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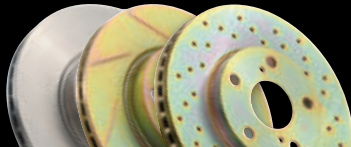
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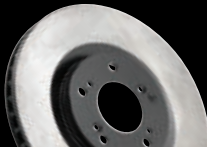


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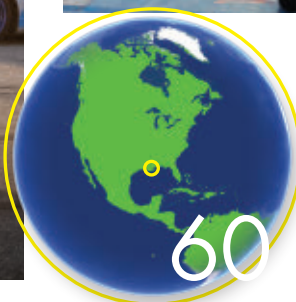
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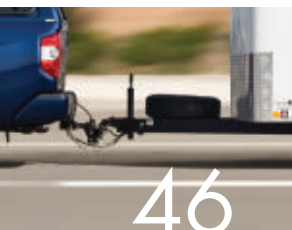
Sean Rice



Anne Berg



Philip Rove



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Courtesy QAI

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COVER PHOTOGRAPHY Sean Rice

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Pro racing champ Randy Pobst was on hand for the inaugural Track Night in America driven by Tire Rack at Atlanta Motorsports Park. Pobst seized the opportunity to take this Ford Focus ST and it's owner for thrill laps.

DATE | April 7, 2015

LOCATION | Atlanta Motorsports Park, Dawsonville, Ga.

WHAT | Track Night in America

PHOTOGRAPHER | Clark McInnis

JONES AND JOHNSON TO DRAFT NATIONALS

The Solo Events Board has approved veteran competitors and course designers Alex Jones and Roger H. Johnson as the course designers for the forthcoming 2015 Tire Rack Solo National Championships.



Rupert Berrington

The Rise of **ENDURO**

Endurance racing was once a staple of road racing in North America; in recent years, these races have become scarce, with only a handful of SCCA Regions hosting them. Now, a new program with a less restrictive rule set for both drivers and cars is set to spur growth in this once grand racing environment.


SCCA's Bracket Enduro program is set to run on a limited basis in 2015, growing dramatically in 2016. Unlike current Club Racing with more than 30 classes, Bracket Enduro will feature just four classes. The first will be an all-out pace event - whoever goes the farthest in the allotted time wins. The additional three classes will be set by a delta lap time. If a car runs quicker than its target lap, the time is multiplied by 1.5 and put into a bank. Bank time is paid back in pit lane.

Teams will have a variety of options, including tire choice and setup, to run within their target times.

Making it even easier to compete, participating drivers in SCCA Bracket Enduro will not be required to hold competition licenses.

The format is designed to appeal to all types of racers, fitting the widest range of cars possible. Target performance potential for cars must not exceed that of a GT-3, Touring 3, E Production, or Improved Touring R car. However, as traditional SCCA Club Racing classes are not used, entrants need not worry about what spec their cars are built for - if it passes safety inspection and is deemed eligible, it can run.

The first SCCA Bracket Enduro will take place at Thompson Speedway Motorsports Park, June 6-7. Races are expected to typically run at least seven hours, with a 24-hour race on the horizon.

More information and rules on the SCCA Bracket Enduro series can be found at www.scca.com. 

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JERRY DOCTOR PASSES

Forty-five-year SCCA member and a well-known and respected member of the RallyCross community passed away in early April. "He was a driving force in SCCA RallyCross since the start of the program," says RallyCross Board Chairman Steve Hyatt. Among many things, Doctor was also a recipient of the RallyCross Dirty Cup, the highest honor in the RallyCross community.

ON AIR
(RIGHT) The 2015 Trans Am season enjoys an extensive CBS broadcast schedule.



HEADLIGHT BRIGADE

A new format could bring endurance racing to the forefront of SCCA once again.

Trans Am Series Broadcast

The Trans Am Race Company has released a full slate of additional broadcast dates on CBS Sports Network for the 2015 SCCA Pro Racing Trans Am Championship, with eight races at five locations over the course of the year.

In addition to the originally planned six-event broadcast, Trans Am's TA2 class will receive three independent broadcasts and races at the Road Atlanta, Lime Rock Park, and Mid-Ohio Sports Car Course events.

"We've seen remarkable growth in TA2 yet again this year," says John Clagett, President of the Trans Am Race Company. "When you pair that with the growth of the Series overall, it can make for some extremely full racetracks." 📍

TRANS AM COVERAGE ON CBS SPORTS NETWORK

AIR DATE AND TIME	COVERAGE
May 23, 2015, 12 p.m.	Foametix 100 at Road Atlanta
May 30, 2015, 12 p.m.	Foametix Muscle Car Challenge at Road Atlanta
June 6, 2015, 12 p.m.	Next Dimension 100 at Lime Rock Park
June 13, 2015, 12 p.m.	3-Dimensional Services Muscle Car Challenge at Lime Rock Park
Aug. 29, 2015, 12 p.m.	Next Dimension 100 at Mid-Ohio Sports Car Course
Sept. 5, 2015, 10 p.m.	First Energy Muscle Car Challenge at Mid-Ohio Sports Car Course
Sept. 12, 2015, 10 a.m.	Next Dimension 100 at Road America
Dec. 6, 2015, 1 p.m.	Foametix 100 at Daytona International Speedway

2015 Wendi Allen Scholarship Winners

Elisabeth Flannagan, of Philadelphia, Pa., and Elizabeth Wildenberg, of Menasha, Wis., were named as the two winners of the Wendi Allen Scholarship for the 2015 Solo season. The two drivers were nominated by the general membership, with the award presented by a committee of well-respected female SCCA autocrossers.

In its second year, the scholarship provides financial support to offset travel costs to National Solo events. In addition, the Club will waive entry fees to National events for these two

drivers and work with the Solo community and its commercial partners to seek out other forms of support for the winners. This includes driver training, mentoring, product support, logistical assistance, and more.

The Wendi Allen Scholarship is presented to two female soloists who not only display a high level of driving talent, but also a deep involvement in the Solo community. The selection committee is made up of several influential female Solo National Champions including

Denise Cashmore, Tara Johns, Beth McClure-Strelneiks, Shelly Monfort, and Patty Tunnell.

"Both of these women are dedicated members to their local regions," Johns, the chairperson for the selection committee, said. "They also show promise and dedication to becoming extraordinary competitors. We are hopeful that both ladies will benefit from the scholarship and use this opportunity to thrive in our sport. We look forward to seeing them both compete on a National level this year." 📍

ABOUT TIME

RaceWatches.com has joined the SCCA Pro Racing Trans Am series for 2015, and will present each of the four Trans Am Class champions a specially designed, one-of-a-kind, engraved Fortis watch for their accomplishment.



SPORTSCAR

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Clark McInnis

GET ON TRACK

Thanks to Track Night in America, it's easier than ever to get on track with the SCCA.

Track Night Takes Off

The new Track Night in America driven by the Tire Rack kicked off its inaugural event on April 7 with an event at Atlanta Motorsports Park in Dawsonville, Ga. More than 60 drivers took part in the first event, with many opting for the budget friendly run/work option. The run/work option sees participants working the event in order to receive a discounted entry fee.

Longtime *SportsCar* contributor and professional racing champion Randy Pobst took part in inaugural event, attempting to blend in as a participant. For one of the most recognizable members of the SCCA, however, "blending" is relative. "I drove my Miata street car - had a ball," says Pobst. "What a great time driving hard, fast, and fun on track, and I was home that night for dinner."

The Track Night in America program opens the door for a new group of automotive enthusiasts to join the fray. "I think Track Night by Tire Rack is the jumpstart of a revolution for the stalwart SCCA," says Pobst. "Quick, accessible, light-hearted track fun that fits in a busy lifestyle. A revolution that will expand our Club into the great reaches of the legions of casual sports car fans - beyond our current hardcore racers."

Previous on-track experience is not required to participate in these events, as drivers will be divided into Novice, Intermediate, or Advanced groups. The standard entry fee is a modest \$150 and gets you three 20-minute sessions on track. All entrants have complimentary access to SCCA driving instructors.

Even if you are not ready to get in on the action at full speed, everyone is invited to see what it's about as admission is free for those wishing to absorb the atmosphere. In addition, a track parade lap is offered during events for all guests.

The Track Night program is just getting started, as the series will visit 21 tracks over 88 dates this year. To find an event near you, visit www.TrackNightinAmerica.com. 🏁

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 MARCH 2015

NAME	REF	REGION
Warren Leach	55	San Diego
Gayle JArdine	16	Cal Club
Brian Ghidinelli	13	San Francisco
Dixie Eckert	8	Atlanta
Wanda Cecil	5	South Carolina
Sydney Davis	5	Houston
Dave Dusterberg	5	Indianapolis
Darren Gunn	5	Central Florida
Kevin Julian	5	Las Vegas

There are 900 additional members with at least one referral.

REGION LEADERS

Category based on 2014 year end membership)

REGION GROWTH

Jumbo Regions (800+):

Oregon	12.2%
Florida	7.0%
Atlanta	6.0%

Large Regions (401-799):

Texas	9.1%
Reno	8.6%
Central Carolinas	6.7%

Medium Regions (200-400):

Utah	12.9%
Alabama	11.3%
South Carolina	10.5%

Small Regions (<200):

Columbus SCC	14.9%
Wiregrass	14.3%
Big Sky	14.1%



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RACING

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Veteran sports car race team JDX Racing, in conjunction with IndyCar driver Justin Wilson, will be competing in and are poised to launch a four-car assault in the new 2015 SCCA Pro Racing Formula Lites Championship.



LAT/ Michael Levitt



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Risky Business

This is the longest dry spell I can remember: six months without turning a wheel on the racetrack. The good news is that I'm headed to Hallett for the Ark Valley Race Group's (AVRG) Majors event. AVRG is a consortium of the NEOkla, Oklahoma, and Wichita racing regions that have, for years, banded together to host events at Hallett. These Regions were one of the very first to form such a group and, at the time, it was a new way to look at putting on events. They took a risk that has paid off for them throughout the years and has provided great racing in MiDiv.

AVRG were also early adopters and ran our first Majors event in the pilot year of 2012. The Region's leadership recognized the hazards of continuing *how we've always done things* (HWADT) and decided to become a part of the Club's future. Hallett has become one of the premier Mid-States events for the U.S. Majors Tour.

Hallett and Oklahoma are home to another risk taker, Anatoly Aruntunoff. Like his modern-day Oklahoma compatriots in the AVRG, "Toly" took a chance when, in 1976, he opened the gates to a great road course in the middle of Oklahoma's Osage Hills. It is a track that preserves the spirit of true road racing in America.

On a personal note, there is little that I love more than racing at Hallett. Driving down the two-lane highways

headed south to Oklahoma is a route I've taken so many times it feels as natural as the drive home. It is a road trip present for me to enjoy with Hallett at the end. The track is a lot of *fun*; 11 turns including a fast and challenging Turn 1 - tap the brake and go in a Vee, an uphill blind apex, an off-camber right hander followed by an off-camber left hander. And a corner we call The Bitch combining the best of everything; fast, blind uphill and off camber! It is a technical racetrack that can challenge any driver.

As unique as both Hallett and Aruntunoff are, they are not the exception in the SCCA. We are a Club of interesting and unlikely people whose passion for automobiles joins them together to participate in a sport that others find too much outside the norm of ordinary life. We take pride in our extraordinary cast of characters that continue to shape the colorful history of our Club, as well as the future of amateur motorsports worldwide!

Forming that future can be a risky business as well. It is going to take vision, planning and, in some instances, a leap of faith from HWADT to ensure our future. We are setting plans in place but must be nimble enough to allow a quick adjustment in direction. The excitement of working with you all to make it happen for our future makes this the Club that I want to belong to! 🍅

THE CLUB'S COLOR

As one of the wonderful cast of characters in this Club, Toly, a master raconteur, SCCA National Champion, competitor in the Mille Miglia, and so much more, retells stories about cars, racing, and the interesting people who made it all happen. He has authored two books of these tales, including my favorite, *One Off*. I recommend that if you ever get the chance to talk with Toly, don't pass it by. His stories of motorsports are hilarious, engaging, and mostly true.

Registration Opens for RallyCross Nats

Registration for the 2015 SCCA RallyCross National Championships, scheduled for Aug. 7-9, is now open. The first round of registration opened from April 1-15, available only to past RallyCross National Champions, past TripleCross winners, and 2014 National Challenge and Divisional winners. On April 16, registration opened to the general membership.

The early entry fee for the ninth RallyCross Championship is \$125 until July 1. After that point, the regular registration fee of \$160 will apply. The event will be capped at 125 drivers, with the option to add more depending on how many members have registered.

The RallyCross Nationals are set to take place at a new facility in Indianola, Iowa, south of Des Moines. Courses will be built on land that plays host to the National Balloon Classic, a yearly hot air balloon festival.

Additional information on the SCCA RallyCross National Championship, including the event schedule, supps, and registration information can be found at www.scca.com/rallycross. 🍅



Rupert Bermington

Oseth Joins SCCA Pro

Steve Oseth has been named Vice President and General Manager of SCCA Pro Racing, assigned with overseeing the day-to-day operations of the for-profit subsidiary of the SCCA. Oseth will manage the staff and Pro Racing activities from the Topeka, Kan., office, including the sanctioning of the Pirelli World Challenge, Trans Am Championship, and Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires.

Oseth is a longtime member and a seasoned racer, as a three-time SCCA Club Racing National Champion, winning the Runoffs in 2003, '06 and '07 in Formula Vee. Oseth is currently one of the Series Tech Coordinators for the SCCA Pro Racing-sanctioned F2000 and F1600 Championship Series. 🍅

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AMANDA HAHN

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SCCA MEMBER SINCE 2011

“I got involved in the SCCA through my father when I was 15 years old. He wanted to make sure I would be able to handle myself in any type of dangerous driving situation I may encounter in the winters of Colorado. He bought an NB Miata, taught me to drive a manual, and I took my driver's test.

The first race I participated in was the day after I received the hard copy of my permit in the mail. Going in, I didn't really think I would enjoy or excel at racing cars, so I was very hesitant about trying it out - but after I tried it, I realized it was something really cool and worth doing.

“Now, three seasons later, I have been thriving in that car, taking home championship titles both locally and Nationally”

The first season was a big learning curve, but the feeling of getting to go out on the weekend and drive as fast as I could was liberating. When I finished my first season with no really noteworthy finishes, I reached out to a fellow autocrosser after an event to see if it would be possible for me to try his car. Luckily for me, Robert Thorne was willing to let me drive it. That event was the first time I placed well, and we agreed it would be a good idea for me to be in the car for the season.

Afterward, Robert and I began dating, and the seat in his car became more permanent. Now, three seasons later, I have been thriving in that car, taking home championship titles both locally and Nationally. The SCCA has been a wonderful family to me, and I am very grateful for the experiences I have gotten through the autocross community.”

MAIN IMAGE Libero Di Zinno



Rupert Eberington

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Rupert Eberington

OF COURSE

The course walk is essential to Solo success for rookies and experienced veterans alike.

In the beginning, God created the pylon; my beginning, anyway, in 1977. Recently, for only the second time in the last 20-plus years, I went to an autocross. By chance, not an SCCA Solo, but the local Martin Sports Car Club, running since the 1960s. I was their 1981 Tiger of the Year, the club's highest honor. It was their annual homecoming, and I posed with 10 other Tigers for a photo. It also celebrated the life of one of the club stalwarts, the well-loved Bob Belvoir, who suddenly and tragically passed away. Famous for kooky footwear, his nickname was Bobby Socks. He had raced the same nice first-gen Toyota MR2, now a full Prepared car, since

"For 10 years, Solo was my whole life; predawn Sunday departures, and long drives all over Central and South Florida"

I was Soloing in the mid 1980s. His daughter Penny is now carrying on the tradition. Her memorial lap in his car left not a dry eye in the house.

I had grown tired of hanging around Daytona looking for rides in the Rolex 24, and had an offer to try a hot 1991 Honda Civic in the Street Modified FWD class. Known as JC, it's owned by a unique example of that rare and wonderful species: a female racer who preps and races her own cars (she has three!), Angela Carlasccio. At his insightful MSX Expo testing seminar, I heard Andy Hollis refer to this Honda Civic chassis as "The Chariot of the Gods." It seems to have a magic combination of light weight, sophisticated suspension (believe it or not,

Mustang Boyz), and a responsive, tunable engine that adds up to low run times. The front has upper and lower control arms with a tremendous amount of camber gain, perfect for the high loads of a front-driver, and the rear an incredible toe-steer trailing arm that only a computer could understand, in a bottom-dollar econo car. Amazing, and too expensive to last. Small Hondas went to the ubiquitous, strong, compact, cheap, and effective MacPherson Strut after 2000.

Driving to the event with my buddy Jack in his Mustang Boss Laguna Seca, the first of many vivid memories began flooding back. Before the day was out, it was a *tsolo tsunami of emotions*. For 10 years, Solo was my whole life; predawn Sunday departures, and long drives all over Central and South Florida (and then the whole USA), registration and walking the course.

Jack is a very experienced track day guy, veteran of several driving schools and lots of my shouting in his ear, "Over there! The apex is over *there*! Turn your head, look in, *look in!*" For Jack, brainpower has slowly overcome an utter lack of natural ability. This would be his first autocross, and on the walk it was clear it could be trouble.

"What's a gate? I go where?"

"You have to be able to close your eyes and run the course," I lectured. This was old-school cones only; no white lines to stay between, modern style. Connect the dots. His head was spinning. I was all over it.

"Yeah, the optional slalom is definitely enter right, and this is a long sweeper, but apex late to set up for that slalom," I said. "Always be thinking one turn ahead, at least."

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

"Apex? Where do I go?" Jack said, more than a little baffled.

I did another quick walk to focus – no distractions, no social interaction. It was all coming back to me. The track was relatively fast, making good use of the small lot, including a redline-in-second finish sweeper.

