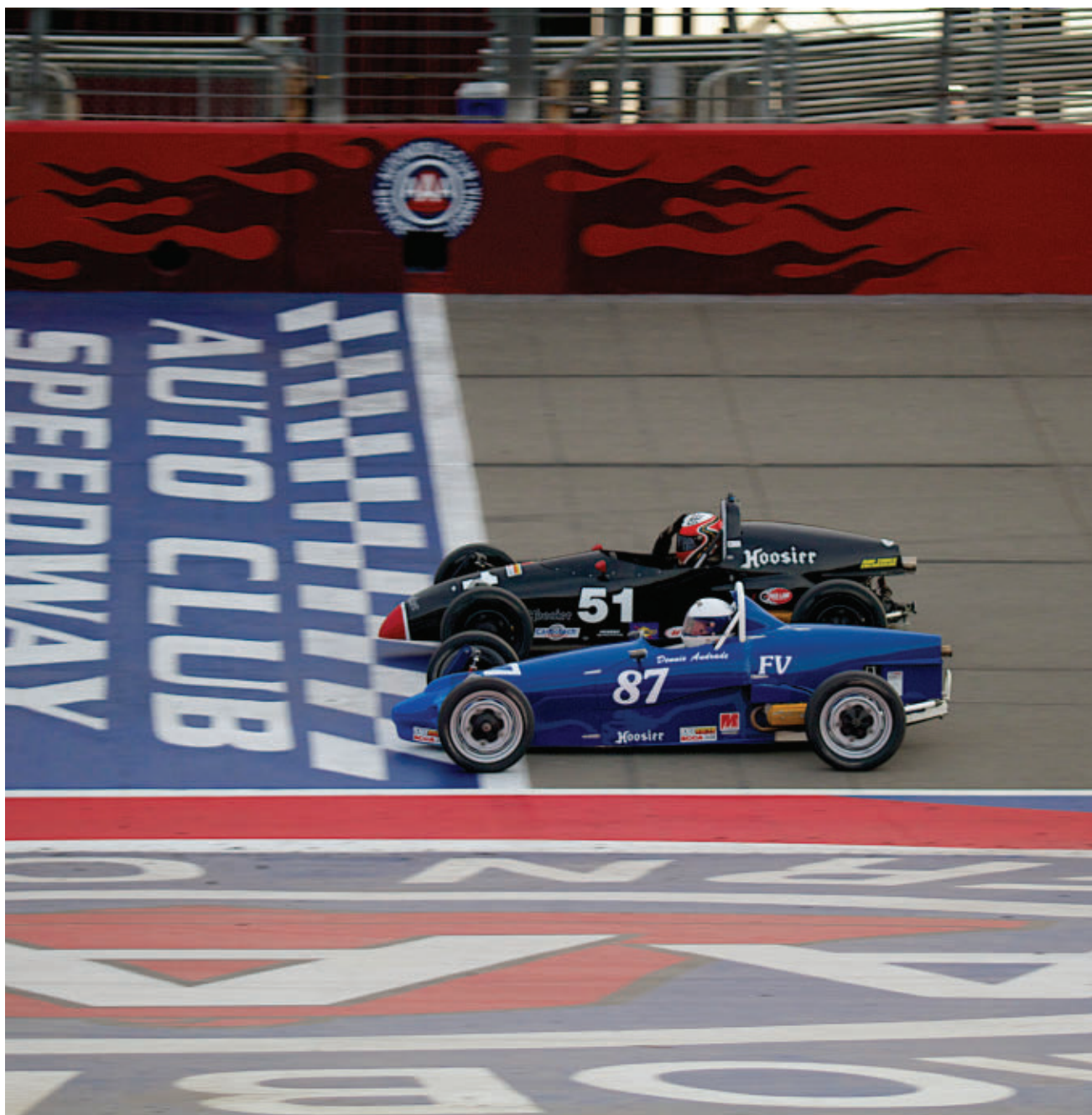
DATE Jan. 25, 2015

LOCATION Daytona Beach, FLA

WHAT Rolex 24 Hours of Daytona

PHOTOGRAPHER LAT / F. Pierce Williams





Early in the Western Conference season, the competition is already proving quite fierce. Skip Streets (51) and Dennis Andrade (87) race to the wire in Formula Vee, with Andrade coming out the victor by a scant 0.018sec. Having come up just short, Streets raises his hand in disappointment.

DATE Jan. 18, 2015

LOCATION Fontana, Calif.

WHAT Auto Club Speedway U.S. Majors Tour

PHOTOGRAPHER D.E. Baer

“We had a blast and would do it all over again, even if I knew the result would be the same”

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SWEET 16

Continuing a partnership that dates back to 2000, the Tire Rack returns as the title sponsor of the SCCA National Solo program, which combines the three types of National-level Solo events, Solo National Championships, Solo Championship Tour, and the ProSolo National Series, into one branded entity, the Tire Rack SCCA National Solo program.



Perry Bennett

CAM Challenge accelerates into 2015

Speedway Motors is building on the success of the new SCCA Classic American Muscle (CAM) class to introduce the 2015 Speedway Motors CAM Challenge. This year's CAM Challenge will consist of three autocross events across the country, kicking off with a western regional event, March 6-8, at Crows Landing near San Francisco, Calif. This will be followed by an eastern regional on Aug. 7-9 at Grissom Air Force Base near Indianapolis, Ind., and then the Invitational Championship event on Sept. 4-6 at the Tire Rack SCCA Solo National Championships in Lincoln, Neb.

Each CAM Challenge event will run the three SCCA CAM classes, with the first two events using the SCCA Match Tour format to determine class winners and an overall winner. The top two drivers in each class at the regional events will earn invitations to the Championship in Lincoln, which will use the ProSolo format to determine class and overall champions. The top finishing CAM-T or CAM-S drivers at each of the three events will get invitations to compete at the Goodguys AutoCross Finals on Nov. 20-21 in Scottsdale, Ariz. 🟡



BRUTE FORCE

High-powered muscle cars spanning many generations will face off in the Cam Challenge.

Rupert Berrington

The finer points of racing with John Heinricy



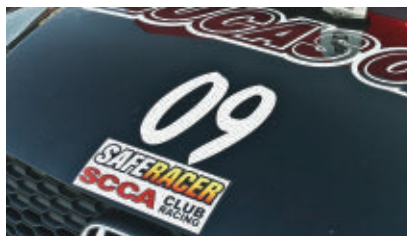
John Heinricy, 12-time SCCA National Champion, is the latest Club Racer to take part in the informative video series from SAFE is Fast. The topic of this latest video centers on the finer points of racing a production-based car. As the leading

amateur racing organization in the U.S., SCCA features many classes that utilize production-based cars that are converted to go racing. Heinricy explains that while production racing is a good way to get into auto racing, there are some specific fundamentals to be considered.

SAFE stands for Skilled, Assured, Fit and Empowered, the key qualities that any young race driver must acquire and hone if they are to be successful in motor sport. That is why the Road Racing Drivers Club (RRDC) has created the SAFE is Fast program: to engage with and support aspiring racers.

SAFE is Fast provides online tutorials and guidance to promote and teach the skills necessary to be successful and safe on the track. Featuring expert advice from champion drivers and industry professionals, as well as tutorials on safety, fitness, mental skills, race craft, sponsorship and more, the site is designed to assist drivers at all levels of motor sport. To see this video, or other from the series, visit www.safeisfast.com. 🟡

Richard Daley / LAT



HELLO AGAIN

For 2015, SafeRacer returns as the official safety provider of SCCA, the title sponsor of the SCCA National Club Racing program, and title sponsor of the First Gear youth membership program.

SCCA MEMBERS WIN AT THE ROLEX 24

It took two trips around the clock to decide it, but three SCCA members earned a new Rolex watch at the Rolex 24 Hours of Daytona after winning their IMSA Tudor United SportsCar Championship class.

Seven-time SCCA Pro Racing Pirelli World Challenge race winner Kuno Wittmer, two-time SCCA Pro Racing Trans Am 2 Champion Cameron Lawrence, and nine-year SCCA member Ben Keating teamed up in the No. 93 TI Automotive Dodge Viper SRT, along with Dominik Farnbacher and Al Carter, to take home the win and the famous prize in GTD after 704 laps around the 3.56-mile circuit.

The team started the race at the back of the field, but made the most of their time and found themselves in the lead just six hours into the race with Wittmer at the wheel.

"Things are just kind of taking off, and it's not really anything that I expected it would be," the 22-year-old Lawrence said after his

first endurance race. "I've gotten these opportunities, and worked hard so that I could get here. It was always something in the back of my mind, but I've always been a fan here and watched it. I never really thought about even driving it until a few years ago. So, to be here in my first one and win it with Viper and Riley and TI Automotive is just insane."

The Viper swapped the lead in the closing hours with the No. 22 WeatherTech Porsche 911 GT America co-driven by Cooper MacNeil, who also runs in the SCCA SafeRacer Club Racing program, through pit strategy before ultimately finishing 7.588sec in front.

Pirelli World Challenge competitor and race winner Mark Wilkins looked poised to take a win in the Prototype Challenge class until, with less than 20 minutes to go, teammate Colin Braun had an incident trying to close out the race in the No. 54 Composite Resources/Flex Box ORECA FLM09/Chevrolet.

The unfortunate ending to the 54 machine elevated the No. 16 Autosport Designs Inc./Top 1 Oil ORECA FLM09/Chevrolet co-driven by former SCCA Pro Racing Trans Am champion Tomy Drissi to runner-up.

The event was scattered with former SCCA National Champions. Former American Sedan National Champion Eric Curran finished fifth in the Prototype class, while three-time Runoffs champion Scott Sharp was out after 13 hours.

In the GTLM class, past Formula Atlantic National Champion and IndyCar star Graham Rahal's team battled through issues to finish fourth in the GTE class. Tire Rack SCCA Solo National Champion Robert Thorne helped his team claim 10th in GTD, two positions ahead of three-time Runoffs Champion Boris Said.

IndyCar stars Scott Dixon and Tony Kanaan teamed with NASCAR racers Kyle Larson and Jamie McMurray to capture the overall win. That team, of course, is owned by 1979 Runoffs podium finisher Chip Ganassi. 🏆



GO THE DISTANCE

Three SCCA members were part of the Rolex 24-winning GTD team.





Chris Clark

BRIGHT FUTURE

The Trans Am Race Company has added marketing and communications veteran Ron Richards to its team for the 2015 SCCA Pro Racing Trans Am season. Richards will create marketing programs and seek sponsorship for Trans Am.

EXCLUSIVE COMPANY

SCCA Champion Tommy Kendall will soon join a very elite group of individuals.

Kendall joins motorsports glitterati

Multi-time SCCA Pro Racing Trans Am Champion Tommy Kendall has been announced as part of the 2015 class of inductees to the Motorsports Hall of Fame of America. Kendall and his six fellow inductees will be formally honored during a ceremony scheduled for June 18, 2015, at the Fillmore Theater in Detroit.

Starting in 1995, Kendall won the Trans Am series title in three consecutive seasons. In those seasons, Kendall piloted his Jack Roush Racing Ford Mustang to a total of 16 wins and 27 podium finishes in 38 races. Kendall also has experience in many other forms of racing, including multiple starts in NASCAR Sprint Cup competition and two starts in the 24 Hours of Le Mans.

"A lot of the names on this year's Hall of Fame are heroes of mine," says Kendall. "[Being on the same list] doesn't really compute. I've been lucky to have good things happen during my career. To be mentioned with names like that...at the end of the day, it's nice to be recognized for the work you did."

Ricky Carmichael, Walker Evans, Warren Johnson, Mark Martin, Duke Nolan, and Lloyd Ruby round out the remainder of the 2015 Hall of Fame inductees.

The Motorsports Hall of Fame includes 216 members who represent all forms of motorized competition. The 99-member nomination panel includes such names as Mario Andretti, Don Garlits, Craig Breedlove, and Richard Petty. 🍷



Michael Kim/LAT

Contingency programs for the 2015 SCCA RallyCross National Challenge events and the RallyCross National Championship have been announced. Mazda, the official car of SCCA, will offer contingency payouts for both the National Challenge events and season-ending championship. At each Challenge event, Mazda North American Operations will award an eligible class winner \$200, with second place earning \$125. At the National Championship, an eligible driver who scores a national title can cash in on a \$750 payday.

A runner-up finisher, meeting the program requirements at the National Championship will earn \$500, with the third-place driver getting \$250.

Honda Performance Development will incentivize owners of Honda and Acura machines to complete in RallyCross competition with a contingency program, as well. Top-three finishers in class at National Challenge events will be awarded \$150, \$100, and \$50, respectively. HPD will also award eligible drivers at the National Championship with a \$500 bonus for winning their class. Second place will be eligible to receive \$300, with the eligible third-place driver pocketing \$100.

Subaru will also be offering cash prizes to those drivers competing with the marque. At National Challenge events, the company will offer payouts of \$300, \$200, and \$100 to eligible top-three finishers in each class. Subaru will also support the National Championships by awarding prizes to the podium finishers of eligible classes. The winner will be eligible for a \$1,250 check. Second- and third-place drivers enrolled in the program will be eligible to earn \$750 and \$500, respectively. At both levels, Subaru will be supplying contingency funds for only the Stock Rear-Wheel-Drive, Stock All-Wheel-Drive, Prepared Rear-Wheel-Drive, Prepared All-Wheel-Drive, Modified Rear-Wheel-Drive and Modified All-Wheel-Drive classes.

Hawk Performance, the official brake products of the SCCA, will award competitors during the season and at the National Championship. At National Challenge events, class winners meeting the program requirements will earn a \$35 product certificate. Second and third places will also be eligible for product certificates in the amount of \$25 and \$10. Eligible National Champions will receive a \$75 certificate, with second getting a \$50 certificate, and third getting a \$25 certificate. 🍷

RALLYCROSSERS CASH IN

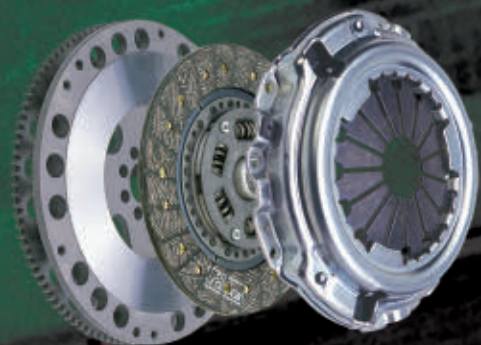


EARN IT

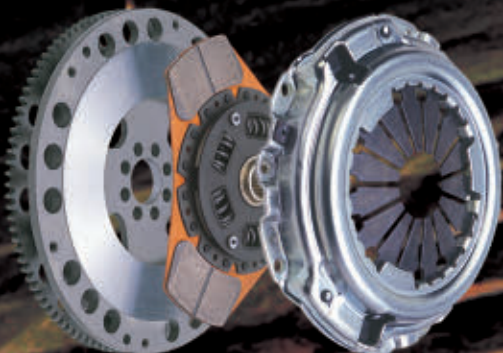
RallyCross competitors will have the opportunity to cash in on a number of great award programs.

Rupert Berrington

not Kill Cones CLUTCHES



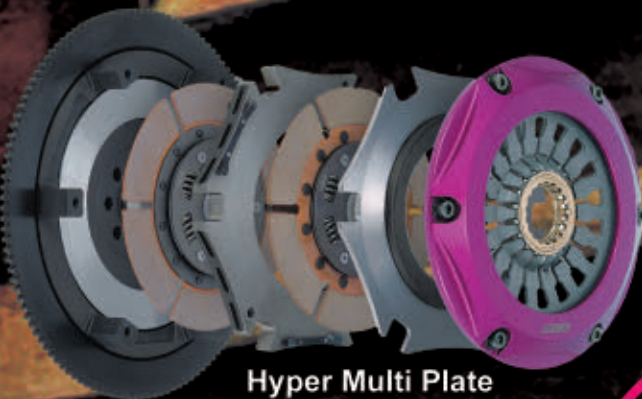
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TILL TAKES THE CHALLENGE

WC Vision has announced Brian Till as new Race Director and Chief Driver Steward of the SCCA Pro Racing Pirelli World Challenge, beginning with the 2015 season. Till will work in partnership with Pirelli World Challenge Competition Director Marcus Haselgrove managing Race Operations within the series' new Race Steward team.



Michael Levitt / LAT

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THE CLUB BOARD

JOHN WALSH

CHAIRMAN, SCCA
BOARD OF DIRECTORS

Oh, that again...

A chance conversation this winter with a well-respected Club member - one with decades of service - has triggered me again. Maybe I'm a "skipping record" (a metaphor only valid if you know what a carburetor looks like), but some indulgence please...

Club governance continues as the elephant in the room. The Board's Planning Committee considered the topic in 2014 but ground to a halt, as it's difficult and suspicion raising. The motivation in looking at changes is not to permanently ensconce ourselves in positions of authority, but to make our Club stronger in the future. Like me, many of the Board of Directors consider themselves losers in the "Nose Goes" game - (Search Wikipedia for "Nose Goes.") In December 2016, I'm outta here - promise.

At the SCCA National Convention in Charlotte, I met with former directors to discuss the topic. Members of that group, who've seen the operations of our Club up close, are calling for change - similar to the "chance conversation" that I mentioned at the start.

