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James Wilson's brave
pro racing quest on
a Solo budget

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The rebirth of
a raceway

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National Convention

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'15**

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Potenza RE960AS
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Turanza Serenity Plus

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Ecopia EP422
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Dueler H/L Alenza

Dueler H/L Alenza Plus
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15 17



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silver
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15 16 17



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COLOURS
available in 10 finishes
14 15 16 17 18



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17 18



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15



TR MOTORSPORTS® FF10
light grey
15 17



ENKEI RACING PF01
black, black with machined lip (17),
bright silver (15 16 17 18), white (17)
15 17 18



ENKEI RACING RS05RR
matte dark gunmetallic,
bright silver
18



ENKEI TUNING TS9
matte silver, black, platinum
17 18



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When you purchase select KW products from Tire Rack's in-stock inventory between **April 1-30, 2015** you may be eligible to receive up to a \$200 rebate by mail. For more details, visit www.tirerack.com/specials.



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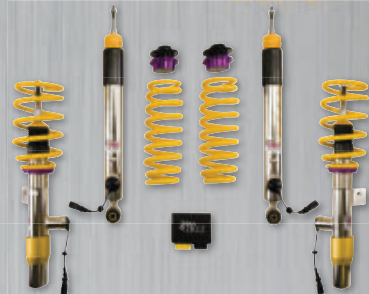


Variant 3 Coil-Over **\$150 REBATE**

Motorsports technology for the road with adjustable compression and rebound damping

- Exclusive KW patented system has dual-level valves to provide the adjustment of comfort driving dynamics in the low-speed range.
- Infinitely adjustable rebound damping and 14-level adjustable compression damping.
- High-speed settings for driving comfort are preset by KW engineers.

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

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THE AUDIT BUREAU MEMBER
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COVER PHOTOGRAPHY Bill Sallans

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RUBEN DUCHEYNE
Photo by: Ruben Ducheyne

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Ricardo Perez (62) and Andy Pilgrim
fight for position – and traction – as rain
pounds SCCA Pro Racing Pirelli World
Challenge at Circuit of The Americas.

DATE | March 8, 2015

LOCATION | Austin, Texas

WHAT | Pirelli World Challenge GT, Round 2

PHOTOGRAPHER | Jay Bonvouloir



The first June Sprints took place at Road America in 1956. SCCA Hall of Fame member Carl Haas (26) qualified on the pole and took the F Production win in his Porsche 356.

DATE | June 23-24, 1956

LOCATION | Elkhart Lake, Wis.

WHAT | June Sprints

PHOTOGRAPHER |
Henry Meyer Jr. / IMRRC

“The June Sprints is the longest consecutively held amateur road racing event in the United States”

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

PROXES

High Performance That Never Rests.

YOU COULD DESIGN NATIONALS

The Solo Events Board is seeking interested parties to design courses for the 2015 Tire Rack Solo National Championships. Members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com.



Perry Bennett



TRACK NIGHT KICKS INTO GEAR

Opening up race tracks across the country to car enthusiasts, SCCA's Track Night In America driven by Tire Rack provides an after work, week night lapping program for street cars at 20 to 25 tracks across the country. The program is designed as an affordable on-track experience for all cars and skill levels, from beginners to veterans.

Track Night in America will run once a month at the designated tracks, with the schedule typically beginning at 4 p.m. Participants will get three 20-minute sessions for a \$150 entry fee.

No SCCA membership is required for Track Night in America driven by Tire Rack, but drivers must be over 18 years old and hold a valid driver's license.

"Track Night in America is, simply, about fun with cars," Heyward Wagner, SCCA Director of Experiential Programs, says. "Traditional road courses have always been a bit of a secret society. This is all about opening the doors and getting people in. Whether you're a driver, friend, just hanging out, there is something for you at Track Night."

"The reception we've gotten from partners to this program has been an encouraging step, and our friends at Tire Rack answered that bell in a big way. This partnership was the first that we pursued with this program, and will allow SCCA, Tire Rack, and our participants in the program to see a real and tangible benefit."

The easiest way to get on track, Track Night in America is split into three sessions based on comfort and skill level. Rookies will get extra attention from the gate through their on track sessions in the Novice Experience, ranging from help removing loose items in the car (like floor mats and unsecured tire jacks) to coaching and follow the leader paced laps during their sessions.

Intermediate and Advanced participants will be able to skip many steps that typically bog down the experience, instead filling out and signing a tech sheet and conducting an on-line drivers meeting that acknowledges the basics. Those

NEW TO THE FAMILY

A number of new contingency offerings are available to competitors during the 2015 Tire Rack SCCA National Solo season. FR Sport will be offering product certificates to eligible winners, as will Bride Racing Seat and OS Giken. Complete program details, and registration can be found at www.scca.com/solo.



Rupert Berrington



Rupert Berrington



Solo. Win. Profit!

Top finishers at each Tire Rack SCCA National Solo event will have the opportunity to collect contingency from several automobile and tire manufacturers throughout the 2015 season. Mazda, the official car of SCCA, is offering a \$300 award for a win in the class competition of each of the three types of events with second place scoring \$175. In the ProSolo series, eligible winners in the Super, Ladies, and Bonus Challenges will be awarded winnings ranging from \$400 to \$250, and top ProSolo yearend points winners can take home as much as \$1,000.

Mini USA and Subaru of America will be supporting all three National Solo programs with payouts ranging from \$250 to \$50. Top-three finishers in ProSolo Class and Challenge standings will be able to cash in with \$1,000, \$750, and \$500 prizes.

Honda Performance Development (HPD), Scion Racing, and Toyota/TRD will offer awards to competitors in ProSolo. HPD will offer a \$100 payday for winning the class competition (\$50 and \$25 for second and third). An eligible yearend points champion will also claim \$200. Scion will award prizes of \$200 and \$100 to the top positions for drivers of an FR-S. Class winners in other Scion models will be able to claim \$200, with a nice bonus to yearend champions in class and challenge standings. Toyota/TRD will offer a \$200 award to eligible drivers for a ProSolo win in class completion at each event, while eligible season-ending champions in class and Challenge standings will be able to claim \$1,000.

BFGoodrich Tires will support all three National Solo programs. Eligible Championship and Match Tour class winners will claim two free

tires with a win, and one tire for second place. In ProSolo, eligible winners will earn two tires, with second place earning one. Super and Ladies Challenge winners will be eligible for the same prize. Eligible yearend champions in class points will also win tires.

Falken Tire will support select classes in all three divisions. In all cases, they will offer cash prizes of \$300, \$200, and \$100 to podium finishers. GT Radial and Hoosier Racing Tire have also pledged their support for all three programs with identical payout schedules. Each company will provide two tires to eligible class winners in all three divisions, with second place good for one free tire. All prizes will be doubled

“Eligible season-ending champions in class and Challenge standings will be able to claim \$1,000”

at the ProSolo Finale.

Kumho Tires is also participating with their own contingency program supporting all three National series. Eligible drivers can claim a \$300, \$200, or \$150 in product credit, and that amount is doubled for any Street or Street Touring category. In addition, a ProSolo class or Challenge season-long Champion can get their hands on four free tires.

Bridgestone has put its name in the hat to support the Match and Championship Tours. Eligible drivers can earn \$200 for a class win, while the remaining two podium positions can earn \$150 and \$100.

Contingency details can be found at scca.com/solo under the contingencies link. ●

participants will have access to the top-flight SCCA instructors and event staff for additional questions and help.

Involved at the launch of Track Night is program supporter *Grassroots Motorsports*. Each Track Night participant will receive a complimentary six-month subscription to the magazine. The program is also supported by the FIA Sport Grante Programme.

The Track Night calendar opens in April with events at Atlanta Motorsports Park on April 7, Palm Beach at Palm Beach International Raceway and Thunderhill Raceway Park on April 9, MSR Cresson and Pitt Race on April 14, and New Jersey Motorsports Park on April 15.

More information on the program, including a full list of tracks and dates, is available at www.TrackNightInAmerica.com. ●

John Steflik

HAWK SOLO AWARDS

Hawk Performance, the official brake products of SCCA, will offer contingency awards for the Tire Rack SCCA National Solo Championship and Match Tour events. Product certificates for in-class podium finishers include \$100, \$50, and \$25 certificates. Visit www.scca.com/solo to register.



Rupert Berrington

Garmin joins the Fray

Garmin, a leader in the field of GPS navigation, has partnered with SCCA via its VIRB action camera line. The VIRB has now been named the official camera of SCCA, and will feature prominently at all levels of SCCA membership, presenting two championship events as well as introducing new participants to the sport.

In addition to recording 1080p HD video, Garmin's VIRB Elite also has a built-in GPS sensor to gather metrics like speed, distance, heart rate, and g-force. This data can then be embedded into the video using VIRB Edit, making user videos even more exciting. Featuring an easy to use slider switch and a 1.4-inch display, VIRB



Courtesy Garmin

Elite can record up to three hours of video on a single charge and can be remotely controlled by other Garmin products or with the VIRB smart phone app.

In addition to being named the official camera, the Garmin VIRB becomes the presenting sponsor for the Tire Rack Solo Nationals Championships and National Championship Runoffs. The brand will also be named the official camera of the Tire Rack Solo Starting Line School, bringing new participants to motorsports and the VIRB all at once. 📷

Keenan scores Club Racer of the Year

2014 B-Spec National Championship Runoffs Champion Kyle Keenan was named Club Racer of the Year in *RACER* magazine's annual *RACER* of the Year fan vote. Keenan joins category winners Erica Enders-Stevens (*RACER* and Drag Racer of the Year), Lewis Hamilton (Road Racer of the Year), and Kevin Harvick (Oval Racer of the Year), among others, in the voting.

The 2014 Runoffs at Mazda Raceway Laguna Seca marked Kyle Keenan's first Runoffs attempt. Driving a Kia Rio 5 in B-Spec and racing all season on a tight budget, the 24-year-old Keenan was given a set of tires by fellow B-Spec competitor and eight-time Champion David Daugherty in time for the last qualifying session. Keenan used those tires to start the race in second place, then he drove a smart and quick race to win by 3.57sec.

Award details can be found on racer.com. 📷



Richard S. James

KEEN SEASON
B-Spec racer and 2014 National Champ Kyle Keenan was voted *RACER* magazine's Club Racer of the Year.

The 2015 RallyCross National Championships will visit a new venue, and will utilize an earlier date in an effort to produce the best event to date. The new location in Indianola, Iowa, is just 18 miles south of Des Moines, and is home to the National Balloon Classic hot air balloon festival. The lot that will be utilized sees

tens of thousands of cars parked on it annually, so it is expected to be well packed and durable.

The Iowa site, which has been the location of Des Moines Valley Region RallyCross events in the past, was found as a result of an exhaustive countryside search. The move in date, to Aug. 7-9, also hopes to be beneficial for the meet - as the event

will be held in early August, weather conditions should be much warmer and drier than those experienced at past Championship events

In addition, a National Championship committee was formed. This committee will work with the RallyCross Board and National Office staff to help organize all aspects of the event. The goal is to help foster a more social feel to the meet. The new committee has been challenged to make this year's event the most fun RallyCross Nationals in the program's history. Further information on the National RallyCross program can be found at scca.com/rallycross. 📷



Rupert Berrington

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



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Race Monitor returns as the official live timing application of SCCA Club Racing for the 2015 season. Race Monitor gives racers and spectators the ability to view live timing of races from hundreds of organizations around the world. The Race Monitor application is available for iPhone, iPad, Android, Mac, Windows 8/RT, and Windows Phone.



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THE CLUB BOARD

JOHN WALSH

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Hmm...bears...

Gotta check the SCCA insurance manual, I guess. On prior readings, I don't think I've run across the word "bear" at all. Maybe it's just an oversight on my part. Last Saturday night setting up a RoadRally checkpoint on a dark, lonely road in the snowy woods of New York's southern tier, I noted I wasn't alone. *Very fresh, very large tracks ran down the side of the road, right under my freshly planted "✓" sign.* Hmm. Too big to be a dog; maybe seven inches wide, and nine or more inches long. Don't bears hibernate in the winter? Guess not all of them.

I remembered the old adage: "Carry small bells and pepper spray while in bear country to warn and scare off the bears; you know you're in bear country because you'll find bear 'scat' that smells like pepper spray and has small bells in it." I didn't have bells, and the closest thing to pepper spray was the hot sauce from dinner at Wellsville's Texas Hot an hour earlier.

There was probably two to three feet of snow in the surrounding woods, so the bear was just taking the easiest path down the somewhat-plowed forest road. Oh, great - that means they're being channeled right at me. Fortunately, Yogi and/or BooBoo didn't appear, and the competitor cars came and went without delay - or bears. Some competitors marveled at the size of the tracks, but I also noted those competitors didn't hang around chatting much once they'd gotten their in and out times.

OK, back to the business of the Club. The SCCA National Convention was in mid February and, while there, the Board of Directors had a great breakfast meeting with REs and past members of the Board - it was a frank exchange of thoughts on the tasks and responsibilities of our Board. To those who attended, I offer a hearty "thank you." One of the topics discussed (the identification of Board candidates as well as the skills and qualifications that are important for Board service) will get further attention, here in *SportsCar* and in other Club communication platforms, in the coming months.

We're already well into the 2015 season, with all of our programs already under way - and some new programs, too. Track Night in America is meant to meet the needs of time-challenged members, while TRACK FEST! events bring many of our programs together in one place at one time giving current and new members an easy way to sample different elements of our Club. I hope you can find time to sample some of these new programs! 🍷

Membership Drive Contest

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

MEMBERSHIP REFERRAL

LEADERS FOR FEBRUARY 2015

NAME	REF	REGION
Warren Leach	47	San Diego
Gayle Jardine	13	Cal Club
Darren Gunn	5	Cent Florida
Kevin Julian	5	Las Vegas
Allan Coy	4	Cal Club
Brian Ghidinelli	4	San Francisco
Ann Hamilton	4	S Tex Border

There are 580 additional members with at least one referral.

REGION LEADERS

Category based on 2014 year end membership)

REGION GROWTH

Jumbo Regions (800+):

Florida	6.4%
Cal Club	5.4%
Washington DC	3.8%

Large Regions (401-799):

Texas	6.3%
Central Carolinas	5.7%
Indianapolis	3.7%

Medium Regions (200-400):

Las Vegas	9.0%
Utah	9.0%
Alabama	7.8%

Small Regions (<200):

Columbus SCC	12.2%
Wiregrass	11.9%
Central Louisiana	10.3%

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Nissan Motorsports announced a partnership with Always Evolving (AE) to campaign two GT Academy-NISMO Nissan GT-R GT3 racecars for the 2015 SCCA Pro Racing Pirelli World Challenge season. Solo champ and Nissan GT Academy North America 2011 winner Bryan Heitkotter is slated to drive one of the team cars.



Rupert Berrington

SEE THE CHALLENGE

WC Vision has announced a TV broadcast partnership with CBS Sports Network and Torque TV. CBS Sports Network and Torque TV will broadcast more than 60 hours of Pirelli World Challenge action with dedicated 120- or 90-minute programs for GT/GTA, the GT Cup presented by MOMO, and GTS classes; the GT classes and GTS will have dedicated segments within the broadcast shows. TC classes will be featured with 60-minute programs. Broadcasts will be shown on a one week tape delay in prime time slots either on Saturdays, Sundays, or Wednesday evenings.

Highlights of the partnership with CBS Sports and Torque TV include a 90-minute live broadcast of the Chevrolet Detroit Belle Isle Grand Prix race on Sunday, May 31, and a magazine-style show entitled *Inside the Pirelli World Challenge* that will take a behind-the-scenes look at the series. 📺



Jay Benavolator

CLUB VIEW ➡ POINT | COUNTERPOINT



A New Generation

**LISA
NOBLE**

PRESIDENT AND CEO OF SCCA INC.

Rolling out new programs such as Track Night in America, Track Fest, and the suite of Starting Line programs all have the potential to capture a new generation of enthusiast/members. They will enjoy their experience in the SCCA in very different ways than tradition dictates. Some will enjoy the fun and challenge of the experience, perfectly happy that there is no competitive element. Some will go on to support our core programs.

That sets in place a very new way of thinking for us as SCCA members. It simply isn't "How We've Always Done Things." The familiar is easy, and what many of us really want to do. It's what we are interested in. Why should we worry about what other people want to do or some nebulous new program? I believe we *do* have a greater

responsibility, one that makes our sport possible for those who follow us and the ones behind them.

SCCA Track Night in America Driven by Tire Rack supported by many of Tire Rack's suppliers and by *Grassroots Motorsports*, will be the new gateway into motorsports. Currently, we've signed with 22 racetracks across the United States, with more than 100 events with the potential to showcase who and what we are to thousands of new members! Please read that again. We're introducing thousands of new members to SCCA and to motorsports; into having fun with cars and the people who love them.

Many Track Night in America events will have a Starting Line Track element, a mentored entry into the event for those who would be more comfortable with some basics of learning the what, why, and how of putting their street cars on track. The rest of the participants will fall into Novice, Intermediate, and Fast Pass levels. Oh, there is a discounted run/work option, too!