Passengers were OK, and Angela was with me for the first run. I bore down into the slalom, cranked some wheel, and swoop, big sideways! I missed the third cone completely, but swung around and reentered in the same place. Called me off course, but I know better.

"JC likes small inputs in slaloms," she understated calmly. Mr. Big Shot blows the run. It was that trailing-arm toe-steer, I grumble and the crowd chuckles.

Man, those cones are close. I hate cones. Love Solo, hate cones. Necessary evil, haha. Gotta get really close to be fast, but turn one over and it'll ruin your day. Andy Hollis says every inch is

BRAKES, REVISITED

I was wrong about brakes. In a previous column I said to pound them. No. The attack on the pedal depends on the car. Street brake systems often need a softer initial pressure. Booster delay. ABS gets confused. Weight takes time to transfer. Softer suspension, longer. Racecars accept more aggression, and some require it. Always get from full power to full braking as quickly as the car will allow.

Back to My Roots

worth two tenths in the slalom, or something. Solo National Championships, first time, 1980, all three runs on the North Course; twelfth, but if any of those three were clean, third. Cones kill. Solo Nationals, borrowed cars, 1990. Third, but if I had not just *barely* tipped that inside cone in the last turn, first. Hate cones. Wait, no, no. I hate cone penalties.

Next run, I apply Angela's coaching in the slalom: quick, small inputs. JC responds instantly. Moderate push in the sweepers, but predictable and stable, good for attacking. The David "Green Built" single cam 1.6 has amazing upper midrange – feels like a 2.0. Now we're first in class.

Last run, I'm getting the feel again, it's all coming back to me. *Tsolo memories tsunami*. FTD, baby, and first on PAX – the handicapping system that compares all classes – just 0.01sec ahead of a well-driven Miata. The crowd gapes. I feel a real sense of accomplishment and politely compliment the car. Angela is all smiles; her JC has fastest time of the day. I relive the intensity and the surprising feel of speed at just 40mph. It is amazing.

Jack, on the other hand, is having a rough time, even with me riding along, shouting and pointing. He doesn't get it, yet. But track days are not racing. It's just driving around having fun. No pressure. No weight of the world on the shoulders. That is an important part of why drivers run Solo their whole careers. Intense competition. Pushing, expanding the limits of what you can do when the heat is on, the relentless pursuit of going faster – and of winning. And way less expense, time and (critically) risk, than in road racing. That's how Solo satisfies. 🍅



Philip Tucker

There has been much discussion in recent months about SCCA governance as it pertains to the Board of Directors. It is felt by many that the size of the current Board of Directors and the frequency at which its members change, is an impediment to consistent strategic management of our Club.

Regardless of any structural changes that may or may not be made, the Board's ability will always be limited to the collective talents and skill sets of its members. Therefore, identifying and encouraging Director candidates who have the experience and potential to become effective members of the Board is critical. Equally important is education and motivation of Club members to cast an informed vote in the election of their Director.

Currently, the SCCA Board of Directors consists of 13 members, each representing a specific Area (numbered 1 through 13). There is at least one Area in each of the Club's nine Divisions, with one or two additional Areas in heavily populated parts of the country. Directors are elected to three-year terms and may not serve for more than two terms consecutively. The election cycles are staggered so that no more than one-third of the Board is subject to change in any one year. However, this does mean that in most years, at least one Director position changes hands, as many as four or five new Board members can join in any one year, and that the entire Board of Directors changes every six years at a minimum (it could theoretically change entirely in one three-year election cycle). This frequent change in Board composition impacts the Board's ability to "gel" and function effectively

THE JOB

So what does the Board of Directors do? For starters, the Board has all of the normal legal and fiduciary responsibilities of any corporate Board of Directors, including strategic direction of the organization. In addition...

- It selects and directs the President of SCCA Inc., as well as the members of the Boards of Directors of SCCA's subsidiaries (SCCA Pro and SCCA Enterprises).
- It selects and directs the chairmen of the various key program boards and committees and approves the other members of these bodies.
- The BOD also reviews and confirms rule changes that are presented and recommended by the various program boards.
- It has several standing subcommittees that are responsible for specific functions, such as Budget and Finance or Planning.
- It creates Ad Hoc committees, as required, to study and report on significant issues.
- Unlike most corporate Boards, an SCCA Director also functions as a de facto representative for members in their respective areas. They also typically assist in the selection or approval of key Divisional officials, and they may participate in or supervise some Divisional management functions.

One important note: the interactions of Board members with SCCA National Staff and members of the various

program boards are strictly structured to avoid Director interference with normal operations.

DESIRED ATTRIBUTES OF BOD CANDIDATES

What attributes should one look for in a candidate for Director? A potential Director must have the time to devote to the position (10 to 20 hours per week) plus travel to Board meetings, and certain SCCA events will be required six to eight times per year. They must also be prepared to devote the effort and attention that this position deserves. This is not a Board on which one serves by just attending occasional meetings to vote on a half dozen items and head for home. Most issues require thorough analysis and understanding of the likely consequences of the decision.

Communication skills are also a must, both written and verbal. Board members spend several dozen hours a month on the phone and deal with countless e-mails. It's also important for them to stay up to date on the various activities of the Club, which requires regular reading - both from "official" sources, as well as lurking on various forums.

And, finally, while there is no specific business skill set required, it is critical that a potential Director realize that Board responsibilities are to the entire Club, not just to a particular Division, Area, Region, or activity.

A Director must be prepared to keep the various demands and priorities in balance and focus on the overall success of the SCCA. Remember that a Director is elected by the Club members in his or her Area, and represents those constituents on the national Board, so that person must be responsive to the constituents yet must also fulfill responsibilities to the Club as a whole.

SCCA MEMBER RESPONSIBILITY

So, what is your role as an SCCA member in all of this? The single most important contribution that any Club member can make to this process is to vote. But rather than allowing Board member elections to become just a popularity contest, members should familiarize themselves with the skills and experience of the candidates and then cast their vote for the candidate they feel will be the most effective Director. ●

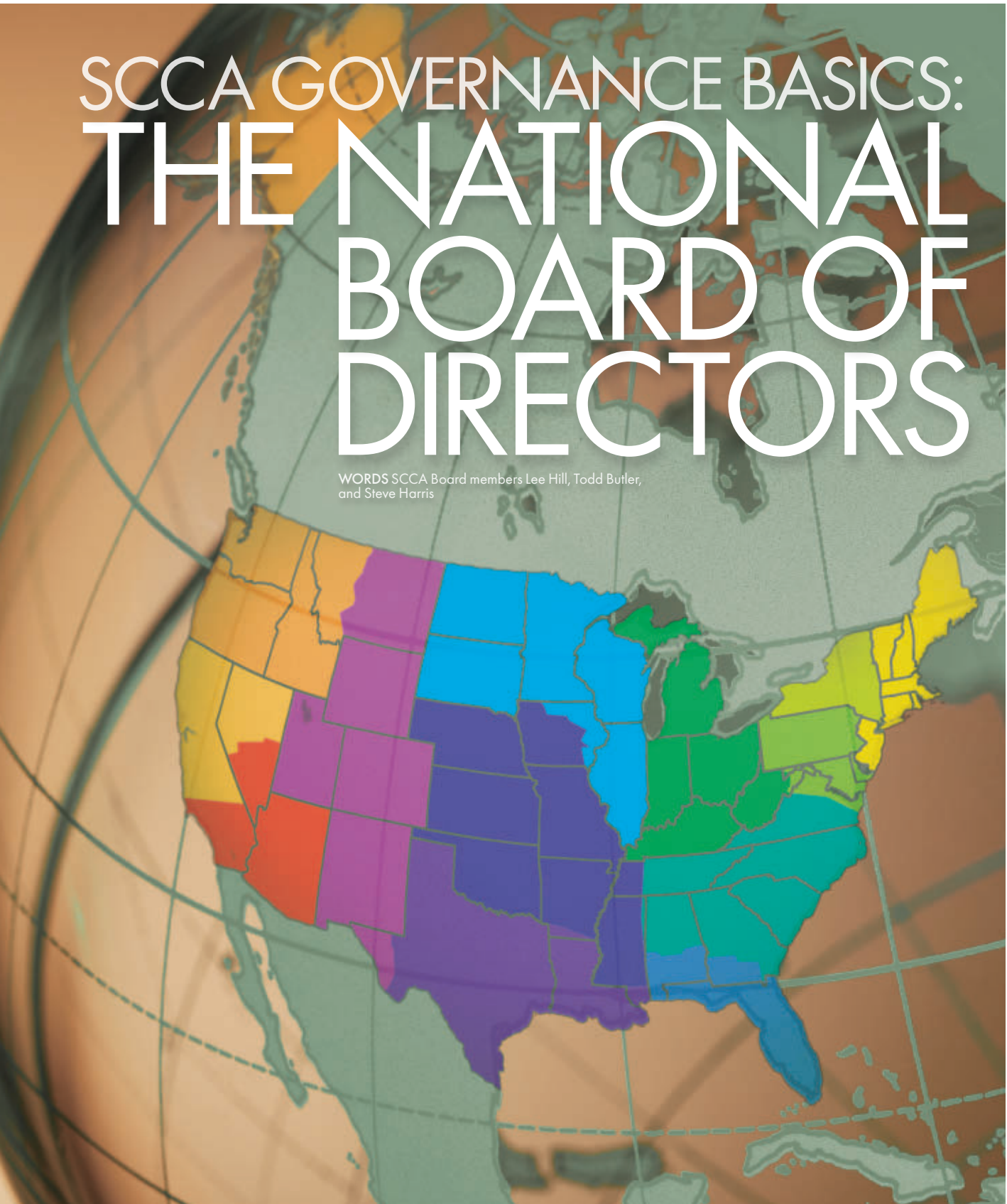
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	2	Terry Hanushek
	10	John Walsh
Southeast	12	Terre Pulliam
	3	Lee Hill
Great Lakes	4	Steve Harris
Central	5	Bruce Lindstrand **
Midwest	6	Peter Zekert
Southwest	7	Dan Helman **
Rocky Mountain	8	Bill Kephart *
Northern Pacific	9	Brian McCarthy
	13	Todd Butler *
Southern Pacific	11	K.J. Christopher

* Member who is term limited and 2015 is their final year of service.
 ** Member who is up for reelection after 2015 term.
 Log on to your account at <https://ams.scca.com> where your Board of Directors Area, Region of Record, Competition Division, and licenses will be listed.


SCCA GOVERNANCE BASICS: THE NATIONAL BOARD OF DIRECTORS

WORDS SCCA Board members Lee Hill, Todd Butler,
and Steve Harris



Stock Photo.com / DN59





Competition drives us. It can drive us to do things we didn't think possible. It can drive us to madness. It can drive us to greatness. In the case of 29-year-member Bob Endicott, it drove him to ProSolo.

Endicott grew up a car lover thanks to the influence of his father. This, combined with his competitive streak, naturally led Endicott to motorsports. His purchase of a Lotus Elan made him stand out from his friends who were also interested in motorsports, but more so the kind that simply went straight.

"I got the Lotus in my later years of high school," Endicott says. "I'd been saving my money. My dad cosigned for the loan. I worked after school at gas stations. It was at the top of my budget, so I didn't have a lot of extra money. It was the car I really wanted. It was my dream car, but in the back of my head I thought, 'This would be great for autocross.'

COMPETITIVE STREAK

Bob Endicott's need for speed has taken him from Solo to motorcycles to the Runoffs and professional road racing, but ProSolo keeps pulling him back in

WORDS Erin Cechal | IMAGES Sean Rice



HOME OFFICE
Bob Endicott's motorsport career has taken him from autocross to professional motorcycle and car racing and back, mostly harnessing Honda power (ABOVE). It was ProSolo (BOTTOM RIGHT) that originally pulled him in, and it's ProSolo that keeps him coming back.

"The Lotus was really, really light. Even at an early age, when all my buddies had hot rods, I realized that weight was everything. I was always attracted to road racing; not drag racing like everybody else. At that time, you couldn't road race until you were 21 and I didn't have a budget for that anyway, but autocross was really cheap. You could literally bring your car, compete with it, and drive home."

Endicott participated in autocross events around Southern California with the Lotus until he got the news at the age of 19 that he was being drafted into the military. Unsure where he was headed, or how long he'd be gone, Endicott resigned to sell his dream car.

"At the time I think it broke my heart more that I had to go into the army," chuckles Endicott. "I don't get too emotionally attached to cars. It was a good time while I had it. I didn't know what I was going to do when I came out, so there was no sense in storing it."

While many young men were being shipped to Vietnam, Endicott was lucky enough to be stationed outside

"The logistics of a car, trailer, and everything else was beyond my means"

BOB ENDICOTT

Colorado Springs for a year and a half until he was able to leave in 1971. It was time to get back to racing.

He had enjoyed autocrossing, but now longed for road racing. As it turned out, half the wheels equal half the price.

"Motorcycle racing was affordable," he says. "I wanted to do wheel-to-wheel competition, and the logistics of a car, trailer, and everything else was beyond my means. Motorcycle racing was relatively cheap. You just needed a pickup truck or panel truck, put the

bike in the back, and off you go to the local races."

He started with Hondas before moving to purpose-built Yamahas and worked his way through the AMA ranks in the 1970s. One of his proudest accomplishments was finishing second in the first Superbike race at Daytona in 1975.

Motorcycle racing may have been affordable on paper, but it was Endicott's body that paid the price after years of competition.

"Over the years I'd broken a collarbone, wrists, and relatively minor things," he says. "Then, in the middle of the '76 season, I wound up breaking my upper and lower right leg, my left forearm, and my right forearm all at once."

He endured three months of painful recovery, mostly bedridden since his broken arms prevented him from using crutches. He admits that he lost interest in motorcycles during the long recovery. He continued to help friends tune their bikes at the track, but after awhile that too grew old, and Endicott's motorcycle career came to a close.



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"[Solo's] extremely competitive. That's what I like about it the most"

BOB ENDICOTT





STEP AT A TIME

While he's done it all, ProSolo is what Bob Endicott loves the most. Part of it is the level of competition, while the other is the simplicity of vehicle prep at the events (RIGHT).

It was the release of the Honda CRX in 1984 that reignited Endicott's love of autocross.

"When I was looking at cars, I've always had an attraction to Honda, more so than other cars," Endicott says. "I honestly couldn't tell you why. They were a really small, innovative company at the time and their cars intrigued me. The CRX was something like you'd never seen before."

After winning a couple local titles, Endicott got wind of a new type of autocross event that SCCA was launching called ProSolo. His competitive spirit was piqued and convinced him it was time to join the SCCA to take his game to the next level.

"It was 1986 that the ProSolo series started and they came to Los Angeles and San Diego," Endicott recalls. "We ended up joining the SCCA because of it - a lot of us. To participate in ProSolo you need to be a member. One thing leads to another; I'm doing these ProSolos and someone says, 'You're pretty good at this, you should go to Nationals,' which at the time were in Salina, Kan. So I went there in 1987 and finished second."

After several runner-up finishes, Endicott finally got his victory at the ProSolo Finale in 1993 with the Honda CRX in C Street Prepared; he followed it with another win in 1994 and took home his first Solo National Championship in CSP in 1995. He drove an Acura Integra Type R to the G Stock title in 1999.

"It's extremely competitive," Endicott says of Solo. "That's what I like about it the most. In some classes, the top five cars are covered by two- or three-tenths of a second. I love the competition. Autocross was a very easy thing to get into. You start out in a Stock class, then you make some modifications, and the next thing you know you have a Street Prepared car."

Starting off slow, literally, is the first tip Endicott gives to those interested in taking up Solo.

"Pick a class that you can afford," he advises. "So many people want to have a really fast car. Well, really fast cars cost a lot of money and typically don't have a lot of entries in the classes. If you go into one of the Street classes or even Street Touring, it's a lot more affordable. There's nothing more frustrating than being beat because someone has more money than you. In the Street and Street Touring classes, a lot of it goes back to how fast the driver is. Pick a class that has a lot of entries in it - that'll make you a better driver."

While collecting Solo titles, Endicott's CRX became eligible for Club Racing in the Improved Touring category and his new job at American Honda helped him save for a





ACTION PACKED

Solo is currently Bob Endicott's motorsport drug of choice (ABOVE), but over the years he has collected his fair share of hardware, including Solo titles and a win at the National Championship Runoffs.

larger racing budget. It was only a matter of time before he hit the road. He purchased a second CRX with a roll cage and began to take part in Regional races around California. In 1994, he bought a Honda Prelude to enter into National races and qualified for the National Championship Runoffs that same year. It wasn't until 1999 that he won his first National Championship Runoffs in E Production (the same year he won a ProSolo Championship, making him one of two drivers to do the double).

Endicott's record eventually got him noticed by the professional ranks and he took up racing with IMSA and Grand-Am for a number of years. In 2003, he made his SCCA Pro Racing World Challenge debut with Mugen importers King Motorsports in an Acura RSX. He claimed victory at Mid-Ohio in his rookie year.

As the economy took a dive, professional teams downsized or closed shop completely. Not satisfied with the options available, Endicott said goodbye to road racing in 2009, the same year he retired from American Honda after 24 and a half

"I didn't want to put the pressure on myself that I had to win, not having done it in a long time"

years. Endicott had no desire to reinvest his retirement into rebuilding a Club Racing team. Even when he got calls from friends to race or when King Motorsports called offering him a stab at the 50th Runoffs in his 1999-winning car, he turned them down. His competitive nature was now working in reverse.

"I didn't want to put the pressure on myself that I had to win, not having done it in a long time," Endicott explains. "I turned them down. I said, 'I don't want to be driving around at a safe pace at the Runoffs. If I'm going to go there I want to go as fast as I can, and I'm too rusty.' I didn't want to do it."