Former Board directors, chairmen, Club presidents, and staff members all tell the same story - we really need to address how our Club governs itself.

Our Board is a bit of a revolving door - three, or maybe six years, and you're out on the street. Just about the time you've started figuring it all out, you're done. Is it any wonder why our

Club has zigged and zagged through programs and priorities?

A sea change of priorities and personalities on a three to five year cycle, and that's what you get. Have those conversations yourself - you'll get an ear full. Not talking about "permanent" Directors, but time for Board members to learn the job, and then time to be effective.

The SCCA Board of Directors needs people with deep interest, as well as skill sets, in managing the organization. Might we be better off with a body that is nationally elected, so that we could all select the people and talent that guide the Club? What about a hybrid, with a core of nationally elected Directors, with a second body of locally elected Directors?

I've received "white papers" from past chairmen and past presidents (plural) on the subject. They all relate how we're locked in the past with our structure, and how it's damaging our future. Let any independent management guru design a Board structure for us, and it sure wouldn't look like this. The future leadership of this Club can benefit from a change, and it's up to us to consider our situation and begin the process.

Ultimately, it's up to our membership to decide. The Club bylaws define our governance, and changing the bylaws requires the membership approval. Is there a grassroots feeling bottom-up call for change? As they say, "watch this space." ●

A VIEW TO A THRILL

The Trans Am Race Company has announced a multi-year agreement with CBS Sports Network to bring the SCCA Pro Racing Trans Am Series to a national television audience, as part of the long-running CBS Sports Spectacular series.



Chris Clark

"All of Trans Am is excited for this next step with CBS Sports Network," says John Clagett, President of The Trans Am Race Company. "This is a crucial move that brings value to all of the stakeholders in Trans Am: our drivers, teams, owners, partners and, most importantly, our fans. We're ready to show off Trans Am and are proud to now call CBS Sports Network home."

Returning to Trans Am's television effort will be Rick Benjamin and Carolinas Production Group, who will handle the creation of each hour-long show, continuing a relationship that goes back decades.

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CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Who We Are

Sometimes in order to understand where you are and where you are going, you have to know the past.

Robert Clarke, the new President of SCCA Pro Racing, is working with us in the SCCA Inc. office. His quest to understand the Club more fully has led to a lot of discussion about who we are. So, I went looking for some history and found this document from the Connecticut office:

The Sports Car Club of America was formed February 26, 1944, by seven men who had a passion for sports cars and enjoying them. The purpose of the Club was, and continues to be:

- The encouragement of motorsport
- Ownership and operation of sports cars
- To provide and regulate events and exhibitions for sports cars and their owners
- To encourage careful and skillful driving on public highways

Seven men had a dream... through their efforts, and those of the thousands of members, workers, entrants and administrators, the SCCA has benefitted all those who possess a passion for the automobile...whether for sport or transportation...and, to this end, the Sports Car Club of America is dedicated.

No doubt that we meet the four statements of purpose, and those continue to be relevant. It is with great pride I can state that in following the dream and efforts of those seven and counting over the years, our hundreds of thousands of members, workers, entrants, and administrators, we have benefitted, influenced, and impacted the lives of many who share our passion.

Here is where we've gone off track: While our competition programs are essential to who we are, when we focus exclusively on those, we limit our opportunity to reach the casual motorsport enthusiast, especially those who are on the fringe of discovering their passion for our sport.

The Year of the New Programs (see my column in last month's issue) is progressing. These programs are absolutely essential and exemplify

the statement: "The SCCA has benefitted all those who possess a passion for the automobile."

They are out there at car shows, visiting automobile museums, getting excited for their next road trip, at Tuesday morning cars and coffee groups, washing and shining their car - the one they love that is an important part of their everyday life. Take a drive past the dealerships on Sunday - see those folks walking around? The automobile is important to them, too. The SCCA has to engage this base of enthusiasts in order for our core competition programs to attract new, interested members.

Competition is a destination, but not the only one. We are carrying the legacy of who we are with competition at the core while also building new generations of "members, workers, entrants, and administrators" programs. Some will land at our competition destinations; some will be thrilled to be on a different path that connects them with their automobile in a very real and vital way, that allows them to share, brag, and be a part of something interesting, full of passion whether they participate at the competition level or not.

How do we survive, thrive, and grow the SCCA? This is really what The Year of the New Programs is about.

Everett Dickinson, John Duby, Arnold Engborg, Ted Robertson, George Schulz, Robert Townsend, and Chapin Wallour were our seven founders with their vision of who we are. Now, we are the ones responsible for continuing the dream of those seven founders who began the SCCA on Feb. 26, 1944 - by making it our own and relevant for this generation's century.

The excitement of this - making it possible to share our love and passion for the Club - is my call to action to you all. Embrace the Year of the New Programs. I know you will help make these changes in our Club, and I know it is important to you that the passion of motorsports continues. That is what makes *this* the Club that I want to belong to. 🍷



OUR ROOTS

In July 1945 SCCA held one of its first meets, with George Weaver (LEFT) winning the race in his Bugatti.



SportsCar Archives

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MY SCCA LIFE

JONATHAN LUGOD

PRODUCT (AND OCCASIONAL MOTORSPORTS)
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SCCA MEMBER SINCE 2010

“When I first joined the SCCA with San Diego Region it was because I wanted a place to play with cars. I love to test new things and learn from those experiences when it comes to tuning cars, and Solo gives me the frequent opportunity to do just that. Aside from the motorsports aspect of my involvement with the SCCA, I also enjoy the social aspect of those weekends. As the years go by, I have grown to love my second families (Solo) in both San Diego Region and Cal Club Region. The people and my peers bring me back every single year, and my SCCA family continues to grow as I meet new people from different parts of the country. I get excited when I attend the Tire Rack SCCA Solo National Championship each year because I know there are more people to meet and experiences to be had. It is the common bond that we share that makes this family so great, and I feel that within this community I can grow to not only become a better driver, but also a better person. I can also thank my SCCA lifestyle for providing me the opportunity to work within the automotive industry and with motorsports.”





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Want to be as fast as “sports car-ingly” possible? Drive the *friction circle*. It’s been my “not-so-secret” since way back before I had even heard of the concept. Regular readers, forgive me if it seems redundant, but it is the foundation of going fast on track and smooth on the road; and always good to introduce to new people, too. The friction circle is based on measuring the grip of your tires – they can turn left and right, and accelerate and brake. Modern sports cars can hold on to the pavement with about the force of gravity that holds us to the Earth, one “g.” Plot this on a graph, forward and back, left and right, and it looks like a circle. Behold the Holy Grail! Work to use that one g all the time. It means that entering and exiting corners you must blend two elements: less slowing with more turning, less turning with more accelerating. The one who does that best, wins (oversimplification, yes, perceptive readers).

This all came to the front of my mind as I was driving Road Atlanta recently, in my latest “Best Handling Car I’ve Ever Driven.” The Chin Motorsports track day folks have a Subaru BRZ, a great platform already, running on Racecomp Engineering Tarmac II coilover springs and shocks and Nitto NT-01 tires (but now wearing BFGoodrich R1s), and they offered me a few laps. Balanced and confidence inspiring, this car enabled me to fill the edges of that

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



Philip Tucker

FINDING THE KEY

Say you adjust your rear swaybar and don't notice any real difference – that is common, so don't just decide you are missing something. It simply means some other factor is controlling your handling. Try another change, from tire pressure to shocks to alignment to suspension travel, ad infinitum. When the car's behavior finally changes obviously, then you have found the key to improving your chassis, at this moment on this track.

friction circle in an easy, natural way that fit like a glove. It followed my every lead in an uncanny way, like the enchanting 19-year-old Polish woman I danced with at my race teammate's wedding in England 20 years ago. Memorable, and moving in perfect harmony, as if of one mind, from the first note of the song.

This Subaru has an extraordinary combination of very strong front grip entering the corner, and a rear that stays right in place. Pointy, able to veer directly to the apex without instigating oversteer. That magic balance. My pulse quickens as I relive the sensation.

When the damping is correct, it controls body roll and weight transfer to the outside in a way that brings both tires to their limit at about the same time – and, in this case, undisturbed by the bumps, as well. It is so difficult to create at this level of competence. A stock third-gen Mazda MX-5 Miata comes to mind, too, but the modified ones I've tried have never been quite so well balanced. Usually, achieving that level of stability means living with a fair amount of understeer, but not here. Most cars, even good ones, will understeer and oversteer in different places, but not here. True, it's much tougher to accomplish with 500lb-ft of torque than with the BRZ's 150, but this car was exemplary nonetheless.

In my column *The Gods Live in Corner Entry*, I proclaimed that the final measure of the fastest drivers lies from turn-in to apex, and it is because of that blending process from full braking straight ahead, to full cornering. Another way to express it is moving from full weight on the front to full pressure thrusting down the outside wheels. Delicate,

Don't shock the driving tires while they are busy cornering hard. If you ask too much, you get a slide"

because when you begin to turn, the outside rear is very lightly loaded. You are moving load largely from inside front to outside rear, and then as you pour on the ponies, you lay yet more squeeze on both rears. In the words of the sage instructor Terry Earwood, "Your primary job as driver is weight management."

This BRZ impressed me with the way the steering responded even at one g, able to tighten the line if needed without a sudden counter steer. Like, ever. While the Racecomp shocks are adjustable for compression and rebound, I told Mark and Maria Hicks of Chin, "Don't touch it, it's perfect!" Releasing the wheel as I squeezed to full power, the rear hooked up confidently, and again the steering control was still there, yet with no sawing at the wheel. I like to say that the definition of a bad handling car is that it understeers *and* oversteers. This Subaru did neither. Hooked up. On rails. Makes a hero out of a zero.

The fast way as you enter a corner with a lot of direction change is to continue slowing as you are turning in. This is my mantra. Release the brakes slowly; keep some load on the front tires while they are still trying to point in. Smoothly move that downward force to the outside rear. Blend, it's a friction *circle*. And the same story on the way out: squeeze that gas down slowly. Don't shock the driving tires while they are busy cornering hard. If you ask too much, you get a slide. If you don't, then you were not using the limit while turning to begin with.

We cannot ask our tires to do large lateral and longitudinal loads simultaneously; that's for the drifters, who live in the land of dramatic slides, not in the land of fast, consistent lap times. 🚫

M. Stahlenschmidt/Scalene Sports Photography





THE SKY'S THE LIMIT

Solo National Champ Bryan Heitkotter may have chosen an unconventional route from Solo to professional racing, but when the chips were down, he never gave up

WORDS Erin Cechal MAIN IMAGE Sean Rice

You often hear people say, "If I had to do it all again, I wouldn't change a thing." Bryan Heitkotter may not agree with that statement, but he can't deny that his unconventional path to professional racecar driver wouldn't have happened any other way.

Heitkotter's childhood was not spent at the racetrack, in the seat of a go-kart, or modifying his daily driver. His was in front of a TV watching IndyCar races. "I remember watching ABC and hearing Paul Page's voice every weekend," Heitkotter says. "I loved that stuff. My favorite driver at the time was Al Unser Jr. I loved the way he dominated Long Beach and the street circuits."

When he wasn't a TV spectator, he was participating via TV by way of video games. "My family bought a Calicovision," he says. "It had a *Duke's of Hazard* game - that was the only car game we had. It grew from there. I would say in my teens is when the focus shifted from video games in general to racing games specifically. I was always seeking the more realistic games - the more simulator side of it."

Coming of age in a time when the Internet still consisted of a long hissing noise, it was difficult for Heitkotter to comprehend how he could go from the couch to the driver's seat. He knew he was born to drive, but a career as a professional driver seemed out of reach.

"I had always thought of professional racing as so far off in the distance that I really didn't know there was any way I could get there. I was naïve back then. My plan was to save up, go to a racing school, and hope to get noticed by an instructor who would introduce me to a team and they'd hire me. That's obviously not how it works, but I didn't know any better."

Instead, he grabbed ahold of something so accessible, even his mom's grocery-getter was considered a racecar. Heitkotter managed to convince his mother to hand over the keys to her Toyota Camry to enter in a local Solo event.

Heitkotter found he was pretty good at autocrossing right off the bat, or at

least he wasn't the slowest. It may well have been skills learned through gaming that gave him a head start on the competition. He was already familiar with the fundamentals of oversteer, understeer, weight transfer, and the racing line, all he was lacking was the physical sensation of executing that knowledge in a car. But he adapted quickly, claiming his first Solo National Championship in 2006 and taking the SCCA's Solo Rookie of the Year title at the same time. Ultimately, he logged four more Solo Nationals titles.

But about the time he joined the Solo community, Heitkotter joined the co-ed community at Fresno State. "I didn't know about the Formula SAE program, which I believe there was a program at Fresno State. I just didn't know about it. In retrospect, that would have been a great thing for me to do, because it would have kept me interested and I could have gotten an engineering degree. That didn't happen. I did a couple years of college and then just ended up working full time."

His full-time gig at a local car dealership seemed to suit him better than Fresno State, especially when he assumed the role of delivery/courtesy driver. The pay may not have been good, but it was worth it if he got to drive all day. When the U.S. economy took a nosedive, Heitkotter's job was a casualty. He found himself unemployed for more than a year.

"That's obviously not how it works, but I didn't know any better"
BRYAN HEITKOTTER



Perry Bennett

KEEPING IT REAL

(ABOVE) Heitkotter also ran the Solo Nationals in 2014, finishing second in his STX Nissan 300ZX.





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Dennis Wood

"I didn't have very high self-esteem at the time since I didn't have a degree and I didn't have a whole lot going on for me," he reflects. "Fortunately, my sister and I had bought a house and had just refinanced before I lost my job, so the mortgage was pretty cheap. I had savings and I was on unemployment for a while and my parents helped out from time to time. It could have been a lot worse. Regardless, it wasn't fun."

At the time, losing his job was an awful turn of events, but looking back, it might have been the best thing that could have happened to him. Without a nine to five, Heitkotter had plenty of time to invest in video games. Again, at the time, it may have appeared the least productive way to spend his days, but in retrospect, it was this time in 2011 that reset the course of his life.

"I was roughly aware of GT Academy. I think it was the *Gran Turismo 5* packaging that had an announcement about GT Academy coming to America. That got me really excited. It was very motivating for me. I could dedicate 100 percent of my time to it. I knew if I didn't give it everything I had, I'd be kicking myself for the rest of my life. I knew this was my shot."

For the first time, the path to pro racing was clearly spelled out for Heitkotter. Set fast laps online within a given qualifying period and move on to the next round. Be in the top eight in your region and get an invite to Disney World. Pass this final elimination

"I knew if I didn't give it everything I had, I'd be kicking myself for the rest of my life"

BRYAN HEITKOTTER



DOING IT WITH STYLE

From parking lot Solo events to Pirelli World Challenge (TOP), Bryan Heitkotter has shown he has the skills.

stateside, and you're on a flight to England, where they would crown a winner. The grand prize: a racing contract with Nissan. Past winners were already racing sports cars around the world, including the 24 Hours of Le Mans. The dream was within reach and it couldn't have come at a more perfect time. Apparently, God doesn't close a door without turning on a PlayStation.

Heitkotter breezed through the early rounds, but had a close call in round three when only the top eight in each of four regions would make it to Disney World. He managed to set the third quickest lap with only an hour left in the contest.

In Orlando, the 32 contestants were put in racing simulators and given challenges on different tracks - they didn't know what they'd be facing until they sat down. Even more nerve wracking for Heitkotter was the presence of TV cameras filming for a reality show documenting the first U.S. Nissan GT Academy. Still, he mathematically secured his spot at Silverstone with two-thirds of the competition complete.

Heitkotter prepared for Silverstone like he was getting his racing Ph.D. He even enlisted the help of the Solo community, requesting a co-drive in a Nissan product to get a hands-on idea of how it performed. He rented a kart for a day at Sonoma, he did a track day - and for the first time ever he went to the gym.

"I didn't know what half of that stuff was in



there," laughs Heitkotter. "I had a guy walk me through an exercise program to at least get some semblance of physical fitness."

Despite his success in Orlando and his tireless preparation, Heitkotter wasn't so sure that a win would pan out in England. He figured he would do the best he could and perhaps someone would see the TV show and get in touch with him.

It was during the final round that he realized his strength lay not only in driving ability, but also in his mental resilience. It was needed for the "boot camp" style of training the finalists faced at Silverstone.

"I knew it didn't matter so much what you were able to do, but they were looking to weed out people who would quit because it was too hard. I learned a lot about myself, about what it took to get things done and have a never-quit attitude. The mental strategy part; the whole time I felt like that was my ace in the hole."

It all came down to four drivers in a sprint race; winner takes all. Qualifying on the pole, Heitkotter held the lead initially, but made a small mistake and dropped a spot. He re-took the lead with five minutes left and never looked back.

"Life was just crazy from there," he laughs.

Crazy includes finishing third in class with a Nissan 370Z at the 24 Hours of Dubai. He's since gone on to race in the Continental Tire SportsCar Challenge, driving a 370Z for Doran Racing and even took the pole at Indianapolis Motor Speedway in 2012, and running a few SCCA Pro Racing Pirelli World Challenge races.

Heitkotter has switched his focus to Nissan products in Solo. Last year he purchased a 1994 Nissan 300ZX for Street Touring Xtreme. He was considered a long shot at the Tire Rack SCCA Solo National Championships in the 67-car field, but ended up taking second. He's now bought a 350Z for Street Touring Ultra from Brian Peters.