But this is not just about driving on track. Track Night in America is an open house for you and your Region to showcase what you love about the Club and the sport as well. Car shows, fun autocrosses, a meeting place for community groups and Region meetings, cookouts, and a chance for you and your family to jump into the daily driver to do some paced laps at your local favorite track.

Here is the idea; on a weekday afternoon you can get off work at 3 or 4 o'clock, head to the track (most events are well within an hour of major metropolitan areas), pay \$125 or less if you have a Tire Rack or sponsoring coupon, have the fun of three on-track sessions, and hang out with your new and old friends.

Let's welcome these new enthusiasts; they will be the new generation of Region leadership and the cadre of drivers, crew, and volunteers who make our events great. That is the Club I want to belong to! 📺



Courtesy Peter Stark

RAYBESTOS RETURNS

As five-time SCCA Club Racing National Champion Lawrence Loshak enters the SCCA Pro Racing Trans Am series in 2015, he brings with him a legendary partner, Raybestos Powertrain and its red, white, and blue paint scheme made famous by Dorsey Schroeder.

Pro's Worker of the Year

Mike Pasquale has been named the BFGoodrich Tires SCCA Pro Racing Worker of the Year for 2014. As the winner of the award, Pasquale receives a complete set of BFGoodrich Tires.

Pasquale's journey to SCCA Pro Racing began like so many, with the Club Racing program in the 1960s and early 1970s. His brother, Ed, was the Chief of Timing and Scoring for the Washington DC Region. In helping his brother, they were part of the crew that scored some of the first Trans Am races. From that point until 2001, Pasquale's path took him away from the racetrack. However, he made his return by racing Spec Miata and working tech in the Atlanta area. From there, Pasquale became an official with the Pirelli World Challenge series.

"Mike has proven himself to be an extremely strong asset for the SCCA Pro Racing, and the race series which our organization services," says Robert Clarke, SCCA Pro Racing President. "Mike inspires confidence in those around him. His leadership skills, even in the most trying of conditions, allow him to help a team of individuals get the job done in the best and most effective way possible. This award is but a small token of appreciation for his service and dedication over these many years." 🍷

Trans Am Triple Shot

The Trans Am Race Company has announced a major partnership with The 3-Dimensional Services Group that will see the introduction of a flurry of new opportunities and incentives for drivers and teams to take home additional hardware throughout the 2015 SCCA Pro Racing Trans Am season.

At the center of the partnership stands the 3-Dimensional Services Triple Shot Showdown, a selection of three historic homes for the Trans Am Series: Lime Rock Park, Mid-Ohio Sports Car Course, and Road America, where the Triple Shot Showdown will conclude.

This agreement helped pave the way for Trans Am's broadcast return,

as it has also been announced that much of the the 2015 season will be broadcast on CBS Sports Network. 🍷



Dennis Wood

TO THE TOP

Trans Am's 2015 season is set to be one of the best ever.



ERIC PRILL

SCCA CHIEF OPERATIONS OFFICER

Strengthening Our Core

As Lisa Noble's column highlights, the big news right now is the formation of SCCA Track Night in America Driven by Tire Rack (TNiA). The program has been incubating for a long time, and kudos to Heyward Wagner and his entire team (Jenny, John, and Rick) for making the program a reality.

The program's announcement has been well received and, as is often the case with new things, has prompted a question: Is a non-competitive activity like TNiA worth all the effort for an organization made up of people who love our current *competition* programs?

Absolutely!

My doppelganger Heyward and I were discussing this, and he made a comment that sums up what is happening. Just as the Olympics will always be about ice skating and track and field, SCCA will always be about Club Racing, Solo, and Rally. Just because we've added something new does

not change what we are at the core. In fact, TNiA serves to strengthen our core by providing a new stream of participants, workers, and leaders for years to come.

The entry level, experience-based track day market has become crowded, and because we've always focused on our primary activities, SCCA's market share is relatively low in comparison to our position in the road racing market overall. Track Night is a cohesive, centralized, marketable program that only a national organization like SCCA can offer.

Everyone remembers their first time. Admit it, we were all nervous. As much as we read about it or watched it on television, we didn't really know what we were doing, and as much as we'd like to think we were good at it, let's face it, we probably weren't. *Stay with me friends, I'm talking about our personal introduction to motorsports!*

With all of those nerves and insecurities in your motorsports introduction, there were people there to help you through it. They offered guidance and, most of all, they made you feel welcome. They became your friends; your family. They were a big reason why you came back and remain a big reason why you're still here.

Everyone that is introduced to motorsports through another organization likely goes through a similar process. They were nervous and fumbled through their first event. They were on a steep learning curve, but had people help them understand how everything worked and how to maximize their fun. They learned that group's intricacies and developed lasting friendships. They may find later that SCCA offers a better program for them, but it would be difficult to leave those friendships, that familiarity, and that comfort.

TNiA brings the new people in, introducing them to SCCA and everything it has to offer. When a Track Night driver decides they want to enter some competition, there are core SCCA programs for that, whether it's wheel-to-wheel or timed. And if they don't want to drive, but love being a part of the action, there are great ways to be involved on an organizational or operations level.

In the end, Track Night isn't a new, separate program from our core road racing, autocross, and rally activities, but rather a new and exciting entry point for them all. 🍷

BOB DOWIE

OWNER, VILLAGE AUTO WORKS
NORTHERN NEW JERSEY REGION
SCCA MEMBER SINCE 1987

“Why am I member of this Club? Because being a car guy, it’s where I can race the kind of car I want and hang out with other car guys. I have great racetracks within a reasonable distance, and it’s where my friends are. That’s enough reason for me!

Being involved with Club Racing for so many years, I’m not sure how I would describe myself. I think I’m a racer first, but I’m also concerned with the nuts and bolts of how the Club works, and I truly enjoyed the decade I spent on the Club Racing Board. Yeah, it was lots of work, but if you think about it, how bad is it that you spend a few hours a month on phone calls talking about racecars and racing?

Of course, it can get frustrating when you’re dealing with a committee where there is a solid difference of opinion on an issue; even more so when folks on both sides have good points. It’s the CRB’s job to look at both

“I think I’m a racer first, but I’m also concerned with the nuts and bolts of how the Club works”

sides of the issue and make an unbiased decision, always keeping in mind what is best for the racing program and current competitors. One of the things those on the CRB are always considering is the future of the program and how to best shape that future to keep the program viable for the racers and the hosting Regions.

Folks ask how I handled being in such a thankless position for 10 years. The fact is it really isn’t that thankless. Serving on the CRB puts you in the position to make positive changes in the program. Yes, you take some heat from members who feel you are not considering their point of view, but you have to keep in mind how passionate our racers are and not take it personally.

Again, we’re back to the people. This Club has given me the opportunity to meet the most diverse group of people you could ask for, from movie stars to rocket scientists to auto techs, all sharing the love of automobiles, racing, and this Club. That’s why I’m a member, and will be for life!”

IMAGE Michael Duval



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Philip Tucker

FEAR

Fear makes you crash, or it saves your behind. Fear causes you to ram that guy because he's afraid and you're not, and he overreacts with a hard brake. Fear keeps you from doing the Kink at Road America flat when you might *just* make it. Fear makes you want to quit after some young rookie torpedoes you with a misguided dive bomb, because he does not yet know fear. Fear makes your mother want you to try golf instead of racing. Fear makes you skip that wet practice session. Fear is a passing strategy. Fear is a thrilling rush on a near miss. Fear is a stall on an SCCA Pro Racing Pirelli World Challenge standing start. Fear is a trailer-towing death wiggle. Fear makes your spouse urge you to sell that racecar thing. Fear makes you check those lug bolts one more time. Fear makes that other racer lift, when you don't. Fear is something most of us will never admit.

No fear, people - fear is a bad thing! Or is it? Sometimes, a little fear is a very good thing. I used to resent the "No Fear" products because I saw that surviving races requires a good dose of healthy fear just to stay out of trouble. In that way, fear even wins championships. A little fear is intelligent; helps avoid the crazies.

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

R!



ON THE EDGE

Fast laps come when living on the edge, but going past the limit can put your victory in jeopardy.

For years, I boldly claimed I felt little to no fear in the racecar. Rejected that I was an adrenaline junkie. Claimed that I was just executing, cold and calculating, like a hit man with no remorse. Fair, yes, within the bounds of rules and sportsmanship, of course. But ruthlessly taking what I could from those weaker than my car and I - on track.

Then once entering a fast, fifth-gear sweeper, a sudden little slip surprise got me and I caught it with a quick drift, steering all a-blur, but no biggie - happens all the time. As I left the turn in one piece, I realized my heart rate was up. Pounding, actually. What a wimp. A couple of laps later I began to realize this was fairly common. That braking at the last possible moment and drifting through the corners on the ragged edge of grip was giving me shots of adrenaline again and again. I realized *I am a junkie!*

A drug addict, and it is not just the all-natural hormone injection - it is also the mental focus. The yearning for these rewards drives me lustfully for more. This is why so many of us driver types work and spend and stay up all night to pursue racing. We're addicts. Junkies. And these rewards come from fear. Risk. If it were easy, we would not want it, no adrenaline there. It's part of the human condition, but only shows up in some of us.

Fear creates the adrenaline reaction, and fear demands the complete focus. Fear heightens the senses: It quickens the pulse - instantly - a lot, opens the eyes wide, raises blood sugar for energy, chills the skin by rushing blood to the muscles to prep for fight or flight. It is life amplified.

"Fear keeps you from doing the Kink at Road America flat when you might just make it"

However, fear can ruin your race, just as fast. We did not evolve in cars. Our survival instincts are exactly wrong for driving. Quick: What's the one basic, fundamental rule we preach over and over? "Look where you want to go." Into the corner, at the apex, eyes up, eyes and mind ahead. Right, correct, gold star, and thank you for reading. So where do our well developed urges for preservation cause us to direct our attention? Where do you think fear makes you look? Directly at what we are afraid we might hit, that's where - the wall, the spun-out car, the gravel trap, the wet grass, the tree. Your natural fear reaction will make you crash, isn't that a shame? Be brave, keep your eyes on the road, no

matter how sideways you are. Look away from what you fear, because another natural instinct can save you: Hand-eye and foot-eye coordination to the rescue. Eyes in. Your extremities will follow your eyes. Look right, and you will steer right. Stare at that car sideways at the apex, and you'll drive right into it (we've seen that a time or two, eh?)

There's another trap waiting to snare you as well, hidden under the dash: your right foot. When I was training skid pad at Skip Barber, I could not understand why it was so hard for people to keep their foot off the gas when trying to save a slide. Now I think I got it - it's fear. Fight or flight. Fear makes us floor it! Not good, racers. When in doubt, both feet out, stay away from the pedals, catch it with your steering only (OK, in a front-drive car it can help - if you're good). Looking into the corner keeps you from jamming the gas down, because you know if you're not yet pointed at your target.

Reduce your fear with knowledge. Track time, practice. Do some pro skid pad training. Get a good coach or mentor. Autocross. RallyCross. Do not practice your car control on a road course, with a few exceptions like Gingsman or Carolina Motorsports Park. Read *Going Faster*, and *Speed Secrets*, and *Pobst Position*. No fear! 🚦





DRIVE ON A DIME

Budget racer James Wilson proves you don't need bags of cash to go racing professionally

WORDS Erin Cechal IMAGES Bill Sallans

Generally speaking, the largest barrier to motorsports is cost. After all, as the saying goes, the best way to make a small fortune in racing is to start with a large one. James Wilson doesn't know the secret to making a fortune in racing, but he's out to prove that you can go racing - on both the Club and Pro side - without a second mortgage.

What started with the purchase of a Honda CRX in high school has turned into a career of car flipping and frugal living. Wilson buys them cheap, methodically plans his event weekends, wins, and then sells the car. In his first foray into Solo, he even got paid to work someone else's work group, which paid for his entry fee.

"I have a thing where I browse Craigslist and buy and sell racecars," Wilson says. "I'm on car number 50 right now. I've autocrossed almost all of them. You go out and you win a [Tire Rack] Solo Championship Tour or a ProSolo and it makes the car more valuable, so you can sell it and buy something else. That was my M.O. for about 10 years before I found road racing."

The road racing bug bit Wilson hard, dating back to when his mom would take him and his siblings to Camel GT races in San Diego, Calif. Could he make Club Racing as efficient as Solo? The B-Spec sirens beckoned.

"I wanted to get back into road racing," he says. "B-Spec kind of checked all the boxes. I wanted something where I could get one car and race it anywhere. The idea was to build a B-Spec car and race [SCCA Pro Racing] Pirelli World Challenge and SCCA Club Racing, and I could still do some autocrosses if I wanted to, all in the same car. I'm big on versatility. I put all the numbers down to figure out what to buy and build and the Mazda2 stood out."

Like many risky financial endeavors, Wilson's quest began with a spreadsheet.

"I compared reliability, lightest weight, lowest cost to run, and purchase," explains Wilson. "The Kia Rio, you had to build through Kinetic Motorsports for like \$36,000. The Mini Coopers weren't as reliable, and the Mazda had what I thought was the best suspension package and was the cheapest car to buy brand new."

After a sweet deal on a Mazda2 damaged in transport, Wilson was one step closer to, errr, winning a RallyCross National Championship? Wilson became an avid RallyCross fan after moving to Texas, where he started the popular Texas Rallysport series. The

plan for the Mazda2 didn't originally involve RallyCross, but Wilson couldn't resist.

"I thought, 'I'll go to RallyCross Nationals in Oklahoma. Why not?' I ended up winning RallyCross Nationals in Stock Front-Wheel Drive by 5.6sec, and the Mazda contingency paid for the roll cage in the car! I was able to save up for the B-Spec kit and kept going. My passion was to make things versatile and let it build upon itself."

Wilson's not joking around when it comes to versatility. He wanted a car that could legitimately be both a daily driver and a road racer. Apex Autoworks came through with a cage that did just that.

"We built the cage with two things in mind," Wilson says. "One, I had to be able to get in and out easily and still be safe; two, we had to be able to fit all the stuff in it. We built the rear section of the cage so it's structurally sound and safe, but it can fit six mounted tires where the back seats were. There's no trailer. I bring a couple of spares to the track. I bring six wheels and tires, a jack, an impact gun, my suit, and we can fit a 10 by 10 pop-up in there. When I was living in Houston, I'd drive to NOLA racetrack in Louisiana in the Mazda2 and camp. We got free Wi-Fi! You'd drive out there, camp, race the car, and drive home, all without a tow truck or trailer."

MANY HATS

Pro racing on a budget means doing a lot of the work on your own, from washing the racecar to rotating tires (BELOW and BELOW RIGHT). But it all pays off when you slip behind the wheel for events like the SCCA Pro Racing Pirelli World Challenge series opening round at Circuit of The Americas (BELOW).



"I wanted something where I could get one car and race it anywhere"
JAMES WILSON





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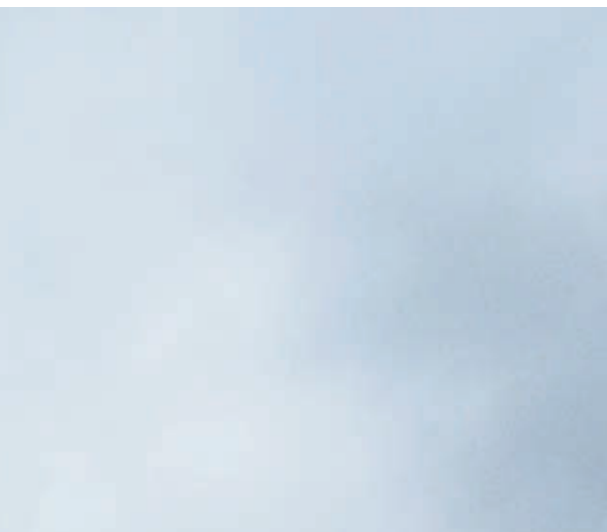
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race the car, and drive home,
all without a tow truck or trailer"

■ JAMES WILSON





TRAVEL LIGHT

(MAIN) James Wilson may look a little out of place on load in day at a World Challenge race, but the upside is he will be ready to go before most are done parking their rigs. (ABOVE) Driving your racecar to events is a risk, so be ready for all types of excitement.

Wilson has so far been successful in keeping his Mazda2 in a condition to drive home, but it was the time he opted to fly that he almost didn't make it home.

"I drove the racecar to Mazda Raceway Laguna Seca in 2014, raced at the SCCA National Championship Runoffs, had a great time, and I left the car there because we were racing at Sonoma two weeks later," he explains. "I figured I'd fly home and then fly back out. The racing was the safest part of that whole trip! The plane took off from San Francisco and we're climbing during takeoff and all of a sudden there were loud banging sounds and this horrible metal ripping sound - all of the panels were ripping apart on the plane, from one end of the cabin to the other. The flight attendants were saying we needed to land and, at their request, the pilot came out and walked back to see the damage. He didn't say anything, but he had a bad look on his face. He came back on the speaker and said, 'We're making an emergency landing immediately.'"