Instead, it was back to Solo and ProSolo with a Honda S2000. He's been to the Tire Rack Solo National Championships the past five years. He's also become an instructor and has found a new satisfaction in

teaching. He volunteers this tip to those new to autocross:

"Once a newcomer knows where they're going and they're trying to shave off time, they try to carry their speed on the straightaway longer and brake deeper. That completely messes up their exit speed coming out of the corner. I always say, 'Think about where you want to be coming out of this corner.' It's way better to come in slow and go out fast than it is to get in so hot you wind up pushing off to the outside of the turn. By far, the number one mistake is not thinking about corner exit."

It says something about Solo when someone who's raced motorcycles, won professional sports car races, and a Runoffs National Championship, keeps coming back to compete.

"When it ceases to be fun, that's when I'll stop doing it," concludes Endicott. "Right now, I have a lot of friends out there I look forward to seeing every weekend. I have a really good time driving the car. I'm in a class where you can make some adjustments to the car, but it's still 'streetable.' Life is good." 🍷

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SCHOOL'S IN SESSION

WORDS Chris Berg | IMAGES Anne Berg

Professional racing schools might be the answer to living out your dream



I used to dream of becoming a professional racecar driver. For at least one fleeting moment, who in this Club hasn't? Reality being reality, however, I finally realized going pro was not in the cards. So now, at the age of 31, I'm a "retired" kart racer still clinging to one very specific portion of my old motorsports dream: I've always wanted to attend a professional racing school and maybe go Club Racing. For that, I went back to school.

HOT SEAT
(BELOW) Professional racing schools offer students the ability to find the limits in a safe environment.

Since 1975, the Skip Barber Racing Schools have become some of the most highly regarded schools in the country, with an alumni list that includes famous sports car drivers, Indy 500 winners, and a

couple of Formula 1 drivers. The Skippy school has also long been an SCCA partner, with graduates of its three-day racing school earning an SCCA competition license. Why are we still discussing this? Take my money already!



Step one was to choose the school – and does Skip Barber have schools. You can almost throw a dart at a map and it'll land on a track with a Skip Barber school, I decided on Homestead-Miami Speedway. Florida in the winter; can't beat that.

Chris Krezmer, my School and Race Series Advisor (SSA) based at Lime

Rock Park, was the first person I spoke to about the school. Krezmer walked me through many of the things I would need to know, including the fact that the school provides the use of a driver's suit and helmet. Things like racing gloves and shoes are recommended but not required.

Leading up to the first day of class,

Krezmer advised me to get to the track early on the first day – since class was set to start at 8 a.m., I arrived a half hour early. Once I drove through the tunnel to the infield, it hit me – I was here to start my path to car racing. It was a mix of emotions – excitement, nerves, and trepidation – all in one giddy wrapper.

If there's one piece of advice I have as a novice, it would be to study the facility where your school will be. Having an idea of the track layout, in addition to where some of the key buildings are, makes life easier.

Our first order of business was to sign in and get any required racing gear that we didn't bring. In my case, I brought everything but a driver's suit.

As the rest of the class filled the room, I could feel the energy. Everyone was excited, but there was also a nervous feeling. After all, there was a room full of people getting

“Having an idea of the track layout, in addition to where some of the key buildings are, makes life easier”

nerves were getting to me. The last time I had competed in a car was at the previous year's Tire Rack Solo National Championships; before that, it had been more than a year since I had been in a true, wheel-to-wheel racing situation. While I was nervous about the unknown, I was also unbelievably excited.



LESSON LEARNED

Professional racing schools offer both classroom time (ABOVE) and on-track instruction (MAIN), all under the watchful eyes of trained instructors. Everyone from the uninitiated to experienced Club racers can benefit from the knowledgeable feedback.



ready to learn how to drive real racecars on a bona fide racetrack. Turns out, this isn't just *my* dream.

R.B. Stiewing was the lead instructor. Other instructors included Cash Mullen, Jason Holehouse, John Murphy, Keith Watts, and Rene Villeneuve. Each of these guys has years of experience, with some competition on the professional level.

Following the instructor introductions, we were introduced to the cars, which kicked off with a classroom talk by Stiewing; we then headed to the garages to face down a Skip Barber formula racecar in person.

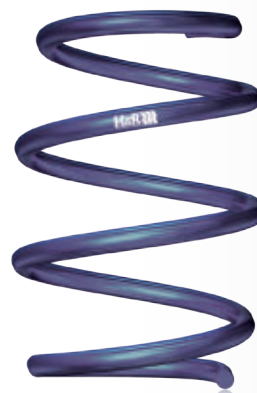
Our first experience behind the wheel was a slow autocross-like course to get us acclimated to the car. But first, my group (we were split into two groups) headed to the classroom to talk about cornering and track dissection. We learned



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about the basic racing line, as well as how to approach the different types of corners. With that done, we climbed into the racecars.

As I wedged myself into the tight confines of the formula car, my excitement bubbled. I awkwardly found the belts, strapped in, slid on my helmet, and fired the ignition – and with that rumble, I was home.

We were told to get comfortable and see how the car felt, which included sliding the back around a bit on the autocross course. The turns were tight and there wasn't much of a straight to go fast on, but the sensation of speed was there. I was surprised by the acceleration and how difficult it was to turn the car through the sharp corners of the autocross course. But slow speeds can be deceiving, and I managed to loop the car. Embarrassed that I had found the limits of the car in such spectacular fashion in front of everyone, I decided there was no need to repeat the spin.

After the lunch break, came braking and downshifting exercises, referred to as heel-and-toe downshifting. Villeneuve did an

impressive job explaining what was previously only a concept to me.

We did a variety of exercises, including braking and lead-follows. On track, we were probably going 80mph down the straights, but it certainly didn't feel like it – the car and driver wanted to go so much faster that it was hard to stay focused. But as the instructors said, it's very important to

Embarrassed that I had found the limits of the car in such spectacular fashion in front of everyone"

be disciplined at slow speed – charging toward any corner at full tilt is not the first time a driver should have their wits about them.

The next two days built on previous lessons, adding elements along the way. It was all about maximizing track time and practicing what we had learned. Terms like "trailing throttle oversteer" were introduced, and would be used at an increasing rate.

The third day was about putting everything together. Oh, and there was even a surprise: rain! We had

discussed the rain line, but talking and doing, I discovered, are two very different things.

Before graduation I had another two "moments." Heading out with cold tires, I managed to spin twice at over 100mph, fortunately keeping it on the track surface. Later, in the same session, I found myself pushing too hard; I hit the brakes too late while going into Turn 2 resulting in a rather spectacular lock up of the left front tire as I exited the track. Following those two dramatic – and embarrassing – moments, I dialed my efforts back.

Near the end of the school came rolling starts. Yes, rolling starts – just like you'd experience in a real race. After that was open lapping accompanied with instructor feedback, and then I graduated – despite my spins.

The three days spent at Miami-Homestead were the best I could have imagined, and I learned way more than I'd thought possible. I also developed a newfound confidence in my car control skills. In short, if you've thought about attending a racing school and maybe going wheel-to-wheel racing, this is the time to do it.

Now, time to buy a racecar.... 🚗

MARKED FOR ACTION

Racing schools often mark turn-in points and corner apexes with cones, allowing students to quickly learn the course. But don't rely too heavily on those cones, as they can move without warning should a student tag one.





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PROJECT T4 CIVIC Si

I love it when a plan comes together. The problem is, while plans have a way of beating the odds, they rarely do so exactly the way you planned. With that, meet *SportsCar*'s latest project car: a 2013 Honda Civic Si.

The goal was simple: Transform a Civic Si from street car into an SCCA Club Racing Touring 4 racecar in just four weeks. The snag? Those weeks contained Christmas and New Year's Day, with the first race taking place Jan. 16-18, 2015, at the opening round of the Western Conference of the SCCA U.S. Majors Tour at Auto Club Speedway. A four-week Touring 4 build? Easy. Right?

The concept of this project was born from an ad seen on the pages of *SportsCar*. Some time in mid 2014, Honda stated the Honda Civic Si was an easy build for SCCA's Club Racing T4 class; from there, they claimed, it was a hop, skip, and jump to SCCA Pro Racing World Challenge TCA. As self-respecting SCCA members, we read that ad as a challenge, so we called Honda, procured a car, and the build began. On Dec. 16.



Part 1: A dose of good luck and fortunate circumstances brings our Touring 4 Honda Civic Si Club racer to life

WORDS & IMAGES Philip Royle

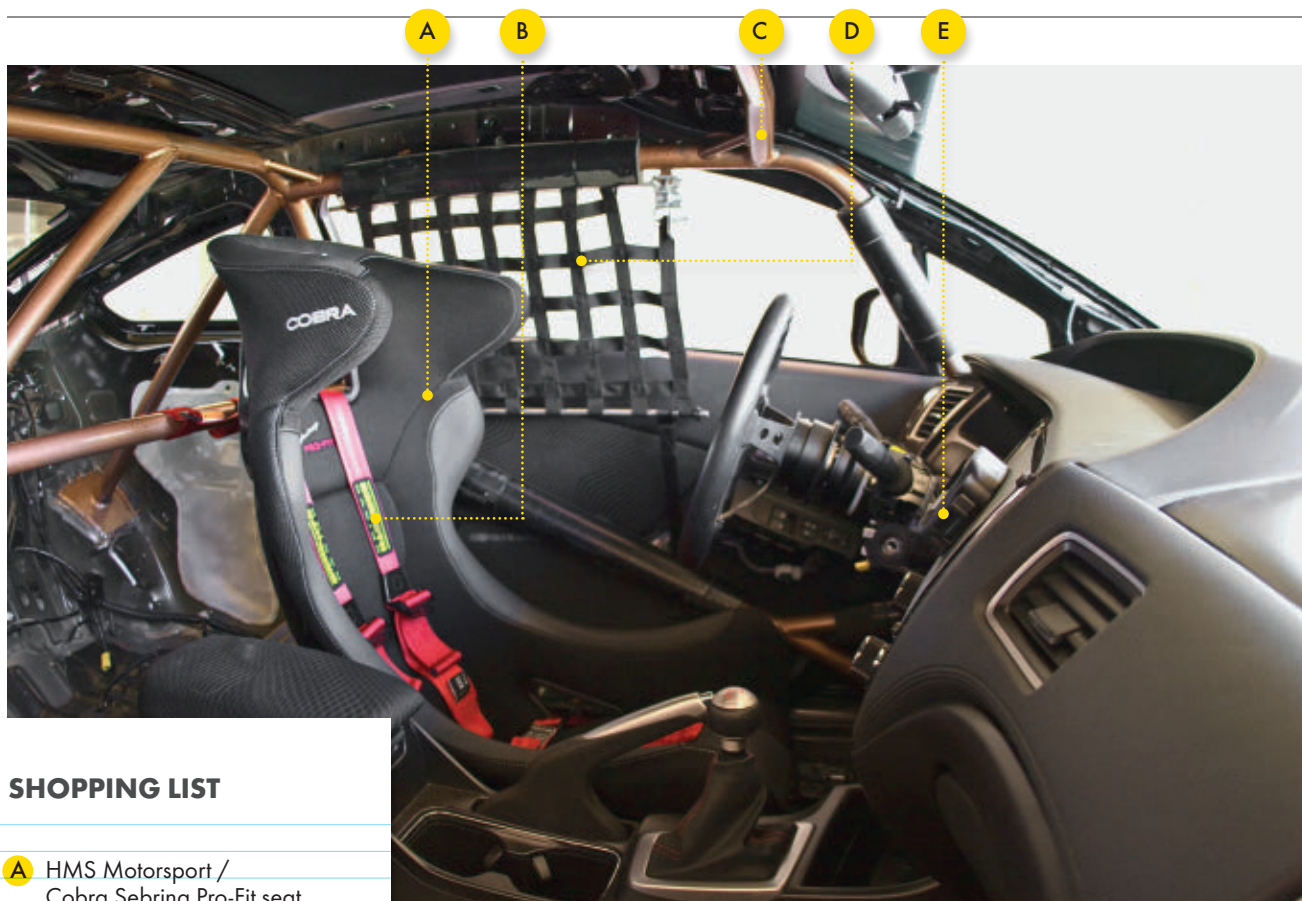


SHOPPING LIST

- A** HPD tow straps
PN: 74717F27SA020
\$28.99 (each)
- B** HPD A/C delete belt
PN: 31110F23SA000
\$45
- C** HPD Radiator assembly
PN: 19000F23SA010M1
\$925
- D** HPD Springs (front and rear)
PN: 51410F23SA000
\$200 (set)
- E** HPD Front disc brakes
PN: 45251F23SA110M1
\$87.41 (set)
- F** HPD Cobalt front brake pads
PN: 45022F23SB710M1
\$239
- G** HPD Cobalt rear brake pads
PN: 43022F23SA110M1
\$169
- H** HPD Brake lines
PN: 01464F23SA320
\$175
- I** HPD Brake duct kit
PN: 71106F23SA10 (right)
\$429
71108F23SA10 (left)
\$429
- J** BFGoodrich Tires R1-S (4)
Size: 235/40-17
\$243 (each)
- K** Hondata FlashPro
PN: FRP-2012SI-US
\$695
- L** Borla cat-back exhaust
PN: 140507
\$599.99

PACK AND PLAY

Project Civic has the ability to carry almost all of our spare parts in the trunk, making loading up for a race weekend child's play.



SHOPPING LIST

- | | |
|----------|---|
| A | HMS Motorsport /
Cobra Sebring Pro-Fit seat
\$1,149 |
| B | HMS Motorsport /
Schroth Profit II belts
PN: SR20212
\$385 |
| C | Autopower rollcage (custom)
price varies |
| D | Autopower window net
PN: 201550
\$149.95 |
| E | AiM Sports Solo data system
\$399 |

EARLY DAYS

Honda Performance Development, the racing arm of Honda, had a 2013 Civic Si that they were willing to sacrifice for our build. Honda Racing Line is HPD's program for racers just like us, with free membership. Once signed up, those competing with Honda power have access to an immense parts catalog, Honda's healthy contingency programs, and HPD's ingenious support team. We signed up, ordered parts and, within a week, had all the HPD offerings for a Touring 4 Civic Si build.

HPD's lineup includes almost everything needed to turn a street car into a racecar, including tow straps, A/C delete belts, brake pads, brake ducts, and brake lines. The Honda Racing Line site is also the place to buy the Touring 4 spec line-approved suspension kit for the Civic Si (as well as the Fit B-Spec kit, and more). In our case, we ordered both parts of the T4 kit, which includes a damper assembly and separate springs that were designed specifically for T4 by HPD and H&R Special Springs.

What HPD doesn't sell are some of the more basic safety and personal items, like seats, harnesses, window nets, and so on. They also don't sell items like tires, fire extinguishers, motor oil, and an engine ECU programmer - all stuff you'll need if you're going T4 racing. We unabashedly procured these other items mostly from *SportsCar* advertisers.

IT'S RAINING PARTS

Like good SCCA members, we waited until most of the parts had arrived before beginning any work on the car. This is otherwise known as unashamed procrastination - something we've perfected over the years. So, on Dec. 27, we finally thought it time to turn a wrench.

All of the HPD parts went on first. Day one, we threw the HPD shocks, springs, upgraded

radiator, and A/C delete belt at the car. The next couple of days saw the installation of the HPD braided brake lines, HPD/Cobalt brake pads, and the HPD tow straps. We then prepped the interior for the roll cage, which included stripping stock parts and mounting the super comfortable, HANS compatible HMS Motorsports Cobra Sebring Pro-Fit seat, both allowing for correct roll-cage installation. Then, on Jan. 2, the car went to Autopower Industries in San Diego, Calif., for the roll cage.

NEED A CAR?

Toss in the cost of the roll cage, and the price of duplicating our car is roughly \$10,000 - assuming you already own the car. Some searching revealed that a 2012-'13 Civic Si in good shape can be had for as little as \$14,000 (less for a fixer upper), making the entire cost of this project less than \$25,000. Pricy, perhaps, but by the end of the build, this will be a Runoffs contender that can also pull double duty running the TCA class in SCCA Pro Racing Pirelli World Challenge. Pound for pound, this project is not as expensive as you might think.

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FINISHING TOUCHES

Finding power from Honda's K24 2.4L motor is easy in T4 – all you need is a good exhaust system, like this off-the-shelf Borla (RIGHT), and a Hondata FlashPro ECU programmer (BOTTOM RIGHT), which rivals any standalone engine management system. We then used a magnetically-mounted AiM Solo (BELOW) to log all of our race data, including engine information via the OBDII port. Incidentally, the Hondata can also log via the OBDII port.



Autopower is probably best known for its bolt-in roll cages, but they also do excellent work with custom, welded-in cages. With our tight deadline, they cleared the decks and knocked out a Touring 4 legal roll cage built to our specifications in less than a week. On Jan. 9, we picked up the car and finished the racecar prep. At this point, we were seven days from the car's first race and we still had too much work to do. Time to panic.

DON'T PANIC!

There are several finite truths to building any racecar. The first is that there's always more work to do than anticipated, making the procrastination that seemed so harmless earlier a complete nightmare. Another truth is that you'll never finish the build in time for the car's first race. Never. Don't fool yourself into believing you will.

With a week to go, we discovered we really only had three days to wrench on the car (work always gets in the way), so we had to figure out what would make it on the car for the debut race and what could wait. Stickers were a necessity, as was reinstalling the dashboard; meanwhile, an exhaust installation and ECU tune were axed from the list. The BFGoodrich R1-S tires had to be mounted on the stock wheels and the Lucas Oil race oil needed to go in the motor (we've blown up too many engines in our day to skimp on oil), but we could *probably* hold off on changing the transmission

"At this point, we were seven days from the car's first race and we still had too much work to do. Time to panic"

fluid. Something we absolutely had to do, however, was weigh the car.

In Touring 4 trim, our Civic Si had to weigh 3,125lbs with driver, for the January race (this would change to 3,025lbs with a 52mm restrictor by the second race weekend). Putting the car on our Intercomp scales, we had mixed emotions when we saw the 2,701 flash on the screen. Thus started another truth of racecars: mounting ballast takes *forever*.