Could Le Mans be on the horizon for Heitkotter? Recently Nissan announced that it would seek out American drivers for their new P1 project to debut in 2015.

"Driving a P1 is a huge step from where I am now, and at the time GT Academy was a big step from being unemployed, so it's like another carrot being dangled in front of me. That would be pretty incredible; from being unemployed and not sure what to do with life, to being able to drive a hybrid P1 car."

Heitkotter did not play video games or enter Solo events to become a professional racecar driver. He was just a kid who liked driving, and he did that to the best of his ability. It may not have been the path we associate with professional racing stardom, but Heitkotter never had a map, he simply made the best of every fork in the road and it led him to the driver's seat.

"Focus on the execution rather than the result, because if you get the execution right, the result will be there," he advises. "There's a lot of mental games and lots of distractions, and if you ignore that and do your own thing to the best of your ability, you'll probably have more success." 🍎

"I learned a lot about myself, about what it took to get things done"
BRYAN HEITKOTTER



LOOKING AHEAD

Who knows what the future holds for Bryan Heitkotter – but if Le Mans comes calling, you can be sure he'll be ready.



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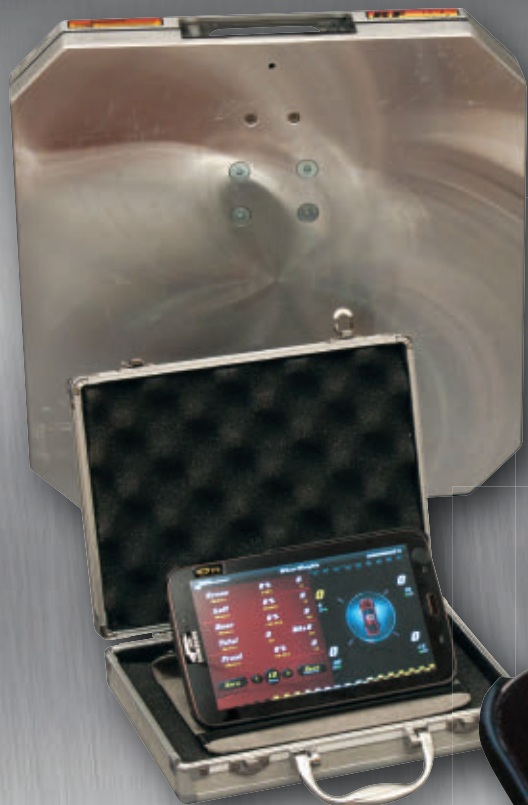
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DAVID VODDEN

Some SCCA Regions dream of owning their own racetrack, but only a handful follow through. San Francisco Region had that dream, and Thunderhill Raceway Park's CEO tells us how it all came to be...

WORDS Philip Royle

While California's racetracks thrived through the 1960s and '70s, the 1980s saw West Coast racers caught between a rock and a hard place. The once thriving Riverside Raceway had been sold to land developers and was soon to be transformed into a shopping center, and similar investors had purchased what is now called Sonoma Raceway. Also, at that time, Mazda Raceway Laguna Seca was undergoing rough times with government restrictions. With that drama in full swing, San Francisco Region set forth a plan to build its own racetrack in Willows, Calif. Now - more than 20 years later - that track has just undergone a massive upgrade, doubling the size of the facility. SCCA racer and Thunderhill Raceway Park CEO, David Vodden, fills in the details...

SportsCar: Before we talk about the creation of the track and most recent expansion, can you explain why, if San Francisco Region created Thunderhill Raceway Park, is Thunderhill a separate company?

David Vodden: The clear mission of Thunderhill was to make money. There was never any doubt that Thunderhill would be a for-profit organization, which is different from the goal of San Francisco Region. San Francisco Region is, however, the only shareholder in Thunderhill, and we make sure we comply with all government regulations regarding non-profit and for-profit organizations.

SC: Thunderhill opened its doors to the public in 1993, but when was the idea of this racetrack born?

DV: The idea of the track occurred at a board meeting between seven members of the San Francisco Region in the mid 1980s, but they really had no idea what they were signing up for. In other words, they came up with a solution to a problem that was impossible. Their concept was that they'd

find a location, build the track, run it, and wave their middle fingers at everybody else.

SC: Sounds simple enough. There's more to it than that?

DV: The track committee was formed in 1988. Their corporation, San Francisco Region Properties Inc., which is the real name of Thunderhill Raceway Park, was created in 1990. But considering everything else that was going on during the late 1980s, the only thing that was happening in California regarding racetracks during that time was they were all closing. That said, we didn't know any better, and everybody in the Club wanted the new track. But just as it became known to all those involved that it was going to be close to impossible to build a new racetrack, that's the time we got our break.

Every jurisdiction, whether it was a county or a city, truly didn't want us. They'd tell you to go fill out all these forms and then they'd continue to give you roadblocks until such time that you realized they didn't want you. We went to Yuba County and they weren't quite as interested in the idea as I'd hoped, but at that meeting some folks from Glenn County were present and they wanted us, and that enabled everything. It was 180-degree turnaround from norm - they helped us.

SC: Once you had a welcoming county, what was the next step?

DV: We sat down with the County of Glenn and said, "Can we build the track in your county, and if so, where would you put it?" They said, "Here would be good," and showed us a general area. So we went out and found some guy that was in a cash-strapped situation and we offered to buy 530 acres of his land. Then we went back to the county and said that we would like to build a racetrack here and, by the way, you pick the location. That eliminated so much of what we had run into in the past. So, from there, I think we got permits in about 1992 and we opened in October of 1993.

SC: And that first event was an SCCA event?

DV: Oh, absolutely! It was the largest event ever held by the Region regarding spectators and other people of note. SCCA President at the time, Nick Craw, attended and raced, Craig T. Nelson was in the race -





Courtesy Thunderhill Raceway Park

GO BIG OR GO HOME
Thunderhill Raceway Park's recent expansion to a five mile course (ABOVE) continues the growth of a facility that started with a humble nine corners over 1.9 miles. Now, sign posts direct racers to many of the track's additional facilities (BELOW).



MEMERABLE MOVES
(FAR RIGHT) Thunderhill has become a well known track, with infamous features like a very fast front straight that leads to a nerve-wracking Turn 1.

the whole community came out to see what we had built in their neighborhood.

SC: How did the funding work to build the facility?

DV: We built Thunderhill in stages. We opened up a relatively small facility so the capital was spread out over time. We opened up with a 1.9-mile, nine-turn course and not a building on the property.

The first source of funding was the San Francisco Region. We had a meeting with the membership, and the Region advised the members they wanted to add a surcharge to the race entry to pay for the track. At the time, the race entries were about \$85, and the Region added a \$50 surcharge to every race entry starting right then - and we did it for 10 years, from about 1988 to '98. We also let people buy out of the surcharge for \$1,300, so if a guy raced a lot, he made money - several people did that. We also had some donations, but in the end we were short. We borrowed \$300,000 from friends of the track who just wanted to do it - there was no interest on the loan, it was just IOU on a napkin. Then we borrowed \$300,000 from the SCCA, and they charged us interest. That isn't a criticism; it's just a difference between the two funding sources. That money gave us what we needed to open.

SC: So that got the track built. How have the subsequent expansions been funded?

DV: The majority of everything we've done since, from 1.9 to five miles, to two tracks, to big clubhouses, to three garages, to what we hope is a nice facility, have all come from earnings.

Last year we built a two-mile additional track to the tune of about \$5.5 to \$6 million out of our reserves. No loan. We don't owe anybody for anything on the property. The land's free and clear. The buildings are free and clear.

SC: The recent two-mile expansion is not just a second track - it also connects to the original

configuration to create a giant racetrack. Thunderhill's original track layout is very well known with many memorable turns. How did you go about finding a track designer who could match the flow of the first track with the expansion?

DV: The designer of Thunderhill West is a racer, Steven Crawford. He also designed the rest of the track, so we're very lucky.

SC: If Thunderhill was so financially successful, why spend millions to build the most recent two-mile track expansion?

DV: The answer is revenue. We were booking over 300 days a year, and even though Sonoma and Laguna Seca charge more than we do, increasing prices is generally not an option. So we looked at ways to bring new revenue, and having a second track was researched. We looked at Willow Springs and their second track, Streets of Willows, which is very, very successful - they make more money off the little track than the big track. So we built a really first-class second track.

The driving force behind Thunderhill West, the second track, was the creation of long-term revenue generation to ensure the success of the property. We picked up 365 more days, or, more importantly, 52 more weekends - so, right now, we have 104 weekends in a year. It's all business. When we get a tenant partner, they will have a track and they won't have to fight for dates with the SCCA and NASA and other groups.

SC: Thunderhill is very active in the local community in Glenn County and the City of Willows. Why is that?

DV: A racetrack in a community has inherent challenges, so if you're going to be a noise producer, you best be visible in the community. To me, it's a win-win situation when a company gets involved in the community. Then, when we got the permit to build Thunderhill West, the thing that helped most was that it wasn't "Thunderhill" asking for a permit, it was a person asking.

SC: And, finally, do you race?

DV: Yes I do. What I like in racing is decision-making and traffic. First I raced Datsun 510s, then RX-7s, because there were a lot of those, and then I competed in the first Spec Miata race that San Francisco Region ever had. Then, earlier this year, I ran my little Miata in STL down in Fontana. 🏁



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TIMELINE SAFETY GEAR THROUGH THE AGES...

1935:

The Indianapolis 500 makes crash helmets mandatory.

1944:

SCCA chartered.

1948:

First SCCA race at Watkins Glen. Driver attire remains "casual" (OK, basically street clothes).

1950:

First SCCA race at Elkhart Lake. Driver attire remains "casual."

1952:

F1 requires helmets.

1955:

The crash at Le Mans. Organizers, participants, fans, and the public begin to rethink many areas of motorsports safety.

1955:

Cal Niday becomes the first driver to wear a Bell Helmet in the Indianapolis 500.

1957:

Snell Memorial Foundation, named in memory of SCCA driver William "Pete" Snell, established. Foundation begins testing racing helmets.

1957:

Solvay introduces Proban as a flame-retardant treatment for cotton and cotton-rich woven and knitted textiles. Proban-treated racing suits follow.

1959:

The Indianapolis 500 makes fire-retardant uniforms mandatory. Roll bars are required on cars.

1930 ▶

1940 ▶

1950 ▶

1960 ▶



Racing gear should be practical and comfortable, but it should also save your butt when needed

WORDS James Heine MAIN IMAGE Philip Royle

We're all familiar with the stories and the now-vintage photos from the 1950s and early '60s - polo helmets, aviator goggles, string-back driving gloves, chinos, loafers, and polo shirts (or maybe T-shirts). Later, perhaps, Boraxo-soaked coveralls and helmets designed with a nod toward automobile racing and its potential dangers. All these items - at one time or another - comprised the basic ensemble for racecar drivers. They were practical and comfortable perhaps, but not very safe or non-combustible, especially in the event of a fire.

GEAR UP

1963:

Manufacturers of racing products form the Speed Equipment Manufacturers Association (SEMA). The goal: raise the bar for quality and reliability of the racing products and, through that effort, the safety of the sport.

1964:

Simpson introduces its first fire suit.

1966:

Mel Kenyon is the first driver to wear a Nomex race suit at Indianapolis.

1972:

An alternative to Proban and Nomex? How about asbestos? Great flame resistance but not such a good idea for other, now well known, reasons. Thankfully, a short-lived, experimental Plan B by at least one manufacturer.

1973:

Bell introduces the Star FX, the first fire-retardant, auto-racing helmet.

1978:

SEMA charts the SEMA Foundation (now the nonprofit and independent SFI Foundation) to administer quality assurance standards for performance and racing equipment.

1985:

Dr. Robert Hubbard develops the first HANS prototype. However, it is not until Dale Earnhardt's death in 2001 that HANS devices become commonplace. Today, several versions are available.

2000+:

Kelvar, carbon fiber, CarbonX, HocoTex, and other high-tech materials make their appearance in motorsports and motorsports safety equipment.

1970▶

1980▶

1990▶

2000▶



PROBAN, NOMEX, CARBONX, HOCOTEX: A SHORT GLOSSARY

PROBAN: A process introduced in the late 1950s that imparts fire-resistant capabilities to cotton and cotton-blend fabrics. This is still available for racing suits today and found in some entry-level suits. Fire-resistant attributes may decline after repeated washings.

NOMEX: DuPont's mid-1960s game-changing, fire-retardant material. Designed originally for military use, it quickly became the standard in motorsports. Today's iterations are more breathable than the original material.

CARBONX: Introduced about a decade ago, a proprietary fiber and material that offers a lightweight, breathable fabric that wicks away moisture and dries quickly.

HOCOTEX: The new kid on the block. A Sparco-designed technology that creates lightweight, breathable, single-layer racing suits. Offers the protection of multilayer suits.

Until the mid-1960s, the difference between everyday wear and race wear was not all that great, with increasingly disastrous results for drivers as rising speeds made accidents more lethal. Yet by that time, the Snell Foundation had begun testing helmets, SEMA had launched its Service Bureau, an organization designed to monitor and enhance testing and product specifications, Bell had introduced its first racing helmet, and DuPont had debuted its now-familiar Nomex fabric. Increasingly, too, sanctioning bodies from the FIA to the SCCA had begun mandating more stringent safety requirements.

In the 1970s, '80s, and '90s, research, testing, and new materials raised the bar on safety, sometimes radically, more often incrementally (and, occasionally, grudgingly). Too often, however, it took the death of a high-profile driver to initiate the next innovation. In more recent years, especially in the area of racing suits, manufacturers have begun to consider, in addition to fire-retardant capabilities, the "breathability" of suits when designing new products. A suit,

including underwear, socks, gloves, etc., that traps heat and moisture without wicking it away lowers the performance of a driver and degrades his or her ability to function in a racecar.

Today, when it comes to suits, gloves, underwear, and shoes, drivers can choose from a wide variety of brands - for example, Sparco, OMP, Alpinestars, Adidas, Stand 21, or PUMA. The cost of a suit may range from modest - say \$500 - to well into four figures (Sparco's Extrema RS-10 runs a cool \$2,300).

The choice of helmets is equally wide: Simpson, Bell, Stilo (distributed by HMS), and HJC, to name a few. There, too, the price range for helmets is wide and the selection of materials greater than in the past.

"The opening price-point helmets that we have today don't look that much different than they did when I started racing," says Charlie James, long-time Club and Pro racer and owner of SafeRacer, the official safety provider of the SCCA. "It's really the fiberglass or Kevlar construction that's used on the outside that's changed. It's a

SHARP DRESSED RACER

Racing suits are available to fit any budget and body type. Prices range from just a few hundred dollars for an SFI 3.2A/5 like this Jade 2 (black), into the thousands for something from Sparco's Extrema line (white). As prices increase, you typically buy yourself more comfort and valuable time in the event of a fire.

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much lighter and stronger material than the heavier fiberglass that was used years ago."

James adds that the inner linings of today's helmets are much improved over those of a generation, or even a decade, ago. "The foam inner liner that is used today is dramatically different; dramatically better than the stuff we had in the past."

If he were to name important milestones on a timeline of driver safety, "Number one would have to be the head and neck restraint systems," says James. "With the advent of everything that Mr. Downing and Dr. Hubbard came up with, it's just been an incredible advancement. So many people haven't been exposed to risks they weren't even aware of. It's been very good. We've seen prices come down dramatically on these systems. And, of course, they've been accepted much more readily over the years."

James also places impact-absorption materials toward the top of his list, which includes everything from Safer barriers to the padding material we put on our roll bars. At the Club level, the latter, along with the absorption material in modern helmets has kept many people from serious injury, James adds.

HEAD IN THE GAME

With a new Snell standard set for 2015, many racers will find themselves helmet shopping before the year is out. When it comes to options, the sky is the limit. Many manufacturers offer pre-wired radios, air systems, and drink tubes. On the extreme end, this dramatic Stilo helmet tips the scales at a scant 2.62lbs. and cost some \$5,600.

KEEPING COOL

With regard to suits, "the textiles we're using - basically the materials that we construct fire-retardant materials from - have changed dramatically," observes Chad DiMarco, founder and owner of SubeSports. "There are more options with regard to choices of aramidic filaments and also the way in which we weave them to get different properties."

The sport has "gained leaps and bounds in weight reduction, in the ability for suits to transpire," DiMarco adds. "We've been decreasing, as far as the suit is concerned, the water absorption capability of the internal linings. While, on the other hand, in the underwear, with the advent of new products like Lenzing, which stretches and conforms to the body, we're able to wick sweat more effectively and get that evaporation process going, cooling the driver even better."