Admittedly, when applying Wilson's methods to events like the Runoffs or Pirelli World Challenge, the odds of winning against someone who has spent three times the money is slim. But from Wilson, we learn the most important thing to racing on a budget is self-awareness.

"I've been a fan of World Challenge for years," he says. "I used to love watching it on TV and reading about it in magazines. It looked like it was attainable, and now I was finally doing it, so I was really enjoying it. As a fan I wanted to be a part of it, so I was getting a kick out of it, and if I finished mid-pack, OK. I paid \$12,000 for a car and I'm on TV with the rest of them. My driving has improved. I finished sixth at Runoffs. I've won my championships. I've won my Division stuff. I'm fulfilled as a driver. I'm just here to have fun and enjoy it."

Something Wilson takes very seriously is safety. Prior to his relocation to Texas, Wilson had worked for a racing safety gear dealer in California. He had hoped to use that background to grow a product line to support participants in the Texas Rallysport series, but it was actually an accident involving his son that jump-started Wilson's new foray into helmet design and sales.

"My son was three at the time and had a nasty fall at home. He was supposed to be in bed and my wife had just mopped the bathroom floor. He came running down the hallway, slid into the bathroom, and hit his head on the tile. It sounded like a hammer hitting the ground. It was awful. He had a really severe concussion. He was limp, pale, his pupils were dilated and his eyes were crossed. We took him to the hospital. Watching my three-year-old get a cat scan just broke my heart. I wanted to tie in racing to my family life and things that were important to me.

"About that time I had the opportunity to contract with a helmet factory. I hadn't considered it very strongly until my son had his accident. I knew this was the direction we needed to go; make a good, strong, lightweight helmet that anyone can afford. It was ridiculous, I thought, that you had to spend \$1,800 or \$1,900 on a decent carbon fiber helmet. We could produce one at a much more affordable price. That's when I started putting time, money, and development into that project. I came up with Black Armor Helmets and those designs and tested them with friends."



"I've won my Division stuff. I'm fulfilled as a driver. I'm just here to have fun and enjoy it"

JAMES WILSON

Black Armor Helmets is in its second year of production and the consumer base has gone global. Don't be surprised if you see the logo on a car at your next event. If you're looking to race on the cheap like Wilson, you may want to consider one yourself.

The price of saving money might be glory, but the reward is greater than trophies as far as Wilson is concerned.

"Road racing is really expensive," admits Wilson. "I'm not rich by any means, but I make good purchases and I'm frugal. I understand what it takes to be at that level and I'm comfortable with the fact that I'm not going to win. Just because I don't have a Pro Racing championship doesn't mean that my driving or my preparations aren't capable of achieving that. I'm at a stage in my life where I'm okay not winning. Some people are about winning at all costs, and generally in life I've learned that that's not what's important. I enjoy coming home to my family at the end of the work day." 📍

A LITTLE HELP FROM MY FRIENDS

(LEFT) At pro races, James Wilson has friends and family on hand, both for support and to share the fun. (BELOW) For Wilson, it's all about the joy of competition – if he ends up racing for a podium position, even better.

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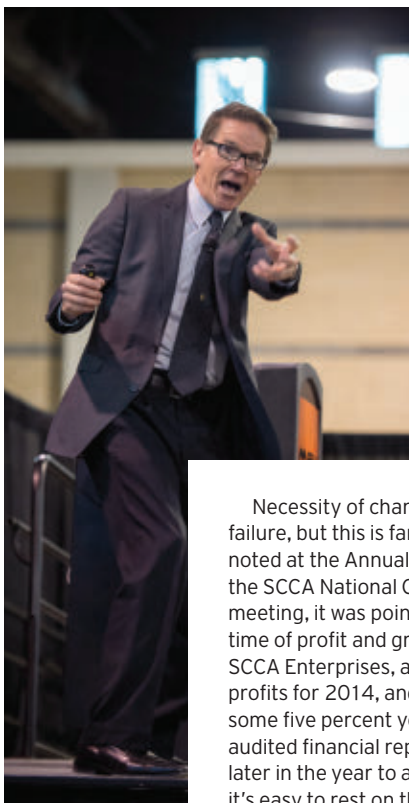
2020

The SCCA National Convention and MSX Expo were back with a vengeance in 2015 with a great vision for the future

WORDS SportsCar staff | IMAGES Michael Duval

They say it's hard to know where you're going if you don't know where you've been. During the last 70 years, the SCCA has certainly been everywhere and done everything - at least, that's easy to believe. But the truth is (and this was driven home at the 2015 SCCA National Convention) this is far from fact.

This year's SCCA National Convention, held Feb. 20-21, 2015, in Charlotte, N.C., was strung around one solitary, and vitally important theme: 2020. In other words, what the Club's future looks like in 2020 and beyond. But rather than amorphous panel discussions, the SCCA National Office and Board of Directors brought real-world solutions and exciting new programs that will launch this year - and when they launch, they stand to change the face of the Club forever.



FUTURE VISION

(BELOW) This year's convention featured panel discussions, like this one on the future of the SCCA featuring (left to right) SCCA Pro Racing and SCCA Vice President of New Business Robert Clarke, Tire Rack Vice President Matt Edmonds, SCCA COO Eric Prill, and SCCA President and CEO Lisa Noble.



Necessity of change often implies current failure, but this is far from the case, as was noted at the Annual Meeting which kicks off the SCCA National Convention. At that meeting, it was pointed out that SCCA is in a time of profit and growth. SCCA Pro Racing, SCCA Enterprises, and SCCA Inc. all logged profits for 2014, and membership is up some five percent year over year (an audited financial report will be available later in the year to all members). But while it's easy to rest on those laurels, the Club is investing in new programs to increase membership numbers exponentially.

Two developmental programs that have emerged from the newly created Experiential Programs Department were key to the projected growth. Track Night in America (read more about it in the March 2015 *SportsCar*) and the Club Racing Experience were both touted in several convention sessions as a means to welcome non-traditional members to our ranks. Both encourage participation with a low barrier of entry. In fact, the Club Racing Experience puts members on track, racing wheel to wheel, with fewer licensing requirements



than Solo, according to SCCA Director of Experiential Programs Heyward Wagner.

The National Convention is more than meetings, however. The last two conventions have been held hand in hand with the MSX Expo, an event targeted toward drivers and enthusiasts. The expo floor housed motorsports vendors eager to discuss anything with SCCA and non-SCCA members alike. Meanwhile, seminars were held covering topics like data acquisition, shocks, driver coaching, and more. There were also keynote presentations by professional racers Randy Pobst and Elliott Forbes-Robinson - both quickly turned into standing room only.

The two-day event culminated in the Saturday evening Awards Banquet and SCCA Hall of Fame Ceremony presented by Mazda. There, the President's Cup, Solo Driver of the Year, and Woolf Barnato Award were presented, and five members were honored with their induction into the Club's Hall of Fame.

The 2016 SCCA National Convention and MSX Expo dates have yet to be set, so keep an eye on www.scca.com and www.msxexpo.com for more information.

FLOORED

The MSX Expo (TOP) runs alongside the SCCA National Convention and featured inspirational and entertaining speakers like professional racers Randy Pobst (TOP LEFT) and Elliott Forbes-Robinson (ABOVE).

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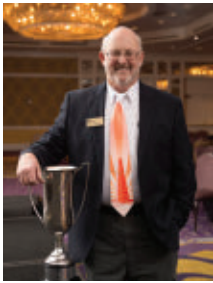
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AWARDS



WOOLF BARNATO AWARD

Howard Duncan
(pictured left)

HALL OF FAME

Dr. George Snively, Ron Sharp, Bob Tullius,
Roger Johnson, Oscar Koveleski

REGION ACHIEVEMENT AWARDS

JUMBO REGION: Florida Region

LARGE REGION: San Diego Region

MEDIUM REGION: Las Vegas Region

SMALL REGION: Southwest Louisiana

REGION OF THE YEAR: Florida Region

TOM BURKE AWARDS

SMALL REGIONS: Kentucky Region

MEDIUM REGIONS: Reno Region

LARGE REGIONS: St. Louis Region

JUMBO REGIONS: Central Florida Region

CLUB RACING

PRESIDENT'S CUP: Andrew Longe

JIM FITZGERALD ROOKIE

OF THE YEAR: Cliff Ira

KIMBERLY CUP: Daniel Bender

JOHN MCGILL AWARD: Dennis Dean

MORRELL AWARD: Rick Mitchell

SOLO

ROOKIE OF THE YEAR: Mark Scroggs

DRIVER OF THE YEAR: Andrew Pallotta

SOLO CUP: Robert Christmas

RALLYCROSS

DIRTY CUP: Pego Mack

REGION OF THE YEAR:

Tennessee Valley Region

DIVISIONAL PROGRAM

OF THE YEAR: Southeast Division

SPARK PLUG AWARD: Rupert Berrington

ROADRALLY

REGIONAL ACHIEVEMENT:

Land O'Lakes Region

DIVISIONAL ACHIEVEMENT:

Central Division

NATIONAL TOUR RALLY OF THE YEAR:

Badger Trails, Land O' Lakes Region

GERVAIS AWARD: Steel Haul, Rally Master

Charles E Larouere, Steel Cities Region

OSCAR KOVELESKI

Oscar Koveleski joined SCCA in 1950 and scored his first win a year later. Throughout the 1950s and 1960s, Koveleski raced regularly in SCCA competition and also took part in the 12 Hours of Sebring and 24 Hours of Daytona during that time. In 1970, he won the National Championship Runoffs at Road Atlanta in A Sports Racing and was part of the Can-Am series from 1969-'72. Koveleski joined the board of directors for the Motor Racing Safety Society and served on the SCCA Board of Governors.

ROGER JOHNSON

Roger Johnson has been instrumental in the world of Solo course design. Many of the course designs seen at Regional and National Solo events take cues from Johnson's school of thought. Materials he has published have helped current and future designers create safer and more challenging setups for competition sites of various sizes.



SCCA HALL OF FAME

••RON SHARP

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

••BOB TULLIUS

Bob Tullius became known not only as a top-notch racecar driver, but also for raising the bar of professionalism in racing from the 1960s to the 1980s. He and his team, Group 44, Inc., raced at both the amateur and professional levels within the SCCA. As a driver, he was a four-time National Champion in three different classes. His Group 44 team was responsible for 21 Trans-Am race wins, more than 300 Club Racing wins and 14 SCCA National Championship titles.

••DR. GEORGE SNIVELY

(Accepted posthumously by Dr. Dan Thomas, President of the Snell Memorial Foundation)
Dr. Snively's research into head trauma was sparked by the death of SCCA member William "Pete" Snell at an auto race in 1956. It was determined that Snell died because of inadequate head protection. Snively decided to further research the problem and presented his findings to the San Francisco Region of the SCCA. As his research gathered momentum, it led to the founding of the Snell Foundation in 1957.





PRESIDENT'S CUP

ANDREW LONGE

The President's Cup is presented to the driver who showed the most ability, competitiveness, and success at the National Championship Runoffs, as selected by the Stewards of the Meet and the Chief Steward of the event. The 2014 recipient was Andrew Longe, whose 20-lap battle with Kyle Kelley for the Touring 2 title more than qualified him for the honor – the finish was decided by just 0.047sec, the second-closest Runoffs finish of the transponder era.

"I still don't think it has set in," says Longe. "It is such a honor to have my name next to so many of the great ones from motorsports history. And to have Roger Penske introduce me and the award made it just that more special and is something I will remember for the rest of my life."

Like many of the other great drivers whose name adorns the President's Cup, Longe is moving full speed ahead with his motorsports career, with plans for professional racing in 2015 as he will campaign in the GT3 Cup.

AWARDS

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SOLO DRIVER OF THE YEAR ANDREW PALLOTTA

Andrew Pallotta first asserted himself at the Tire Rack Solo National Championships when he showed up in an underprepared, borrowed car, and won the 2010 Street Touring Ultra title in his first visit to the event. The effort in 2010 did not go unnoticed, garnering him Rookie of the Year honors.

In 2014, a far more seasoned Pallotta emerged the victor of the more than 60-driver-strong Street Touring Xtreme class – once again in a borrowed car. The STX class was stacked with talent, with numerous past champions claiming trophies, but Pallotta cleared the field by 0.409sec to claim his second Solo National Championship.

The Solo Events Board selected Pallotta as the Solo Driver of the Year for his noteworthy performance.

"I am so surprised by this [award] that I don't know what to say," says Pallotta. "Nick [Barbato] and Darren [Seltzer] are amazing drivers in their own right – I can't believe that I was chosen for this award over them. I have to thank everyone who has helped me along the way. There are too many to name, but without you this wouldn't have been possible."

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AWARDS

**SCCA MEMBER EMERITA****SUE ROETHEL**

It's hard to be an SCCA member for any amount of time and not know the name Sue Roethel. A member since 1961, Sue has held just about every license SCCA has offered, from Regional Registrar to National Chief Steward, a position she held when the National Championship Runoffs were at Road Atlanta.

During her SCCA career, Sue has been honored by the SCCA with the David Morrell Award (1989), the Woolf Barnato Award (1991), John McGill Award (1997), and was part of the inaugural SCCA Hall of Fame class of 2005. Along the way, Sue also served the Club as a National Office staff member in the Member and Regional Relations Department.

At the 2015 SCCA National Convention, Sue's hard work and dedication to the Club was honored with the title of Member Emerita. With a smile and a wave, Sue graciously accepted the award, presented by SCCA President and CEO Lisa Noble, without speaking a word.



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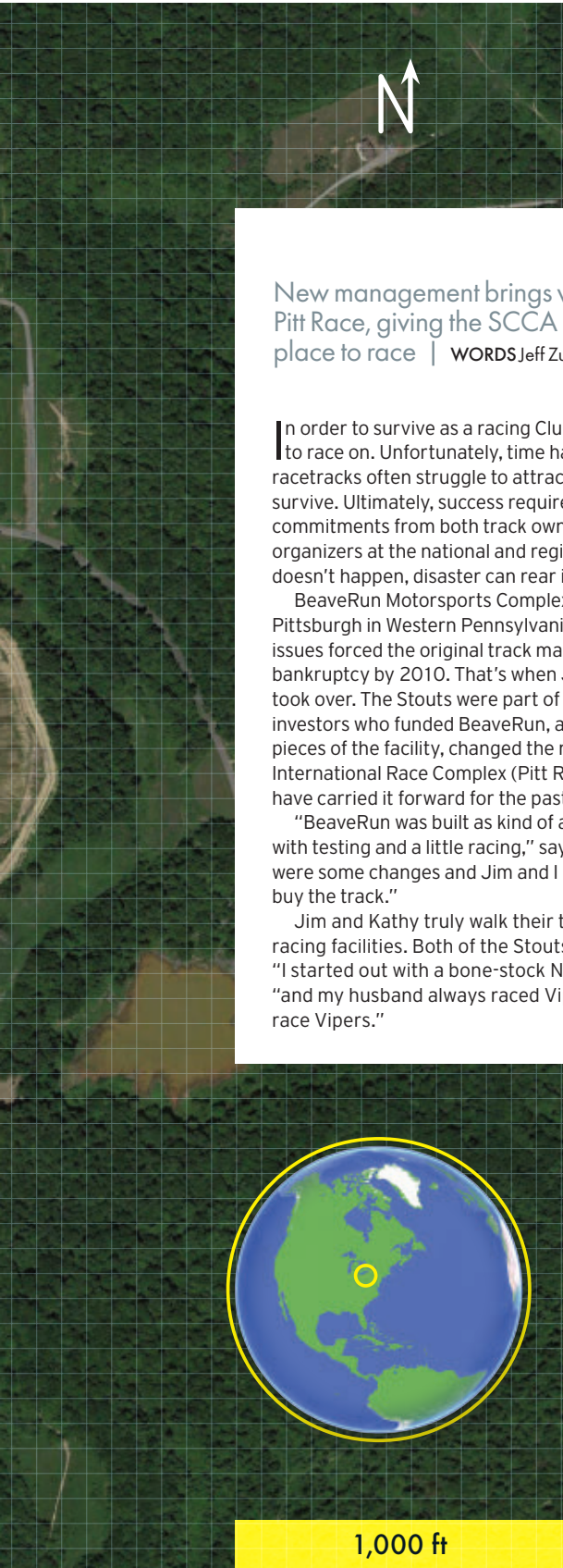
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ROOM TO GROW

Tucked away near the tiny town of Wampum, Pa., Pitt Race covers 400 acres, and offers a vehicle dynamic area, a 1.68-mile road course, and a 0.82-mile kart track – and soon, it'll boast a second road course.



BACK_{ON} TRACK

New management brings vitality to Pitt Race, giving the SCCA another place to race | WORDS Jeff Zurschmeide

In order to survive as a racing Club, we need great tracks to race on. Unfortunately, time has proven that racetracks often struggle to attract enough business to survive. Ultimately, success requires partnerships and commitments from both track owners and race organizers at the national and regional levels, and if that doesn't happen, disaster can rear its ugly head.