By adding 140lbs for the weight of our driver to the number, we were left scrambling for 284lbs. We figured we would end a race with six or seven more gallons of gas than what the car had in it at the time, and the spare tire weighed 28lbs, so we could put that back in. When all was told, we bolted 210lbs of lead to the car and burned a full, precious, irreplaceable day doing so.

The R1-S tires were mounted, the oil was changed, the Intercomp alignment toe plates came out, and we broke out our vinyl cutter for car classifications and numbers. By Friday, Jan. 16, the first day of the Western Conference U.S. Majors Tour kickoff, we were ready to load up, tow to the track, and hope our car was legal enough to get its logbook.

ALL'S WELL THAT ENDS WELL

So, how did it go? Despite installing the Schroth Profi II harnesses from HMS Motorsports (incidentally, some of the smoothest action FIA harnesses we've ever used) moments before heading to tech, the car got its logbook, and later that day we ran a qualifying session and only spectacularly exited the racing surface once. Maybe twice. That weekend at Auto Club Speedway we also completed every race lap and had more success than we ever anticipated with this being the car's first outing. But that's a tale for another issue. Also for another issue of *SportsCar* is our conversion of the car from Touring 4 to Pirelli World Challenge TCA trim, and how we weren't prepared for that either.

Following the car's first race weekend, but prior to the car's second, we installed a 52mm restrictor, chucked 100lbs of ballast, and removed the stock catalytic converters, as the rules of the game had changed per *Fastrack*. We also installed the Borla cat-back exhaust and headed to Church Automotive Tuning in Wilmington, Calif., and let them loose on the Hondata FlashPro ECU tuning software. Interestingly, we'd talked to racers of the Civic Si who had built custom exhausts to maximize backpressure for optimum power output of Honda's K24 motor. Meanwhile, we bolted an off-the-shelf Borla system on and squeezed out just about the same power. The power gain over the stock ECU was a healthy seven peak horsepower once restricted.

There are many morals to this story. One is that four weeks is, indeed, enough time to build a Honda Civic Si into a Touring 4 racecar. Another is that procrastination will *always* bite you in the end. And, finally, no matter how much the family says it's OK to build a racecar over Christmas and New Year's and miss several family functions, it's not. They were just being polite. 🍅

A CONTINGENCY PLAN

Racing is expensive, so selecting the right race parts is a must. Beyond the right parts helping you get to the podium, they can help fund your effort once there. In the case of our project, we'll be tapping into healthy contingency offerings from Honda and BFGoodrich Tires. Registration information can be found on www.scca.com/clubracing under the contingencies link, but in a nutshell, Honda offers \$500 for a win, \$300 for second, and \$150 for third at a Majors race. BFGoodrich, meanwhile, offers a pair of tires for a win and a single tire for second.



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THE MOVE

Your tow truck and trailer may be doing the job, but some simple additions will make your trek to the track that much better

WORDS Jeff Zurschmeide IMAGES Philip Royle

It's one thing to keep your towing vehicle and trailer in top condition - that's a baseline for stress-free towing - but racers are well known for their habit of tinkering in order to make a good thing even better. That's where the automotive aftermarket comes in. It's not hard to find any number of really great products that can substantially improve your towing experience. We've compiled just a few of the many products that SCCA racers are using to help keep the focus on the racing by smoothing out the towing job.

FEATURE

One of the great advancements of the last decade has got to be the backup camera. Once limited only to luxury SUVs, these are becoming standard equipment on virtually all cars. But, if you don't have one from the factory, you can still install one for less than \$200.

"For the last few years, we've been torture testing various Toyota Tundras with racecar towing duty, and all of those Tundras have had backup cameras. So when I purchased a 1999 Ford F250, I quickly became frustrated with not having the convenience of a backup camera," says Club racer (and *SportsCar* Editor) Philip Royle.

Royle selected the AmeriCam kit that includes a 3.5-inch dash-mount display screen. The camera installs just above the license plate and uses convenient snap-fit cable connectors. Power for the unit comes from the reverse lights, so it activates whenever you're backing up and provides a clear view of the bumper and trailer hitch.

"The kit probably took half an hour to install. Hitching up the trailer is a breeze with only one person now, and the camera also lets me back into parking spaces or reverse out of others with ease when not towing," Royle says.

DISTRIBUTING HITCHES

The days of pulling your car to the National Championships with a single-axle open trailer are almost entirely gone, and the double- or triple-axle enclosed car haulers that are the bread and butter of SCCA competition today are all large enough to benefit from a weight-distributing hitch.



ACCESSORIZER

Adding a few accessories like this AmeriCam backup camera (ABOVE), and a quality brake controller (BELOW LEFT) can make towing easy and safe.

Weight-distributing hitches use spring bars that extend back under the triangle frame at the front of the trailer. These work like the arms of a wheelbarrow, exerting leverage to keep the entire length of the truck and trailer level. That shifts some weight from the rear of your tow vehicle to the front, and makes the whole rig more stable. The best part of these hitches is that the entire assembly is contained in the hitch - you don't need to modify your tow vehicle in any way to benefit from this upgrade.

"I nearly had a disaster when I went to pass on the highway," says Solo racer Mark Sawatsky. "When my truck reached 70mph, the tail started to whip and I experienced the death wobble. It was scary having to use two lanes of highway to bring it back under control. I added an equalizer hitch with optional anti-sway control that a local trailer shop installed for me for under \$500. This worked wonders."

BRAKE CONTROLLERS

Trailer brakes are an absolute necessity for safe towing, yet many racers are still using comparatively primitive brake controllers to actuate those brakes. A modern proportional controller can greatly improve trailer braking by using an accelerometer to eliminate the

tendency to lock up trailer tires when unloaded and delivering just the right stopping power under all conditions.

"I have used a Tekonsha Prodigy since they came out," says past Solo National Champion Josh Sirota. "I can say that it was the very first truly set-it-and-forget-it brake controller I ever had. [It] always did the right thing, and was never fussy."

Once you've got all the goodies for your tow vehicle, don't forget your trailer. A few basic items such as cabinets and racks that help organize your racing gear will make your paddock life easier and translate to a professional and smooth-running racing operation.

"For my 40-foot, two-car trailer, I bought new C-Tech cabinets," says Sirota. "They cost a pretty penny but they were the best. It was great that they came in every possible size and configuration. Over time the trick latches got a little bit imperfect, I assume due to the vibration, so sometimes you had to press once or twice to get them to fully latch."

"In that same 40-foot trailer I used a ton of small Pit Pal accessories. Helmet rack, suit hanger, strap hanger, fuel jug rack, those sorts of things. They were very well made, and lived up to the hype."



ONE-KEY LOCKS

One of the tiny first-world problems we encounter in our racing life is a proliferation of keys. Keys for the padlocks on our enclosed trailers, keys for the tongue lock on the trailer, keys for the lock that holds the hitch to the truck, and so on. There was no way around that, because different brands could not be keyed to match each other.

BOLT has a solution. They've made a series of padlocks, receiver locks, and coupler pin locks that accept most automaker key styles. When you insert your truck key and turn it the first time, the lock matches itself to the key pattern. Thereafter, only your key will open the lock.

Obviously, BOLT locks should then be considered part of your truck, but the days of having to keep three separate keys for your trailer rig can become just a memory.



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A few basic items such as cabinets and racks that help organize your racing gear will make your paddock life easier”

GET ORGANIZED
(ABOVE) On any given race weekend the paddock turns into a small city, but often does so without many of the conveniences of your home shop. Having all of your gear with you, and making it easy to find and use, will make your experience a more pleasant one. (BELOW) A small generator like this Honda unit can power most trackside items you will need. (RIGHT) Make sure the tie down system for your car is secure and easy to operate.

Another brand that gets rave reviews from SCCA members is Pit Poly, which makes its trailer racks and organizers (and a nifty Cool Suit cooler mount) out of sturdy high-density Polyethylene plastic.

Many racers get some weight training in by hefting the angle-iron ramps that come with most open trailers. Aluminum ramps come in at a fraction of the weight and start at just a few hundred dollars.

POWER UP

Having electricity in your trailer is a major upgrade, because you can use the juice to run facilities from overhead lights to power tools, and even a winch. If you have electrical services, you probably have a battery to run the tools that require 12 volts, and you need a generator for those

that require 120 volts because comparatively few paddock spaces feature household electrical service.

For the basic 12-volt systems, your trailer will have a big, deep cycle battery, and you need a good battery charger to keep that battery in good shape or you'll end up replacing it every year. The price of a smart charger like the Optima Digital 1200 is about the same as the battery it protects, making it a good wintertime investment.

When it comes to generators, reliability, economy, and overall noise levels are key; the go-to workhorse in SCCA paddocks seems to be the 2000-watt Honda EU2000i, which is powerful, very quiet, and sips fuel.

If you're using that electricity to power lights in the trailer, also consider an LED upgrade. "I switched my fluorescent lights in the trailer to LED tubes for better light," Solo competitor Rod Mommaerts says. "They are also safer, as the tubes can get bumped out of the sockets. There's no broken glass to clean up with the LED units."

TIE-DOWNS AND TRACKS

Have you looked at your trailer tie-downs recently? Invest in top-quality tie-downs that use a ratcheting

mechanism to tighten up. Further, make sure that your tie-downs have been made to the right length to fit the attachment points on your particular racecar and trailer. You need enough strap length to get a good bite on the straps, but not so much that the spools are filled. Solutions such as wheel nets and axle loops are also a good idea.

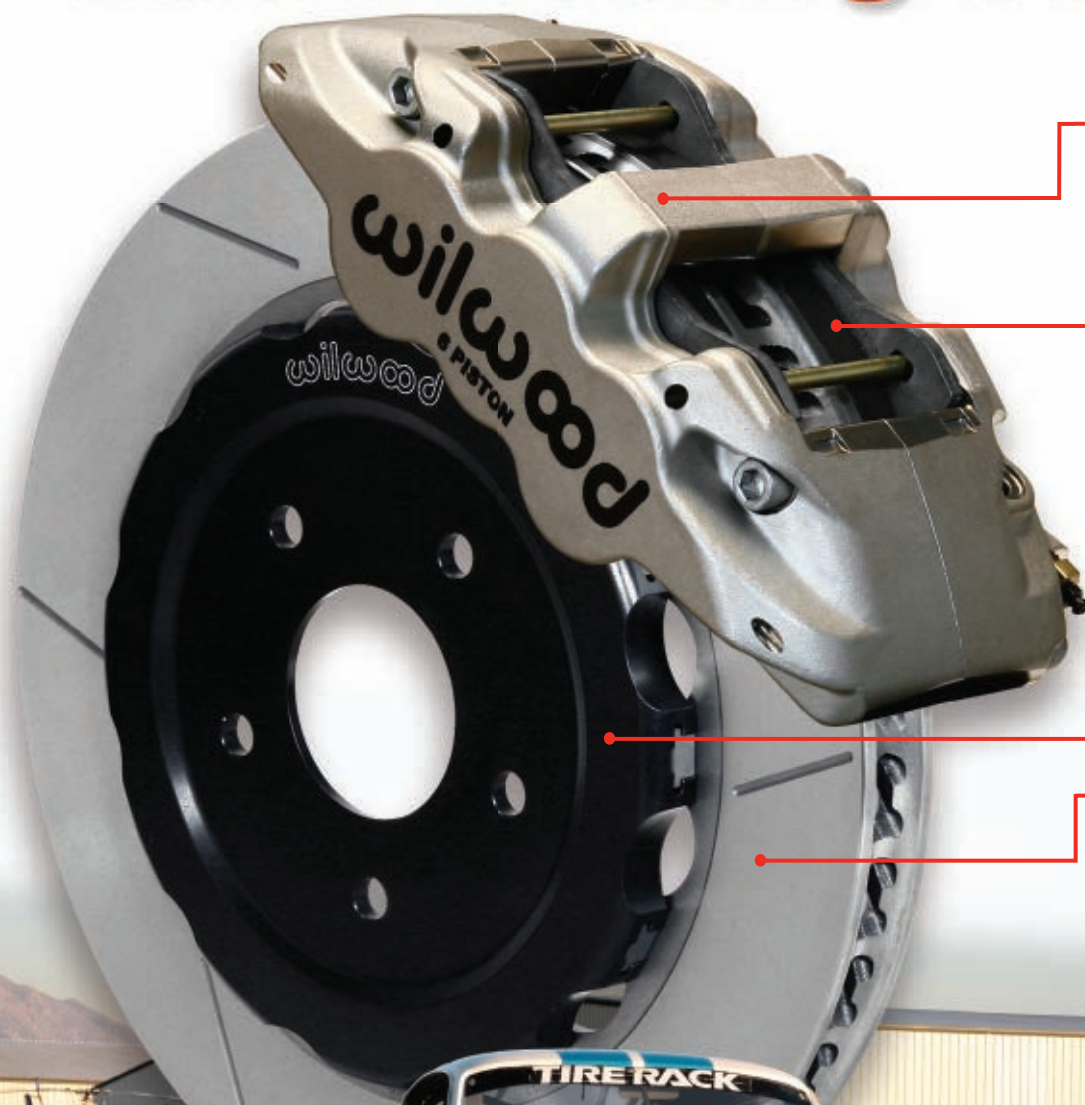
For the greatest safety and convenience, have additional D-rings or even a set of tracks installed in your trailer. Tracks with adjustable attachment points are a must for trailers that must accommodate different racecars at different times.

ONE STEP AT A TIME

Even though most of the items we've listed here are comparatively low-cost, when you put them all together it amounts to a substantial chunk of money. So, don't think of this as a one-stop shopping trip before the race season kicks into high gear. Most of these expenses can be spread out over months or even years. The best part is that most of these items can be purchased once and used for the life of your vehicle - delivering good value back to you long after the purchase price has been forgotten. ●



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SUSPENSION OF DISBELIEF

The right suspension components are step one in a good setup. Taking the time to dial it in is the very important second step

WORDS Jason Isley | MAIN IMAGE Courtesy FCA

Just about every car in SCCA today is allowed some degree of suspension modification. From the most basic non-adjustable damper upgrades to complete coil-over systems outfitted with complex four-way adjustable, remote reservoir units, often only your bank account will be the decider on how deep you waded into the suspension pool. But regardless of your budget, everyone's always looking for the suspension setup that defies all reality and puts you on top every time.

The good news is, you need not go broke building a winning setup; many championships have been won with budget friendly suspension bits. It's certainly true that you get what you pay for when it comes to suspension, but that doesn't mean you need to overspend. The first step is buying what you need - no more, no less. It's not a bad idea to give yourself room to grow, just in case you change classes later to one with a more liberal rule set, but it is possible to go too far.

All too often people get themselves into trouble by having adjustments they don't know how to utilize; in those cases, a less complicated setup could offer better results. This is most prevalent in the case of dampers - keeping your setup simple and putting focus on driving is the best route for all but the most experienced tuners.

Consistency, many agree, is key. A car that is durable, offers repeatable laps and consistent performance is going to keep you out front. To get there, you need to use quality parts and a little elbow grease. Take the time to dial in your setup, making sure it's spot on - a poorly set up car with the best components won't be a match for a budget build if it's not done right.

"We don't race on perfectly flat surfaces," says Solo Champ and car setup ace Guy Ankeny of Ankeny Racing Enterprises. "The key here is

consistency in setup as well as consistency in the car. These all tie together and make us drive more consistently, which makes us faster. You may end up with weird numbers or percentages, but do it the same every time. Consistency is repeating your best lap setup time, after time, after time."

To get a proper baseline setup, a set of scales is a good place to start, these can be used not only for checking the corner weights of your car, but also to give a good alignment platform - if you set up the scales right, you leveled them before you started. "Scales must be level," Ankeny says. "A six-foot contractor level and a 12-foot piece of two-inch by two-inch square tubing are minimums for tools. A more advanced way is to use a transit level and a four-foot 'T' scale. Scales must be checked [for level] in every possible direction."

Courtesy Energy Suspension



BUILD GRIP
Polyurethane bushings, like these from Energy Suspension (ABOVE), are a nice upgrade over OE rubber bushings. Verify that all of your bushings are free from binding to help give maximum mechanical grip, like Andrew Aquilante's T1 Mustang (BELOW).

Before you start making adjustments to the car's alignment, make sure everything is working properly. Bushings that are bound up can result in improper readings when on the scales or alignment platform, so inspect and lube them as needed. Any type of mechanical irregularities can also waste a lot of your time, cautions Ankeny, listing off items to check: "Loose wheel bearings, sway bars too tight in their frame mounts, rod ends binding, springs not seating properly, A-arm bushings binding."



Richard S. James

"Consistency is repeating your best lap setup time, after time, after time"

GUY ANKENY

Ankeny also suggests if you have adjustable shocks to set them on the softest settings while you are trying to corner balance or align the car.

"Try to get the ride height as close as possible - left front to right front - then start adjusting cross weights," says Ankeny. "The front is critical because everything starts there. You want the roll centers as close as possible left to right or you could cause big problems down the road in tuning."

"Also, bounce the car between any adjustments to make sure your numbers are always solid."

Maintenance is always part of the motorsports game, but most quality

ON THE CHEAP

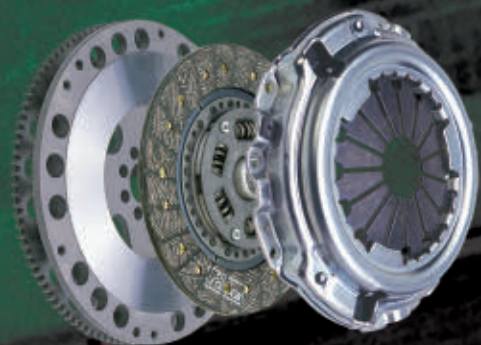
We have all seen those deals online that seem too good to pass up. While most smartly avoid buying cheap dampers, some are tempted by the call of cheap springs. Why wouldn't you be? It's a piece of metal, how different can they be?