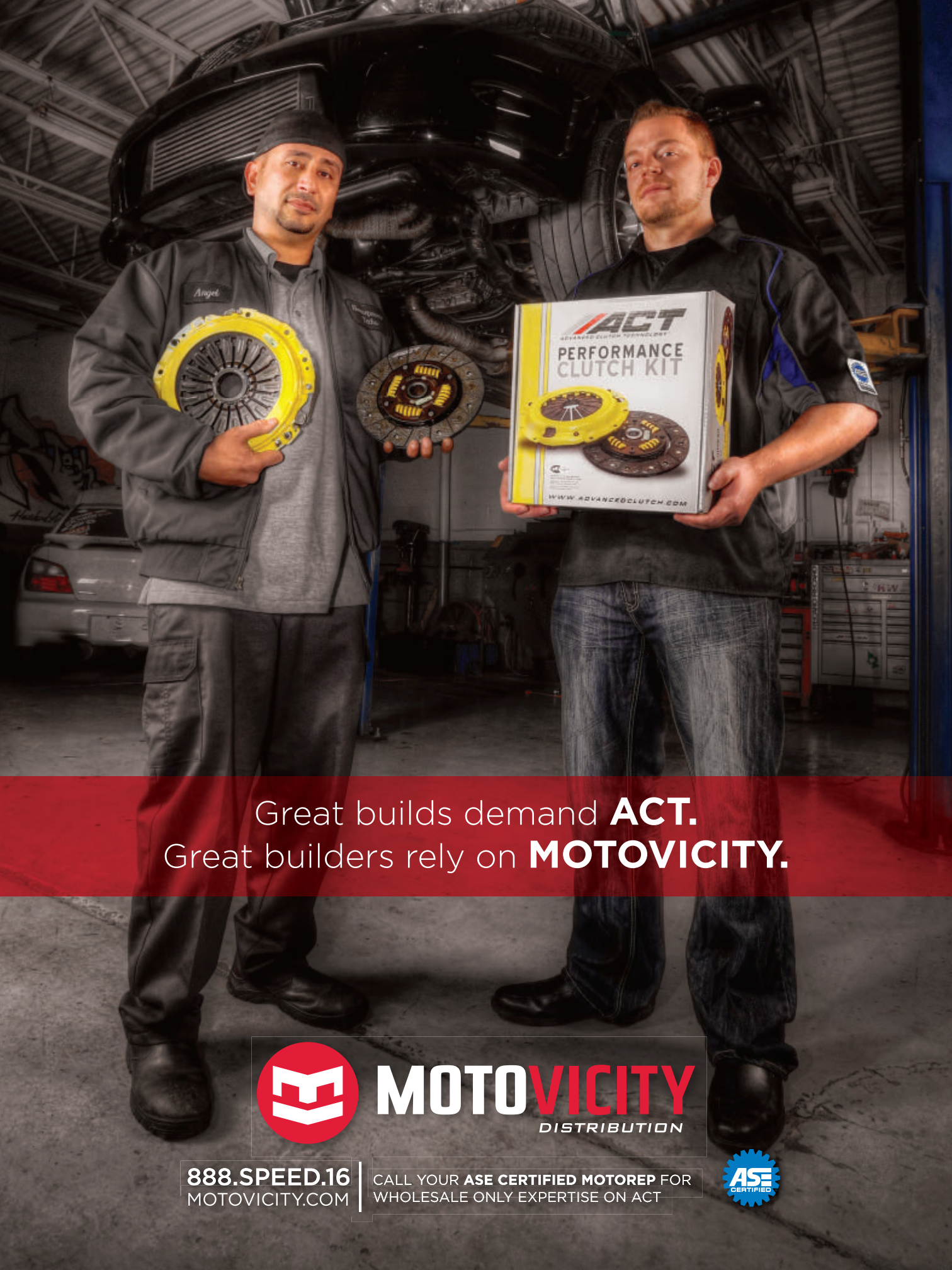
These days, when he tries on new suits at SubeSports, his first thought is, "I wish I had this when I was racing," DiMarco says. With the new materials, "we're able to get a better porosity, better fire protection, and better transpiration, with a huge reduction in weight."

"The milestone the past few years was constructing an entire suit that was less than 1,000 grams. Now, in a professional line of the suits - which trickles down quite readily into your top-line suits available to the general consumer - we're able to build suits that are around 700 grams total weight. This is just phenomenal. What a difference that makes in fatigue value and an ability to perform under high temperatures."

HELMET REVOLUTION

Helmet technology has also changed since he was a racer, DiMarco says, and the Snell standard has changed as well. "We used to have one weight regardless of the size of helmet. Meaning that an undersized head probably had a helmet that was more protection than necessary for the amount of mass that was inside the helmet. Conversely - which most of us fall into in the American category - a large head size generally was under protected. With the new Snell standard, there is a differentiating weight to the size of helmet, making





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the helmets much more uniform in protection regardless of head size. That's been the number one change that I've seen in the quality of helmets."

Also, the advent of Kevlar or carbon fiber in helmets has helped dramatically with regard to penetration resistance, DiMarco says, although for production-car rallying or racing, where, because of roll cages and laminated windshields, "the chance of getting smacked directly in the head by an object is very few and far between," we see people "getting oversold into carbon fiber helmets when they're really not necessary," he adds.

DOWN THE LINE

Racing suits and accessories will undoubtedly continue to improve. Today's suits are better designed and often more comfortable than those of an earlier generation, offering better flame resistance while being lighter, cooler, and more breathable.

When he began racing some 30 years ago, "I had a very inexpensive, single-layer, treated cotton driving suit that I had to wear the underwear with," says James. "It wasn't very comfortable. It was pretty hot, even though it was just a single layer and some underwear. And it wasn't well constructed. Most of it seemed like it was adapted from the aerospace industry, or from the aviation industry, or from military needs. It definitely wasn't very stylish. But it served its purpose."

We wonder what new drivers will be saying about their first racing suit in another 20 years. 🕒

WHAT TO FOCUS ON

A fun part of having a showroom attached to a business is that you get to observe customer shopping habits, says Chad DiMarco, the owner of SubeSports and a past SCCA ProRally champion. Sometimes customers' habits lead them astray.

"We see people come in and spend hours and hours on racing gloves," says DiMarco, "and, really, a glove just does not influence our driving performance. There's only one piece of fireproof wear that actually can improve our driving, and that is footwear. If we reduce the weight of the shoe, our feet are faster. What's most dramatic in rally-car racing or production-car racing is that we steer the car more with our feet than we do with our hands."

"The driving suit should [also] be an area of concern, because [in addition to fire protection] we want to keep the body cool," DiMarco continues. "Traditionally in today's suits, the lightest weight, highest fire protection that you can get is actually a three-layer suit or a one-layer suit, i.e., the HocoTex produced by Sparco [the \$2,300 Extrema RS-10]."

"Those three layers sandwiched together, when subjected to flame or heat, separate and create a pocket of air. The pocket prevents the transfer of heat. Three layers and a very fine segmented quilting between those three layers gives you the best transpiration, the best thermal protection, and the highest reduction of weight when comparing similar ratings of fire resistance."



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SUPERTECH

With every detail on this auto racing suit designed to reduce weight and minimize driver fatigue, the Supertech suit features a fully floating arm construction and an extensive stretch panel on the back for an excellent anatomical performance fit. Light, close-fitting and featuring an innovative three-layer construction of aramidic and Nomex fibers, this suit fully complies with the latest FIA homologation standards.



SUPERMONO

Following years of development and testing in Formula 1, Alpinestars is introducing the latest in driving performance and technology. Incorporating an innovative new closure system and constructed using premium materials, the FIA homologated Supermono is an extremely lightweight and ergonomic shoe featuring supple kangaroo leather, strategically perforated zones, and Nomex lining.



TECH 1-Z

Incorporating advanced performance technologies and premium materials such as supple kangaroo leather, the extremely lightweight Tech 1-Z features streamlined foot shaping, extensive perforation zones, and Alpinestars' exclusive rubber compound sole for superb levels of comfort and maneuverability in the confines of the cockpit.



GP RACE BOOT CUT SUIT

Certified to FIA and SFI homologation standards, the GP race suit features a fully floating arm construction and elasticated stretch panel on the back for an excellent anatomical performance fit. Light, close fitting, and featuring an aramidic three-layer construction, this suit is supremely comfortable.



TECH 1-T

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.



TECH 1-ZX

Complying fully with FIA homologation standards, Alpinestars' Tech 1-ZX is an innovative Nomex glove with minimal seam stitching and reduced material construction to offer superior levels of performance grip, cockpit comfort, and sensitivity on the car's controls.





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HP7

The FIA8860 specification HP7 has been developed through close collaboration with leading F1 drivers and teams and is to be as aerodynamically sleek, lightweight, and efficient as possible for the intense demands of open-wheel, open-cockpit forms of racing that compete at higher speeds.



M.4

The M.4 is an aggressively styled, multi-featured helmet that can be used in all forms of racing. With a lightweight composite shell and large eye port, the M.4 is a great choice for racers who wear eyeglasses or those who prefer a wider field of vision.



RS7 CARBON

Based on the HP7 design and featuring an ultra-lightweight carbon shell using Bell's high pressure resin transfer molding system, the RS7 Carbon uses an innovative shell and shield design to improve acoustic comfort, aerodynamic performance, and energy absorbing capacities.



GT5 TOURING

The GT.5 Touring (Snell SA2010/ FIA8858) is designed primarily for closed car forms of racing and offers high-end features and performance at an affordable price. The versatile design allows the GT.5 Touring to be used as a large eye port helmet with a standard shield or an open helmet with an adjustable sun peak that combines the feel of an open face with the protection of a full-face model. Both shield and sun peak visor are included.



BR.1

The Bell tradition of leading the helmet industry in innovation and superior engineering continues with the BR.1. The Snell SA2010 BR.1 is the first model in the industry that can be used as a traditional helmet, side air forced air, or top air forced air model. By utilizing an innovative kit system, racers can now customize the BR.1 to adapt to different forms of racing.



SPORT EV

The Sport EV, an extended vision helmet with an extra-large eye port has been designed for the sportsman or entry-level racer who demands value and quality at an affordable price. All Sport Series helmets feature classic Bell design styling, comfortable interior and a composite shell.





Simpson Performance Products is a leading U.S. manufacturer of safety equipment for motorsports. Simpson manufactures helmets, racing suits, seatbelts, the HANS device, and Hybrid frontal head restraints. Simpson believes in putting safety first, and is dedicated to elevating the standards of racing safety through continuous development, refinement, and testing.

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HANS III

The HANS III utilizes a contemporary approach to reducing weight. The device features a hollow collar engineered to be structurally strong. The reduced mass guarantees the lightest and most comfortable injection molded HANS ever. The HANS III is SFI 38.1 and FIA approved and retails for \$649, \$659 for FIA.



TECH RS

The TECH RS Racing Suit is SFI.5 and FIA approved. Features include raglan style epaulets, heat relief panels at back of neck, 360-degree arm gussets, elbow and thigh area stretch panels, and a front half belt. It is offered in white/red or white/gray color combination. Price: \$699, Size S-XL, Euro 48-54



bottom cuff...

HYBRID PRO LITE

The new Hybrid Pro Lite is 30-percent lighter than the original Hybrid Pro. Its numerous features give you every reason to upgrade. The Hybrid Pro Lite is both SFI 38.1 and FIA certified. This sleek device is made in the USA of ultra light, high quality carbon and retails for \$999.



VORTEX

The Vortex is an SFI 3.3/5 racing glove with Nomex construction. Wrist bone padding provides protection in this high stress area. External seams, pre-curved palms, tapered and pre-curved fingers, and fourchettes provide excellent control. Silicone palm grippers and embroidered knuckle logo add to this glove's appeal. Black/white, grey/white. Price: \$199.95



VENATOR

The Venator is constructed using CFTI technology. Titanium, which has the highest strength to weight ratio of any metal, is interwoven with carbon fiber to create this high performance lightweight helmet. Plush interior features ear cup speakers. The helmet is radio ready and FIA 8858-2010 certified. Price: \$999.95



REDLINE

The Redline SFI 3.3/5 professional level racing shoe is made of top grain leather and fire retardant Nomex and features attractive contrast stitching. The Redline has hidden laces, textured bumper panels, and a single Velcro ankle closure. Race in the shoes the pros trust. Colors: black/white or black/black. Price: \$199.95





Two race drivers who shared the same passion for motorsport founded Sparco in 1977. Sparco has grown to be the largest manufacturer of automotive safety equipment in the world. Sparco's ambition for producing the safest driving suit possible is still the number one priority for the company. The world's top professional drivers choose Sparco, more than any other brand.

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VICTORY RS-4

The Victory RS-4 uses Sparco's patented single layer HOCOTEX technology. This new single layer technology gives the Victory RS-4 the protection of what is normally achieved using multi-layer construction. This means that the Victory RS-4 is the only single layer SFI 3.2/5 rated suit on the market (also has FIA 8856-2000 rating). The lightweight Victory RS-4 is twice as breathable as a standard suit and also features 360-degree stretch arm gussets, internal pockets and belt. Available in boot or standard cuff in four color combinations.



CROSS RB-7+

The Cross RB-7+ driving shoe is an ultra light and comfortable design that offers superior grip and protection. It has genuine ultra-soft kangaroo leather upper with an anatomic closure strap. Cross RB-7+ has textured leather lateral protection for abrasion resistance. The new lightweight RO1 anti-static and oil/fuel resistant outer sole features a unique heel design that provides more roll support.



ARROW RG-7

The Arrow RG-7 is a boldly styled glove that provides incredible grip and superior comfort. Featuring an anatomically correct seamless palm that contours to the natural shape of the hand, the palm of the Arrow RG-7 glove is printed with high-grip HTX, a Sparco-exclusive material that increases grip, comfort, and dexterity. It is an ultra-lightweight glove with external seams and high contrast palm and finger grips. The Arrow RG-7 is FIA 8856-2000 and SFI 3.3/5 rated.



EAGLE RS-8

Like the Victory RS-4, the lightweight Eagle RS-8 also uses Sparco's single-layer HOCOTEX technology, offering protection that is normally achieved using multi-layer construction with breathability that is unrivaled, making it three times more breathable than a standard suit. The relatively thinner fabric along with large side and back stretch panels and 360-degree arm gussets give the Eagle RS-8 ultimate flexibility and comfort. The Eagle RS-8 introduces a new stretch material developed by Sparco, which is lighter, more breathable, and more abrasion resistant than the traditional stretch material. Available in four colors and is FIA 8856-2000 rated.



SHIELD RW-9

The Shield RW-9 collection has pieces to fit every driver's style, including short-sleeved undershirts, long-sleeved undershirts, long underpants, a balaclava hood with a single eye opening, knee-length socks, and mid-calf socks. Available in black or white in four sizes from XS/S to XXXL for guaranteed fitment. Socks are available in sizes from 38/39 to 46. With the exception of the short-sleeved undershirt, the Shield RW-9 line is FIA 8856-2000 rated.



WTX-7 AIR

The Sparco WTX-7 Air is crafted from ultra-lightweight carbon fiber. Multiple upper vents increase circulation to cool the driver. WTX-7 Air has HANS clips preinstalled for added safety. It also has removable, washable padding for greater comfort. The WTX-7 Air can be fitted with a drink tube and an intercom system. Colored shields and tear-offs are available. FIA 8858 and Snell SA2010 approved.





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CLIMACOOL

This FIA lightweight Nomex suit incorporates proven technologies to provide exceptional cooling, breathability, and protection, with fully floating sleeves and 3D engineering for optimum fit. Flat seam construction and soft collars add comfort to the driver, as do the recessed extraction handles when wearing a HANS device. Supplied inside an exceptional leather bag.



DAYTONA

Daytona FIA shoes represent the next generation in footwear technology. Developed and perfected with our leading drivers, they offer the ultimate in fit, comfort, sensitivity, and protection. Constructed of a lightweight Taurus leather upper with anti-abrasion rubberized print areas for increased durability. Soft padded Achilles gusset and Velcro ankle strap offer greater comfort.



ADISTAR

adiStar gloves are constructed to provide the highest levels of grip, comfort, feel, and protection. Two-layer construction on the back of the hand and wrist offer ultimate protection, while the single layer and ergonomic palm print offer maximum feel and grip. Pre-curved fingers with external seams make for an optimum fit. The Velcro strap and elasticated wrist make for a secure fit.



FI-10R

The Fi-10R top forced air helmet provides racers a lightweight helmet with excellent channeled cooling capabilities. The low profile design allows for maximum head clearance while utilizing a multi directional standard hose connection. Optional ear cups and radios are available for this helmet. Snell SA2010 approved and sizes are available from XS to XXL.



SI-12R

Our innovative shell technology allows us to build a fully equipped racing helmet that feels as light as a feather, yet provides all the strong features and comfort you demand. Available with removable headliner and cheek pads. Custom fit with custom comfort. Optional ear cups and radios are available for this helmet. Snell SA2010 approved and sizes are available from XS to XXL.



AR-10 II

The AR-10 II is the ideal helmet for all types of racing. From the dusty ovals of Tennessee to the starting line at Pomona, its comfortable fire resistant moisture-wicking comfort-carbon interior and advanced ventilation system keeps you cool and comfortable. The AR-10 II is the affordable alternative. Snell SA2010 approved and sizes are available from XS to XXL.





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PUMA's Avanti suit utilizes revolutionary and proprietary advancements in material, form, function, and design. A unique three-layer design of an aramidic outer layer, a Nomex inner layer, and proprietary middle layer creates the lightest three-layer suit in the market at 240G/M2. Features emphasis less bulk including anatomically correct pre-shaped body with pre-shaped 'Slim-Fit' sleeves, forward facing flat seams, "EMS" arm articulation, and HANS compatible epaulettes. FIA 8856-2000 and SFI 3.2A/5 approved.