BeaveRun Motorsports Complex first opened near Pittsburgh in Western Pennsylvania in 2002, but financial issues forced the original track management into bankruptcy by 2010. That's when Jim and Kathy Stout took over. The Stouts were part of the original group of investors who funded BeaveRun, and they picked up the pieces of the facility, changed the name to Pittsburgh International Race Complex (Pitt Race, for short) and have carried it forward for the past five years.

"BeaveRun was built as kind of a track for car clubs, with testing and a little racing," says Kathy. "Then there were some changes and Jim and I had the opportunity to buy the track."

Jim and Kathy truly walk their talk when it comes to racing facilities. Both of the Stouts are active drivers. "I started out with a bone-stock Neon," says Kathy, "and my husband always raced Vipers. Now we both race Vipers."

ACTION PLAN

Since taking over, Jim and Kathy Stout have activated a three-stage renovation. After construction is complete, the complex will have an additional road course called the South Track.

FROM THE ASHES

With the Stouts leading the development, Pitt Race has come a long way in the last five years, building back up from the failure of BeaveRun. "They originally built what we call the North Track," says Kathy. "It's an Alan Wilson design and it's 1.6 miles. A South Track addition was always promised, and we're putting that in now. We also have an excellent karting facility that we use for national events."

The facility now includes a full set of buildings, including an administration building and brand-new amenities for racers. The Stouts restored and enhanced the facility in a three-stage process, including open pavement for paddock and autocross, access roads, and racer amenities.

"We have two sets of garages and a 12,000-square-foot event center," she continues. "We have restrooms with showers. When Jim and I purchased the property, we added those restrooms and garages right away. The South Track is under construction. It's ready to be paved as soon as spring arrives in this part of Pennsylvania. It should be ready by the first of July. The new track will be approximately 2.8 miles with 18 turns. It's on natural terrain and we'll have an 85-foot elevation change. You'll never get bored with it. It's always going to be challenging."

The new track configuration will be ready for racing on July 1 of this year. Dominic Cincatta has been hired to oversee marketing for the newly expanded facility.

"When you look at the South Track, there's a long straightaway and then a complete U-turn that drops 85 feet and then turns back to a dead-on straight," Cincatta explains. "The North Track was always considered to be a horsepower track without a lot of technical aspects to it. The South Track adds the technical aspect with a lot of elevation change and some blind turns. You'll have to hold onto the steering wheel

Courtesy Pitt Race





Mark Andy

SOLO SIDE OF PITT

One of the features recently added at Pitt Race is a four-acre skid pad, which is home to Steel Cities Region's Solo program. "Our Solo program is very strong," says Mark Connolly. "We get a lot of people from Ohio and West Virginia who don't have good Solo programs because of the lack of facilities. Pitt Race just paved an even larger section to be used as an autocross site. We don't know when it will get its final coat, but they'll open it up this year. We'd like to have a [Tire Rack] Championship Tour event for our Solo program."

pretty tightly. When you look at the new track as a whole, it's got something for everyone."

Mark Connolly, Regional Executive of Steel Cities Region, is a big supporter of the changes in progress at Pitt Race. "When it's done I think it will give Mid-Ohio and Watkins Glen a run for their money," he says. "We're excited about the track itself, the garages, and the new showers and bathrooms."

SAVE YOUR TRACK, SAVE YOUR REGION

The overall goal at Pitt Race is to create a nationally known road course optimized for amateur racers. Connolly and the leadership of Steel Cities Region have been intimately involved with the development decisions.

"We have a very good, tight relationship with the Stouts," Connolly says. "I've gotten to know them in the last year and a half, and they've put some new people in charge of the facility recently. They're very helpful and personable. If they have questions about what needs to be done, they call us. They're willing to listen to what the racers and the workers want for the facility."

When BeaveRun was failing, the future looked bleak for the Steel Cities Region Club Racing program. Falling attendance and unprofitable events can spiral into serious financial trouble for a Region and a track alike.

"We were very worried," Connolly explains. "Our car counts were horrible. We have Mid-Ohio and Watkins Glen right next to us, so our draw wasn't there and the track had a lot of issues that never got taken care of until the Stouts came in. The original problem was the main road to the track - it was like driving a bumpy gravel road with your truck and trailer. The first thing they did was to repave it all the way up to the entrance of the track."

Like most racing Regions, Steel Cities is involved in more than just its own events at the track.

"Even though Steel Cities has a racing program, we also staff an event called the Pittsburgh Vintage Grand Prix at Pitt Race," Connolly continues. "We turned it into 10 days of activities. We start at Pitt Race and we finish in downtown Pittsburgh. It's all SCCA people staffing the event, and it's the biggest show at Pitt Race."



Courtesy Pitt Race

RIISING STAR

Pitt Race's management is building on the successful aspects of BeaveRun (TOP, National race from 2008), and introducing new elements (LEFT, new garages).

A NEW MAJORS VENUE

As a result of this rebuilding process, Steel Cities Region will host a U.S. Majors Tour Club race at Pitt Race this summer on Aug. 14-16. Both the Region and the track have high hopes. The Vintage Grand Prix in July will be the first to run on the new pavement, making certain that everything is working properly for the Majors.

"We're really hoping the Majors will give our racing program a real boost," Connolly says.

Cincatta is emphatic that the track itself and the larger facility will be ready when the show comes to town. "We're preparing and making sure we're fully staffed and that we have all the equipment," he says. "Everything will be ironed out. Spectators are more than welcome! We have Spectator Hill, which offers a view of almost 80 percent of the track. We want to make sure we can handle the crowd that comes with the SCCA Majors, as well as all the on-track activity."

Like all tracks, proximity to services and accommodations is a key factor. "We're in a great location because we're about a mile off the turnpike, so it's easy to get here from Ohio or Pennsylvania," Cincatta says.

Racers can choose the small town experience, or drive a little to stay in the city. "We have a little bit of everything," says Cincatta. "We've got a local town of Wampum, and there are a couple motels there. But if you want the big city experience after racing, Pittsburgh is a straight shot down the highway."

THE FUTURE

With a big investment and plenty of hard work, Pitt Race is set to become a successful and attractive racing facility - and with that success, Steel Cities Region is poised to see its Club Racing and Solo programs thrive.

"We're rebranding the track now that we've built up the facility," Cincatta says. "It's a unique opportunity to grow our base, and SCCA is a big part of that. If it leads to a major spectator event that would be great, but there are no grandiose dreams of becoming an F1 track. Our long-term goal is to provide the best experience for any racer who comes onto the property." 📍

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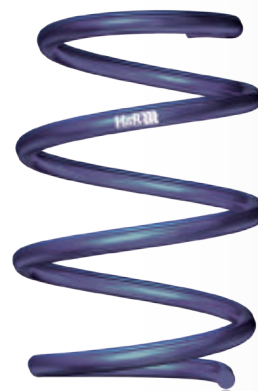
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Brake fluid is the lifeblood of the braking system and, if left untouched for one season, racing brake fluid can absorb enough water to lower its boiling point below that of standard passenger car brake fluid. "Any vehicle with severe service such as towing, racing, or vehicles which travel mountainous terrain should consider higher boiling point fluids such as DOT 4 and DOT 5.1, and [short] service intervals," says Jake Neubauer of Lucas Oil Products.

UNDER PRESSURE

Calipers come in many configurations, and it's their job is to put the squeeze on your brake pads. According to Wilwood, typical hydraulic pressure for effective stopping is 900-1,200psi; it takes a good caliper to withstand the heat and pressure.

TOO HOT TO HANDLE

The external dust boots on your OE brake calipers don't respond well to heat. Even Solo use can generate enough heat to turn them in to dust. Most racing calipers use only internal seals, which should be inspected and serviced regularly. Wilwood states that sustained heat over 600 degrees F will cause the O-rings to lose elasticity, leading to potential failures.

SMOKIN'

Brake rotors see a wide range of temperatures, from the low 300 degrees F range on a Solo car to 1,000+ degrees in Club Racing. Utilizing an OE equivalent or better rotor is a necessity.

STOP MOTION

Are your brakes up to the task? A few simple tricks will help your competition car stop in its tracks every time

WORDS Jason Isley IMAGES Philip Royle

Slamming through the gears, you rocket toward the final turn and dive to the inside for a late braking pass for the win. Transitioning quickly from the gas to the brake, your hopes of glory dissolve into fear as the brake pedal sinks to the floor. Suddenly, you transition from racer to passenger - but it doesn't have to be this way.

Most of the production-based cars we compete in were never intended for competition, and thus the OE brake systems are pushed to the limit, but there are steps you can take to improve performance and durability under racing conditions.

By nature, brakes are a wear item, but with the right components you can service them less frequently, concentrating on the racing portion of competition. Buying quality calipers, rotors, and pads that were engineered for the track is the first step.

A walk around the paddock is a good start when narrowing your brake component options. By the end of your stroll, however, you will have undoubtedly discovered that cheap brake parts don't hold up to the throes of competition.

If you have found a brand you like, give the company a call. Even if the company doesn't have a direct application for your car, there may still be options and they will be able to help get you on the right track.

With the right pieces, you'll find that you can build a brake setup that works from the green flag to the checker without a hiccup; which, ultimately, is the goal. That, and winning.

HUSTLE AND FLOW

Reducing brake temperatures increases efficiency and component life. Brake cooling ducts are a simple but effective ways to reduce temperatures. Effectiveness varies based on the ducting setup, but any ducting is better than no ducting.

**ABUSE MAGNET**

Your brake pads take a lot of abuse so you should inspect them regularly. While marred, these Hawk DTC-60 pads still have plenty of life in them.



Brake pads are arguably the most cost-effective way to improve braking for any car. Simply swapping out your road going pads for something that was designed for the task at hand is a surefire way to reduce lap times. But with so many choices, where do you start?

Don't assume just because a brake pad is more aggressive it is right for your

Z How a pad behaves often changes based on temperature, so make sure you are in the right zone"

application - you need to evaluate a number of factors when selecting pads, like the kind of driving you are doing, the surface you'll be competing on, and the tires on the car. Also, does your car have aero?

Another data point to know when selecting brake pads is the rotor temperatures you're achieving. Thermal paint can be applied to your rotors and it will give you an idea of where you stand.

Brake pads can also be an effective tuning tool by trying different pad compounds front and rear. Some cars can

find additional room in the braking zone with a more aggressive rear pad, while others may need something with less bite to keep the ABS system happy.

Different brake pad characteristics should also be in the back of your mind. A pad with a very aggressive initial bite can be hard to modulate (particularly important if you don't have ABS), but a pad's release characteristics are equally important. How a pad behaves often changes based on temperature, so make sure you are in the right zone. Companies like Hawk Performance, SCCA's official brake product, offer great resources such as its Mu temperature chart, which indicates a pad's friction coefficient at a given temperature, making it easier to select the right pad compound.

Once you have selected your brake pads, don't skip the bed-in process. Hawk notes that this process is vital to the pad's performance and lifespan. Taking the time to do it right means the pads will be ready when the green flag waves.

CUT DOWN TO SIZE

Even with all the performance brake pads on the market, some cars manage to fall through the cracks when it comes to an off-the-shelf application - but even if you have the most oddball of racecars, hope is not lost.

Vendors like Porterfield Enterprises can custom fit a pad to your application. Most brake pads have a Friction Material Standards Institute (FMSI) number assigned to them, which identifies the pad. Based on the FMSI number, Porterfield can find a suitable donor pad to modify to fit your application.

"It has to be in a compound that is available in a size that is appropriate to cut the pad," explains Porterfield's Wendy Charlier. "Many things factor in: thickness of the material, backing plate thickness, and overall size. We do try to select the least expensive version that will work to help keep the 'custom' cost down."





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PHILIP ROYCE

“ Thermal paint is a great telltale device to monitor these temperatures, and some race-specific rotors even come outfitted with it”

Heat is the enemy of your braking system. From the pads to the rotors to the fluid, heat sucks performance away from your brakes. As brakes overheat they become less effective, and eventually you could experience a component failure.

The first hint of a brake problem will often show in the form of brake fade, or long brake pedal travel, as the fluid boils and air gets in the system. In extreme cases, rotors can crack and pads can crumble.

Beyond the braking components, you also need to keep an eye on suspension pieces that are in proximity to the brakes, particularly things like the front wheel bearings and ball joints. Pay attention to items like brake line and ABS line routing; the OE mounting tabs are often discarded in racing applications due to modified suspension, and these pieces need be kept clear of heat and other hazards.

Thermal paint is a great telltale device to monitor these temperatures, and some race-specific rotors even come outfitted with it.

A set of brake cooling ducts can do a great job of reducing brake temperatures and extending component life. To get the best results, the air should be directed to the center of the backside of the rotor – this forces the air through the disc vents. For some popular applications, you may find an adaptor that

bolts to the spindle and places the ducting outlet in the optimum location – others will require creativity. The important part is to get as close to the center opening as possible, while leaving enough space for the hose not to get damaged as the suspension and related items work. This can be a real challenge in some front-wheel-drive applications.

Finally, if your class allows it, a two-piece rotor featuring an aluminum hat with an iron rotor can also help reduce heat transfer to items like wheel bearings.

Be they brake pads, big brake kits, ducting, or fluid, the right components on your competition car will leave you only thinking about your brakes between races, not during – and worrying about brakes *during* competition is a bad thing. 🚫

FLUSH IT

(ABOVE) Regular brake fluid bleeding will help keep your brake pedal firm in your racecar, tow vehicle, and street car. (BELOW) a two-piece brake rotor can reduce unsprung mass, and reduce heat transfer to your hubs.



Courtesy Wilwood



PAGID RACING has a strong history of results in motor racing, from the days of the dominant Audi 200 Quattros in the 1988 Trans Am series to the 2014 IMSA GTLM Championship with SRT Racing, as well as OEM relationships with Aston Martin, Bugatti, Ferrari, McLaren, and Porsche. As developer of the first brake pad for carbon ceramic disc brakes, almost all road vehicles so equipped use PAGID (rhymes with "ragged") brake pads.

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RSH

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ROTORS

StopTech offers a number of one- or two-piece brake rotors for a variety of applications. Whether it's for a daily driver, an occasional track car, or a dedicated racecar, all StopTech rotors provide improved cooling and innovative design details that result in optimal stopping power.



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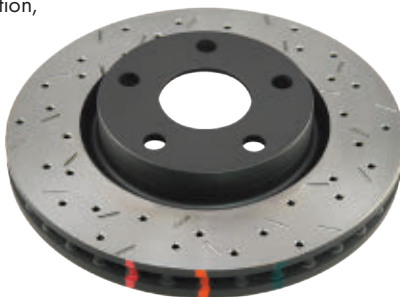
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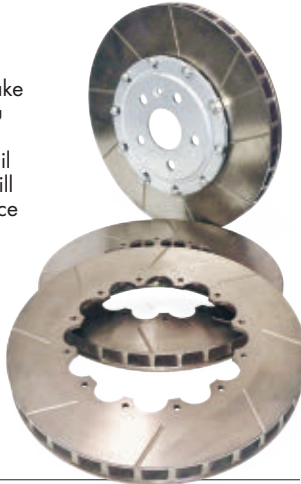
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The H21 has become the pad of choice in hard braking environments such as short ovals and road courses. H21 offers excellent wear properties and is very kind to the rotor. With excellent pad and rotor wear characteristics, this pad is also ideal for shorter endurance events such as six-hour races. Purchase at Pro System Inc., (www.prosystembrakes.com).



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This competition-only pad is designed to offer the very best performance in torque, feel, fade resistance, and release. High initial bite coupled with very good release characteristics means the driver can attack the braking area with improved confidence and little concern for locking wheels. Use this pad in most high stress brake applications for excellent results. Purchase at Pro System Inc., (www.prosystembrakes.com).



CHARGED UP

A new partnership is set to energize the 2015 MX-5 Cup season | WORDS Jason Isley MAIN IMAGE Richard S. James

As the series descended on Sebring in March, it did so with a new title sponsor. The now-named SCCA Pro Racing Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires brings a partnership with Battery Tender to the MX-5 Cup family. "Mazda had a great relationship with Playboy, but I think if the truth be known [the series] wanted a sponsor that was a little more family friendly in the non-bunny way," says Mike Prelec Sr., CEO of Deltran Battery Tender. "We have had a very long and respectful relationship with John Doonan [Director of Motorsports at Mazda North American Operations] and his staff, so when they presented the opportunity we jumped on it."

The Battery Tender brand is not new to motorsports, but some changes within its previous partnership resulted in them looking for other motorsports outlets. "The main reason was not knowing how the new Tudor series would turn out," says Prelec. "After the announcement of the ALMS/Rolex marriage, we decided to take a little time off from the professional side of racing - sit back

and watch it unfold. The new TV package was not what we were accustomed to, but we had to find something that would keep us in racing, which is a big part of our customer base. The Miata association was always in the back of my mind to give support to the grassroots side of the business."