"Here are the main differences: materials and manufacturing," says Oliver Rathlein, Vice President of Sales and Marketing at Eibach Springs. "All Eibach springs are created from the highest quality alloy wire. This exclusive wire is then cold wound on our precision CNC equipment, heat tempered, end ground, shot peened, and preset for fatigue resistance, tested by our stringent

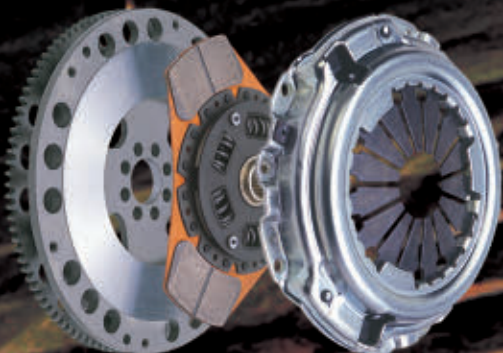
QA department, then phosphate treated and epoxy powder coated for corrosion resistance.

"Brand X may also produce a quality 'manufactured' coil spring; however, in the U.S., they do not have an R&D and engineering team. This is extremely important when designing progressive rate springs, as the transition point [the point in the spring travel where the spring rate increases] with varying vehicle loads change this vital characteristic. Sure, the springs may fit physically, but they are not optimized for your car's handling and safety."

not Kill Cones CLUTCHES



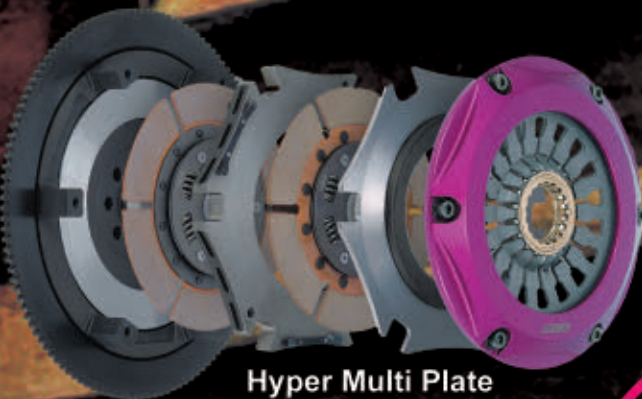
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(Various Friction)



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Jeff Loewe

suspension components won't need as much attention as you might think. Dampers are the area that most people will focus on when it comes to servicing suspension, undoubtedly in part due to the direct relationship with how they make a car feel. However, "There is not a recommended schedule of [damper] maintenance," explains Lee Grimes of Koni North America. "It all depends on what you've got. If the car is handling well, there's not something that is raising a red flag, the adjusters are working as expected, and there is no leakage, there is probably not much in the way of problems or wear in them."

Popular convention is to service a set of dampers every season, but that rule simply does not work in the world of amateur motorsports. "Some racers may run three or four times a season; some may run 30 or 40 times a season," says Grimes. "It's more an issue of things happening, whacking berms or curbs. If someone is Club Racing and wants to be thorough, every off-season or every other off-season go ahead and have the shocks checked on the dyno to quantify what you've got - this is for pretty serious racing shocks. You can do it for general piece of mind."

The same attention should also be extended to the dampers on your daily driver and tow rig. "Like road race shocks, this is also subjective relative to the environment," says Scott MacDonald of ThyssenKrupp

Bilstein of America. "Average life can be 150,000 miles or more! Proper [damper] inspection should be a regular part of vehicle maintenance. Keeping an eye out for fluid leaks is key, however, a weeping shock should not be mistaken for a leaking shock. Over its life, a Bilstein can weep small amounts of fluid in order

"There is no substitute for testing and ongoing development"
KELLY FALLS

to keep the piston rod lubricated. In time, this can leave a small film of oil on the body. This is very different from a leaking shock, which will result in oil dripping from it."

While not often given much thought, good springs are very important to the success of your race program. Low quality pieces can vary from the rated spring rate, may not fit properly, and can have durability issues over time.

"We advise race teams to have an inventory - a range of springs on hand at each race to tune their cars for all conditions," Kelly Falls of Hyperco says. "Generally, the chassis builder will be able to advise the team on the range of spring rates - and sometimes free lengths - needed to optimize the car in all conditions."

"Starting with a good baseline setup and taking notes as to what changes are made, and what

ON YOUR TOES

Taking the time to set up your car's suspension even in limited prep classes like Solo's Street will lead to a better handling car and improved event results.

BALANCING ACT

Scales, like these RFX Wireless units from Intercomp Racing, are much more effective when properly set up. Once leveled they can also be used as an alignment platform.



Philip Royce

impact they had, are critical to developing a reliable setup book for all tracks and conditions," says Falls. "There is no substitute for testing and ongoing development. Springs are a significant component in the equation."

It's also a good idea to inspect and inventory your springs regularly. "Teams should pull their springs from inventory and lay them out in pairs. Believe it or not, in the heat of making spring changes at the track some teams have been known to comingle rates and then put them back in the box thinking they are a pair."

Springs can also take damage. "When a car is involved in any crash, the springs can sometimes get bent or tweaked," Falls explains. "Rolling them across a flat surface is a quick way to ensure all is well."

If the springs are made correctly, the "rate" should never change. "Spring rates for a given design is a function of the wire diameter, total number of coil, modulus of material, and mean diameter of the spring," says Falls. "However, low quality springs that are not designed 'stressed to solid' can yield free length, significantly impacting the corner weights, ride heights, and overall balance and performance of the car," noting that each pair of springs should be inspected at the beginning of each season to ensure they are the same height."

If there's one takeaway, it's that you don't need the world's best shocks, springs, and sway bars to win, but quality products are key - and ultimately, spending wisely and taking the time to generate a working setup will always win over excessive spending with no pre-race prep. Those with limited budgets are very grateful. 🟡



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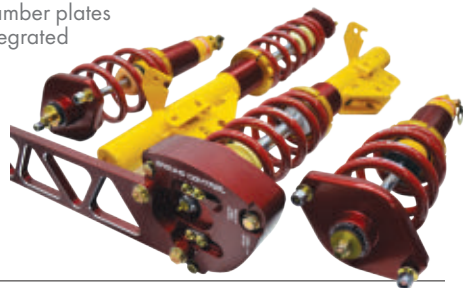


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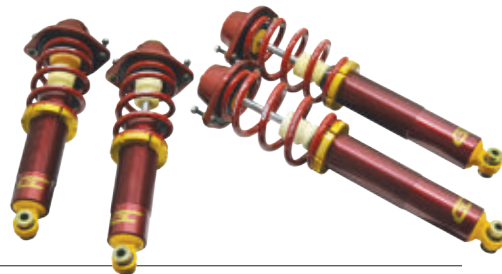
2013+ BRZ AND FRS SUSPENSION PACKAGE

Ground Control's 2013+ Subaru BRZ and Scion FRS suspension package offers height adjustment of zero to three inches. Custom fabricated Ground Control front strut housings are included, along with custom valved and adjustable Koni struts. Top mount adjustable caster and camber plates are also included, with the camber plates also including an integrated strut tower bar. The setup provides additional bump travel, along with 5mm of caster and 30mm of camber adjustment.



1990-'05 MIATA SUSPENSION PACKAGE

The NA and NB Miata Ground Control suspension kit includes Koni race valved dampers and Ground Control extended bump travel upper mounts. The kit will allow the vehicle to be lowered up to 2.5 inches without the worry of constantly bottoming out. The included upper mounts increase available shock travel by one inch over the stock mounts.



1982-'92 CAMARO SUSPENSION PACKAGE

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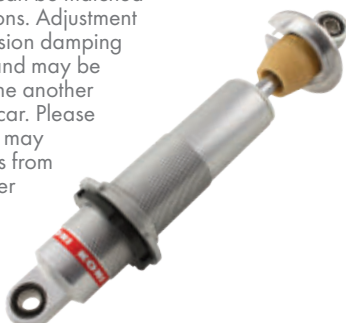
3012 SERIES

The 3012 series features a threaded aluminum body, external double adjustability, and a high-pressure gas mono-tube design, ensuring optimum performance. Our patented mono-tube design allows for independent adjustments to the rebound and compression forces. All damping adjustments are made at the piston, eliminating the additional weight and packaging complications of an external reservoir. The 3012 series offers one of the broadest adjustment ranges in the industry, eliminating the need of constant re-valving procedures from track to track.



8212 SERIES

The 8212 series is an aluminum bodied, externally double adjustable coil over. It has a twin tube hydraulic construction that is fully rebuildable and the valving can be matched to a wide range of applications. Adjustment of the rebound and compression damping is provided by two controls and may be adjusted independently of one another without removing it from the car. Please note that the mounting angle may not be more than 45 degrees from vertical, otherwise the damper does not function properly.



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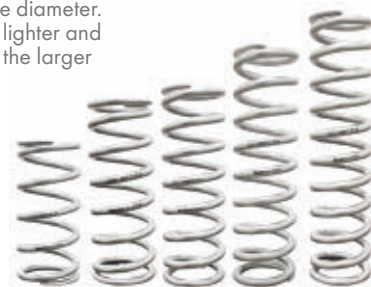
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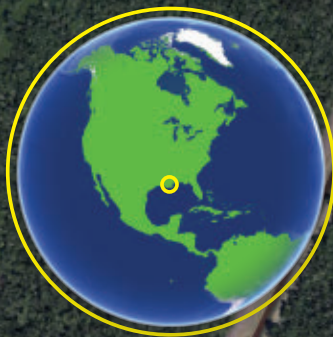
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INSIDE THE



MIND...

The rapidly expanding NOLA Motorsports Park hosted its first U.S. Majors Tour in March; we talk to the contenders

WORDS J. Michael Hemsley



700 ft

29.8856° N, 90.1970° W



The second weekend in March was a great weekend. Daylight Saving Time returned, the sun shone, and there were two great days of racing at NOLA Motorsports Park in Avondale, La., a hop, skip, and jump outside of New Orleans. This particular weekend featured an SCCA U.S. Majors Tour shared by the Southeast and Mid-States Conferences - the third race weekend for the Southeast Conference and the first for Mid-States.

NOLA opened in late 2011 when the North Track was completed. That track is an Alan Wilson design and is an exciting 2.75 miles in length, although the facility isn't content with keeping things simple. Eventually, when the South Track is added, the total possible track length will be a breathtaking 5.37 miles. The facility also includes three kart tracks and an eight-acre autocross pad. Race events at the track have included motorcycles and Indy Lights, in addition to the Majors. Later this year, IndyCar, Trans Am, and vintage races are also on the schedule and, with them, the already new facility is seeing a number of upgrades.

"In anticipation of the Indy GP of Louisiana, NOLA Motorsports Park has implemented a number of safety upgrades, modifications, and a new course configuration," says Scott Foremaster, who heads track operations at NOLA Motorsports Park. "Some of the safety upgrades have included the addition of new tire barriers, new conveyor covering the tire barriers in the

fastest sections of the track, the addition of new Armco, new catch fencing, new gravel runoff areas outside Turns 5 to 7, new exit curbing at Indy Turn 9, additional runoff areas in the faster sections of the course, and modification of some of the existing runoff curbing at higher speed corners around the track. These improvements have been done not only to meet the needs of IndyCar but also with our existing customers in mind, including a busy Club Racing schedule of cars and motorcycles."

This is the second time SCCA Club Racing has visited NOLA. Apparently the word is out about the track, because the entry total was an impressive 204 this year.

"The 2015 SCCA Majors grew substantially from the 2014 race - approximately 75 more drivers registered for 2015 over 2014," says Foremaster. "NOLA received lots of positive feedback from the racers and SCCA staff and we are looking forward to watching this event grow in the coming years."

While Club racers competed on the track, Delta Region put on an autocross and karts were racing at the karting center. It certainly is a flexible facility.

For the Majors races themselves, results and race reports can be found online at www.scca.com/majors. Rather than printing more of the same, we instead took the opportunity to walk the paddock and pick the brains of a handful of competitors who had made the trek to NOLA Motorsports Park.



J. Michael Hensley

INTERVIEW

DRIVER Scott Monroe
CLASS Spec Racer Ford GEN3
CAR No. 00 Spec Racer Sports SRF3
REGION Houston

The SRF and SRF3 race at NOLA Motorsports Park featured a split start, with the fastest SRFs qualifying in 20th place. The GEN3 cars began lapping the previous generation cars about three-quarters of the way through the race. Monroe finished eighth both days. Before the race, we sat with Scott Monroe to get his thoughts on the next generation of SRF.

SPORTSCAR: There are now two classes of Spec Racer Fords, something we haven't seen in decades. Is the difference between the GEN3 and previous car significant?

SCOTT MONROE: There's quite a big difference between the two classes; there's a big gap in speeds, especially at the top end. This can - and probably will - be a factor...you've got a lot of slower drivers and up to a 30mph difference.

SC: We've been through multiple SRF classes before with the Renault conversion to Ford. Were those cars closer in performance when it comes to closing speed?

SM: I believe they were. There was some difference, but [SRF and SRF3] is a pretty significant gap.

SC: Do you think the progression to the GEN3 is a good move for the class?

SM: I think it's an excellent move to repower the car. It's made the car another racecar. With a second gen, if a driver made a mistake, it was over; in a GEN3, you have a chance to recover. Not a big chance, but a chance.

SC: So, how do you think Daytona and the 2015 National Championship Runoffs is going to go?

SM: I've heard that there were some speeds of 150mph in these cars at Daytona. Before, I believe the speeds were about 135mph. It is a fast track, and a safe fast track, but 150mph in a Spec Racer Ford is pretty impressive.

SPEC-TACULAR
 Scott Monroe (center) moved from SRF to SRF3 early on and is loving the speed, but sees potential closing-rate confusion potentially becoming an issue between the two classes.

Chris Albin had an adventurous drive from Missouri to NOLA Motorsports Park through some ugly weather to the track. "We passed a number of cars in trouble, but we only had one problem - I got the rig a bit sideways - but we made it," he says. He finished second in HP in both of his races.

SPORTSCAR: A long time ago I covered the ARRC, and that's where we first met. You were racing in

INTERVIEW

DRIVER Chris Albin
CLASS H Production
CAR No. 3 Hoosier/247-parts.com/
 AMT Engines VW Golf
REGION Southern Illinois

WEEKEND GOLFER
 Chris Albin may have got his start in Improved Touring, but he has since moved to H Production, with notable success.



J. Michael Hensley

Improved Touring then, and now you're in H Production. How big of a transition is it from IT to Prod?

CHRIS ALBIN: It's a pretty big transition, but I still run the IT car because it's too much fun to stop. Since the [Production] car is at a higher state of tune, parts don't last as long and everything is more on the edge, so it's a little more expensive. What I learned is that if I drive the Production car like the IT car, it only goes as fast as the IT car. You have to drive it a lot differently to get the most out of it. The tires are better, the car is lighter, and it has more power, so you have to really try to take advantage of all that. It's a bigger transition than I thought it would be. I thought a Limited Prep [Production car] would be closer to an IT level, but it hasn't quite turned out that way.

SC: Let's talk about your position on the Club Racing Board and the recent change to the rules giving connecting rods to all Production cars, both Full and Limited Prep.

CA: Limited Prep Production cars can now use alternate rods - they couldn't before. Most of us spent a lot on our stock rods to make them light and to prep them. It will actually be a cost savings for many of us. The reason there was so much hesitation to approve it is that some of the cars [may have] a performance increase when revved harder, so we'll have to watch it and see if we have to make any adjustments. [But] if this makes for a performance gain, it will probably just be a handful of cars that get a big gain out of the rods. On my car, it's pretty much the same since we were getting the stock rods about as light as aftermarket rods. It will just be easier.

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J. Michael Hensley

INTERVIEW

DRIVER Mike Lewis

CLASS GT1 and Formula F

CAR No. 12 Goodyear/Cyclo/Red Line Oil Jaguar (GT1); No. 12 Red Line Oil/Cyclo Vestal 09F (FF)

REGION San Diego

Michael Lewis is a notable member of the SCCA. For the last six years he has served on the National Board of Directors, representing Area 11. He has claimed seven National Championship titles since his first Runoffs appearance in 1988, and has competed in GT3, GT2, GT1, and most recently FF. At the 2014 Runoffs, he started on the GT1 pole and was favored to win, but broke within seconds of the green flag. Coming into this race weekend at NOLA Motorsports Park, he continued his winning ways by claiming a pair of FF wins and a matching pair of GT1 wins.

SPORTSCAR: I understand that you didn't get here until early this morning.

MIKE LEWIS: I was stuck in Baltimore because of the weather. This is my first time at this track, and I still haven't seen much of it. The [GT1] qualifying session was black flagged because a Corvette crashed, and I was having a power steering problem, so I only got a lap and a half.

SC: Tell me about the transition from GT1 to Formula F.

ML: It's not just going from a sedan to open-wheel, but it's also maximum horsepower to...not minimum, but close to minimum horsepower for the open-wheel car. I think we've calculated

that the Formula F has approximately the same horsepower as one of the cylinders on the Jag, so that kind of puts it in perspective. It is a whole different style of driving. It forces you to be much more precise and detailed. You get kind of lazy in a big car with big torque. I was looking forward to shaking off some of that laziness.

We also don't have a lot of competitive GT1 racing on the West Coast. We usually have to come east to get a pretty good race in GT1. It's not that there aren't good drivers on the West Coast, there just aren't that many GT1 cars. So, that was the impetus, and also to run with my good friend Bill [Kephart].

SC: Is there anything you do between going from one car to the other to get your head ready for the next car?

ML: Surprisingly, no. Of course, there are differences between the cars due to the mass and inertia that gets generated. But it is surprisingly like most cars - like Spec Miata to a GT1 car - the braking points are amazingly similar because it is all related to speed and tires and brakes. It's not like I have to make this huge calculation, except at certain places on the track where you can do some things with one that you can't do with the other. It's not a huge mental shift, so I don't sit down and try to get into that mode; it just clicks in. ●



Mark Weber

POLAR OPPOSITES

San Diego Region's Mike Lewis made the journey to NOLA Motorsports Park and competed in an unlikely duo: a GT1 Jaguar (LEFT) and a Formula F Vestal (ABOVE).