ST5 GT

Lighter than its predecessor, the new 2015 ST5 GT is a completely redesigned helmet. Expect increased vision and a dryer head with a wider eye port and improved ventilation. Once again, Stilo has set the industry standard by incorporating improved comfort, aerodynamics, and a new visor-locking mechanism.



ST5 NAKED ZERO 8860

Do you require a helmet that meets 8860 standards, but also desire less weight than a traditional 8860 Stilo? The Naked Zero 8860 is for you. In addition to the aero friendly design, this helmet utilizes high tensile carbon fiber to eliminating weight while adding serious strength. Worn by Felipe Nasr, the Naked Zero 8860 is the latest helmet to hit the F1 Circuit.



EVER-FIT + PRO

PUMA's Everfit + Pro shoe features a dynamic lacing system that locks the upper and outsole to the foot through a network of Kevlar cables creating a dynamic support cage. Soft full-grain leather offers exceptional comfort, while a rounded heel cup and textured rubber outsole provides the ultimate in performance. FIA 8856-200 and SFI 3.3/5 approved.



ST5 CMR

Available in either a black or white shell, Stilo's junior karting helmet has also received the ST5 treatment as well. The CMR's redesigned interior allows for improved fitment along with superior comfort. With a wide range of aerodynamic personalization, this helmet is perfect for karting enthusiast.



PODIO

Designed for maximum grip and comfort, the Podio glove focuses on all of the contact points between the driver's hand and the steering wheel. Outside stitched and pre-formed sculptured finger construction on the palm side of the gloves compliment the tactile rubberized pads strategically placed through out the palm and finger areas of the glove. FIA 8856-2000 approved.



WHAT IF?

WHAT IF YOUR NEXT EVENT WAS JUST AROUND THE CORNER?

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LIMITING SLIP

The right clutch and differential will help transform your car from a tire-shredding monster into a race winner

WORDS Jason Isley **IMAGE** Courtesy FCA

Light 'em up! OK, maybe this isn't something said in the SCCA, but having the ability to smoke both tires also means you have the ability to get power to the ground - on your way to victory. Many Club Racing, Solo, and RallyCross classes allow the use of aftermarket flywheels, clutches, and limited slip differentials (LSD) that help in this arena, and this is also an area in which most cars will see dramatic performance gains. But how do you know which is the right fit for your application?

There are seemingly endless options when it comes to clutch and flywheel packages, and the list is only slightly shorter when it comes to selecting an LSD. Picking the right clutch package comes down to what you are going to use it for and how much power you are making. A full floating multi-disc clutch won't be a great choice for a Solo car that is driven to events, and an OE-level replacement unit certainly would not be a good fit for a GT car. Look for a unit that matches your needs, and offers the drivability you require, and keep in mind that the performance gains here often come in the form of weight reduction rather than clamping force.

"I am looking for the clutch that has the best moment of inertia," says Jesse Prather, multi-time Runoffs winner and owner of Jesse

Prather Motorsports. "We're trying to keep the weight as close to the center of the crankshaft as possible, and that's why there are 7.25-inch, 5.5-inch, and 4.5-inch clutches. It's all about getting the least moment of inertia possible so your motor will rev up quicker."

When it comes to upgrading your differential, a number of factors come into play - drive type, chassis type, and racing venues, to name a few. "In a perfect world, if you could get the car to work you would run an open diff because you don't have any drag through the corner whatsoever," says

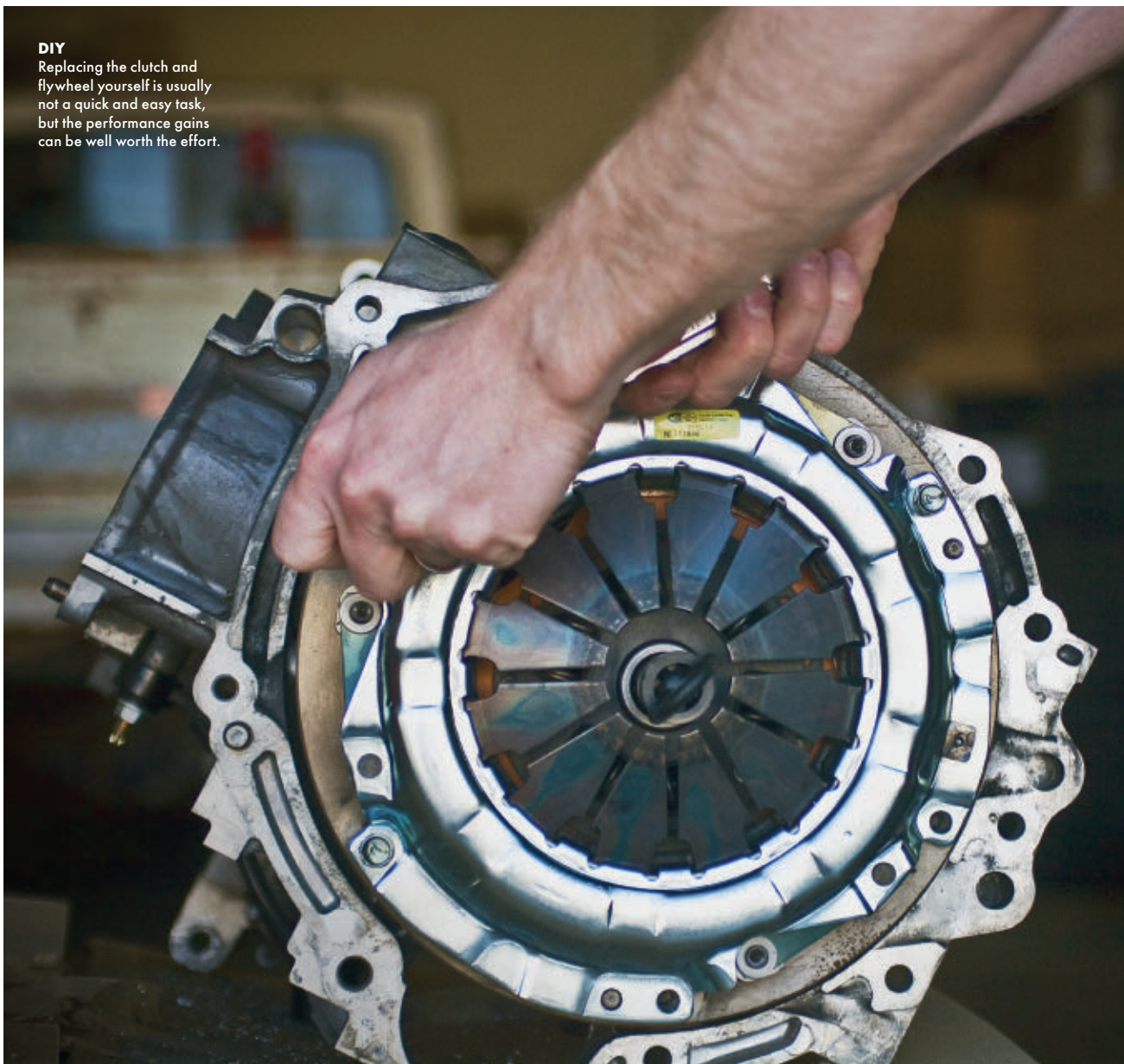
Prather. "You want to run as little of a limited slip as you can; the more your limited slip acts like a spool, the more scrubbing and speed killing you get in the corners. If you start spinning tires, you have to figure out how to lock it up."

Carbon friction material is very lightweight resulting in extremely quick shifting"

EVAN CLINE

DIY

Replacing the clutch and flywheel yourself is usually not a quick and easy task, but the performance gains can be well worth the effort.



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DRIVABILITY

It is possible to get a high-performance clutch that offers good street manners. This three-pad clutch offers a lower moment of inertia than an OE-style clutch for better acceleration and increased bite, thanks to superior friction materials.

There are a lot of clutch options out there, and while manufacturers like Exedy offer everything from an OE replacement to an SFI-approved, multi-plate racing clutch, selecting the right clutch for your application is pretty easy. "Different types of driving will require different clutch attributes such as weight, friction material, and dampening characteristics," says Evan Cline, Technical Coordinator Aftermarket for Exedy. "Organic friction material has very good drivability characteristics making it great for vehicles that are mostly street driven; however, the friction coefficient and heat resistance are low when compared to other materials. Cerametallic friction material has a high friction coefficient and excellent heat resistance, but the drivability will be reduced due to the higher friction coefficient and lack of cushion marcel drive plate, which is common in organic clutch discs. Carbon friction material is very lightweight resulting in extremely quick shifting, as the mass on the input shaft is very low. Carbon friction material also has a very low friction coefficient when cold versus hot, which makes this clutch a poor selection for a street driven vehicle."

"It's all about getting the least moment of inertia possible so your motor will rev up quicker"

JESSE PRATHER

Once upon a time, buying a lightweight flywheel meant buying aluminum, but then some sneaky individuals started crafting automatic transmission flex plates into to multi-disc clutch sets in search of the lightest possible setup. Both of these methods have drawbacks and, in recent years, the movement has been aimed toward purpose-built lightweight steel flywheels.

"The problem with a flex plate is they can break in high rpm four-cylinder applications," Prather explains. "That's what's in the Mazda MX-5 I have been running [in E Production]. I would get about two seasons out of one before I would have to throw it away because it cracked. The flex plates don't work well in Miatas; you fight the harmonics. That is one of the big issues we fight is harmonics in these motors."

"Chromoly steel can withstand much more heat compared to an aluminum flywheel," Cline notes. "This allows less warping of the disc surface, as most aluminum flywheels use a thin plate of steel for the friction surface, which is prone to warping. This also allows the clutch to function cooler and will not compromise disengagement of the clutch disc due to flywheel surface warping."

"I am a big advocate for steel flywheels," says Prather. "It's been proven that they absorb harmonics resonances much better - the bolts stay clamped better."

GETTING SERIOUS

A complete clutch system like this one (RIGHT) is best suited for competition use. They offer significantly more clamping force than a stock piece, and are much more durable.



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GEARED UP

Helical limited slip differentials use worm and spur gears to distribute power to the drive wheels, providing efficient power delivery without bind.



If you are trying to improve your corner exit, one of the most effective methods is upgrading your LSD. Most passenger cars today include an open differential that may be supplemented by electronic braking assistance, giving the effect of an LSD. This solution, however, pales in comparison to a real, mechanical LSD.

Mechanical options for coupling your drive wheels include cone, viscous, lockers, welded, clutch, and helical gear differentials.

Arguably the two most prevalent methods in racing are the clutch or helical gear LSDs – these come fitted to many performance cars as original equipment and are offered in a wide range of aftermarket fitments. On the track, the clutch and helical styles have proven themselves many times over.

A helical style LSD is a “set it and forget it” proposition. Unless you manage to damage your final drive gears, it should last the life of your car, and effectively perform the same throughout.

“The Quaife diffs are designed to be a direct factory replacement unit,” says Joshua Lynn, Performance Technician at Motovicity Distribution. “They use the same bearings and ring gears as the factory units do. They do not require you to run any special fluids in your rear end or trans. There is no internal maintenance that needs to be done on a Quaife diff. Regular oil service changes are all that is required. As for drivability, the power transfer is seamless from side to side. You do not feel the harsh engagement that can come from a clutch-style LSD.”

It is important to note that chassis tuning can impact the performance of a helical LSD, you really need to keep the drive tires in contact with the racing surface for it to perform optimally. “The only real issue with a gear-driven limited slip is if you unload the inside tire,”

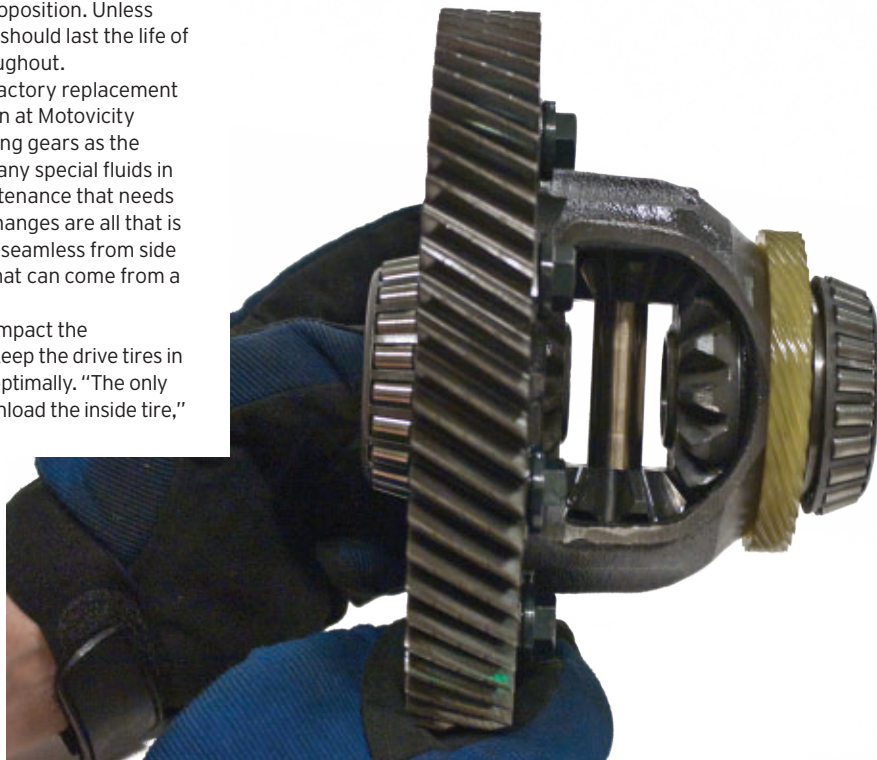
says Prather. “They have a tendency to unlock because you are not putting the torque through it that it needs to sense the lock up.”

A clutch-style LSD can be tailored to your specific needs, offering the opportunity to fully optimize the setup; the downside, however, is it could take a couple of tries to find the setup that works best for your application, meaning extra testing and labor.

“I’ve tried a little bit of everything over the years,” says Prather.

“On a clutch, it doesn’t care; it’s a preset amount of limited slip with ramps that you can adjust. You can disable plates, you can change ramps – they are very tunable, but it does take a little research and development.”

“As for drivability, the power transfer is seamless from side to side”
JOSHUA LYNN



PEGLEG
(RIGHT) An open differential is fine for commuting, but you may quickly find yourself losing ground if your racecar is equipped with one.



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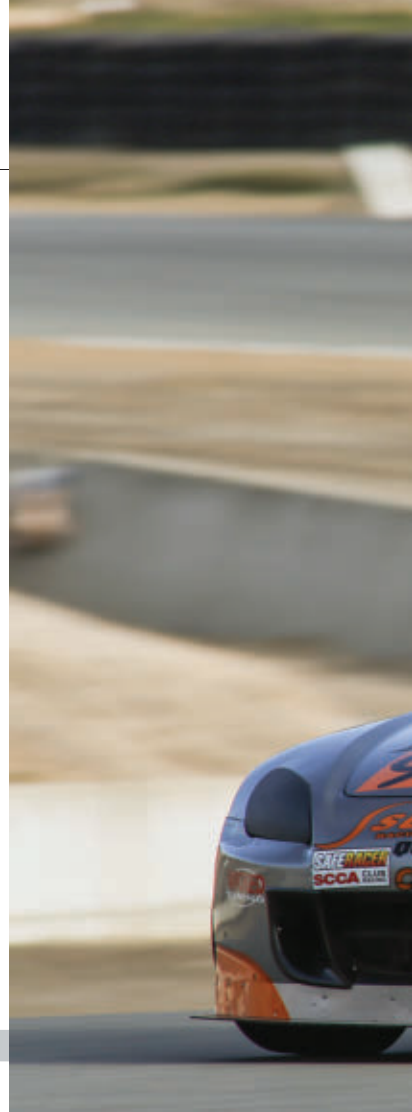
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THE RACING LINE

Could this program be one of the best-kept secrets in SCCA competition? If Honda has its way, it won't stay a secret for long

WORDS Jeff Zurschmeide
MAIN IMAGE Rick Corwine



Honda has been making a quiet splash in SCCA Club and Pro Racing over the past few years, introducing the Fit engine for Formula F several years ago, and now the K20 engine for Formula Atlantic competition. Honda is making new strides in B-Spec and Touring classes as well. All of this is born from a program that spans quite a bit of racing. "Our offerings have expanded over the last four to five years, from kid kart and quarter midget engines all the way up to our IndyCar and prototype sports car engines," says Jeff Barrow, Commercial Motorsports Manager at Honda Performance Development (HPD).

Part of the push to get more involved in Club Racing has been to create a channel to provide parts and technical assistance to drivers who choose Honda power or Honda production vehicles as their racecars. Virtually any part required by a racer can now be purchased through Honda Performance Development - including a body-in-white for production-based racers.



Courtesy Honda

"There are no secrets. If you're part of the program, we're going to share what we know"

JEFF BARROW

"We also offer multiple contingencies directly through the SCCA," Barrow explains. "That's whether it's for Solo competition, RallyCross, or Club Racing."

The contingency and support program is called Honda Racing Line, and membership is open to anyone racing a Honda product. When you sign up for the program, you get instant access to technical support, Honda OEM parts, and HPD performance parts. The majority of all contingency payouts are handled through SCCA.