The Mazda relationship has always been close to home for Prelec and Battery Tender. "I am the proud owner of two Miatas, a 1992 spec car that we use for some of the Chump series 14-hour races, and a newer 2007 Cup car that I use for track days - hopefully, in the near future, I'll get involved in SCCA events," says Prelec. "Mazda and the Miata MX-5 has had a long and healthy relationship with professional and amateur racers like myself. Needless to say I was an easy target, I love driving Miatas. Mazda presented us with the perfect avenue to stay in front of our customers. It's a win-win! Zoom, zoom, zoom!"

To catch the latest in racing action from the 2015 MX-5 Cup series or news on upcoming Global MX-5 Cup series, visit www.mazdamotorsports.com. 🍷



Courtesy Mike Prelec Sr.

POWER UP

(ABOVE) Mike Prelec Sr., the CEO of Deltran Battery Tender, is a believer in Mazda power, not only sponsoring the MX-5 Cup series, but also owning a third generation MX-5 himself. (BELOW) The 2015 MX-5 Cup cars will feature new livery for the title sponsor.



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IN WITH THE NEW

The CRB prepares for a successful season with the completion of its reorganization

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Dennis Wood

The Club Racing Board is happy to welcome a new member to its ranks. Sam Henry was confirmed by the SCCA Board of Directors at the February SCCA National Convention meeting in Charlotte, N.C. Henry is a longtime Club racer, Soloist, and RallyCross driver from Springfield, Mo. He has raced in American Sedan, Spec Miata, and E and F Production, in addition to competing in six different Solo classes. He has also been on the podium at the National Championship Runoffs, with a second-place finish at Road America in 2012. A RallyCross National Championship and a top five at the Tire Rack Solo National Championship are also part of his resume.

In addition to this, Henry has also served on Ozark Mountain Region's Board of Directors for 13 years in varying capacities. We will be looking at resumes to replace Henry on the SMAC, where he served for the last six years. But Henry will stay familiar with Spec Miata, as he will be CRB liaison to the SMAC and to the Production advisory committee.

SUPPORTING RACERS

One of our great sponsors, SafeRacer, has announced its four sponsorship deals for 2015, and three of the recipients are SCCA racers. Kansas City Region's Will Wolf will be racing an EP Mazda RX-7 in the U.S. Majors Tour Mid-States Conference. He is a 21-year-old, third generation SCCA racer, with nine karting championships under his belt. He went through a non-traditional Drivers School and then won the MiDiv IT7 Championship in 2014. He was also a finalist in the 2014 Peak Stock car Challenge.

Sarah Montgomery is a young racing veteran from Delta Region who started competing on dirt bikes at age 13. She moved to karts at age 15, and 20 wins later stepped into Club Racing and the Skip Barber Mazdaspeed Pro Challenge. Craig Berry is a Spec Miata racer from Dallas who is part of the East Street racing team. He placed sixth in Nationwide SCCA points in 2014 with three Majors wins. In 2015, he will start at NOLA and hit all of the big races leading up to the National Championship Runoffs at Daytona.

Congratulations to all, and thanks to Charlie James and SafeRacer for their continued support of SCCA Club racing.

THE RULES THAT RULE

David Arken and I were the only two members presenting the CRB rules package to the Board of Directors at the SCCA National Convention. Arken also shared the dais with Eric Prill, Deanna Flanagan, and me, for the Club Racing 2020 meeting and the Club Racing open-mic town hall at the convention. With the effectiveness of the crbscca.com letter system, the town hall has become very tame compared to some of the floggings of past years.

You will notice three sets of effective dates on rules passed by the BoD at their National Convention meeting. Always be aware when you see a rule change in *Fastrack* that they may have different effective dates. This is due to when they were passed by the CRB and whether they were so significant that they would have to wait until next year. Except for weights and plates, and any errors or omissions, there should be no more rule changes until 2016. 🚫



Sean Rice

MOVING UP

(MAIN) Club racer, Soloist, RallyCross champ, and long time Regional board member Sam Henry joins the CRB in 2015. (ABOVE) Sarah Montgomery is set for a season behind the wheel of a Skip Barber Mazdaspeed Pro Challenge car thanks to SafeRacer.



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**EASY STREET**

Streamlined event operations have made things flow smoother on site, and new registration programs should help make it a less stressful process.

STRESS-FREE SOLO

Solo can be stressful enough without having to worry about registering before an event hits its cap, so SCCA is developing solutions | **WORDS** Paul Brown | **MAIN IMAGE** Rupert Berrington

There are two topics to discuss this month, and both deal with entry levels at each end of the spectrum. After years of wondering if certain small events were actually going to happen, Tire Rack National Series events finally have a defined minimum entry count. If an event does not have 120 entries two weeks prior, it will be canceled. This should actually reduce the stress level for event organizers and competitors wondering if the event is going to happen. The specific minimum number is simple, clear, and well defined. This is good. The second topic has to do with the other problem: too many competitors.

The Tire Rack ProSolo National Series works best when the entry count is near the allowable maximum. These maximum numbers have steadily gone up from what they were due to continuing improvements in operations, but there is still a functional ceiling. An event near its entry cap gives us full classes, minimizing bumping. It also gives us a full four-work-group schedule, so work positions are covered (there is a certain amount of overhead with various positions needing basically the same number of people no matter how many competitors show up). The higher the maximum entry, the better, which explains SCCA VP of Rally/Solo and

Special Projects Howard Duncan's obsession with operational efficiency.

But we know there is an entry cap on every event, and we know that for the past several years, certain events fill up within minutes of registration opening. With a points series and people having limited vacation budgets, this can be a problem for competitors who want to compete for a season championship - if they don't get into that event, their season is pretty much shot. They can get on the waiting list and hope, and usually that works out, but that's no way to run a railroad.

Various schemes have been discussed to work through this problem. Mostly, the ideas turn out to be unworkable for some reason, usually having to do with how complex they would be to implement. While a staged entry

works great for the ProSolo Finale, there's just no easy way to make that work for a regular event. We can't base it on past entries - what about the competitor from the West Coast who just moved East? What about the new competitor? Without new blood coming in, it would not be long before the full event problem was a thing of the past.

A new idea was tried this year. Early entry would be available to competitors who would be willing to buy a three-event package. The elegance of this is that it works for anyone, not just old hands who have been running three events a year for the past 10 years, but also for the recent convert who has run a couple ProSolos in the past but wants to step up this year to compete for a championship.

There were a limited number of packages available, so the package option wasn't going to fill up any events. Also, since it was a bit experimental, the number of packages being offered was a somewhat arbitrary number. In any case, it quickly sold out.

We will still have the regular-entry land rush for the events that will fill up, and it will no doubt be just as tense as it has been in the past, but for a number of competitors who took advantage of the three-event package, at least they won't be stressing. ☉



Perry Bennett

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LOST TO HISTORY

A search for RoadRally terms turns us down a route worthy of its own rally | **WORDS** Rick Beattie

A search for the first use of rally terms quickly exhausts a library of the last 30 years of RoadRallying. Terms no longer used are even more difficult to find or define. Looking for a definition of “negative inference” went back 50 years to the Steel Cities Region Tri-River National Rally, Sanction NR65-8, held on Sept. 17-19, 1965. There were more than definitions that are no longer used.

The general instructions claimed that the headquarters hotel (still standing), the Mount Summit Hotel, on U.S. Route 40, five miles east of Uniontown, Pa., was the site of the first automobile hill climb in 1913. “Facilities include a dining room open until 8 p.m., a snack bar open until 1 a.m., a swimming pool and a golf course; babysitting service is also available. Casual attire is permitted at all times in the dining room reserved for the rallyists.”

If you did not stay at the headquarters hotel, breakfast was \$1.50 by reservation. The Saturday buffet luncheon at the Oakhurst, “a mountain resort,” was \$1.75 and the Victory Dinner was \$5.

Those entered in the RoadRally could spend Friday afternoon on a tour of Fallingwater, the home designed for the Kaufmann family by Frank Lloyd Wright.

The event was “slightly more than 500 miles in length,” 15 percent of it on unpaved roads. Contestants were warned they would be driving in the dark. The 350-mile Saturday run began at 6:30 a.m.

Sunday’s route started at 7:00 a.m. so that contestants could make the cocktail party at 3:30 p.m. and the “Victory dinner and trophy presentation” at 5:00 p.m.

The 23-member committee included Jack Chidester as well as Chairman Bernd Albers and his wife Ursel. All three of them became SCCA National Champions within three years.

The roster lists 45 crews and 10 three-car teams. Only one contestant’s name, Bruce Gezon, would be familiar in today’s results.

There were seven Corvairs, five Ford Comets, four Corvettes, four Porsches, two Plymouth Barracudas, two Citroens, a Saab, and two Sunbeams (Alpine and Tiger). Twenty-five of the teams were husband and wife.

The remainder of the general instructions is familiar today, with a few quirks.

The timing line was the outline, with a pennant placed “at a point whose distance from the start/finish line is given to you on the duplicate timing slip.”

The MRDs were, in order: protection, directional arrows (including black on white U.S. or state route signs), pavement centerlines, and obvious change in pavement width or type. If none were applicable, the contestant went as straight as possible. Straight as possible could include a turn of up to 75 degrees.

“The rally was calculated with a Curta using Curta factors in accordance with Article 16 Section C of the National Rally regulations.”

A time delay for conditions beyond the control of the contestant could be taken for “passage of a train, a military convoy or funeral



REMINISCING

Coverage of the 1965 Tri-River National Rally appeared in the December 1965 issue of *SportsCar*.

procession; an accident; road blockage; and cattle in the highway (six or more)."

The list of penalties was extensive and it included 100 points for "entering a control out of control."

The control organizer's meeting minutes for the same named event held in 1967 discussed the

six-person crews needed for the 30 controls: "Captain, Flagman, Timer, Back-Up Timer, Recorder for Official time of arrival and departure, [and] Recorder for preparation of checkpoint slips."

There was also a note that in addition to the WWV or CHU time signal, the one-hour beep from KDKA radio at 1020 KC could be used.

The 18-inch square "S" signs at the pennant were black magic marker on white cardboard and showed "official leg time, official leg mileage, official mileage to the sign from last restart, special instructions (if any) in a space at the bottom of the sign [and] also the next instruction number."

The route instructions, given out 15 minutes before a contestant's start time, are probably lost to history, but the Sunday organizer instructions for the 1967 event included quite a few mileages with most turns designated as "L" or "R" with no road name or description. The roads defined by number used Pa. legislative route numbers, which were discontinued in 1987.

Oh, and about negative inference. There was a glossary that replaced the one in the National Rally Regulations where the definition of "follow" contained this clause: "It may sometimes be necessary to follow a route number by negative inference: i.e., at a given intersection you will be able to determine which way you are not supposed to go leaving only one other choice as the correct road. There will be cases where the route number you are following may be lost up to 0.25 miles while you are on another route...."

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A ROLLING STONE IN WHITES

Moss does not grow beneath this man's feet. Al founded and then expanded the Woodward Wealth Management Group, now with offices in Denver, Colo., Newport Beach, Calif., Las Vegas, Nev., and Naples, Fla. In the last four years alone, he has flagged F1 races in Canada, Spain, Australia, and the U.S. He has worked the Melbourne event four times. He has also worked IndyCar events at Toronto, Long Beach, and Sonoma. He averages 35 track days each racing season. "It's the best seat in auto racing and I get to see 'em all," he says.

OVER THE WALL

Albert Woodward Jr., SCCA's Flagging and Communications Worker of the Year

WORDS James Kearney **IMAGES** Courtesy Al Woodward

COLORADO REGION

"When I was a young boy," says Al Woodward, "I wanted to play football at USC and also for the L.A. Rams. I wanted to be both a doctor and a general, and I wanted to own a Porsche." He pauses and says with a twinkle, "I own a Porsche." And, what a Porsche it is. Forty years ago, the Porsche led him to the SCCA. Al was a Special Forces officer in the U.S. Army. On his return to California after his third tour in Vietnam, he bought a brand-new 1974 Porsche 911. He remembers the day: Feb. 3, 1974.

Al joined his local Porsche Club and his mount got him through a Drivers School at what is now Sonoma Raceway. "My wife and I did everything possible with this car. We raced, autocrossed, rallied, and ran hill climbs." The car has been in 48 states and Canada and Mexico, and currently has over 719,000 miles on the clock. The car was with him six years ago when he worked corners on the opening day of High Plains Raceway. As the HPR Porsche Club control chief, he helped to set a tenor and tone that led to the track having a reputation of being well run, efficient, and on time.

Al has a passion for training new workers. "The trick is to get them sufficiently motivated to come back the next day," he explains. "You have to give them challenges and then treat them like a human being." Young people need to be kept active, says Al who will often fill in downtime between sessions with on-the-spot training drills.

"I train them to watch for the problematic car. If a car is way off line there's a good chance it is going to become a problem." He hits the basics: stay alert and don't do anything stupid or you will get hurt.

Al knows from experience that things happen quickly. He was in a flag stand at a popular West Coast track when an errant race tire traveled some 150 yards and smashed in the structure. "If you can get your mind to turn on, you can move pretty quickly."

Al has especially strong feelings about drivers who do not sufficiently honor the yellow flag. "It has become progressively worse over the years, particularly with the young drivers. When managing human behavior we need to give race directors the political freedom and authority to direct and impose appropriate fines and penalties." He recommends stiff financial penalties and loss of a significant number of grid spots. "With new technology, we have the resources to determine if and how much a driver lifted in response to a yellow flag. We need to not just spot the overly aggressive driver; we need to do something about it."

Al has been flagging at the National Championship Runoffs for many years and he was "flabbergasted" to hear his name called to receive the F&C Worker of the Year trophy. "This is such a great group of people who share a wonderful sense of camaraderie and a common sense of purpose. I'd like to give a shout out to the flag chiefs around the country. They put up with a lot of crap from both prima donna corner workers and race directors, and they do a marvelous job." 🍷



COVERING GROUND

Al Woodward (left) has sampled essentially every program the Club offers. Working some 35 races a season, his journeys have also allowed him to meet legends of the sport, like Mario Andretti.

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...LIKE A FOX

Dylan Olsen's American Sedan adventure has had some bumps, but this 23-year-old isn't letting that stop him | **WORDS** R.A. McCormack **MAIN IMAGE** Rick Corvine

Last year, then 23-year-old Dylan Olsen was the winner of the American Sedan class at the SCCA National Championship Runoffs, capturing the gold over struggling National Champs Andy McDermid and John Heinricy. But don't think it was all down to bad luck for them and good luck for Dylan - he qualified fourth, and it was a bold move on lap 18 which seized the day. All the more amazing considering this was

Dylan's first visit to Mazda Raceway Laguna Seca and he had logged all of 10 practice laps before the race.

In fact, the win was vindication for keeping his head up in the face of three years worth of mechanical failures knocking out his thoroughly rebuilt 1979 Ford Mustang. Bad racing luck made all the more difficult to swallow given the years of racing success Dylan had achieved, no matter whether on dirt or asphalt, four wheels or two.

"As far back as I can remember I have been racing something," says Dylan. "I began my racing career in Oregon at age 5 when the Portland Quarter Midget Racing Association (PQMRA) issued me a novice license after completing drivers training." He would drive quarter midgets for the next six years, competing in over 500 events. For two summers, when Dylan was 10 and 11, he was barnstorming across the country with his father, living in a motor home and competing every weekend.

For Scott Olsen, this was the extension of his own early racing dreams, which were inspired by his father, Sid Olsen, who raced an MGB in SCCA events in the 1970s. In 1994, with his longtime friend Chris Billings, Scott built a 1979 Mustang for American Sedan. Scott took it to the Runoffs in 1996, finishing seventh, but then retired at age 31 to focus his racing energies on supporting Dylan's endeavors. Chris Billings continued to run the Mustang until 2004, when he parked it.

Dylan spent the years from age 12 to 16 racing motorcycles, but this had been contentious on the home front, despite his considerable success in different venues. "My family felt I should find a different sport," says Dylan, "one with four wheels, a roll cage, and seatbelts."

Then, in 2011, Chris Billings pulled the Mustang out of his garage after six years of gathering dust and loaned it to Scott and Dylan for a race at Oregon Raceway Park. After an all-nighter installing a new Ford SVO 302, Dylan put it on the pole before the engine shut down with no oil pressure.

Scott decided to buy back the Mustang, but it was the beginning of three years of endless problems, from failed fuel pumps to faulty ignition switches and spun bearings. Loose damper bolts caused a timing chain ejection, bending all the valves. Wheels broke and transmissions failed catastrophically. Not only did Dylan win the local Team Continental Hardship Award, he won it back-to-back for 2013 and 2014. Between highlights like setting the qualifying record at Portland International Raceway, DNF followed DNF, and anything that could go wrong improbably did - how about being black flagged for a dislodged dipstick oiling the track.

Chris Billings, well known in racing circles for his Portland-based shock absorber expertise (see www.shock-shop.com), has known Dylan all his life. "I first met him in the hospital just hours after he was born," says Chris. "He has excelled in every endeavor and it is no surprise that he is now an SCCA National Champion. He is well grounded, soft spoken, and mechanically adept, has a passion for competition, and obviously knows how to drive a racecar. His dad helps with racecar preparation, but in addition to any other task, it is Dylan who uses his strength to take care of everything under the car, like pulling the transmission, exhaust, or differential. They build their own engines and transmissions and do their own chassis setup. They are a complete and successful race team."