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MANUAL MINDED

Diesel tow rigs can hit ridiculous power numbers with minimal effort – but nothing comes without consequences | WORDS Jason Isley MAIN IMAGE Courtesy FCA

The take rate for manual transmission trucks is low – in fact, you need to turn the clock back five or more years for some truck manufacturers before finding a model with a manual. According to Nick Cappa, Ram Truck Media Relations Manager, manual transmission Ram truck sales (yes, Ram still offers a manual on their trucks) account for 10 percent of today's Ram sales, and those 10 percent are diehard owners. "They like to be able to choose their gears," explains. "You can do the same thing with the automatic as well, but it comes down to preference."

Preference also leads to power adders on those same trucks, making towing less of a hassle. Those who buy a diesel tow rig often end up bolting on power, as torque and horsepower are easy to come by on a diesel. This increase in power, however, reveals other weaknesses.

"Diesel trucks make a lot of torque from the factory, and basic bolt-on modifications can provide huge gains," explains Evan Cline, Technical

Coordinator Aftermarket for Exedy. "Typically, an OEM clutch can handle an additional 10 to 15 percent of power."

The problem becomes obvious when you realize that the workhorse diesel power found in many Fords, Chevys, and Ram trucks easily experience a 30-percent jump in torque with simple bolt-ons.

Aside from keeping your truck and trailer going in a forward direction, upgrading your tow rig's clutch is also an excellent way to improve drivability. "Just like any vehicle, the main advantage of a clutch upgrade is to handle an increase of torque over the OEM product," says Cline. "There are other attributes that are added as well, such as quicker engagement, alterations in overall mass, and changes in engagement feel. [But] the main focus for diesel truck clutches would be torque holding capacity and engagement feel. Since these vehicles are used for towing, hauling, and driving, the clutch engagement needs to be smooth and progressive." ●

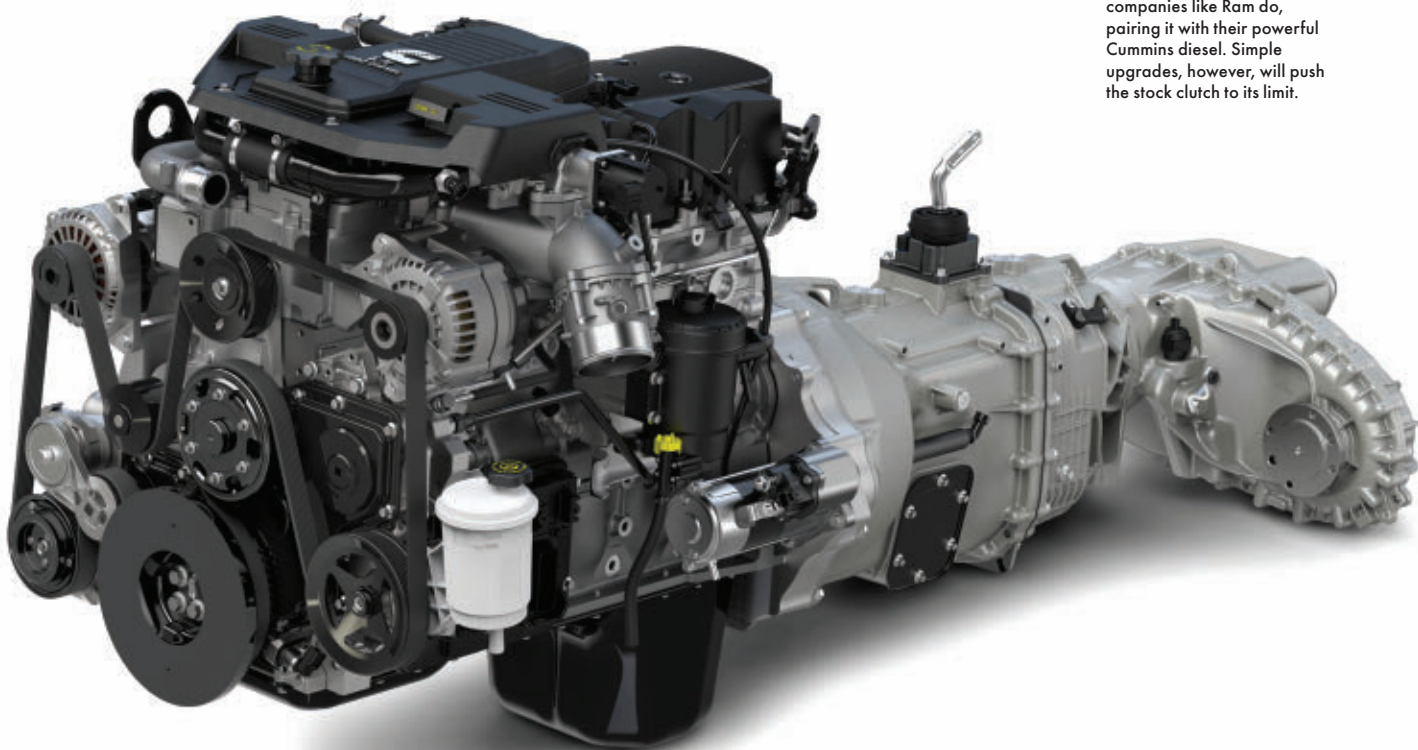


CLAMPING DOWN

Aftermarket clutch makers like Exedy offer an upgrade package for nearly every manual transmission truck made (Ram application ABOVE). Considering OEM clutches may max out at 15-percent more power over stock, if you've installed an intake and exhaust on your diesel tow rig, you may already be taxing the stock components.

POWERHOUSE

While few truck manufacturers still offer clutches with their half-ton pickups, companies like Ram do, pairing it with their powerful Cummins diesel. Simple upgrades, however, will push the stock clutch to its limit.



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STICKY SUBJECT

Formula F competitors have approached the Club Racing Board regarding a spec tire.



A WALK ON THE SPEC SIDE

Due to popular demand, Formula F racers may soon compete on spec tires

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Jay Bonvouloir

Spec tires are always a fun topic. There have been inquiries about moving to a spec tire for Formula F, so the Club Racing Board has been doing its due diligence on the topic. It's important to note that this subject came from members who race in the class, and it has worked its way through the system - this is not being driven from the top down. A "What do you Think?" was sent out months ago in *Fastrack*, and SCCA conducted a survey among drivers who race in the class to find out if this was just the desire of a vocal minority, or if there was, indeed, a legitimate need.

It turns out slightly more than 90 percent of the FF drivers who responded to the poll said they wanted a spec tire. The top three demands for a spec tire were: consistency through multiple heat cycles, durability (usable mileage), and cost.

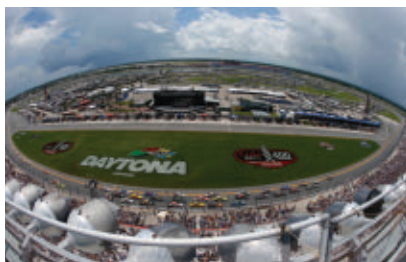
The Formula Advisory Committee did extensive research and, after whittling it down to three possibilities, made a tire recommendation to the Club Racing Board. At the time of this writing, the SCCA National Staff is working with the tire manufacturer to get the best possible deal for an FF spec tire for the 2016 season and beyond. Although contract negotiations for this type of deal usually include a license fee to be paid to the SCCA, the primary focus for FF is on the best deal for the individual racer.

Again, it's important to note that this process was not started by SCCA or the Board of Directors, but by the racers. There will be some who will not like the tire choice - that is a given. But the process is pure, and there is no agenda other than giving the class something that most seem to want.

RUNOFFS PREP ALREADY?

In the several years that I have been involved with the CRB, I don't think there has ever been this much early excitement leading to the National Championship Runoffs. SCCA started receiving letters and inquiries early in the New Year about everything pertaining to the Runoffs at Daytona International Speedway: schedule, parking, yada yada yada.

The SCCA National Office staff, notably SCCA Senior Manager of Club Racing Deanna Flanagan and SCCA VP and COO Eric Prill, have been working tirelessly to get everything set up so that the 2015 Runoffs will live up to its potential. And that potential is immense! I expect Runoffs entries will break all records and that the event will be more than a mere bucket list event. Mazda Raceway was cool, but this is *Daytona*! There is plenty of season in front of you, so I encourage everyone to do whatever it takes to make it to Daytona. 🍷



LAT / Leslie Ann Miller

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EXPRESS DELIVERY

An ounce of towing prevention will ensure the start to a great Solo competition weekend

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

As the Tire Rack National Solo season kicks into full gear, many of us will be hooking up our trailers and towing around the country. While the *On the Move* feature elsewhere in this issue talks about needed accessories, I wanted to talk specifically about one item that keeps everything together: the hitch receiver.

Most of us don't pay a whole lot of attention to the hardware involved in towing. In the case of the towing hardware, what we particularly care about when dealing with the typical tag trailer (not a fifth wheel or gooseneck) is the tongue weight and the overall trailer weight. There are several weight distributing hitches available, some of which have sway control features, and when a trailer is nearing the tow vehicle's maximum rating, one of these is a good idea. But for the majority of us, a standard ball mount is what we use. Thus, it's this month's *Leaving the Line* topic.

Trailer hitch ball receivers are available in a wide variety of shapes and sizes, but there are basically two designs on the market: welded construction and one-piece forged. The receiver may also be anywhere from 1.25 to 3 inches. Lots of autocrossers towing small tire trailers with their competition cars will use the 1.25-inch size, while most light trucks and RVs are equipped with 2-inch receivers.

Another important dimension is the length of the mount – how far it extends out from the hitch. Most ball mounts fall into a similar range, but there are specialty applications for situations like towing a trailer with a pickup and a cab-over

camper, where the ball needs to be extended a couple of feet past the hitch. The engineering details on that are scary, but they can work even with a large, enclosed trailer.

Ball mounts also have rise and drop dimensions, determining how high the ball will be when installed. Since most trailers – especially those with torsion suspension – need to be towed as close to level as possible, it's important to get the ball height correct.

Ball mounts have weight ratings, too. There are places where overkill is not a good thing, but this doesn't appear to be one of them. There's no harm towing a 4,000lb trailer with a ball mount rated at 14,000lbs. The heavier ratings don't necessarily add much to the cost.

One issue to consider, however, is that the shank of the ball needs to match the hole in the ball mount. It is possible to attach a ball with a 1-inch shank in a ball mount with a 1.25-inch hole, but that's a recipe for failure. It's also possible to tow a trailer with a 2 5/16-inch coupler using a 2-inch ball, but that's also a bad idea. Tow balls have weight ratings, too.

Right now is a great time to go over the components keeping your truck and trailer connected – the bolts holding the hitch on the tow vehicle, the nut holding the ball on the ball mount, and any bolts that hold the coupler on the trailer. A little bit of preparation before a long tow can prevent some serious adventures on the road – and we all know that adventures on the road are very a bad thing. 🚫

GETTING THERE
(ABOVE) Competing at a Solo event is only half the battle – the other being transporting your car and gear. If only it were easy to ship cars via DHL directly to the paddock. (BELOW) Until then, it's important to educate yourself on the differences between welded (left) and forged (right) hitch receivers.



Paul Brown

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Courtesy Donna Duffey

take a partner with you; visualize the worst-case scenario and have a plan to deal with it; and, finally, take care of yourself first and the driver second. One of the workers let her listen in on the communications. "It was fascinating."

She has now been the Chief of Sound for the San Francisco Region for eight years, doing some 30 days at the track each year, not counting the National Championship Runoffs. And, while it is true that this post is in a cold part of the track, it is not without its heated moments. She has a tried and true approach: an open door policy and no secrets. "I never want to take someone out of an event," she says. Her team makes sure that drivers who are close on sound receive warning notes delivered to them immediately as they come off track. "I don't pick on anyone. When they are in danger of exceeding the limits, we do everything we can to help them stay compliant. I connect people with people. If a Formula Atlantic driver is having issues, I'll connect him with another FA driver who is compliant. Both Tech and I tell them, come by anytime to talk with us. Crew chiefs, or whomever, can sit and watch over my shoulder. They can observe how their car is doing compared with the rest of their class."

When the Runoffs came to Mazda Raceway in 2014, Duffey knew that she would be in the spotlight. "The San Francisco Region has had to deal with very strict sound control limits at Laguna for years," she

On any skinned car, the metal can amplify the sound of overhead cams and headers"

says, noting that the Club's readings are closely monitored by Monterey County officials.

As with many specialties, Duffey did a ton of work well before the event. In January of 2104, she created a Facebook page with relevant information for workers about the upcoming Runoffs.

Subjects covered included weather, directions to the track, camping information, and photos of the various turn stations.

Contrary to popular belief, sound is not always about exhaust. Donna notes that gearboxes, turbos, and other intakes can also be the culprit. "On any skinned car, the metal can amplify the sound of overhead cams and headers," she explains.

"Sometimes the answer is to insulate the body from the frame." Duffey tells of one driver whose readings were gradually increasing lap by lap. She made an extra effort to get this news across to the driver. It turned out that he was about to lose his gearbox. He replaced the box and after finishing the race, thanked Duffey for her help.

Donna was very honored to receive the SCCA Worker of the Year Award at the 2014 Runoffs, but perhaps her biggest accolade is that she was asked to once again be the Chief of Sound at Daytona in 2015. She'll be there with bells on. 📞

SOUND ADVICE

Donna Duffey, SCCA's Sound Control Worker of the Year

WORDS James Kearney

Donna Duffey says it loud and clear: "I didn't want to be a housebound wife." In the early 1990s when her husband went to Sonoma Raceway, then Sears Point, she ended up sitting with the sound crew. By chance, a serious accident occurred right in front of them. "I could see that the corner workers functioned like a well-oiled machine," she says. "They had a plan and there was a method to their approach. I thought to myself, I want to come back."

Duffey began as a corner worker. Her first assignment was the Corkscrew at Mazda Raceway Laguna Seca. "The cars seemed really close - it was very exciting," Duffey tells us. "There was significantly more adrenaline involved in being in a hot part of the track as opposed to a cold section." She recalls her early instruction: always have an out;



Courtesy Donna Duffey

ADVENTURE ROAD
Donna Duffey got involved with the Club in the 1990s and was instantly hooked.



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TRANS AM JUMPSTARTS 2015

WORDS Clark Trexler, edited by Philip Royle

IMAGES Chris Clark

It was Amy Ruman who emerged victorious at the FOAMETIX Trans Am 100 at Sebring International Raceway on March 1, 2015, and at the front of the record setting 69-car field, after a vigorous battle in the TA class where she fended off the likes of R.J. Lopez, Simon Gregg, and defending Champion Doug Peterson.

"I couldn't be happier with the McNichols 23," Ruman said following her win. "The car was just a rocket ship...I'm so proud of our crew and my father who gave me a great car for the race. We've got a PME engine under the hood like we did at Daytona, and we're two for two with it. It's a great way to start off the year for us and the McNichols Company!"

In TA2, defending TA2 class Champion Cameron Lawrence captured his third consecutive win at Sebring and, in doing so, started his title defense in stunning fashion - leading the majority of the race.

"You always want to try and stay out front of most of the chaos," said Lawrence. "I was really pleased with the

pole position we had, and a little surprised by it. I wanted to run up front and just run a clean race. There was a little mishap up front so we fell back to second for a bit, but we were able to retake the lead. The car performed well, [and] it's great to have support here from MOPAR; they're helping out, making sure the engine is reliable. They've done a great job!"

Rookie Gar Robinson finished second to Lawrence, while rookie Lawrence Loshak finished third, making it a Challenger, Camaro, Mustang podium.


Todd Napieralski captured the American Muscle Group and Lee Saunders won the International Group, splitting the TA3 class.

"We had to do a lot of testing and shakedown on the go this weekend," said Napieralski, "but we performed well and were able to survive the carnage and hang on for a win. We're happy for the victory and all the support that Tremec and SKF give us - you'll be seeing a lot of us this year."

Meanwhile, Saunders was relying on the help of friends to get him to the podium.

"I had two great friends here working with us at the track, helping us get an edge on the competition," said Saunders. "I'd

particularly like to thank my father, who has always supported me in my racing, for all the help he's always given. This one is for him."

In addition, Amy Ruman was awarded the Cool Move of the Race by Coolshirt Systems for overtaking R.J. Lopez for the lead; and also the crew of the No. 57 Kryderacing Chevrolet Corvette of David Pinatric which was awarded the Crew of the Race by Pitboxes.com for returning the No. 59 to the starting lineup after a fire during the morning warm-up. 



WINNING

(MAIN) Cameron Lawrence started his TA2 title defense with a win at Sebring, while Amy Ruman (ABOVE) took the TA win.