"You have to become a Honda Racing Line member to have access to parts and technical assistance, but we're always here for support," says Barrow. "That's one of the things that HPD provides over other contingency programs. Not only do you have access to the parts to get your car competitive, but also the technical expertise."

That expertise comes from people like Lee Niffenegger. In addition to being a past SCCA National Champion in Showroom Stock B, Niffenegger is a Senior Engineer in charge of production-



based racing programs at HPD. In that role, he not only develops parts for Honda racers, he's also a test driver.

"People can e-mail us, or there's a phone number that you can call and we have representatives who attempt to resolve issues," Niffenegger says. "They have access to the technical knowledge. If they can't answer your question personally, they'll find someone who can."

"Whatever data we've collected ourselves on programs we've developed with partners, we'll share that with our Honda Racing Line members," says Barrow. "There are no secrets. If you're part of the program, we're going to share what we know."

Looking ahead, the HPD staff is focused on maintaining the momentum they've got going both on the production vehicle side and the purpose-built racecar side of Club Racing, but they're also looking to help Honda drivers go pro.

"The costs for building a dedicated [Pirelli] World Challenge Touring Car have

escalated over the years to where it is no longer an entry level category in professional racing," says Niffenegger.

"We're trying to get cars that are currently running in Touring 4 into World Challenge. The idea is to bring things back to where they were in the 1990s, when Touring Car classes were more stock. The TCA class for a Honda Civic is

a T4 car with a few upgrades; something that's easy to swap."

Barrow agrees: "We're trying to keep the barriers to entry into Pro Racing down to a reasonable level. Lots of people have aspirations to move up to Pro Racing, and we want to be able to provide an entry-level option that's not going to break the bank. Racing a Honda is all about fun, affordability, and reliability."

Affordable racing in a reliable car is a formula that won't stay a secret for long. You can find out more at hpd.honda.com/racing-line. ●

IN THE CLUB

Racing a Honda-powered car has its advantages, like factory support. At the 2014 Runoffs, Honda supplied covered paddock space (FAR LEFT), and assisted racers like Jeremy Grenier (BELOW) and Andrie Hartanto (ABOVE) on their way to victory.



JEFF LOEWEN

**COMPLIANT**

The new Club Racing Class Compliance Chief was utilized for the first time at the Homestead U.S. Majors Tour.

GOINGS ON...

WORDS Jim Wheeler,
Chairman,
Club Racing Board
IMAGE Mark Weber

➤ Since there is now a legal way to achieve the correct front camber in Spec Miata with the recently authorized offset front bushing, all SM competitors should be sure that their car does not use non-compliant methods to achieve optimal camber. Any racers who are running with spindles that have been bent or modified need to put on new spindles and use the approved offset bushings.

➤ As expected, the letter volume to the Club Racing Board has dropped, given that the rules season is now mostly set for 2015. From close to 600 letters in December, we now have only 60 letters on the agenda for the next conference call. Many of those letters are comments about the possible long-range plans that were discussed under the working title of the Concord Agreement (now called the Majors Class Accord). You will be seeing much more about this as the National Board of Directors works out the kinks.

➤ There will be several rules changes going to the BoD at their meeting at the 2015 SCCA National Convention that will be recommended to come into affect May 2015, but most recommended rule changes will be for the 2016 season and beyond. Data gained throughout the first half of the season may lead to various restrictor and weight changes, but these will usually show up as soon as possible after the June Sprints. This will give everyone time for testing and tuning before the National Championship Runoffs in late September.

➤ New members have been added to many of the Advisory Committees, as a number of long-time members have retired. That said, openings still creep up periodically, so keep an eye on *Fastrack*, as requests for resumes will be posted first there. Similarly, at the 2015 SCCA National Convention, the Club Racing Board will be asking the National Board of Directors to add a new member to the CRB. With this addition, we're hoping to expand our knowledge base when it comes to car classifications, adjustments, and the like.

➤ The first use of Club Racing's Class Compliance Chief (known as the CCC) was at the Homestead U.S. Majors Tour in January. John Bauer, SCCA Technical Manager, looked at several Spec Miatas both days, sealing engines on Saturday and tearing down multiple cars after Sunday's race. He discovered a couple of minor compliance issues, and later presented the results to the Southeastern Conference Series Chief Steward, Earl Hurlbut, who assessed penalties. This will be an ongoing process throughout the season. Obviously, given recent events in Spec Miata, he focused on compression ratios and the cylinder head plunge cuts and relief cuts. It was noted that future tech trips would cover other items as well.



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THE RIGHT BOX

Solo frontrunner Eric Hyman walks us through his trailer-shopping journey | **WORDS & IMAGES** Eric Hyman

When it came time to upgrade our venerable open aluminum trailer, we had a number of unique requirements that made some of the off-the-shelf and less expensive options untenable. First, we wanted an enclosed trailer that was super light in order to accommodate the less than manly weight rating of the hitch on our tow rig. Steel trailers were out of the question because, at two tons, our car used up over half of our 7,500lb allowance all by itself, and it's not uncommon for a steel trailer to tip the scales at 3,300-3,500lbs. Second, our car was very low to the ground and had very long overhangs. In trailer terms, this meant that normal sized ramps were out of the question - and, unless we wanted to "Dukes of Hazard" out of the car every time we loaded, some type of escape door was needed as well.

While the price for enclosed aluminum trailers is high, the amount of customization varies from manufacturer to manufacturer. Some companies offer strictly off-the-shelf builds that wouldn't work with our

unique needs, while others offer customization but balked when asked to do something truly different.

I eventually stumbled across a small custom manufacturer in Arizona called JIMGLO Trailers. After reading about their trailers and watching a few promotional videos, I was convinced they had somehow wiretapped my brain.

JIMGLO got their start building tilt-back trailers out of aluminum to accommodate low-slung race and show cars. As business grew, they added enclosed bumper pull and goosenecks to their lineup, and now they even offer lightweight stackers. Perhaps the most unique aspect of their enclosed trailers, however, is their use of composite honeycomb panels in lieu of traditional FRP on stud construction. This helps contribute to their overall light weight and also provides a good deal of insulation.

After going over my requirements with the company's founder, I was presented with a number of options to accommodate our

needs, as well as a few suggestions I hadn't thought of.

Even with an escape door on a traditional trailer, it was still impossible for me to open the door of our racecar when loaded, as the door was lower than the wheel box inside of a traditional trailer. One of JIMGLO's neatest features is a full-height, 10-foot-long escape door that can be placed on either or both sides of the trailer. Once opened, it provides easy access to the side of the vehicle and, in turn, to a set of tie-down bolts that allow the entirety of the trailer fender to be removed. This was a handy feature found on many open trailers, but this was the first time I'd seen it on an enclosed trailer.

With the fender removed, I was able to fully open the door of my car during loading. As another perk, this large area offered easy access to the area behind the front wheels of the car. If you've ever tried to tie down a big, low car in an enclosed trailer, you know what a hassle it can be.

Even though JIMGLO made its trailers with full-size reinforced rear ramps, we still needed more length to get the car out. Not batting an eye, they proposed flip down aluminum ramps that extended the door by another four feet, and were hinged to the ramp door for storage. Our unit came also with a wireless remote that could be used to both open the escape door and lower the ramps.

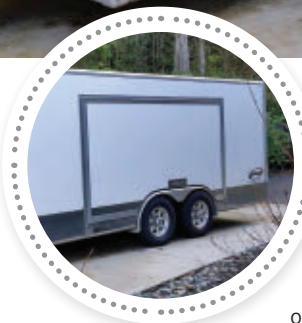
We requested an internal custom tire rack for two sets of 345mm width, 18-inch diameter tires, as well as a gas shed on the tongue capable of holding six jugs of E85. Both of these were built into the trailer to our specs, and fit our equipment like a glove.

Adding in all of JIMGLO's other standard and optional features including LED lighting, electric jacks, and E-Track, we had the 20-foot trailer of our dreams. And, with its crazy low 2,600lb curb weight, we



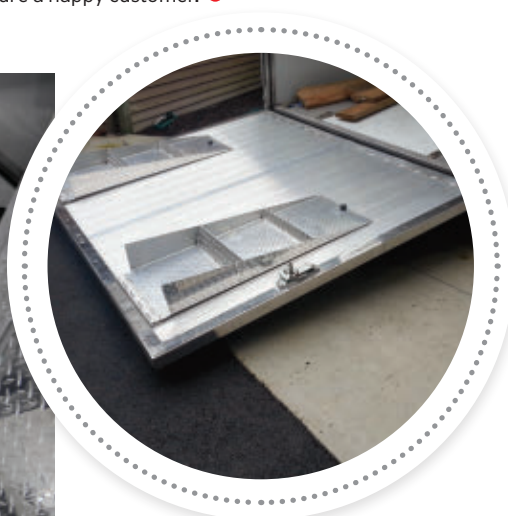
EASY ACCESS

Good accessibility can turn a one time chore into a pleasure.



were able to fill it up with all the things that go along with the car while safely pulling it with our RV.

It is all too common today to have your relationship with a manufacturer or dealer end after the sale, but during our epic 22,000 mile autocross trip last year we wound up with several broken bits on our trailer, most of which were caused by driver error (bent tongue jack, tweaked tongue, and so on). In addition, the latching mechanism on the large escape door froze shut. Since we were passing through Arizona on our way to the San Diego round of the Tire Rack Solo Championship Tour, I called JIMGLO to ask if they could take a look. After detouring to Golden Valley, imagine my surprise when not only were *all* of the trailer's maladies fixed, but they were also repaired free of charge while I waited. It's nice to know there are still companies out there that stand behind their products and are willing to go above and beyond to ensure a happy customer. ●



FULLY LOADED

(LEFT) Having a safe and secure space for all of your spares helps keep things clean and organized. (ABOVE) The right set of ramps makes loading a snap.





JOB ONE

Having a professional team behind you (LEFT) allows the driver to focus better on the task at hand (BOTTOM).

ARRIVE AND THRIVE

Looking to make the leap from weekend warrior to professional racer? The jump may not be as big as you think | WORDS Jason Isley MAIN IMAGE Sean Rice

It takes big money and a lot of manpower to fund a competitive entry in most professional racing series. The 2015 SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires, however, tends to buck the system and is one of the best bangs for the buck if you're looking to take your racing to the next level.

While it's still possible for privateer racers to make it in MX-5 Cup, those with the most experience generally wind up on the top step. Going it alone at the professional level can be an uphill battle, but this series has affordable options. Many of the top teams offer season-long arrive and drive packages for those wishing to chase the championship, while other teams offer one-off weekend rentals if they have an open car, allowing potential competitors to sample the series as it visits their favorite track.

"Having come from a husband/wife team, grass-roots effort many years ago, there is a lot to be said for going at it alone," says Ara Malkhassian, owner of 2014 championship-winning Alara Racing. "There is certainly a

lot of satisfaction and pride in doing your own work. On the other hand, it is very time consuming to perform all the different aspects of preparation at a pro racing event, and there are elements that simply cannot exist in that environment."

The logistics of a professional racing weekend differ from typical club level weekends, and it can be exhausting for a small team. "Being able to let the driver

focus on driving without distractions is a huge plus," Malkhassian explains. "We have dedicated resources for car maintenance, chassis setup and engineering, driver coaching and data management, fuel management, tire management, etc.

For 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. 📍



Richard Coburn

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- 25-26 CenDiv Double Divisional Race @ Blackhawk Farms Raceway

May

- 2-3 Bust The Dust Off Majors Race @ Blackhawk Farms Raceway
- 2 Badger Burrow Rally
- 9 Street Survival @ MATC Oak Creek Campus (Tentative)
- 14 Milwaukee Track Days (PDX) @ The Milwaukee Mile
- 24 Solo Event #2 @ Miller Park
- 30-31 Milwaukee Track Days (PDX) @ The Milwaukee Mile

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ON A ROLL

Coming off an incredible 2014 racing season, 17-year-old Andrew Evans is ready for more

WORDS James Heine | IMAGES Rick Corwine

There's no doubt that 2014 was a good year for Andrew Evans. The 17-year-old Pacific Northwest Region driver finished second in Formula Continental at the National Championship Runoffs, won the Pacific F2000 series, and was named Rookie of the Year in the same series. In the Western Conference of the SCCA U.S. Majors Tour, Evans finished second in the eight-race contest with a win and five podiums. Also, he nabbed five pole positions and five fast laps. Along the way, he broke FC track records at Mazda Raceway Laguna Seca and Pacific Raceways; all this in just his second year of open-wheel competition and first year of SCCA competition.

Evans began his open-wheel career in 2013 in the Pacific F1600 Series as a driver for Lynx Racing, for whom he recorded four podiums. "I've always been interested in motorsports," Evans says. "My first experience with racing was around age 8 in a kid kart. My brother [Michael, age 15] and I spent a lot of time at the Tri-City Kart Club, which is located in Richland, a small town in eastern Washington. It was a great group of karters, with many of them going on to the national level."

When he was in fifth grade, veteran racecar driver Don Kitch Jr. of Team Seattle and the ProFormance Racing School brought a brace of Porsche GTs destined for Rolex 24 Hours of Daytona to his elementary school, Evans adds. The experience further fueled his desire to make motorsports a career.

"I still have a picture of me standing next to his car. I knew at that moment I wanted to become a racecar driver."

To hone his skills, even though some suggested he was too young, "My dad and I decided that I should transition from a single-speed kart to a 125cc shifter," Evans recalls.

"It was a solitary life for a while at the track. Countless Tuesdays and Thursdays after school were spent running my shifter kart, and being in Seattle, that meant running in the rain."

Wet or not, the practice paid off for Evans. "I ended up on the podium in a shifter kart at the [2012] SKUSA Supnationals XVI, the largest kart race in the world. A month later I aged-up two years early to run in the Rotax Challenge of the Americas Series and took vice-champion as a 'senior' in the DD2 shifter category."

Evans became an SCCA member in 2013. In January 2014, he joined the PR1 Motorsports team and embarked on his successful

season. PR1 located a Van Diemen chassis for him, Evans says, and with the help of Bobby Oergel and John Hayes, "I was able to win Sunday's event at the SCCA U.S. Majors Tour in Fontana on my first weekend in the car."

In addition to his parents, who have "always been supportive and are my biggest advocates," Evans explains that there are "many people at each level who have been instrumental in getting me where I am today," including, he says, the aforementioned Don Kitch Jr.

"Don has been a mentor in showing me how to give back to the community, as he does with his Team Seattle racing team."

For Evans, there is also more to life than racing. A junior at Skyline High School in Issaquah, Wash., he enjoys mountain biking - "a fantastic way to stay active and have fun" - music, art, literature, movies, board games, and world history.

"I'm very passionate about world history," he adds.

As for the benefits he has gained from racing, they are many, Evans says, including clarifying his perspective on life.

"Everyone thinks that racing is just about the adrenaline rush. I think racing is so much more. It has taught me to appreciate the wins, but more importantly, to learn from my mistakes and to keep me humble. During a race, like in life, things just happen which are sometimes out of your control. I have learned that you just need to roll with the punches, be resilient, and, with patience, hard work will pay off in the end - even if you don't see the rewards on a day-to-day basis." 🍀

It has taught me to appreciate the wins, but more importantly, to learn from my mistakes"
ANDREW EVANS



NEXT TIME

Andrew Evans drove a spectacular race at the 2014 Runoffs, crossing the line just one second behind the leader. Maybe next year...



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Most of us are familiar with the old joke about the visitor to New York who asks for directions to Carnegie Hall. Question: "How do you get to Carnegie Hall?" Answer: "Practice, practice, practice."

That droll answer well describes Andrew Evans' approach to his motorsports career. But there is another aspect to motorsports also, which, perhaps, some with aspirations overlook.

"Someone once told me that for every one hour of driving, plan to spend at least 20 hours of public relations time to fund that hour," Evans says.

As for advice to a young person wanting to get a start in racing, Evans is typically modest.

"I am still learning every day," he says. "I guess for those drivers just starting out, have fun with it. Don't rush the process. There is a lot to learn and lots of people to meet. Be humble about the wins, and learn from your mistakes, both on and off the track."

There is another aspect to remember, too, Evans adds.

"I would also offer that to be a successful driver it takes more than just the ability to drive fast. A successful driver needs to work well within a team environment, be able to give detailed and technical feedback, and to consistently develop public relations skills."

Whether you're racing for recreation or to advance, it's a sport that's full of good people who are willing to help out, Evans says.