He also works with his father in Crown Auto Repair, the small three-man body shop in Kelso, Wash., owned by Scott, but is considering pursuing an engineering degree. Dylan is just a few credits short of an associate degree from Lower Columbia Community College, but while a competent student, he notes he is even more accomplished at fixing things.

"I am really just a car fanatic," says Dylan. "So much of my life revolves around cars. I have learned a great deal from working and tinkering on anything with wheels and an engine. Even the understanding of the laws of physics I can attribute to my involvement in the automotive field."

But while the ageless Mustang continues to be his weapon of choice in SCCA competition, let's hope he's put his racing gremlins behind him! 🚗



John Stoneburg

IF IT AIN'T ONE THING...

Even at the Runoffs, trouble pursued Dylan Olsen's Mustang. "While warming the car on Monday," says Scott, "we noticed that the coolant level was low and discovered it had gone into the crankcase, contaminating the oil. The problem: a faulty intake manifold gasket. We missed the first practice making the repair."

When Dylan finally did get on track, "The suspension was bottoming," says Scott, "due to the loading forces generated at the exit of the corkscrew. Suffered this all through qualifying. Finally, the night before the race we found a friend with a welder and welded the camber adjuster so it could no longer move." All in all, Dylan only managed 10 laps of practice on a track he'd never driven before.



Rupert Berrington

ON THE EDGE

At the urging of family, Dylan Olsen moved from two wheels (ABOVE) to four (LEFT), and picked up the 2014 American Sedan Runoffs title.

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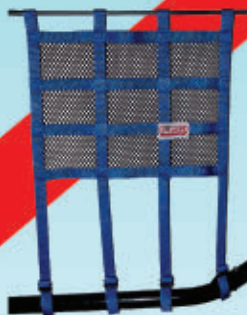
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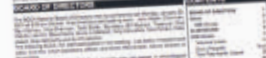
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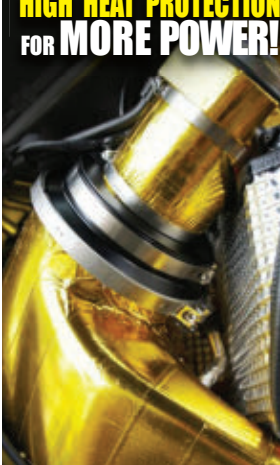
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20 PRO RACING ▼



1992 MUSTANG ROUSH TRANS AM GT1/SPO > Roush ORT Alloy 436 with Motec Fuel Injection. Emco sequential trans., Full Motec data. Setup SPO currently. Can be TA/GT1 with 358, 1:09's at PIR. Many spares, plus 358 Roush Cup Motor. Complete, new Emco Gear box available. **Call: Matt at (503) 819-9007.** [25154-06]



2005 NISSAN 350Z GT-3/GT-2 > Ken Murillo build on a Neely/Murillo chassis. 2 Runoffs wins, 4x GT-3 and 1x GT-2 polls. Hewland trans. and Speedway Mini Stock rebuilt. Two KA24 engines, 2 sets of rims. This car is very competitive. **Contact: John at (530) 412-0649 or jblackstrf17@hotmail.com. \$45,000 OBO.** [25173-05]

20 PRO RACING ▼



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22 OPEN WHEEL | SPORTS RACERS ▼



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SPECRACER FORD #293 > Strong regional car. Ready to race or upgrade to GEN 3. (available kit slot in June) Koni shocks. 3 full sets of wheels (Weld, Shelby, Steel) Spare set rub rails and front tray. Many parts and extras. **Contact: Dave at dbm03908@yahoo.com.** [25167-05]



2001 014 Swift FA > This is an immaculate front-runner with a considerable list of spares. Is meticulously maintained and ready to race. Many cars garaged, space forces sale. Located in LA. \$68,000 obo. **Email: vholland@solahartsc.com.au** [25171-05]

22 OPEN WHEEL | SPORTS RACERS ▼



F600 RAPTOR > Suzuki GSXR, 6 speed, single chain drive. Paddle Shift, AIM data with GPS, Accusump, and spare side pods. **Contact: Bill at (540) 312-4628.** [25172-06]



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.** [25128-05]



P1 RALT RT40 FATLANTIC-BASED > Carbon tub, 13B rotary, fuel injected, 6-Speed flat-shift Hewland FTR, spare bodywork, wheels, race ready. \$55,000, Atlanta, GA. **Contact: Jim Downing at (404) 680-6590.** [25174-05]

23 PRODUCTION BASED | GT ▼



1.6 SPEC MIATA > Race ready with fresh Rebello National engine (two available). Transmission by Pat McFall. Mazda comp rear diff. serviced, in excellent condition. All brakes, bearings and rear hubs replaced. One set mounted rains and one set mounted Toyo's. Has regional and national wins plus many podiums. **Contact: Ethan or Thomas at (503) 789-1613.** [25170-05]

23 PRODUCTION BASED | GT ▼



1987 ALFA ROMEO MILANO 3.0 LITER > Prepared for ITS and HRG. Very reliable car and fun to drive. After racing this car for 20 years, there is a garage full of spares. Race Ready. \$15,000. **Contact: Nancy Thomas at (585) 721-7755.** [25169-05]

2005 MUSTANG FR500C > clone. Completely disassembled after the season was over and repainted, replacing any parts that were not 100%. New Koni shocks & struts, engine has one race, 6-speed, Detroit locker with 3.55 gears. Trans-Am TA 3 or American Muscle or awesome track car. **Contact: jimmyg@empacc.net or (607) 227-4898.** [25168-06]



2009 PORSCHE 997 GT3 CUP CAR > s/n S798109. 2014 SCCA GT2 National Runoffs Silver Medalist. Very competitive, turnkey example. Set up by Competition Autowerks. No expense spared prep. Spares available. PCA and SCCA log books. \$92,500/Offers/Interesting street car trades, up or down. **Contact: Fantasy Junction at (510) 653-7555 or sales@fantasyjunction.com.** [25177-07]



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

23 PRODUCTION BASED | GT ▼



MINI COOPER B-SPEC RACER > 2011 chassis, pro built, like new car with 6 race weekends. Best of everything, two sets of wheels, slicks, new rains, call for details. \$19,994. **Contact: Wes Holliday at (800) 788-3969.** [25127-06]



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23 PRODUCTION BASED | GT ▼



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



S2000C/R > Nothing spared in the build. Displayed at the 2013 PRI Trade show banner in Indianapolis. Nationally competitive. Turn-key car. A well-known car around the SCCA circuit. This car will take the checkered flag. Asking \$35,000. Build sheet available upon request. **Contact: Ken at (937) 294-1533 or carsales.collettimotorsports@gmail.com.** [25176-06]



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



TRANS-AM SERIES

gotransam.com

Mar 1 Sebring Int'l Raceway, Fla.
Ruman (TA); Lawrence (TA2); Saunders (TA3I); Napieralski (TA3A)
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 Int'l Raceway, Minn.
Aug 15 Mid-Ohio Sports Car Course, Ohio
Aug 29 Road America, Wis.
Sep 27 VIRginia Int'l Raceway, Va.
Oct 11 NOLA Motorsports Park, La.
Nov 8 Circuit of the Americas, Texas
Nov 14 Daytona Int'l Speedway, Fla.



MAZDA MX-5 CUP

mx-5cup.com

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



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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 Pittsburgh Int'l Race Complex, Pa.
Aug 28-30 NJMP, N.J.
Oct 16-18 Pittsburgh Int'l Race Cmplx, Pa.
(all events double weekends)



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Jul 31-Aug 2 Pittsburgh Int'l Race Complex, Pa.

Aug 28-30 NJMP, N.J.

Oct 16-18 Pittsburgh Int'l Race Cmplx, Pa.
(all events double weekends)



FORMULA LITES

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May 29-30 Thompson Speedway, Conn.

Jun 13-14 NJMP, N.J.

Jul 24-25 VIRginia Int'l Raceway, Va.

Aug 15-16 Carolina Motorsports Park, S.C.

Sep 4-5 Pike Peak Int'l Raceway, Colo.

Sep 19-20 MSR Houston, Texas



Date Track/Region

Phone numbers are for region registrars

U.S. MAJORS TOUR

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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

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

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.

WESTERN CONFERENCE

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

Apr 24-25 NJMP/South Jersey

May 9-10 VIR/North Carolina Region

May 23-24 Ro NHMS/New England

May 23-24 NJMP/South Jersey

Jun 6-7 Ro NJMP/South Jersey

Jun 19-20 Lime Rock/New England

Jun 20-21 Summit Point/Washington DC

Jul 10-11 Thompson Speedway/New England

Jul 11-12 Summit Point/Washington DC

Jul 18-19 Ro Watkins Glen/Glen

Jul 31-Aug 2 Summit Point/Washington DC

Aug 1-2 Triple NHMS/New England

Aug 7-9 Ro Pocono Raceway/Tri-NEP, Phil, SJR, NNJR

Aug 16 NJMP/South Jersey

Aug 22-23 Palmer Motorsports Park/New England

Sep 5-7 Summit Point/Washington DC

Sep 12-13 Triple Palmer Motorsports Park/New England

Sep 26-27 Ro Pitt Race/Steel Cities

Oct 3-4 Summit Point/Washington DC

Oct 9-10 Triple Thompson Speedway/New England

Oct 24-25 NJMP/South Jersey

Finger Lakes/Mahoning Valley

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South Jersey (May race)

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(All dates/events subject to change)

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

+ = Addition/Change v = Vintage

HC = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional Road Rally R = Regional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event

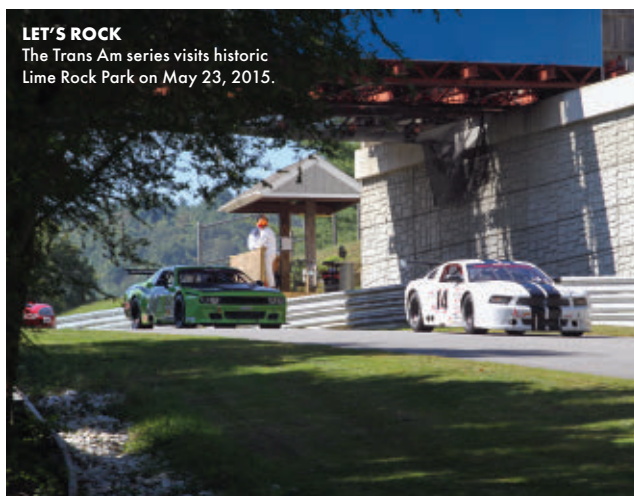
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Chris Clark

LET'S ROCK

The Trans Am series visits historic Lime Rock Park on May 23, 2015.

SOUTHEAST sediv racing.org**Apr 11-12#** Palm Beach Int'l Raceway/
Florida**Apr 25-26* Ro** Roebing Road/Buccaneer**May 2-3# Ro** Daytona/Central Florida**May 9-10* VIR**/North Carolina**May 16-17#** Palm Beach Int'l Raceway/
Florida**May 23-24#** Carolina Mtspt Park/
Central Carolinas**Jun 13-14** Sebring/Central Florida**Jun 27-28*# Ro** Homestead/Florida**Jul 4-5*#** Roebing Road/SEDiv**Jul 11#** Palm Beach Int'l Raceway/Florida**Jul 18-19#** Sebring/Central Florida**Jul 25-26*#** Road Atlanta/Atlanta**Aug 8-9*** Daytona/Central Florida**Aug 15-16*# Ro** Charlotte Motor

Speedway/Central Carolinas

Aug 29-30* Ro Barber/Alabama,
Tennessee**Sep 5-6#** Sebring/Central Florida**Oct 10-11#** Roebing Road/SEDiv**Oct 17-18*** VIR/North Carolina**Oct 17-18** Sebring/Central Florida**Oct 24-25#** VIR/North Carolina**Oct 30-Nov 1#** Road Atlanta/Atlanta**Nov. 14-15#** Palm Beach Int'l Raceway/
Florida**Nov 28-29*** Sebring/Central Florida

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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**Jul 18-19*** Mid-Ohio/Ohio Valley**Aug 8-9*** Mid-Ohio/Cincinnati**Aug 29-30*** Mid-Ohio/Ohio Valley**Oct 10-11*** Mid-Ohio/Ohio Valley

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Ohio Valley (July) (614) 735-7561

Western Michigan (260) 338-0134

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

Chicago TBA

Land O' Lakes TBA

Milwaukee TBA



Kenneth Hawking

U.S. MAJORS TOUR

The Northern Conference

U.S. Majors Tour stops by

Mid-Ohio May 29-31.

MIDWEST midiv.org**May 16-17*** Ro Gateway Motorsports
Park/St Louis**Jul 11-12 triple** Iowa Speedway/DMVR**Aug 8-9*** Ro Motorsports Park

Hastings/Nebraska

Aug 22-23* Ro Gateway Motorsports
Park/St Louis**Oct 24-25*** Gateway Motorsports Park/
St Louis

DMVR TBA

Nebraska TBA

St Louis (314) 249-6571

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

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NORTHERN PACIFIC norpacscsa.org**Apr 25-26*** Ro Portland Int'l/Oregon**May 16-17*** Ro Thunderhill/San Francisco**May 16-17*** Ro Portland Int'l/Oregon**Jun 5-7*** Ro Mazda Raceway/San

Francisco

Jun 12-14 Ro Portland Int'l/Oregon**Jul 18-19*** Ro The Ridge Motorsports

Park/Northwest

Jul 24-26* Ro Mazda Raceway/San

Francisco

Aug 8-9* Ro The Ridge Motorsports

Park/Northwest

Aug 28-30 Triple Ro Portland Int'l/Oregon**Sep 12-13*** Ro Sonoma Raceway/San

Francisco

Oct 24-25* Ro Thunderhill/San Francisco

Northwest (360) 479-6082

Oregon (503) 224-9469

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org**Jun 6-7*** Ro Buttonwillow/Cal Club**Sep 12-13*** Ro Buttonwillow/Cal Club**Oct 17-18** Buttonwillow/Cal Club**Dec 5-6*** Ro Chuckwalla/Arizona, San

Diego

Arizona, San Diego

(480) 832-1327

STREET SURVIVAL SCHOOLS**NORTHEAST** nediv.com**Apr 18** Xerox/Finger Lakes**Aug 16** Warminster Community Park/
Philadelphia

Finger Lakes (202) 352-2627

Philadelphia (484) 949-4100

SOUTHEAST sediv racing.org**Jun 27** Seminole State College/Central
Florida**Nov 14** Seminole State College/Central
Florida

Central Florida (407) 324-1874

GREAT LAKES greatlakes-scca.org**Jun 20** The Tire Rack/South Bend**Aug 22** The Tire Rack/South Bend**Sep 26** Fowlerville Proving Ground/Detroit

Detroit (313) 341-5642

South Bend (616) 610-0042

CENTRAL cendiv-scca.org**May 9** Milwaukee Area Technical

College/Milwaukee

Milwaukee (262) 241-8371

NORTHERN PACIFIC norpacscsa.org**Oct 18** Portland Int'l Raceway/Oregon

Oregon (503) 327-8990

DRIVERS SCHOOLS**NORTHEAST** nediv.com**Apr 24** NJMP/South Jersey**May 22** NHMS/New England**Jun 23** NJMP/South Jersey**Aug 14** NJMP/South Jersey

New England (508) 561-2188

South Jersey (609) 784-5316

Washington DC (301) 572-7444

SOUTHEAST sediv racing.org**Apr 11-12** Daytona Int'l Speedway/
Central Florida**Jul 18-19** Sebring/Central Florida

Buccaneer (912) 897-1944

Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org**Apr 25-26** Waterford Hills/GLDiv

GLDiv (810) 278-1708

CENTRAL cendiv-scca.org**Apr 25-26*** Ro Blackhawk Farms/
Milwaukee

Milwaukee TBA

SCCA ACCREDITED SCHOOLS**REGIONAL AND NATIONAL**

Bertil Roos Racing School

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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 ACCESSFAX: (785) 232-7228; scca.comPro Racing info/results: sccapro.com**SCCA DIRECTORS**Area 1: **Dick Patullo**

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(856) 223-0807; thanushek@scca.comArea 3: **Lee Hill**

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(937) 438-3005; sharris@scca.comArea 5: **Bruce Lindstrand**

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1048 Millet Way, Sacramento, CA 95834

(916) 712-5742; bmccarthy@scca.comArea 10: **John Walsh**

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(678) 697-9755; tpulliam@scca.comArea 13: **Todd Butler**

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Spring Mountain Advanced Driving School
(888) VET-4FUN
springmountainmotorsports.com

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BIR Performance Driving School
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FAASST Performance Driving School
EAST: (877) 266-4429,
WEST: (719) 761-1372 faasst.com

Danny McKeever's Fast Lane Racing School
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Pro Drive Racing School
(503) 285-4449 prodrive.net

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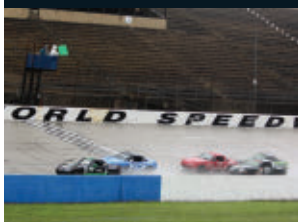
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WHAT Mid-States Conference
WHEN May 22-24
WHERE College Station, Texas
With its doors ready to close,
SCCA pays one last visit to Texas
World Speedway in May.