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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: vholand@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]

23 PRODUCTION BASED | GT ▾

2014 MUSTANG BOSS 302S > One of only 50 2014 units, the last of the previous-gen Boss 302S. Car is track ready for road racing in various SCCA and NASA classes, may require minor modifications for certain series. \$89,000 plus tax. Free shipping within the contiguous U.S.* **Contact: Dana Tomlinson at (325) 949-4621 ext. 398.** [25145-06]



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]



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]

23 PRODUCTION BASED | GT ▼

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]



2004 MUSTANG > Pro road racing built by Paul's High Performance. Never raced. Truly "One of a kind". 350 motor, 6-speed manual trans, full roll cage, racing seats & belts. Only track time is 10 lap "shake down" at Graton. For more info & pics **Contact: Tom (517) 202-0264 or tom.ryan@michiganpipe.com.** [25155-07]



PORSCHE GT2 TURBO > Porsche GT2 RSR built GT3 Cup platform. Built by Rothsport Racing. +825hp 3.6 Twin Turbo. Over \$75k spent on engine alone. Brand New, just Dyno time and one test day. Great spares, Moton 3way, Aim data, Sequential shift, RSR suspension, RSR carbon body. **Call: (503) 819-9007.** [25153-06]



2014 RUNOFFS PODIUM FINISHING GT-3 NISSAN 240SX > Square tube chassis, Lotus link, new Rebello KA24 3-Valve motor, 32mm SIR. Completely sorted to position you to win the 2015 Runoffs. \$58,500 w/2 motors, 12 wheels, plus more. Spec sheet and photos available. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com.** [25144-05]

23 PRODUCTION BASED | GT ▼



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]



BUILT BY KATECH > for the Asian Supercar series at a cost of \$224,000. Successfully raced in China. Built with all the best, spec sheet avail. Recently refreshed with all new Phoenix LS6, Hutter heads, 465 HP at rear wheels. Fresh clutch, ZR1 6 speed & diff, Data acquisition system. Well sorted, ready to race w/current scca log book. GT2 / T1 for \$80,000. **Jim (856) 981-9030 or jimbar22@comcast.net.** [25175-06]



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]

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]

28 SERVICES ▼



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

29 ENGINES | PARTS ▼

GOODYEAR RAIN TIRES > 2.5 - 14x16, 28.5 - 14.5x16, stickers, never used but 4 years old. \$950. **Call: (707) 769-8608.** [25191-06]

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CALENDAR

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

PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 6-8 Circuit of the Americas, Texas
Beretta (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS); Ellsworth (TC); Rivera (TCA); Schwartz (TCB); Ellsworth (TC); Rivera (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Schwartz (TCB)

Mar 27-29 St. Petersburg, Fla.
Eversley (GT); Fogg Jr. (GTC); Martin (GTS); Beretta (GT); Thompson (GTC); Pumpelly (GTS)

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.

FEATURE RACE

WHAT Pirelli World Challenge

WHEN June 26-28, 2015

WHERE Elkhart Lake, Wis.

Pirelli World Challenge headlines the card at Road America with all of the classes taking on the challenging 14-turn circuit.



Dennis Wood



MAZDA MX-5 CUP

mx-5cup.com

Mar 18 Sebring Int'l Raceway, Fla.

Kemper; Dean

Apr 10 NOLA Motorsports Park, La.

May 1 Mazda Raceway Laguna Seca, Calif.

Jul 10 Canadian Tire Motorsports Park, Canada

Aug 28 Road America, Wis.

Oct 1 Road Atlanta, Ga.

(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)

Kasemets

Apr 10-12 Road Atlanta, Fla.

May 15-17 Watkins Glen, N.Y.

Jun 5-7 VIRginia Int'l Raceway, Va.

Jul 3-5 Mid-Ohio Sports Car Course, Ohio

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

Aug 28-30 NJMP, N.J.

Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.

(all events double weekends)



F2000 CHAMPIONSHIP

f2000championshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)

Lall

Apr 10-12 Road Atlanta, Fla.

May 15-17 Watkins Glen, N.Y.

Jun 5-7 VIRginia Int'l Raceway, Va.

Jul 3-5 Mid-Ohio Sports Car Course, Ohio

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

Aug 28-30 NJMP, N.J.

Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.

(all events double weekends)



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)

Kasemets

Apr 10-12 Road Atlanta, Fla.

May 15-17 Watkins Glen, N.Y.

Jun 5-7 VIRginia Int'l Raceway, Va.

Jul 3-5 Mid-Ohio Sports Car Course, Ohio

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

Aug 28-30 NJMP, N.J.

Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.

(all events double weekends)



FORMULA LITES

formulalites.com

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



CLUB RACING
Date Track/Region
Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com

NORTHEAST 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

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

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

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

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 Spdwy/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 19-20* Ro Pitt Race/Steel Cities

Oct 2-3 Lime Rock Park/New York Region

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

(585) 328-2617

Glen (607) 739-2953

New England (508) 561-2188

New York (518) 789-3762

South Jersey (609) 784-5316

South Jersey (May race) (609) 289-5925

Steel Cities (412) 831-0361

Tri-NEP, Phil, SJR, NNJR

(302) 739-1078

Washington DC (301) 572-7444

SOUTHEAST sediv.com

Apr 11-12* Palm Beach Int'l Rcw/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 Rcw/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

Alabama, Tennessee (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 654-3396

North Carolina (800) 342-7390

SEDiv (561) 654-3396

South Carolina (704) 575-5960

JERSEY ROAR

Trans Am makes a stop at New Jersey Motorsports Park on June 14 for round five of the series.



Chris Clark

GREAT LAKES greatlakes-scca.org

May 2-3* Nelson Ledges/Neohio
May 16-17* Gingerman/South Bend, Detroit, WOR
Jun 13-14* NCM Msports 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
 Cincinnati (513) 518-9534
G'man, South Bend, Detroit, WOR
 (937) 248-4150
Neohio (216) 390-2856
Ohio Valley (614) 561-0597
Ohio Valley (July) (614) 735-7561
Western Michigan (260) 338-0134

CENTRAL cendiv-scca.org

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

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
 anniedew@msn.com

All dates/events subject to change

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

E-mail addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

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

**MAJOR SPRINTS**

The June 12-14 June Sprints at Road America also doubles as a stop on the Northern Conference U.S. Majors Tour.

NORTHERN PACIFIC norpacscca.org

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

Aug 16 Warminster Community Park/Philadelphia
Finger Lakes (202) 352-2627
Philadelphia (484) 949-4100

SOUTHEAST sedivacing.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
Oct 11 Magnavox Way Corporate Center/Fort Wayne
Detroit (313) 341-5642
Fort Wayne lwdent@wildblue.net
South Bend (616) 610-0042

CENTRAL cendiv-scca.org

May 9 Milwaukee Area Technical College/Milwaukee
Milwaukee (262) 241-8371

NORTHERN PACIFIC norpacscca.org

Oct 18 Portland Int'l Raceway/Oregon
Oregon (503) 327-8990

DRIVERS SCHOOLS**NORTHEAST** nediv.com

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 sedivacing.org

Jul 18-19 Sebring/Central Florida
Buccaneer (912) 897-1944
Central Florida (407) 568-6902

SCCA ACCREDITED SCHOOLS**REGIONAL AND NATIONAL**

Bertil Roos Racing School
 (800) 722-3669 racenow.com

Bob Bondurant School
 (800) 842-7223 bondurant.com

Bridgestone Racing Academy
 (905) 983-1114 race2000.com

The Jim Russell Racing Schools
 (707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Skip Barber Racing School
 (860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School
 (888) 722-3220
allenbergdrivingschools.com

MSR Houston
 (281) 369-0677 msrhouston.com

Porsche Sport Driving School
 (888) 204-7474 porschedriving.com

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

DRIVERS SCHOOLS

BIR Performance Driving School
 (866) 511-7606 birperformance.com

FAAST Performance Driving School
 EAST: (877) 266-4429,
 WEST: (719) 761-1372 faast.com

Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

ProFormance Racing School
 (253) 630-5130

proformanceracingschool.com
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Solo (785) 232-7656
Rally (785) 357-7259
Licensing (800) 770-2055 or
 (785) 357-7222, x357
Club Racing Technical Assistance
 (785) 379-8324
SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

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Pro Racing info/results: sccapro.com

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 Colorado Springs, CO 80919
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Area 9: Brian McCarthy
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 (916) 712-5742; bmccarthy@scca.com

Area 10: John Walsh
 244 Mendon Center Rd., Honeoye Falls, NY
 (585) 624-9289 (H); jwalsh@scca.com

Area 11: K.J. Christopher
 310 Via San Sebastian, Redondo Beach,
 CA 90277 (213) 842-2363;
kchristopher@scca.com

Area 12: Tere Pulliam
 10 Northwood Springs Dr.
 Oxford, GA 30054
 (678) 697-9755; tpulliam@scca.com

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

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

SOUTHEAST sedivacing.org

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 Roebbing 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

CENTRAL cendiv-scca.org

May 14 PDX Milwaukee Mile/Milwaukee
Jul 15 PDX Milwaukee Mile/Milwaukee
Aug 20 PDX Milwaukee Mile/Milwaukee
Sep 17 PDX Milwaukee Mile/Milwaukee
Milwaukee (414) 678-9679

MIDWEST midiv.org

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

NATIONAL SOLO

WHAT ProSolo National Series

WHEN May 22-23, 2015

WHERE Lincoln, Neb.

The Tire Rack ProSolo National Series gets a taste of what's to come at the ProSolo Finale when the series hits Lincoln Airpark in May.



Rupert Berrington

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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 28-29 El Toro Airfield, Calif.
Brian Peters; Shelly Monfort
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 14-16 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 5-7 Spence Field, Ga.
Jun 26-28 St. George Airport, Utah
Jul 17-19 Toledo Express Airport, Ohio

CAM CHALLENGE

Aug 7-9 Grissom Aeroplex, Ind.

REGIONAL

NORTHEAST nediv.com

May 2-3 Ralph Wilson Stadium/Western
New York
May 3 Moore Airfield/New England
May 3 Warminster Community Park/
Philadelphia
May 10 Central Pennsylvania Institute of
Technology/Central Pennsylvania
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 New Meadows Stadium/
Northern New Jersey
Jun 6-7 Warminster Community Park/
Philadelphia
Jun 6-7 Mid State Regional Airport/
Central Pennsylvania
Jun 7 Monroe Community College/
Finger Lakes

Jun 13-14 Ralph Wilson Stadium/
Western New York
Jun 13-14 Bader Field/South Jersey
Jun 20 Wells Fargo Center/Philadelphia
Jun 21 Monroe Community College/
Finger Lakes
Jun 28 Mid State Regional Airport/
Central Pennsylvania
Jul 5 Monroe Community College/
Finger Lakes
Jul 11 Moore Airfield/New England
Jul 11-12 Bader Field/South Jersey
Jul 11-12 Mid State Regional Airport/
Central Pennsylvania
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 1-2 Mid State Regional Airport/
Central Pennsylvania
Aug 1-2 New Meadows Stadium/
Northern New 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
Aug 30 Central Pennsylvania Institute of
Technology/Central Pennsylvania
Sep 19 Moore Airfield/New England
Sep 19-20 Bader Field/South Jersey
Sep 20 Warminster Community Park/
Philadelphia
Sep 27 Central Pennsylvania Institute of
Technology/Central Pennsylvania
Oct 4 Mid State Regional Airport/Central
Pennsylvania
Oct 10-11 Brodard Company/Northeast
Pennsylvania
Oct 11 Moore Airfield/New England
Oct 11 Warminster Community Park/
Philadelphia
Oct 18 Central Pennsylvania Institute of
Technology/Central Pennsylvania
Oct 24-25 Bader Field/South Jersey
Nov 1 Moore Airfield/New England
Nov 7-8 Bader Field/South Jersey
Central Pennsylvania (814) 669-4995
Finger Lakes (585) 455-9607
New England kjbarnes22@gmail.com
Northeast Pennsylvania (570) 881-0474
Northern New Jersey
autox4u@gmail.com
Philadelphia (484) 949-4100
South Jersey (856) 534-5301
Western New York dale@thekunzes.com

SOUTHEAST sedivacing.org

May 3 Salem Civic Center/Blue Ridge
May 16-17 MCAS Cherry Point/North
Carolina
May 17 Turner Field/Atlanta
May 17 Cleveland Reg'l Airport/Chattanooga
May 31 Hernando County Airport/
Central Florida
May 31 Henderson Stadium/Middle
Georgia
Jun 13 Cape Fear Community College/
North Carolina
Jun 14 Cleveland Reg'l Airport/Chattanooga
Jun 20 Cape Fear Community College/
North Carolina
Jun 21 Henderson Stadium/Middle
Georgia
Jun 21 Atlanta Dragway/Atlanta
Jun 28 Seminole State College/Central
Florida

Jul 11 Turner Field/Atlanta
Jul 12 Cleveland Reg'l Airport/Chattanooga
Jul 26 Henderson Stadium/Middle
Georgia
Jul 26 Deland Airport/Central Florida
Aug 16 Cleveland Regional Airport/
Chattanooga
Aug 22 MCAS Cherry Point/North Carolina
Aug 23 Atlanta Motor Speedway/Atlanta
Aug 30 Atlanta Dragway/Atlanta
Sep 6 Hernando County Airport/Central
Florida
Sep 13 Cleveland Reg'l Airport/Chattanooga
Sep 13 Henderson Stadium/Middle
Georgia
Sep 20 Deland Airport/Central Florida
Sep 26 Cape Fear Community College/
North Carolina
Oct 3 Atlanta Motor Speedway/Atlanta
Oct 11 Cleveland Reg'l Airport/Chattanooga
Oct 11 Hernando County Airport/Central
Florida
Oct 11 Henderson Stadium/Middle
Georgia
Oct 24-25 MCAS Cherry Point/North
Carolina
Nov 8 Cleveland Reg'l Airport/Chattanooga
Nov 15 Henderson Stadium/Middle
Georgia
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 Deland Airport/Central Florida
Dec 6 Cleveland Reg'l Airport/Chattanooga
Atlanta randallprince@gmail.com
Blue Ridge (540) 290-2797
Central Florida chuck.lutz@gmail.com
Chattanooga (423) 883-4548
Middle Georgia raybrake@comsouth.net
North Carolina (910) 622-5513

GREAT LAKES greatlakes-scca.org

May 2 Lincoln College of Technology/
Indianapolis
May 9 Mid-American Air Center/
Southern Illinois
May 15 Grissom (MCEDA)/Indianapolis
May 16 Walesboro Airport/Columbus Club
May 17 Mid-American Air Center/
Southern Indiana
May 17 Kentucky Exposition Center/
Kentucky
May 23-24 Kentucky Exposition Center/
Kentucky
May 23-24 Wilmington Airport/
Cincinnati
May 25 Walesboro Airport/Columbus Club
May 31 Indianapolis State Fairgrounds/
Indianapolis
Jun 7 Mid-American Air Center/
Southern Indiana
Jun 14 Ailington Airport/Cincinnati
Jun 20 Walesboro Airport/Columbus Club
Jun 21 Indianapolis Speedrome/
Indianapolis
Jun 28 Kentucky Exposition Center/
Kentucky
Jul 4 Grissom (MCEDA)/Indianapolis
Jul 12 Turfway Park/Cincinnati
Jul 12 Kentucky Exposition Center/
Kentucky
Jul 12 Mid-American Air Center/
Southern Indiana
Jul 12 Walesboro Airport/Columbus Club
Jul 26 Grissom (MCEDA)/Indianapolis
Jul 26 Turfway Park/Cincinnati
Jul 26 NCM Motorsports Park/Kentucky

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

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

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

SCISSOR SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.



90692658

SCISSOR SUPER COUPON

FREE

WITH **ANY** PURCHASE

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



LOT 69052 shown
69111/62522/62573

**\$6.99
VALUE**

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one FREE GIFT coupon per customer per day.



90688526

SUPER COUPON!

**CENTRAL PNEUMATIC
3 GALLON, 100 PSI
OILLESS PANCAKE
AIR COMPRESSOR**

LOT 95275 shown
60637/61615

SAVE 55%

\$39.99 REG. PRICE \$89.99

90693506

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**4" MAGNETIC
PARTS HOLDER**
PITTSBURGH AUTOMOTIVE

LOT 62535
90566 shown

SAVE 66%

\$1.99 REG. PRICE \$5.99

90694622

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

**26", 4 DRAWER
TOOL CART**
US *GENERAL

• 580 lb. Capacity

LOT 95659 shown
61634/61952

WINNER
- Truckin' Magazine

\$99.99 ~~\$159.99~~ REG. PRICE \$279.99

90687933

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

**12" SLIDING COMPOUND
DOUBLE-BEVEL
MITER SAW WITH
LASER GUIDE**
NEW

LOT 61776/61969/61970/69684 shown
CHICAGO ELECTRIC POWER TOOLS

\$134.99 ~~\$187.99~~ REG. PRICE \$299.99

90690217

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**RAPID PUMP® 3 TON
LOW PROFILE
HEAVY DUTY STEEL
FLOOR JACK**
PITTSBURGH AUTOMOTIVE

LOT 68049/62326
61282/61523 shown

SAVE \$90

\$79.99 REG. PRICE \$169.99

• Weighs 77 lbs.

90693227

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**18 VOLT CORDLESS
3/8" DRILL/DRIVER
WITH KEYLESS CHUCK**
drillmaster

Includes one 18V NiCd battery and charger.

LOT 69651
68239 shown

SAVE 54%

\$15.99 REG. PRICE \$34.99

90693789

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**1/2" INDUSTRIAL QUALITY
SUPER HIGH TORQUE
IMPACT WRENCH**
CENTRAL PNEUMATIC

• 700 ft. lbs. Max. Torque

LOT 62627/68424 shown

SAVE \$55

\$74.99 REG. PRICE \$129.99

90686778

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**POWDER-FREE NITRILE GLOVES
HARDY™ PACK OF 100**

• 5 mil. thickness

YOUR CHOICE!

\$6.49 REG. PRICE \$11.99

LOT 68496/61363
68497/61360
68498/61359

90688142

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

2 PIECE VEHICLE WHEEL DOLLIES
PITTSBURGH AUTOMOTIVE

• 1500 lb. Capacity

LOT 60343
67338 shown

SAVE 37%

\$49.99 ~~\$59.99~~ REG. PRICE \$79.99

90689967

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

**"The Ideal Trailer Dolly"
- RV Magazine**

**HEAVY DUTY
TRAILER DOLLY**

LOT 37510 shown
60533/69898

SAVE 37%

\$49.99 REG. PRICE \$79.99

90690012

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON!

**9 PIECE FULLY POLISHED
COMBINATION
WRENCH SETS**
PITTSBURGH

SAVE 64%

\$56.49 ~~\$89.99~~ REG. PRICE \$154.99

SAE LOT 69043
42304 shown
METRIC LOT 42305/69044

90693892

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

SUPER COUPON!