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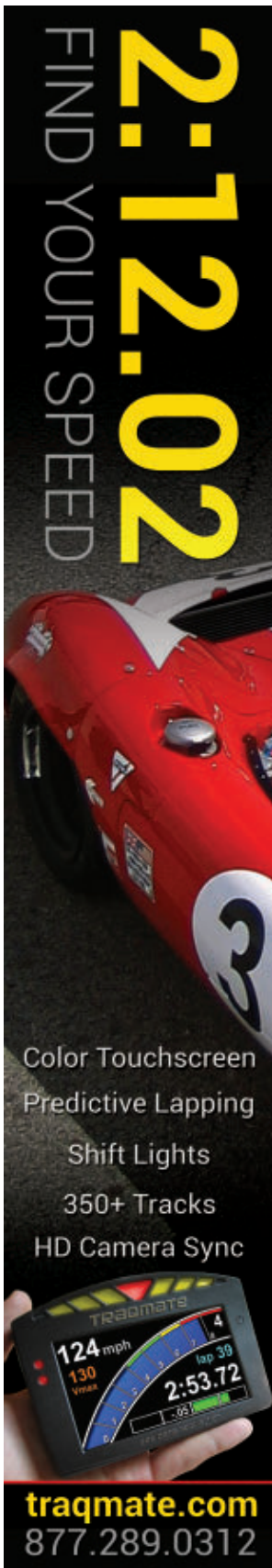
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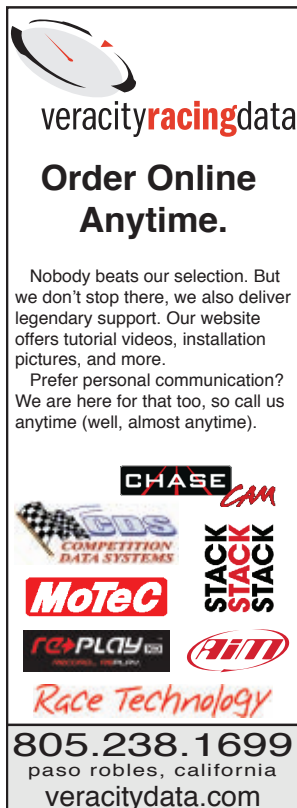
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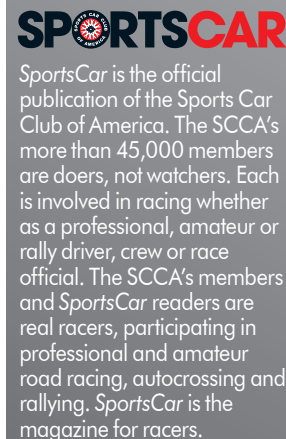
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06 WEST P-2 > GSXR-1000 VIN 001. Upgraded wiring by Kevin Mitz, print out of engine and dyno, new paint, 2 new sets Hoosier + Jongbloed wheels, MoTeC data logger with transponder, paddle-shift with refill tank, nitrogen tank, and gauges. Jack stands, current log book. Professionally sorted. Ready to Race by C+C Automotive. Fast, beautiful car. Medical forces sale \$32,000. **Call: Ron (530) 836-1198.** [25128-03]



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22 OPEN WHEEL | SPORTS RACERS ▼



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]



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23 PRODUCTION BASED | GT ▼



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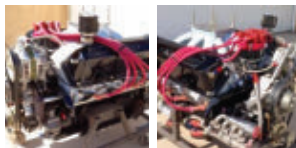
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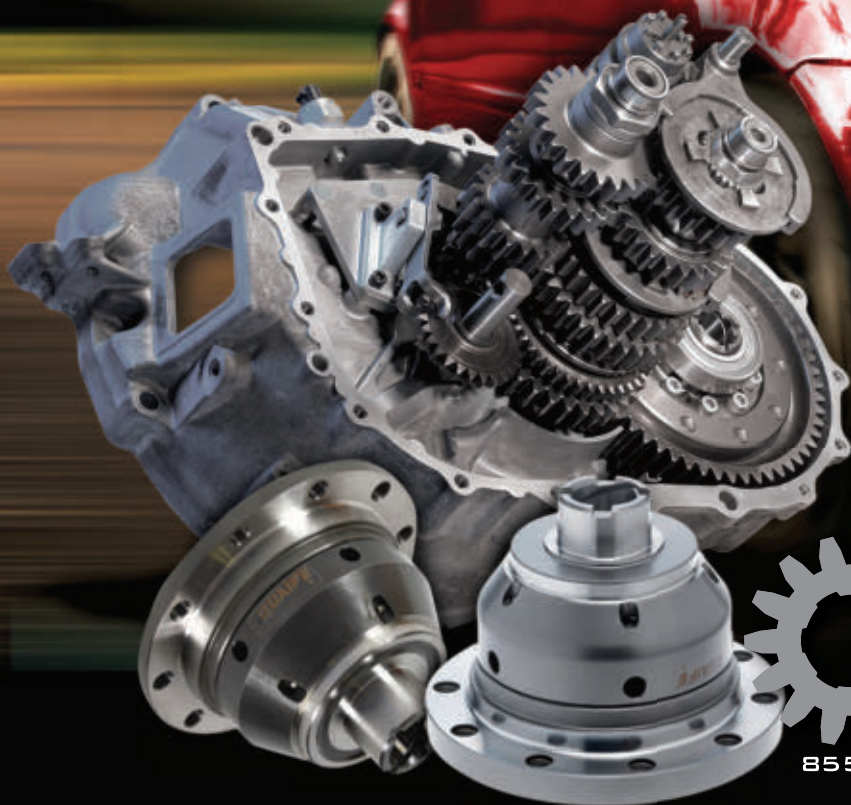
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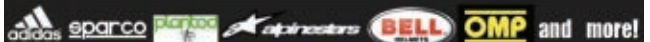
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Mar 1 Sebring International Raceway, Fla.

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 M'sports Park, Canada

Aug 28 Road America, Wis.

Oct 1 Road Atlanta, Ga.

(all events double weekends)

PRO F2000

WHAT F2000 C'ship Series

WHEN April 10-12, 2015

WHERE Road Atlanta, Ga.

The SCCA Pro Racing F2000 Championship Series builds on a strong 2014 season with the second race of its season, taking place at Road Atlanta.



Clark Michels



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

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 International 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.

STREET SHOW

The Toyota Grand Prix of Long Beach roars back to the streets of Southern California on April 17-19. That weekend features Pirelli World Challenge and plenty of SCCA workers.



DE Baer

**NORTHEAST TOUR**

The Northeast Conference kicks off its U.S. Majors Tour at VIR in April.

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 9-10 VIR/North Carolina Region
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 Geln/Glen
Jul 31-Aug 2 Summit Point/Washington DC
Aug 1-2 Triple NHMS/New England
Aug 7-9 Ro Pocono Raceway/Tri-NEP, Phil, S.J.R, 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, S.J.R, NNJR (302) 739-1078
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org

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* 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 24-25* VIR/North Carolina
Oct 30-Nov 1* Road Atlanta/Atlanta
Nov 14-15* Palm Beach Int'l Raceway/Florida
Nov 28-29 Sebring/Central Florida
Alabama, Tennessee (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
Florida (561) 654-3396
North Carolina (800) 342-7390
SEDIV (561) 654-3396
South Carolina (704) 575-5960

All dates/events subject to change

* = Double Event # = Enduro
 Ro = Runoffs qualifier r = Restricted
 HC = Hill Climb v = Vintage
 CT = Club Trial TT = Track Trial
 PDX = Performance Driving Experience
 GTA = Game, Tour, Adventure Rally
 GRC = Great Race Class NT = National Tour
 NC = National Course RT = Regional Tour
 CR = Course Rally SR = Social Rally
 E-mail addresses for registrars and event organizers are available at www.scca.com
FOR CHANGES
 Club Racing: (785) 232-7229
 Solo, RoadRally: (785) 232-7656
 RallyCross: (785) 357-7259

GREAT LAKES greatlakes-scca.org

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

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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
Pro Racing info/results: sccapro.com

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 P.O. Box 607, Yamhill, OR 97148
 (503) 754-0988; tbutler@scca.com

FEATURE RACE

WHAT U.S. Majors Tour
WHEN April 11-12, 2015
WHERE Hallett, Okla.
 The Mid-States U.S. Majors Tour keeps on chugging with the second race of its season with an event at Hallett.



Mark Walker

CENTRAL cendiv-scca.org

Apr 25-26* Ro Blackhawk Farms/
 Milwaukee

May 23-24* Ro Brainerd/Land O' Lakes

Jun 27-28* Ro Blackhawk Farms/
 Milwaukee

Aug 15-16* Ro Blackhawk Farms/
 Chicago

Sep 5-6* Ro Brainerd/Land O' Lakes

Oct 17-18* Ro Road America/
 Chicago

Chicago TBA

Land O' Lakes TBA

Milwaukee TBA

FEATURE RACE

WHAT U.S. Majors Tour
WHEN April 11-12, 2015
WHERE Thunderhill, Calif.
 Half way across the country from Hallett's Majors, but on the same weekend, will be a Western Conference Majors.



Diana Doyle

SOUTHWEST sowdivscca.org

May 2-3* Ro MSR Houston/Houston

Aug 15-16* Ro MSR Houston/
 Houston

Dec 5-6* Ro MSR Houston/Houston
Houston TBA

Texas TBA

ROCKY MOUNTAIN coloradoscca.org

May 2-3* Ro High Plains/Colorado

May 23-24* Ro Pueblo Motorsports
 Park/Continental Divide

Aug 22-23* Ro High plains Raceway/
 Colorado

Colorado, Continental Divide

anniedew@msn.com

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Joachim F. Kammer 3/1/1955 Life Members
 Edwin C. White 3/1/1955 Life Members

55-YEAR MEMBERS

Monte Robert Shelton 3/1/1960 Oregon
 Frederic Ct. Work 3/1/1960 Life Members

50-YEAR MEMBERS

Jack Baumgardner 3/1/1965 Neohio
 John R. Buser 3/1/1965 Glen
 Al Essig 3/1/1965 Kansas City
 A.V. Follett 3/1/1965 Buccaneer
 Peg Gilman 3/1/1965 New England
 Charles W. Grauel MD 3/1/1965 Wichita
 Thomas J. Hudak 3/1/1965 Saginaw Valley
 R.A. Shriver 3/1/1965 Fort Wayne
 Steven Woods 3/1/1965 New England

45-YEAR MEMBERS

Douglas Akin 3/1/1970 Finger Lakes, Glen
 Dave Bowser 3/1/1970 Iowa
 Michael Connolly 3/1/1970 Steel Cities
 Wayne G. Erickson 3/1/1970 Northwest
 Thomas H. Hendrickson 3/1/1970 Oregon
 Bill Hill 3/1/1970 Northwest
 Ronald Ittner 3/1/1970 Alabama, Atlanta
 David E. James 3/1/1970 Iowa
 Fran Martin 3/1/1970 Central Florida
 Edward Sullivan 3/1/1970 New England

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 Donald Aston 3/1/1975 Washington DC
 Keith E. Averill 3/1/1975 Detroit
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 Thomas Campbell 3/1/1975 Glen, Mohawk Hudson
 Wanda K. Cecil 3/1/1975 South Carolina
 John B. Clark Jr. 3/1/1975 Colorado
 Norman B. Clarke 3/1/1975 New England
 James K. Dobbs III 3/1/1975 Florida
 David A. Duxbury 3/1/1975 Houston
 Michael G. Follett 3/1/1975 Oregon
 Dennis M. Fox 3/1/1975 Northern New Jersey
 Ronald E. Gumm 3/1/1975 Chicago
 John Hagerman 3/1/1975 Washington DC
 William C. Horn 3/1/1975 Central Florida
 Grant Johnson 3/1/1975 Cal Club
 John J. Luczyk 3/1/1975 Neohio
 David J. McDowell 3/1/1975 Cincinnati
 James R. Miller 3/1/1975 Colorado
 Col. Gary L. Moon 3/1/1975 Alamo
 Lawrence F. Oka 3/1/1975 San Francisco
 David A. Schmidt 3/1/1975 Northern New Jersey
 Nancy L. Schmucker 3/1/1975 Central Florida
 Kelly E. Smith 3/1/1975 St Louis
 Robert C. Stewart 3/1/1975 Detroit
 Donald K. Strybel 3/1/1975 Chicago
 David E. Sullivan 3/1/1975 Chicago
 Craig Taylor 3/1/1975 Texas
 David R. Toler 3/1/1975 Cincinnati
 Steven G. Tye 3/1/1975 Buccaneer

35-YEAR MEMBERS

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 Michael T. Bayer 3/1/1980 Florida
 John L. Cecilia 3/1/1980 Chicago, Milwaukee
 Dennis C. Curley 3/1/1980 Florida, Mohawk Hudson
 Barbara D. Curley 3/1/1980 Florida, Mohawk Hudson
 Ernie DeJacomo 3/1/1980 Cal Club
 Alan Dezzani 3/1/1980 San Francisco
 Richard K. Dickey 3/1/1980 Texas
 Jeffrey Dowbenko 3/1/1980 Detroit
 James K. Fahey 3/1/1980 Chicago
 Barry L. Goldine 3/1/1980 San Francisco
 Galvy E. Gordon III 3/1/1980 Ohio Valley
 Keith W. Hansen 3/1/1980 Central Florida
 John H. Huber 3/1/1980 Detroit
 Stephen F. Kraus 3/1/1980 Chicago
 Douglas W. Lang 3/1/1980 San Francisco
 Stuart M. Light 3/1/1980 New York
 Stephen William May 3/1/1980 San Francisco
 Edward H. Ozment 3/1/1980 Chicago
 Kent M. Prather 3/1/1980 Kansas
 Randolph H. Wagner 3/1/1980 Northeast Oklahoma
 Craig Douglas Wagner 3/1/1980 San Diego
 Patricia Ann Wagner 3/1/1980 San Diego
 Thomas J. Walsh 3/1/1980 Buccaneer
 Thomas D. Wareham 3/1/1980 Washington DC

30-YEAR MEMBERS

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 Richard A. Anderson 3/13/1985 San Francisco
 Charles E. Austin 3/19/1985 Kansas City
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 Charles P. Burrows 3/29/1985 Oregon
 Sandra J. Byrnes 3/13/1985 Chicago
 Ken Calhoun 3/5/1985 Northwest

Steven R. Carroll 3/13/1985 Washington DC
 Burleigh Coldiron Jr. 3/6/1985 Ohio Valley
 Ted Descovich Jr. 3/20/1985 Northern New Jersey
 John Henry Falk 3/6/1985 Florida
 T.J. Hanifan 3/19/1985 Mohawk Hudson
 Lisa A. Hanifan 3/14/1985 Mohawk Hudson
 Charles J. Hanson 3/29/1985 Northwest
 Robert E. Introne 3/13/1985 New England
 Carol Introne 3/13/1985 New England
 Reza Jaberli 3/19/1985 Cal Club
 Raffi Kazanjian 3/6/1985 Cal Club
 Michael Lewis 3/25/1985 San Diego
 Bob Miller 3/13/1985 Philadelphia
 Art Muncheryan 3/14/1985 San Francisco
 Barry L. O'Reilly 3/6/1985 Philadelphia
 Julie Anne Riggen 3/25/1985 Indianapolis
 Steven D. Robertson 3/28/1985 Atlanta
 Rachael B. Robson 3/13/1985 Central Louisiana, Delta
 Robert T. Roraback 3/19/1985 New York
 Sharon Shayka 3/21/1985 Northern New Jersey
 Jeff H. Simmons 3/21/1985 Central Florida
 Steven Scott Spoerl 3/13/1985 Washington DC
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 Ronald E. Zitz 3/27/1985 Central Florida

25-YEAR MEMBERS

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 John Bereza 3/13/1990 Chicago
 Wiley A. Boles 3/15/1990 Central Florida
 Hal M. Briand 3/29/1990 Detroit
 Tom Brown 3/22/1990 Texas
 Wayne A. Buttermore 3/13/1990 Chicago
 Kenton Cabiness 3/9/1990 Chicago
 Daniel F. Carney 3/14/1990 Old Dominion
 June Cioppettini 3/14/1990 Northern New Jersey
 Frank V. Cioppettini Jr. 3/14/1990 Northern New Jersey
 David R. Coffman 3/28/1990 Snake River
 Ray Colbert 3/12/1990 Steel Cities
 Allan W. Davis 3/20/1990 Finger Lakes
 Lorraine Davis 3/20/1990 Finger Lakes
 Gregg E. Ditzian 3/29/1990 Florida
 Pamela J. Eames 3/28/1990 Snake River
 Charles C. Evans 3/30/1990 New England
 Laurence J. Fields 3/22/1990 Washington DC
 Bonnie R. Fields 3/22/1990 Washington DC
 Kevin Firle 3/12/1990 Washington DC
 Gary Lee Frasier 3/16/1990 Oregon
 Cathy Frasier 3/16/1990 Oregon
 Sandra E. Funk 3/26/1990 Kansas City
 Chris A. Funk 3/26/1990 Kansas City
 Thomas R. Greig 3/28/1990 Atlanta
 C.A. Kantarjiev 3/20/1990 San Francisco
 Michael C. Keleher 3/26/1990 Eastern Tennessee
 Steve Kelso 3/26/1990 Cal Club
 Ned Kohlhauff 3/20/1990 Northwest
 Tom Kotzian 3/12/1990 Oregon
 Julia LeCroy 3/12/1990 Atlanta
 Phillip Leonard 3/22/1990 Kansas City
 Jill Leonard 3/22/1990 Kansas City
 Edward Logan 3/26/1990 Des Moines Valley
 Dave Lumpkin 3/28/1990 North Carolina
 Fran Lumpkin 3/28/1990 North Carolina
 Paul May 3/26/1990 Texas
 Christine McKinney 3/28/1990 San Francisco
 Sterling E. McLane 3/28/1990 San Francisco
 Marcus E. Merideth 3/12/1990 Detroit
 Kendall Merritt 3/28/1990 Washington DC
 Don Odiorne 3/22/1990 Snake River
 Cindy Pfalzgraf 3/19/1990 Chicago
 William Pfalzgraf 3/19/1990 Chicago
 Nicholas J. Podgorski 3/16/1990 Northern New Jersey
 Christopher K. Pruett 3/14/1990 Saginaw Valley
 Jack Ragaglia 3/12/1990 Central Florida
 Kathryn Elizabeth Rand 3/22/1990 Central Carolinas
 Mark Richardson 3/20/1990 Central Illinois
 Peter S. Roberts 3/26/1990 New England
 Benjamin Robertson 3/12/1990 Atlanta
 L. Taylor Robertson 3/12/1990 Atlanta
 Grafton Robertson 3/12/1990 Central Carolinas
 John V. Scholes 3/12/1990 New England
 Aleksandr J. Shiloff 3/30/1990 Detroit
 David Skull 3/30/1990 Arizona Border
 Stephen Markey Smith 3/12/1990 Washington DC
 Kenneth J. St Pierre 3/28/1990 Atlanta
 Steve Suscy 3/20/1990 West Texas
 Keith John Taylor 3/28/1990 Central Carolinas
 Tim Taylor 3/22/1990 Kansas
 Dave Thompson 3/26/1990 Snake River
 Douglas C. Turner 3/20/1990 Northeast Oklahoma
 Brian L. Walker 3/29/1990 Cincinnati
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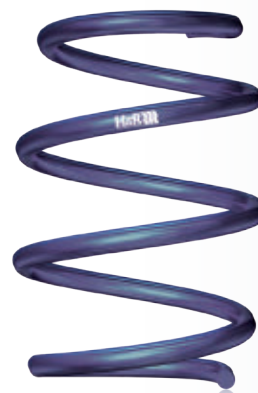
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Sep 6 Hernando County Airport/
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Oct 11 Hernando County Airport/
Central Florida
Nov 22 Seminole State College/
Central Florida
Central Florida (407) 963-5004