Sydney Davis

TIME TRIALS

NORTHEAST nediv.com

Jul 18-19 CT/PDX Summit Point/
Washington DC

Aug 1-2 PDX Summit Point/Washington
DC

Sep 12-13 CT/PDX SummitPoint/
Washington DC

Oct 24-25 CT/PDX Summit Point/
Washington DC
Washington DC (301) 572-7444

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

F. Reed Andrews	4/1/1955	Neohio
John W. Bornholdt	4/1/1955	South Jersey
Vance Braxton Jr.	4/1/1955	St Louis
Barry Budlong	4/1/1955	Finger Lakes
Rockwell O'Sheill	4/1/1955	Buccaneer, W New York
Wm. M. Wonder	4/1/1955	New York

55-YEAR MEMBERS

Alex Dearborn	4/1/1960	New England
D.R. Dunford	4/1/1960	Indianapolis
Gayle Hancock	4/1/1960	South Texas Border
John C. Hancock	4/1/1960	South Texas Border
Jay H. Heizer	4/1/1960	Alamo
Philip M. Henderson	4/1/1960	Western New York
Charles Kulmann	4/1/1960	Cal Club

50-YEAR MEMBERS

Lorraine Aronson	4/1/1965	Steel Cities
R. James Boehm	4/1/1965	St Louis
David M. Chiles	4/1/1965	North Carolina
James Corcoran	4/1/1965	Washington DC
Dave Frellsen	4/1/1965	Chicago
Daniel Furey	4/1/1965	Ohio Valley
Terry Hanushek	4/1/1965	N NJ, S Jersey, Wash DC
Frank E. Henrich	4/1/1965	New York
Jeff Jankiewicz	4/1/1965	Indiana Northwest
Laury Lundberg	4/1/1965	Oregon
Peter Magnuson	4/1/1965	Central Florida
C. Dean Read	4/1/1965	Chicago

45-YEAR MEMBERS

Jerry A. Doctor	4/1/1970	Nebraska
Andrew Gilberg	4/1/1970	Detroit
Johannes W Krauss	4/1/1970	New York
Gary Mahannah	4/1/1970	N New Jersey
Jim C. Rawson	4/1/1970	Houston
Don Verdiani	4/1/1970	Philadelphia

40-YEAR MEMBERS

Larry Funk	4/1/1975	Neohio
Rosemary A. Goodnight	4/1/1975	Finger Lakes
Rex S. Gunning	4/1/1975	Western Ohio
Michael R. Jaeger	4/1/1975	Colorado
David A. Kolb	4/1/1975	New England
Keith Krop	4/1/1975	Texas
Reed Kryder	4/1/1975	Mahoning Valley
Sandi Kryder	4/1/1975	Mahoning Valley
Robert M. Lee Jr.	4/1/1975	Florida
Delmar Long	4/1/1975	Iowa
William O. Margraf	4/1/1975	San Francisco
Robert C. Raub	4/1/1975	Colorado
Scott Vandeweghe	4/1/1975	N New Jersey
James R. Vaseff	4/1/1975	Atlanta
Kenneth J. Williams	4/1/1975	Finger Lakes

35-YEAR MEMBERS

Shirley D. Belizaire	4/1/1980	Neohio
Andrew D. Collins	4/1/1980	Northwest
Sidney H. Collins	4/1/1980	Central Florida
Donald H. Denomme	4/1/1980	New England
Mary Edey	4/1/1980	St Louis
Jim Garry	4/1/1980	Mohawk Hudson
David A. Gomberg	4/1/1980	Washington DC
Lee William Grimes	4/1/1980	Central Kentucky
Linda L. Hansen	4/1/1980	Blackhawk Valley
Gerald P. Hansen	4/1/1980	Blackhawk Valley
J. Michael Hemsley	4/1/1980	Delta
Robert C. Henson	4/1/1980	Kansas City
Charles F. Holland	4/1/1980	Chicago
Candida L. Kaplan	4/1/1980	Steel Cities
Barry W. Kashar	4/1/1980	San Francisco
Norman W Morgan	4/1/1980	Atlanta
Leonard R. Picton	4/1/1980	Washington DC
Mike Schiffer	4/1/1980	Central Florida
Soter Slomski	4/1/1980	New England
Don Smethers	4/1/1980	Oregon
Steven Wold	4/1/1980	Mohawk Hudson

30-YEAR MEMBERS

Donald B. Ahrens	4/16/1985	Central Florida
Rene Bine III	4/9/1985	San Francisco
Paul Brown	4/4/1985	Rio Grande
Peter Calhoun	4/19/1985	Chicago
Raymond Carmody	4/26/1985	Glen

Jim Coman	4/19/1985	Alabama
Ronald J. Conrad	4/24/1985	Fort Wayne
John C. Davison	4/4/1985	North Carolina
Michael C. Dirienzo	4/29/1985	Chicago
Bob Eaton	4/15/1985	Central Florida
Jennifer Eaton	4/15/1985	Central Florida
William Farmer	4/24/1985	Detroit
Chuck Hanson	4/24/1985	Rio Grande
Donald E. Hill	4/29/1985	Chicago
James Jacobs	4/24/1985	Blue Ridge
Kathryn Koch	4/9/1985	Ohio Valley
John Luetjen	4/4/1985	New England
Greg Lund	4/24/1985	Arizona
Patrick McCammon	4/24/1985	Fort Wayne
Lois Meeker	4/9/1985	San Francisco
Scott Meyers	4/24/1985	Arizona Border
John A. Phillips	4/12/1985	Houston
Robert J. Polastre	4/4/1985	Mohawk Hudson
John G. Polkinghorne	4/24/1985	Oklahoma
Mike Presley	4/19/1985	Central Carolinas
David E. Ray	4/12/1985	San Francisco
Stephen Rick	4/24/1985	Tennessee
Dave Riehl	4/24/1985	Oregon
Timothy R. Schnell	4/24/1985	Oregon
Diane Smith	4/19/1985	Mohawk Hudson
Peter W. Smith	4/19/1985	Mohawk Hudson
Roger A. Stark	4/4/1985	Northwest
Ken Steagall	4/24/1985	Tennessee
Judith Ann Summers	4/24/1985	Ohio Valley
Daniel Tinley	4/12/1985	Chicago
Joel Topolosky	4/4/1985	Ohio Valley
Benjamin Tyler	4/17/1985	Cincinnati
Ronald Wilcox	4/9/1985	Central Carolinas

25-YEAR MEMBERS

Chris W. Albin	4/16/1990	S Illinois, St. Louis
Philip A. Becker	4/6/1990	Pan American
Tim Brecht	4/29/1990	San Diego
Dennis Chalfont	4/7/1990	Cal Club
William Max Church Jr	4/11/1990	Ohio Valley
Jerome S. Conway	4/16/1990	Atlanta
Kevin Coulter	4/20/1990	Chicago
Marie Firlein	4/25/1990	Glen
Kirk Fleming	4/29/1990	Cal Club
Linda Fleming	4/5/1990	San Francisco
David Flesher	4/6/1990	Buccaneer
David A. Gaylord	4/29/1990	Northwest
Thomas A. Hannagan	4/30/1990	Milwaukee
Andy Hohl	4/6/1990	St Louis
Darryl T. Hunter	4/6/1990	North Carolina
Art Jaso	4/25/1990	Washington DC
Richard C. Johnson	4/17/1990	Detroit
Mark Jorgensen	4/16/1990	Nebraska
Gary Kincel	4/29/1990	Steel Cities
Marc Lisner	4/9/1990	Old Dominion
Raymond Longhitano	4/16/1990	Neohio
Kari Loyning	4/30/1990	Oregon
Gary W. Massey	4/17/1990	Colorado
Teresa M. Massey	4/17/1990	Colorado
Charles Mathis	4/16/1990	Southern Illinois
Mark McAllister	4/6/1990	Finger Lakes
Jane McGinley	4/6/1990	Central Florida
Scott C. Morgan	4/16/1990	Cal Club
Gregory Mulcahy	4/25/1990	Detroit
Deborah N. Nicolette	4/6/1990	Washington DC
Klaus Ortmann	4/7/1990	Central Florida
Diane Petrone	4/29/1990	Neohio
John R. Petrone	4/29/1990	Neohio
Heather Powers	4/16/1990	North Carolina
Jose A. Rodriguez	4/6/1990	San Francisco
Dave Ruegsegger	4/11/1990	Colorado
Paul Shaver	4/11/1990	Finger Lakes
Joseph Stadelmann	4/23/1990	New England
R. Matt Sternenberg	4/11/1990	Houston
Katharine Sturgis	4/17/1990	New England
Wilmer Valentin	4/6/1990	Central Florida
M. Bart Wolf	4/25/1990	Associates
Irene Woodworth	4/20/1990	Buccaneer

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20% OFF

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FREE

WITH ANY PURCHASE
**PITTSBURGH
6 PIECE
SCREWDRIVER
SET**
ITEM 47770
61313/62570/62583

Item 47770 shown

\$4.99

VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 7/23/15. Limit one FREE GIFT coupon per customer per day.



SUPER COUPON!

PITTSBURGH AUTOMOTIVE LOT NO. 68053
69252/60569
62160/62496/62516

SAVE \$60

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

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

\$59.99

REG. PRICE \$119.99 • Item 68053 shown

49570134

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SUPER COUPON!

**7 FT. 4" x 9 FT. 6"
ALL PURPOSE WEATHER
RESISTANT TARP**
LOT NO. 877/69115/69137
69249/69129/69121

Item 877 shown

SAVE 66%

\$2.99

REG. PRICE \$8.99

49533415

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**10" SLIDING COMPOUND
MITER SAW**
CHICAGO ELECTRIC POWER TOOLS

SAVE OVER \$117

\$82.82

LOT NO. 98199/61307
61971/61972

Item 98199 shown

REG. PRICE \$199.99

49544281

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SUPER COUPON!

**HaulMaster 500 LB. CAPACITY
ALUMINUM CAR CARRIER**
LOT NO. 92655
69688/60771

Item 92655 shown

SAVE \$70

\$79.99

REG. PRICE \$149.99

49564995

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WOW SUPER COUPON!

**42", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**
LOT NO. 68784/69387
62270/62591

Item 68784 shown

SAVE \$340

\$359.99

REG. PRICE \$699.99

49601222

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MOVER'S DOLLY
HaulMaster

LOT NO. 93888/60497
61899/62399

Item 93888 shown

\$8.99

REG. PRICE \$14.99

49551556

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SUPER COUPON!

**"Impressive Accuracy,
Amazing Value!"
- Car Craft Magazine**

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WRENCHES**

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1/4" DRIVE LOT NO. 2696/61277
3/8" DRIVE LOT NO. 807/61276
1/2" DRIVE LOT NO. 239/62431

• Accuracy within ±4%

YOUR CHOICE!

\$9.99

REG. PRICE \$29.99

Item 239 shown

49561386

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SUPER COUPON!

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

Item 67847 shown

LOT NO. 67847
61454/61693

SAVE \$70

\$149.99

REG. PRICE \$219.99

49541003

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**900 PEAK/700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL GENERATOR**

NEW

Item LOT NO. 66619/69381
60338/62472

Item 66619 shown

\$94.49

REG. PRICE \$179.99

49548806

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SUPER COUPON!

**PACIFIC HYDROSTAR
1650 PSI
PRESSURE
WASHER**
LOT NO. 69488

• 1.3 GPM

SAVE \$50

\$79.99

REG. PRICE \$129.99

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WOW SUPER COUPON!

**PITTSBURGH AUTOMOTIVE
3 TON HEAVY DUTY
STEEL JACK STANDS**
LOT NO. 38846/69597
61196/62392

Item 38846 shown

SAVE 55%

\$19.99

REG. PRICE \$34.99

49587471

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SUPER COUPON!

**12 TON
SHOP PRESS**
CENTRAL MACHINERY

• Pair of Arbor Plates Included

LOT NO. 33497
60604

Item 60604 shown

\$99.99

REG. PRICE \$199.99

49589361

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CLUB RACING

WHAT Great Lakes Double
WHEN May 16-17
WHERE South Haven, Mich.
 GingerMan is home to a double header weekend hosted by South Bend, Western Ohio, and Detroit Regions.



Dennis Wood

SOUTHEAST sedivacing.org

Apr 11-12 TT/PDX Talladega Grand Prix/Alabama, Tennessee Valley
Apr 11-12 PDX Daytona Int'l Speedway/Central Florida
May 23-24 TT/PDX Carolina Motorsports Park/Central Carolinas
Jun 13-14 PDX Sebring/Central Florida
Jun 13-14 HC Robbinsville, N.C./Central Carolinas
Jul 11-12 HC TBD/Central Carolinas
Jul 18-19 PDX Sebring/Central Florida
Jul 25-26 PDX Road Atlanta/Atlanta
Aug 14 PDX/TT Charlotte Motor Speedway/Central Carolinas
Aug 29-30 TT Barber Motorsports Park/Alabama, Tennessee Valley
Sep 5-6 PDX Sebring/Central Florida
Sep 12-13 HC Robbinsville, N.C./Central Carolinas
Oct 3-4 TT/PDX Talladega Grand Prix/Alabama, Tennessee Valley
Oct 30-Nov 1 PDX Road Atlanta/Atlanta
Nov 14-15 TT Roebbling Road/Buccaneer Alabama, Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org

Aug 7 PDX Mid-Ohio/Cincinnati
Oct 9 PDX/CT Mid-Ohio/Ohio Valley
Cincinnati (513) 518-9534
Ohio Valley (614) 561-0597

MIDWEST midiv.org

Apr 19 PDX/TT Iowa Speedway/DMVR
Jul 11-12 PDX/CT Iowa Speedway/DMVR
Aug 30 Iowa Speedway/DMVR
Oct 24-25 PDX/CRE Gateway Motorsports Park/St Louis
DMVR TBA
St Louis (314) 249-6571

SOUTHWEST sowdivscca.org

May 1 PDX MSR Houston/Houston
May 2-3 CT MSR Houston/Houston
Aug 14 PDX MSR Houston/Houston
Aug 15-16 CT MSR Houston/Houston
Dec 4 PDX MSR Houston/Houston
Dec 5 CT MSR Houston/Houston
Houston TBA
Texas TBA

ROCKY MOUNTAIN coloradoscca.org

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

SOUTHERN PACIFIC scca-sopac.org

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

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 8-11 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

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

TIRE RACK® SCCA PROSOLO FINALE

Sep 5-6 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR

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

REGIONAL

NORTHEAST nediv.com

Apr 11-12 Bader Field/South Jersey
Apr 12 Warminster Community Park/Philadelphia
Apr 18-19 Moore Airfield/New England
Apr 19 Monroe Community College/Finger Lakes
Apr 19 Warminster Community Park/Philadelphia
Apr 26 Spencer Speedway/Finger Lakes
May 3 Moore Airfield/New England
May 3 Warminster Community Park/Philadelphia
May 16 Monroe Community College/Finger Lakes
May 17 Dephia Corporation/Finger Lakes
May 23-24 Bader Field/South Jersey
May 24 Moore Airfield/New England
May 31 Wells Fargo Center/Philadelphia
Jun 6-7 Warminster Community Park/Philadelphia
Jun 7 Monroe Community College/Finger Lakes
Jun 13-14 Bader Field/South Jersey
Jun 20 Wells Fargo Center/Philadelphia
Jun 21 Monroe Community College/Finger Lakes
Jul 5 Monroe Community College/Finger Lakes
Jul 11 Moore Airfield/New England
Jul 11-12 Bader Field/South Jersey
Jul 12 Monroe Community College/Finger Lakes
Jul 18-19 Warminster Community Park/Philadelphia
Jul 19 Moore Airfield/New England
Aug 1-2 Bader Field/South Jersey
Aug 9 Monroe Community College/Finger Lakes

Aug 9 Moore Airfield/New England
Aug 29 Moore Airfield/New England
Aug 29-30 Bader Field/South Jersey
Sep 19 Moore Airfield/New England
Sep 19-20 Bader Field/South Jersey
Sep 20 Warminster Community Park/Philadelphia
Oct 11 Moore Airfield/New England
Oct 11 Warminster Community Park/Philadelphia
Oct 24-25 Bader Field/South Jersey
Nov 1 Moore Airfield/New England
Nov 7-8 Bader Field/South Jersey
Finger Lakes (585) 455-9607
New England
kjbarnes22@gmail.com
Philadelphia (484) 949-4100
South Jersey (856) 534-5301

SOUTHEAST sedivacing.org

Apr 12 Augusta County Government Center/Blue Ridge
Apr 19 Cleveland Reg'l Airport/Chattanooga
May 3 Salem Civic Center/Blue Ridge
May 16-17 MCAS Cherry Point/North Carolina
May 17 Cleveland Reg'l Airport/Chattanooga
May 31 Hernando County Airport/Central Florida
Jun 13 Cape Fear Community College/North Carolina
Jun 14 Cleveland Reg'l Airport/Chattanooga
Jun 20 Cape Fear Community College/North Carolina
Jun 28 Seminole State College/Central Florida
Jul 12 Cleveland Reg'l Airport/Chattanooga
Aug 16 Cleveland Regional Airport/Chattanooga
Aug 22 MCAS Cherry Point/North Carolina
Sep 6 Hernando County Airport/Central Florida
Sep 13 Cleveland Reg'l Airport/Chattanooga
Sep 26 Cape Fear Community College/North Carolina
Oct 11 Cleveland Reg'l Airport/Chattanooga
Oct 11 Hernando County Airport/Central Florida
Oct 24-25 MCAS Cherry Point/North Carolina
Nov 8 Cleveland Reg'l Airport/Chattanooga
Nov 21 Cape Fear Community College/North Carolina
Nov 22 Seminole State College/Central Florida
Dec 5 Cape Fear Community College/North Carolina
Dec 6 Cleveland Reg'l Airport/Chattanooga
Blue Ridge (540) 290-2797
Central Florida (407) 963-5004
Chattanooga (423) 883-4548
North Carolina (910) 622-5513

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

MEMBER BENEFITS

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



Garages123.com is offering SCCA members a 15-percent discount on its various storage solutions.