GREAT LAKES greatlakes-scca.org

Apr 25-26 Walesboro Airport/
Columbus Club
May 9 Mid-American Air Center/
Southern Illinois
May 16 Walesboro Airport/Columbus
Club
May 17 Mid-American Air Center/
Southern Indiana
May 25 Walesboro Airport/
Columbus Club
Jun 7 Mid-American Air Center/
Southern Indiana
Jun 20 Walesboro Airport/
Columbus Club
Jul 12 Mid-American Air Center/
Southern Indiana
Jul 12 Walesboro Airport/Columbus
Club
Aug 2 Mid-American Air Center/
Southern Indiana
Aug 8 Walesboro Airport/Columbus
Club
Aug 23 Walesboro Airport/
Columbus Club
Aug 30 Mid-American Air Center/
Southern Indiana
Sep 12-13 Walesboro Airport/
Columbus Club
Sep 13 Mid-American Air Center/
Southern Illinois
Sep 20 Mid-American Air Center/
Southern Indiana
Oct 4 Mid-American Air Center/
Southern Indiana
Oct 10-11 Walesboro Airport/
Columbus Club
Nov 1 Walesboro Airport/Columbus
Club
Columbus Club (317) 796-0123
Southern Illinois (618) 530-1147
Southern Indiana (812) 853-2875

CENTRAL 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
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 mholzi@aol.com

MIDWEST midiv.org

Apr 24-26 Millington Jetport/Mid
South
Apr 26 Hutchinson Naval Air Base/
Wichita
May 10 Hutchinson Naval Air Base/
Wichita
May 29-31 Millington Jetport/Mid
South
May 31 Hutchinson Naval Air Base/
Wichita
Jun 26-28 Millington Jetport/Mid
South
Jun 28 Hutchinson Naval Air Base/
Wichita
Jul 19 Hutchinson Naval Air Base/
Wichita
Jul 24-26 Millington Jetport/Mid
South
Apr 26 Hutchinson Naval Air Base/
Wichita
Aug 9 Millington Jetport/Mid South
Aug 23 Hutchinson Naval Air Base/
Wichita
Sep 20 Hutchinson Naval Air Base/
Wichita
Oct 4 Hutchinson Naval Air Base/
Wichita
Oct 9-11 Millington Jetport/Mid South
Oct 25 Hutchinson Naval Air Base/
Wichita
Mid-South (901) 493-2986
Wichita (316) 299-3447

SOUTHWEST 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

NORTHERN PACIFIC norpacsscca.org

Apr 26 Fresno Fair/San Francisco
Fresno
May 10 Marina Airport/San Francisco
May 24 Marina Airport/San Francisco
May 31 Fresno Fair/San Francisco
Fresno
Jun 7 Marina Airport/San Francisco
Jun 28 Marina Airport/San Francisco
Jul 19 Marina Airport/San Francisco
Jul 26 Fresno Fair/San
Francisco/Fresno
Aug 1-2 Mather Airport/San
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San Francisco Fresno
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SOUTHERN PACIFIC scca-sopac.org

Mar 8 Aloha Stadium/Hawaii
Mar 22 Maui Raceway/Hawaii Maui
Mar 29 Aloha Stadium/Hawaii
Apr 5 Bisbee, Douglas Airport/
Arizona Border
Apr 10 Ridge Top complex/Las Vegas
Apr 19 Aloha Stadium/Hawaii
Apr 26 Marana Regional Airport/
Arizona Border
Apr 26 Maui Raceway/Hawaii Maui
May 17 Maui Raceway/Hawaii Maui
May 17 Marana Regional Airport/
Arizona Border
Jun 28 Marana Regional Airport/
Arizona Border
Jun 28 Maui Raceway/Hawaii Maui
Jul 26 Maui Raceway/Hawaii Maui
Jul 26 Marana Regional Airport/
Arizona Border
Aug 23 Maui Raceway/Hawaii Maui
Aug 23 Marana Regional Airport/
Arizona Border
Sep 27 Maui Raceway/Hawaii Maui
Sep 27 Marana Regional Airport/
Arizona Border
Oct 17-18 Marana Regional Airport/
Arizona Border
Oct 25 Maui Raceway/Hawaii Maui
Nov 22 Marana Regional Airport/
Arizona Border
Dec 13 Marana Regional Airport/
Arizona Border
Arizona Border (520) 425-1948
Hawaii (808) 349-8813
Hawaii Maui (808) 281-3654
Las Vegas (775) 727-8733

ROADRALLY

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

NATIONAL

Apr 11 Steel Haul Course/Steel Cities
Apr 12 Laurel Run Tour/Steel Cities
May 2 Badger Burrows Tour/
Milwaukee

REGIONAL

NORTHEAST nediv.com

Apr 19 MGOBRally School/
Washington DC
May 3 Get the Dust Off/Washington
DC

Washington DC
mgobrallymaster@gmail.com

SOUTHERN PACIFIC 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

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REGIONAL

NORTHEAST nediv.com

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

GREAT LAKES 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

ROCKY MOUNTAIN coloradoscca.org

Apr 18 United States Truck Driving
School/Continental Divide
Apr 25 Salt Lake City/Utah
May 3 Colorado Off Road Extreme/
Continental Divide
Jul 11 Pikes Peak International
Raceway/Continental Divide
Jul 25 Colorado Off Road Extreme/
Continental Divide
Aug 30 United States Truck Driving
School/Continental Divide
Sep 19 Colorado Off Road Extreme/
Continental Divide
Oct 11 Pikes Peak International
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Courtesy Trish Bucci

FAMILY MATTERS

SCCA spans generations.

ALL IN THE FAMILY

My daughter and granddaughter came to visit at Christmastime and, at one point, my husband and 28-year SCCA member, Jim, entertained the very active 9-month-old Lacey by reading to her from *SportsCar*. I captured the moment and wanted to share. She looks so serious, and so interested!

Trish Bucci

PASSION

Two items in the February issue caught my attention. First, my compliments to Rick Beattie for his excellent *On Rallying* column, *Pressing On*. So often we forget how many of our fellow SCCA members work tirelessly to sustain their particular corner of the sport over years and decades, and Rick, in reviewing the history of several rally events that have stood the test of time, offers a timely reminder of the work that goes into such events and the heritage that, year by year, grows from them. Thank you, Rick. Second, editor Philip Royle's observations (*The Passion*) in the same issue struck a similar chord with me. While from time to time we encounter members who seem to place their self-interest far ahead of that of their colleagues or the SCCA as a whole, the Club is blessed with many more who

(again) work tirelessly for the overall good of their particular passion in the world of motorsports, and also for the good of the Club as a whole. Over the years, I have met many such members, and my life has been enriched by their acquaintance, just as the Club, I believe, has been enriched by their participation.

Jim Heine

SILLY SAFETY

I noticed that the wet times posted for the Z2 and RE-11A tires in the magazine [February 2015 issue, *The New Street*] were exactly the same and faster than any of the other times posted for any tire. This runs contrary to logical expectations and I was wondering if you had a correction for those two times.

Michael Perry

Actually, the numbers are all correct. The problem is, in the story we breezed over the fact that the wet course was not the same as the dry course. In the wet testing sidebar, we reference "our abbreviated wet course." For safety reasons, we cut the course length down from the dry setup, eliminating a fast section that could have led to trouble. The result was times that can easily be deceiving.

UNDER PRESSURE

SportsCar's February issue street tire shootout did a pretty good job comparing some of the performance street tires. There was a small section called "Optimizing" which pointed out that the tire pressures were adjusted for each tire to optimize grip. Are there any details on what that procedure involved? At

what tire temperature was the pressure measured?

Last Solo season it was a challenge for me to dial in the right pressures. I observed that the tire temperature changed significantly from the start to the end of a run, and the pressure changed proportionally. I was worried that adjusting tire pressures between runs would introduce more variables since the tire temperatures would drop making it difficult to match pressures and temperatures between the tires.

Ken Bury

We used a pyrometer to check the tire temperatures on the inside, middle, and outside of the tread after each run during the scrub-in process, changing pressures accordingly to ensure the entire contact patch was being used, then based our testing tire pressures on that data. We're planning a feature in the coming issues where we'll cover items just like this, so keep reading....

DUE CREDIT

In *The Right Price* SCCA Pro Racing Pirelli World Challenge TCB coverage [January 2015 issue], it appears as though there may have been an inadvertent omission? What? No mention of three wins, four podiums, three pole positions, and three fastest race laps in only five races? Please, let's give some credit where credit is due!

Bill Boye

Johan Schwartz certainly had a great season, but, unfortunately, our primary focus in that article was on the overall winner.



Jay Bonvolontar

GREAT SEASONS

World Challenge sees plenty of hot talent.

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PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

What a difference a decade makes

Journey back a decade or so and you'll find features in *SportsCar* discussing how the next generation of SCCA competitors will come from the world of video games. In those issues, there are also features touting the entry of technology into the SCCA world, making everything from event registration to contacting various competition boards quick and painless. This was all pie in the sky stuff back then – but it all came true! We are, indeed, living in the future.

The idea of games prepping the next generation for the driver's seat isn't as new as 10 or 15 years ago, either. A quarter century ago I spent hours at the arcade wasting my hard-earned high school allowance playing *Hard Drivin'*. *Hard Drivin'* was a first-person view, immersive driving simulator that not only allowed players to put down a fast lap, but they'd also go head to head against the fastest player via ghost mode. The arcade game was unique in that it featured a clutch pedal and H-pattern shifter. I learned the basics of driving a manual transmission in that arcade.

The crazy thing is we've not just met the expectations of the past; we've blown them away. This month's cover showcases Bryan Heitkotter, who didn't stumble into racing

"This was all pie in the sky stuff back then – but it all came true! We are, indeed, living in the future"

success through gaming; he earned it through an international competition financially backed by corporate giants Nissan and Sony. This level of backing enabled him (and several other GT Academy alum) to compete in everything from SCCA Pro Racing Pirelli World Challenge to the 24 Hours of Dubai.

To the second point, the other day I was contacted by one of *SportsCar's* contributors and Oregon Region Loud Pedal editor Jeff Zurschmeide about his Region's latest addition, an iOS app. "The app was originally envisioned as a means to get our

magazine, *Loud Pedal*, out to more people," Jeff said, "but as it came together we realized it could be much more than that, so we grew the program to become a portal for all our activities."

Oregon Region's app now links to motorsportreg.com as well as to the GCR, season points, Regional and National schedules, and membership application and renewal forms. "This app provides all our members – Club Racing, Solo, and Rally – with a good spread of services," he explained.

Now the discussion is what trends will occur in the next decade or so, and how we will use that knowledge to grow membership. The SCCA National Office and Board of Directors are tackling that topic right now. SCCA departments like The Lab are



Sean Rice

GOOD TIMES

This month's cover story about Bryan Heitkotter illustrates that we actually under anticipated the eventual reality of gamers becoming professional racers.

formulating solutions, and Regions like Oregon are riding the cutting edge to maximize reach. On a much smaller scale, I can't help but think back to my *Hard Drivin'* days and how any modern driving game now won't include a clutch pedal because that pedal is hitting extinction. In 10 years, will we have gamers who can win real races but have never driven a manual? Only time will tell.

But probably. 🚗

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FROM THE ARCHIVES

10 YEARS AGO... APRIL 2005



- *Pro-Level Prep* covered the preparation that goes into a professional racing effort, and how the weekend warrior can benefit from it.
- The 1999 Miata joined the Regional Spec Miata Class.

20 YEARS AGO... APRIL 1995



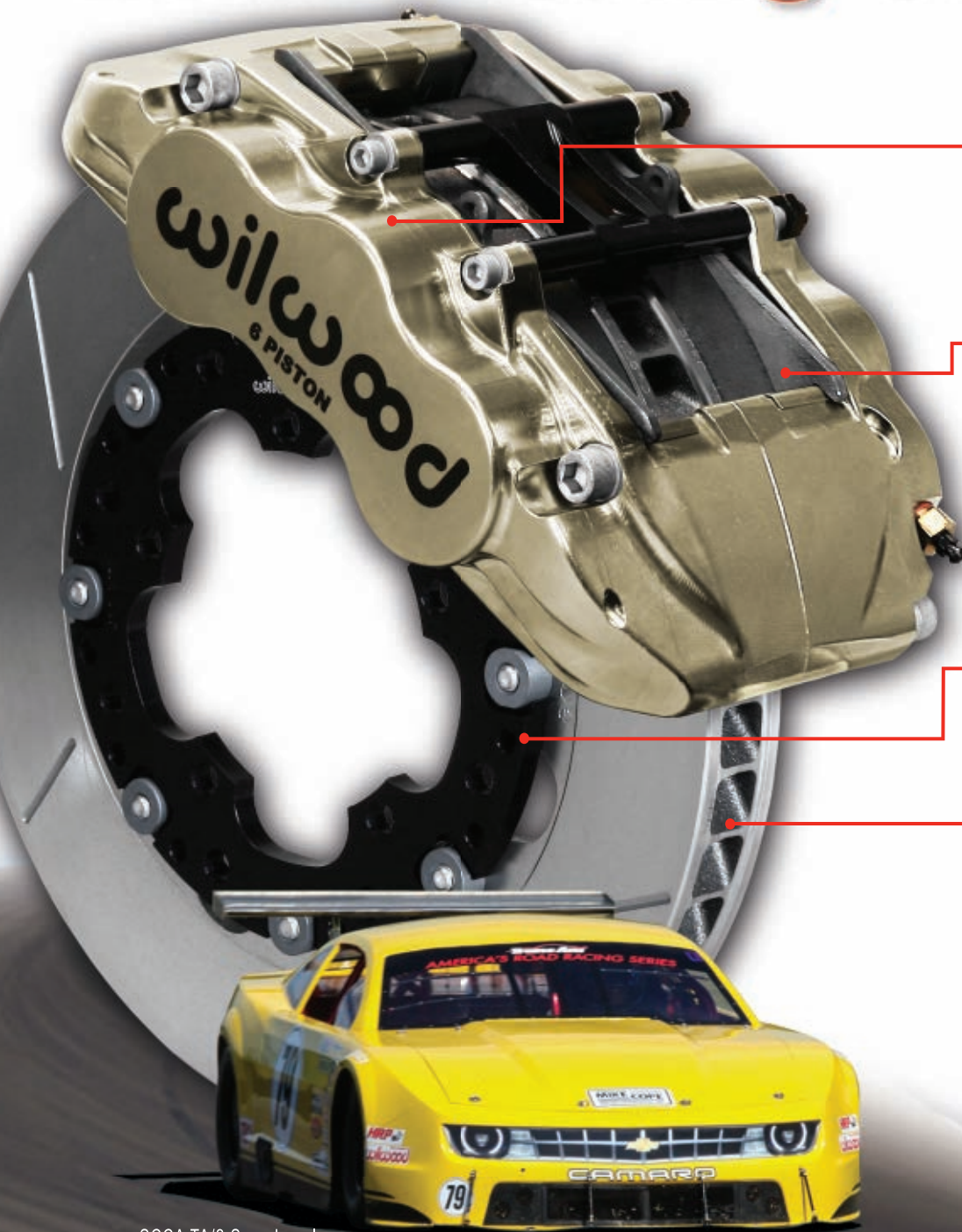
- The Carl Haas Cup was inaugurated at the National Convention, Roger Johnson was its first recipient.
- Trans Am's 30th season was nearing, rule changes and new players promised to make it memorable.

30 YEARS AGO... APRIL 1985



- *Evolution of the Revolution* gave us a closer look at the tubeframe GT4 car of Doug Peterson, a new idea at the time.
- Dave and Connie Davies penned a feature on how to host a street Solo event.

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