U.S. Bank's SCCA Visa Signature Card offer of a \$100 statement credit with your first purchase. (NOTE: for the U.S. Bank images, use both images. They can be stacked or side by side).



Receive a 10-percent discount on many brands from **SafeRacer**, as well as free shipping on orders over \$99.



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



SCCA members who join the free Circle of Boisset Wine Club from **Boisset Wine Living** receive the standard 20-percent discount, plus an additional 10 percent off any order of 12 or more bottles.



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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
May 22 Chippewa County Airport/Lake
 Superior
May 23 Catapillar Building/Central Illinois
Jun 13-14 Brimley Development Center/
 Lake Superior
Jun 14 Hawkeye Downs/Iowa
Jun 28 Hawkeye Comm. College/Iowa
Jul 19 Hawkeye Downs/Iowa
Jul 25 Chippewa County Airport/Lake
 Superior
Jul 25-26 Catapillar Building/Central Illinois
Aug 9 Oskaloosa Municipal Airport/Iowa
Sep 20 Marshalltown Kart Track/Iowa
Oct 3-4 Catapillar Building/Central Illinois
Oct 4 Oskaloosa Municipal Airport/Iowa
Oct 25 Hawkeye Comm. College/Iowa
Central Illinois (309) 370-8326
 mwholzi@aol.com
Lake Superior (906) 440-8000

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

Apr 4-5 NOLF Waldron Field/South TX
 Border
Apr 12 Burton Coliseum/Southwest
 Louisiana
Apr 19 Coleman Lot/Red River
May 2-3 NOLF Waldron Field/South TX
 Border
May 17 Coleman Lot/Red River
Jun 6-7 NOLF Waldron Field/South TX
 Border
Jun 14 Coleman Lot/Red River
Jul 4-5 NOLF Waldron Field/South TX
 Border
Jul 12 Coleman Lot/Red River
Aug 1-2 NOLF Waldron Field/South TX
 Border
Aug 9 Coleman Lot/Red River
Sep 5-6 NOLF Waldron Field/South TX
 Border



GONE SOLO

The Solo season is in full swing come May, with a plethora of Regional and National events to chose from.

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
Red River (318) 469-0303
South TX Border (361) 980-8000
Southwest Louisiana
 (409) 727-0158

ROCKY MOUNTAIN coloradoscca.org

Apr 11-12 Legacy Events Center/Utah
Apr 18-19 Pikes Peak Int'l Raceway/
 Continental Divide
Jun 7 Legacy Events Center/Utah
Jul 19 Pikes Peak Int'l Raceway/
 Continental Divide
Jul 19 Legacy Events Center/Utah
Jul 25 Pikes Peak Int'l Raceway/
 Continental Divide
Aug 22-23 Pikes Peak Int'l Raceway/
 Continental Divide
Oct 10 Pikes Peak Int'l Raceway/
 Continental Divide
Continental Divide (709) 310-8281
Utah (801) 495-1442

NORTHERN PACIFIC norpacscca.org

Apr 26 Fresno Fair/San Francisco Fresno
May 10 Marina Airport/San Francisco
May 16-17 Mountain Home Municipal
 Airport/Snake River
May 24 Marina Airport/San Francisco
May 31 Fresno Fair/San Francisco Fresno
Jun 7 Marina Airport/San Francisco
Jun 20-21 Mountain Home Municipal
 Airport/Snake River
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 Francisco
 Sacramento
Aug 22-23 Mountain Home Municipal
 Airport/Snake River
San Francisco sfrautox.com
San Francisco Fresno
 (559) 905-0061
San Francisco Sacramento
 (916) 416-2972
Snake River (208) 2768

SOUTHERN PACIFIC scca-sopac.org

Apr 5 Bisbee, Douglas Airport/Arizona
 Border
Apr 10 Ridge Top complex/Las Vegas
Apr 19 Aloha Stadium/Hawaii
Apr 26 Marana Reg'l Airport/Arizona Border
Apr 26 Pana'ewa Drag Strip/Big Island
 of Hawaii
Apr 26 Maui Raceway/Hawaii Maui
May 16-17 Pana'ewa Drag Strip/Big Island
 of Hawaii

May 17 Maui Raceway/Hawaii Maui
May 17 Marana Reg'l Airport/Arizona Border
May 31 Pana'ewa Drag Strip/Big Island of
 Hawaii
Jun 21 Pana'ewa Drag Strip/Big Island of
 Hawaii
Jun 28 Marana Reg'l Airport/Arizona
 Border
Jun 28 Maui Raceway/Hawaii Maui
Jul 19 Pana'ewa Drag Strip/Big Island of
 Hawaii
Jul 26 Maui Raceway/Hawaii Maui
Jul 26 Marana Reg'l Airport/Arizona
 Border
Aug 9 Pana'ewa Drag Strip/Big Island of
 Hawaii
Aug 23 Maui Raceway/Hawaii Maui
Aug 23 Marana Reg'l Airport/Arizona
 Border
Sep 27 Maui Raceway/Hawaii Maui
Sep 27 Pana'ewa Drag Strip/Big Island
 of Hawaii
Sep 27 Marana Reg'l Airport/Arizona
 Border
Oct 17-18 Marana Reg'l Airport/Arizona
 Border
Oct 25 Pana'ewa Drag Strip/Big Island
 of Hawaii
Oct 25 Maui Raceway/Hawaii Maui
Nov 22 Marana Reg'l Airport/Arizona
 Border
Nov 29 Pana'ewa Drag Strip/Big Island
 of Hawaii
Dec 13 Marana Reg'l Airport/Arizona Border
Dec 20 Pana'ewa Drag Strip/Big Island
 of Hawaii
Arizona Border (520) 425-1948
Big Island of Hawaii
 fdorrih@gmail.com
Hawaii (808) 349-8813
Hawaii Maui (808) 281-3654
Las Vegas (775) 727-8733

ROADRALLY

A complete RoadRally planning 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
Sep 19 Oktoberally/Land O' Lakes
Sep 20 Badger Trails/Land O' Lakes

REGIONAL

NORTHEAST nediv.com

Apr 11 Cape Cod Old Timers Rally/New
 England
Apr 19 MGOBRally School/Washington DC
Apr 25 Newbie Dash/Philadelphia
May 3 Get the Dust Off/Washington DC
New England
 gerard.goulet@gmail.com
Washington DC
 mgoobrallymaster@gmail.com

CENTRAL cendiv-scca.org

Apr 26 Escape to Wisconsin/Land O' Lakes
Sep 19 Oktoberally/Land O' Lakes
Sep 20 Badger Trails/Land O' Lakes
Land O' Lakes (608) 582-4386

MIDWEST midiv.org

Apr 18 Tulips & Other Spring Flowers/
 St Louis
St. Louis editorialsolutions@sbcglobal.net

SOUTHERN PACIFIC scca-sopac.org

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

Aug 7-9 Indianola, Iowa

NATIONAL CHALLENGE

Jun 27-28 Dixie National Challenge/Dixie

REGIONAL

NORTHEAST nediv.com

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

SOUTHEAST sedivrracing.org

Apr 18 Hollytree Offroad/Tennessee Valley
May 30 Hollytree Offroad/Tennessee Valley
Jun 14 Hollytree Offroad/Tennessee Valley
Jul 19 Hollytree Offroad/Tennessee Valley
Aug 23 Hollytree Offroad/Tennessee Valley
Sep 20 Hollytree Offroad/Tennessee Valley
Oct 10 Hollytree Offroad/Tennessee Valley
Nov 22 Hollytree Offroad/Tennessee Valley
Dec 12 Hollytree Offroad/Tennessee Valley
Tennessee Valley
 leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

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

MIDWEST midiv.org

May 14 I-80 Speedway/Nebraska
Oct 18 I-80 Speedway/Nebraska
Nov 1 I-80 Speedway/Nebraska
Nebraska chops5015@yahoo.com

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 Int'l 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 Int'l Raceway/
 Continental Divide
Nov 7 Colorado Off Road Extreme/
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New Jersey Motorsports Park
Thompson Speedway Motorsports Park

West

Pueblo Motorsports Park
Portland International Raceway
Willow Springs International Raceway
Wild Horse Pass Motorsports Park
The Ridge Motorsports Park
Thunderhill Raceway

South

MotorSport Ranch Cresson
Palm Beach International Raceway
NOLA Motorsports Park
Texas Motor Speedway
Atlanta Motorsports Park
Memphis International Raceway
NCM Motorsports Park

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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

A different way of thinking

While I'd met this month's cover subject before, I hadn't spent much time getting to know James Wilson until the 2014 SCCA National Championship Runoffs. He had driven his B-Spec Mazda2 from central Texas to Mazda Raceway Laguna Seca, doing the Runoffs (as he does all of his events, from Solo to SCCA Pro Racing Pirelli World Challenge) on a true shoestring budget.

Wilson's paddock spot was in the Mazda tent next to fellow B-Spec competitor

together the remains in an attempt to salvage Sunday's race.

For Wilson, the plan was to eventually drive his car back to Texas, so he couldn't afford a wreck - it's hard to go 1,700 miles cross country if a significant portion of the car is missing. He also couldn't afford for Ambrose to give up the ghost and go home, as Wilson was saving money by sleeping in Ambrose's enclosed trailer.

Keenan, meanwhile, was fighting the fact that he'd brought old tires to the Runoffs. Another B-Spec competitor, David Daughtery, eventually lent Keenan a used set of Hoosiers, allowing Keenan to qualify second; he eventually claimed the top step on the podium and won *RACER* magazine's Club *RACER* of the Year award (read more about it in this month's news section). Meanwhile, Ambrose and his father MacGyvered a pair of Mazda2s together in time to start the race dead last, moving up to seventh by the checker.

Wilson's Runoffs week ultimately went well. He scored a free birthday dinner one evening with myself and several other

racers, and then the race saw him starting eighth and finishing sixth, spewing just a little bit of transmission fluid on the track - and then unceremoniously dumping the rest on the floor in impound, much to the chagrin of the workers. Knowing Wilson, he was probably annoyed the fluid that cost him good money was escaping. But possibly in the back of his mind was the fact that dinner the other night had been paid for, so the two should cancel each other out.

I initially thought Wilson crazy for being so thrifty. Who drives their racecar across the country without the safety net of a truck and trailer, and then doesn't even get a hotel room? But the more I thought about it, the more Wilson's decisions made sense.

PINCHING PENNIES

James Wilson drove his B-Spec racecar 1,700 miles from Texas to Monterey, Calif., for the 2014 Runoffs, finishing respectably.



Philip Royle

"He's making sure every penny counts. Wilson's mindset harkens back to the good old days of SCCA Club Racing"

Derrick Ambrose and not far from B-Spec competitor Kyle Keenan. These drivers were all having quite the week. Wilson was suffering the usual race weekend blues we all go through, but nothing like Ambrose, who had all but totaled his car during Monday's practice session and was piecing

Racing is expensive - he's making sure every penny counts. Wilson's mindset harkens back to the good old days of SCCA Club Racing when racecars were driven to events and no money was spent on pump and circumstance in the paddock. When you think about it, this frugal, old school mindset is rather inspirational, and almost makes you want to try it for yourself. Almost. 🍷

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FROM THE ARCHIVES

10 YEARS AGO... MAY 2005



- *Find the rail* told you how to determine what is causing your handling woes on the Solo course - and how to correct them.
- In *Time Attack*, we took a look at the new Club Racing Time Trials program.

20 YEARS AGO... MAY 1995



- Jim Kearney shared his first installment on how to drive in traffic, with insight from David Downey, Jon Mirachi, and Bill Noble.
- Pro Rally was alive and well, with Paul Choiniere leading the overall points.

30 YEARS AGO... MAY 1985



- In *Making the jump*, we took a look at Arie Luyendyk and Tom Gloy, who made the leap from Club Racing to IndyCar.
- *Matters of the moment* included a gallery of images from the first USEC race.



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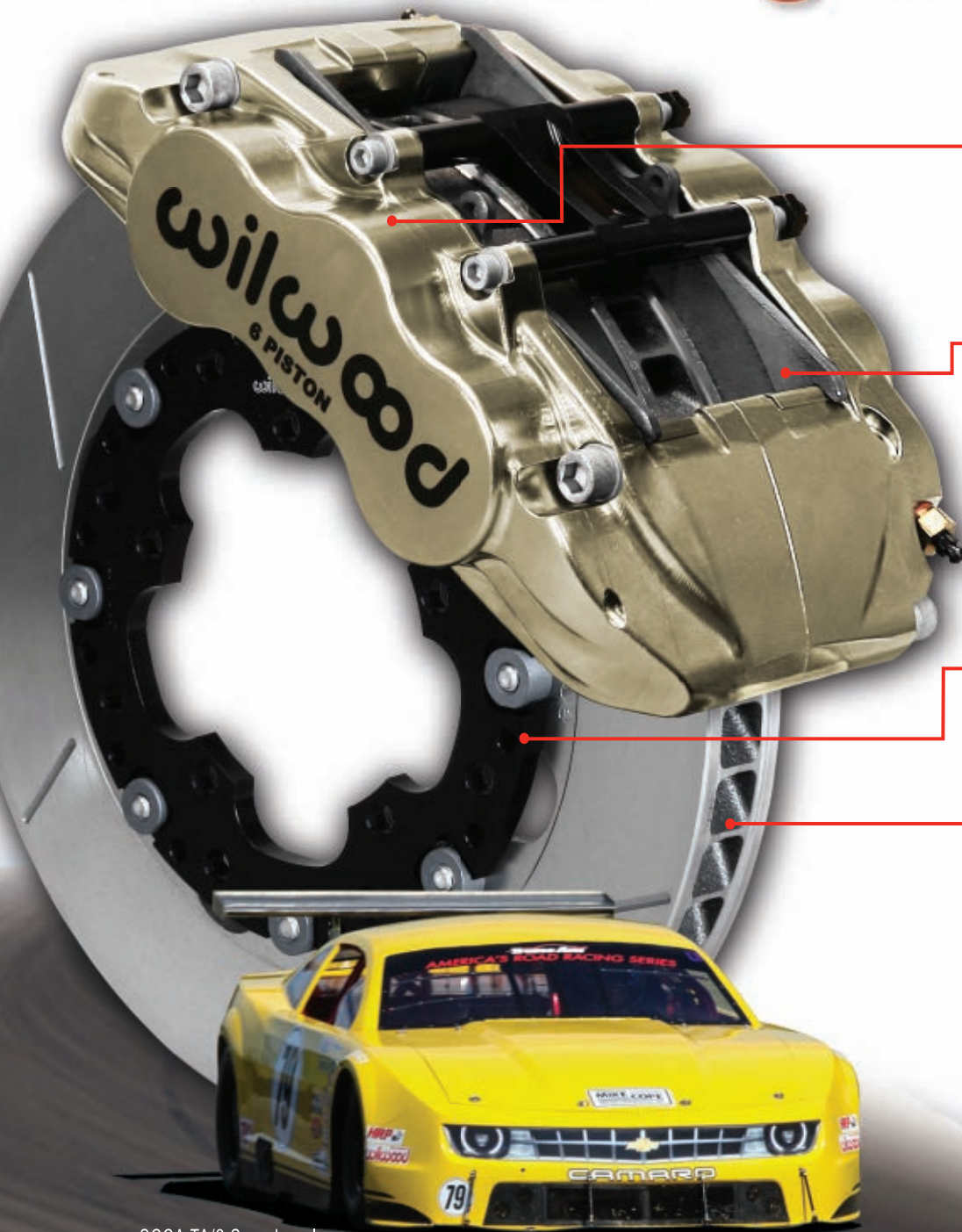
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