20 TON SHOP PRESS
CENTRAL MACHINERY

• Pair of Arbor Plates included

LOT 32879/60603 shown

SAVE \$145

\$154.99 REG. PRICE \$299.99

90687112

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/27/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

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

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

SCCA HAPPENINGS

Aug 1 Grissom (MCEDA)/Indianapolis
Aug 2 Mid-American Air Center/
 Southern Indiana
Aug 8 Walesboro Airport/Columbus Club
Aug 16 NCM Motorsports Park/Kentucky
Aug 21 Grissom (MCEDA)/Indianapolis
Aug 23 Walesboro Airport/Columbus Club
Aug 30 Wilmington Airport/Cincinnati
Aug 30 Mid-American Air Center/
 Southern Indiana
Sep 5 Grissom (MCEDA)/Indianapolis
Sep 12-13 Walesboro Airport/Columbus
 Club
Sep 13 Mid-American Air Center/
 Southern Illinois
Sep 19 Lincoln College of Technology/
 Indianapolis
Sep 20 Kentucky Exposition Center/
 Kentucky
Sep 20 Wilmington Airport/Cincinnati
Sep 20 Mid-American Air Center/
 Southern Indiana
Oct 3 Grissom (MCEDA)/Indianapolis
Oct 4 Wilmington Airport/Cincinnati
Oct 4 Mid-American Air Center/
 Southern Indiana
Oct 10-11 Walesboro Airport/Columbus Club
Oct 11 Kentucky Exposition Center/
 Kentucky
Oct 17-18 NCM Motorsports Park/
 Kentucky
Oct 18 Grissom (MCEDA)/Indianapolis
Oct 18 Wilmington Airport/Cincinnati
Nov 1 Walesboro Airport/Columbus Club
Cincinnati solochair70@gmail.com
Columbus Club (317) 796-0123
Indianapolis indysccasolo@yahoo.com
Kentucky kyscca@gmail.com
Southern Illinois (618) 530-1147
Southern Indiana (812) 853-2875

CENTRAL cendiv-scca.org

May 16-17 Minnesota State College/Land
 O' Lakes
May 22 Chippewa County Airport/Lake
 Superior
May 23 Catapillar Building/Central Illinois
Jun 13-14 Brimley Development Center/
 Lake Superior
Jun 14 LaCrosse Fairgrounds Speedway/
 Land O' Lakes
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
Jul 26 Minnesota State College/Land
 O' Lakes
Aug 9 Oskaloosa Municipal Airport/Iowa
Aug 15-16 Minnesota State College/Land
 O' Lakes
Sep 20 Marshalltown Kart Track/Iowa
Sep 27 LaCrosse Fairgrounds
 Speedway/Land O' Lakes
Oct 3-4 Catapillar Building/Central Illinois
Oct 4 Oskaloosa Municipal Airport/Iowa
Oct 25 Hawkeye Comm. College/Iowa
Central Illinois (309) 370-8326
Iowa mholzi@aol.com
Lake Superior (906) 440-8000
Land O' Lakes
 lucynumber1@hotmail.com

MIDWEST midiv.org

May 10 Hutchinson Naval Air Base/Wichita
May 17 Gateway Motorsports Park/St. Louis
May 29-31 Millington Jetport/Mid South
May 31 Hutchinson Naval Air Base/Wichita
Jun 14 Family Arena/St. Louis
Jun 26-28 Millington Jetport/Mid South
Jun 28 Gateway Motorsports Park/
 St. Louis
Jun 28 Hutchinson Naval Air Base/Wichita
Jul 12 Gateway Motorsports Park/St. Louis
Jul 19 Hutchinson Naval Air Base/Wichita
Jul 24-26 Millington Jetport/Mid South
Jul 26 Gateway Motorsports Park/St.
 Louis
Apr 26 Hutchinson Naval Air Base/Wichita
Aug 2 Gateway Motorsports Park/St. Louis
Aug 9 Millington Jetport/Mid South
Aug 16 Family Arena/St. Louis
Aug 23 Hutchinson Naval Air Base/Wichita
Aug 30 Family Arena/St. Louis
Sep 20 Hutchinson Naval Air Base/Wichita
Oct 4 Hutchinson Naval Air Base/Wichita
Oct 9-11 Millington Jetport/Mid South
Oct 11 Family Arena/St. Louis
Oct 25 Family Arena/St. Louis
Oct 25 Hutchinson Naval Air Base/Wichita
Mid-South (901) 493-2986
St. Louis (618) 581-9061
Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

May 2-3 NOLF Waldron Field/South TX
 Border
May 17 Coleman Lot/Red River
May 31 NOLA Motorsports Park/Delta
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
Jul 27-28 NOLA Motorsports Park/Delta
Jul 19 NOLA Motorsports Park/Delta
Aug 1-2 NOLF Waldron Field/South TX
 Border
Aug 9 Coleman Lot/Red River
Sep 16 NOLA Motorsports Park/Delta
Sep 5-6 NOLF Waldron Field/South TX
 Border
Oct 3-4 NOLF Waldron Field/South TX
 Border
Nov 7-8 NOLF Waldron Field/South TX
 Border
Dec 5-6 NOLF Waldron Field/South TX
 Border
Delta (504) 831-0724
Red River (318) 469-0303
South TX Border (361) 980-8000
Southwest Louisiana (409) 727-0158

ROCKY MOUNTAIN coloradoscca.org

May 17 Miller Motorsports Park/Utah
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 8-9 Miller Motorsports Park/Utah
Aug 22-23 Pikes Peak Int'l Raceway/
 Continental Divide
Sep 26-27 Miller Motorsports Park/Utah
Oct 3-4 Miller Motorsports Park/Utah
Oct 10 Pikes Peak Int'l Raceway/
 Continental Divide
Continental Divide (709) 310-8281
Utah (801) 495-1442

NORTHERN PACIFIC norpacscca.org

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
Oct 11 Buttonwillow Raceway Park/San
 Francisco, Fresno
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

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 fdorhi@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

May 2 Badger Burrows Tour/Milwaukee
Sep 19 Oktoberally/Land O' Lakes
Sep 20 Badger Trails/Land O' Lakes

REGIONAL

NORTHEAST nediv.com

May 3 Get the Dust Off/Washington DC
Oct 18 Fall Foliage Flings/South Jersey
South Jersey (835) 228-9249
Washington DC
 mgobrallymaster@gmail.com

CENTRAL cendiv-scca.org

Sep 19 Oktoberally/Land O' Lakes
Sep 20 Badger Trails/Land O' Lakes
Land O' Lakes (608) 582-4386

SOUTHERN PACIFIC scca-sopac.org

May 1 First Friday Niter/Cal Club
Jun 5 First Friday Niter/Cal Club
Jul 3 First Friday Niter/Cal Club
Aug 7 First Friday Niter/Cal Club
Sep 4 First Friday Niter/Cal Club
Oct 2 First Friday Niter/Cal Club
Nov 6 First Friday Niter/Cal Club
Dec 4 First Friday Niter/Cal Club
Cal Club ean21@juno.com



RALLYCROSS**NATIONAL CHAMPIONSHIP**

Aug 7-9 Indianola, Iowa

NATIONAL CHALLENGE

Jun 27-28 Dixie National Challenge/Dixie

REGIONAL**NORTHEAST** nediv.com

May 3 Frostburg Site/Washington DC

May 31 Frostburg Site/Washington DC

Jun 27-28 Frostburg Site/Washington DC

Aug 22-23 Frostburg Site/Wash DC

Sep 13 Frostburg Site/Washington DC

Oct 11 Frostburg Site/Washington DC

Washington DC

adamkimmnett@gmail.com**SOUTHEAST** sedivacing.org

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@dynamotorch.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

Jun 6 Thunder Valley Sand Drags/

Kansas City

Jun 14 I-80 Speedway/Nebraska

Jul 17-19 Thunder Valley Sand Drags/

Kansas City

Aug 29 Thunder Valley Sand Drags/

Kansas City

Sep 13 Thunder Valley Sand Drags/

Kansas City

Oct 18 SW 700th Road/Kansas City

Oct 18 I-80 Speedway/Nebraska

Nov 11 I-80 Speedway/Nebraska

Kansas City doug@formula1blog.comNebraska spducharme@mac.com**ROCKY MOUNTAIN** coloradoscca.org

May 3 Colorado Off Road Extreme/

Continental Divide

Jun 5-7 Grand Junction Motor

Speedway/Utah

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/

Continental Divide

Continental Divide ryolse@gmail.comUtah gonzalo1975@msn.com**NORTHERN PACIFIC** norpacscsa.org

Jul 25-26 Chehalis Fest/Oregon

Oregon rebeccaruston@yahoo.com**ANNIVERSARIES****SCCA MEMBERS CELEBRATING 25-70 YEARS****70-YEAR MEMBER**

I. Otto Linton 5/1/1945 Philadelphia

65-YEAR MEMBEROscar Koveleski 5/1/1950 Northeastern
Pennsylvania**55-YEAR MEMBERS**Melvin Bogus 5/1/1960 Houston
Robert J. Brabban 5/1/1960 San Diego
D.M. Devine 5/1/1960 Chicago
Richard Urban Jordan 5/1/1960 Chicago**50-YEAR MEMBERS**John Baldwin 5/1/1965 Delta
Zane K. Emstad 5/1/1965 Land O'Lakes
James P. Foyle 5/1/1965 Southwest Louisiana
Bernice Koglin 5/1/1965 Chicago
Don Preston 5/1/1965 Wichita
G. Wendt 5/1/1965 San Francisco**45-YEAR MEMBERS**David Arken 5/1/1970 San Francisco
Kim Demotte 5/1/1970 St Louis
Stephen Gikas 5/1/1970 New England
Harold Harvey 5/1/1970 North Carolina
Colby Hillman 5/1/1970 Ohio Valley
Roger Ostrander 5/1/1970 New England
Phillip J. Pash 5/1/1970 Blackhawk Valley
Bob Radford 5/1/1970 Great River**40-YEAR MEMBERS**Roger A. Cole 5/1/1975 Ohio Valley
Jay L. Dekko 5/1/1975 Land O'Lakes
Karl W. Flessa 5/1/1975 Colorado
R. Gary Marquart 5/1/1975 Lone Star
Alexander S. Murray 5/1/1975 Chicago; Milwaukee
F. Russell Strate 5/1/1975 Western New York**35-YEAR MEMBERS**Michael G. Beaumia 5/1/1980 Milwaukee
Peter R. Genovese 5/1/1980 New York
Karl J. Haltiner 5/1/1980 Finger Lakes
James A. Hangen III 5/1/1980 Washington DC
John E. Harden 5/1/1980 Oklahoma
Doug Jennings 5/1/1980 Western Ohio
William B. Knickel 5/1/1980 Associates
Donald C. Loftis 5/1/1980 Central Florida
C. Robert Morseburg 5/1/1980 Northwest
Neil Wesley Porter 5/1/1980 San Francisco
Brian J. Reeves 5/1/1980 Finger Lakes
Gerald Roy Spencer 5/1/1980 Houston
Lenora C. Sterr 5/1/1980 Milwaukee
David Peter Thomas 5/1/1980 San Francisco
James M. Woodruff 5/1/1980 Utah**30-YEAR MEMBERS**Shaun Lumley 5/21/1985 Northwest
John Almeida 5/3/1985 San Francisco
Thomas H. Beers 5/2/1985 Northwestern Ohio
Raymond R. Boissoneau 5/9/1985 New England
Sue Wade Davis 5/17/1985 Central Carolinas
Kirsten Dell 5/29/1985 Northern Ohio Valley
Harlan R. Donaldson 5/3/1985 Des Moines Valley
David Lee Ellis-Brown 5/22/1985 Central Florida
Dieter Fahrenbach 5/29/1985 Chicago
Kim E. Fleischer 5/22/1985 Philadelphia
Bill Gallup 5/2/1985 Buccaneer
Anne B. Gifford 5/22/1985 Mohawk Hudson
Leonel H. Giron 5/14/1985 Florida
Will E. Hamel 5/17/1985 Florida
Mary K. Hartman 5/28/1985 Finger Lakes
Tim High 5/6/1985 San Francisco
William L. Huxtable 5/20/1985 Des Moines Villy, Wichita
David B. Jackson 5/29/1985 Cal Club
Gene L. Kern Jr 5/13/1985 Misery BayDale R. Kunze 5/2/1985 Western New York
Larry Kurtz 5/2/1985 Northwestern Ohio
Bruce Lindstrand 5/13/1985 Milwaukee
Thomas M. McCoy 5/23/1985 Cal Club
Leonard W. Moore 5/15/1985 Cal Club
Wilke E. Myers III 5/17/1985 Snake River
Richard J. Pawlowski 5/23/1985 Detroit
Donald H. Randles 5/17/1985 Ohio Valley
Mark E. Seargeant 5/17/1985 Arizona
William B. Secrest 5/15/1985 River Cities
Bruce A. Shelton 5/17/1985 S Jersey, Washington DC
David B. Smith 5/17/1985 Cincinnati
Sherise Y. Smouse 5/29/1985 Washington DC
Barbara Steencken 5/30/1985 Detroit, W Michigan
Raymond E. Thomas 5/20/1985 Cincinnati
Mike Thygeson 5/3/1985 San Francisco
Jim Veillon 5/21/1985 Southwest Louisiana
Steven R. Waltz 5/13/1985 Chicago
Michael L. Whitehouse 5/2/1985 Arizona Border
Patrick L. Wille 5/14/1985 San Francisco
Jack Wilson 5/2/1985 Steel Cities
Daniel Yacovelli 5/21/1985 New York**25-YEAR MEMBERS**Brian G. Richards 5/14/1990 Oregon
Olaf C. Abrahamson 5/8/1990 Chicago
Danny Anderson 5/31/1990 Washington DC
Richard P. Apodaca 5/27/1990 San Francisco
Michael E. Bautz 5/27/1990 Blackhawk Valley
Tom Braun 5/29/1990 Milwaukee, San Diego
George Bruggenthies 5/4/1990 Chicago
Julian G. Busby Jr. MD 5/27/1990 North Carolina
Lynn A. Cadena 5/25/1990 Houston
Kathryn A. Cramer 5/29/1990 Milwaukee
Michael T. Forni 5/8/1990 Chicago
Bob Forsberg 5/16/1990 Northwest
Carleton A. Foster 5/15/1990 Mohawk Hudson
Charles F. Gano 5/31/1990 Central Florida
Dirk L. Gasterland 5/31/1990 Land O'Lakes
Ric Green 5/29/1990 Blackhawk Valley
Janet Harhay 5/1/1990 Central Florida
Bob Hatle 5/21/1990 San Diego
Larry Hull 5/31/1990 Eastern Idaho
Mark M. Idzik 5/29/1990 Chicago
Bill Johnson 5/4/1990 Kansas City
Eric Jones 5/8/1990 Lone Star
Howard Kalmbach 5/15/1990 Northern New Jersey
Edward E. Kelley 5/25/1990 New England
Derek Ketchie 5/4/1990 Central Carolinas
Susanna M. Laszlo 5/14/1990 Oregon
Tony Lopez 5/31/1990 San Francisco
Andres Martinez 5/4/1990 Florida
Geri Martinsen 5/10/1990 Northwest
Merlin A. Miller 5/8/1990 Blue Mountain
Michael D. Monegan 5/3/1990 San Francisco
Mario Musto 5/27/1990 San Francisco
John M. Ray 5/31/1990 Texas
Lori Jo Regan 5/27/1990 New England
Taylor Robertson 5/7/1990 Atlanta
Dave Rodziewicz 5/10/1990 Atlanta
George A. Rogge 5/4/1990 Indiana Northwest
Robert C. Rygg 5/15/1990 Northwest
Charles L. Seffrood 5/15/1990 Continental Divide
Byron D. Short 5/4/1990 Arizona Border
Yvonne J. Short 5/4/1990 Arizona Border
Michael L. Smith 5/21/1990 Ohio Valley
David P. Stawara 5/16/1990 Central Florida
Steve Ulfelder 5/8/1990 New England
Mark E. Underwood 5/21/1990 North Carolina
Larry Vollum 5/14/1990 Oregon
Bob Weiskle 5/15/1990 San Francisco
Thomas F. With 5/21/1990 Mohawk Hudson

NEW PRODUCTS



CENTERFORCE TWIN CLUTCH

Centerforce's new Diesel Twin kit, offered for 2005.5-13 Cummins-powered Rams with the G56 6-speed manual transmission, is designed to eliminate common compromises such as stiff pedal feel, rough engagement, and annoying noise. Centerforce's patented ball bearing pressure plate and centrifugal weights add clamping force, giving the Diesel Twin a rated 1,700lb-ft holding capacity.

www.centerforce.com



HEATSHIELD GLOVE ARMOR

Heatshield Glove Armor gives your hands extra protection during high-temperature TIG welding jobs, allowing you to stay in the zone longer for better welds and more efficient welding work. Glove Armor slides over your glove and secures around your wrist with a sturdy hook and loop strap.

www.heatshieldproducts.com

TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



MARADYNE CHAMPION FAN

Designed to fit under the hood of racecars, Maradyne's Champion Low Profile Series seven-inch fan is an ideal engine companion for your vehicle's remote transmission coolers, oil coolers, or intercoolers. Made from all glass-filled nylon construction, the Champion seven-inch fan is designed to protect your engine from extreme temperature and road debris by providing high-temperature and impact resistance.

www.maradynehp.com

FUELAB 585XX REGULATORS

Fuelab 585xx Series fuel pressure regulators combine advanced features and increased functionality to provide the ultimate precision instrument for fuel pressure regulation. The four-outlet port regulators are engineered to deliver extremely high flow rates and a flattened curve for pressure stability, operating within a 4-10psi pressure range. www.fuelab.com



HRE SERIES R1

HRE Performance Wheels has now created its evolution of the Monoblok racing wheel, the Series R1. The R1 is available in diameters ranging from 17 to 19 inches and widths ranging from 7 to 14 inches, along with configurations for center-lock vehicles. Each wheel is built to order.

www.hrewheels.com

TENTRIS ARCHAUS SHELTER

Versatile for varying conditions, the ArchHaus tent system is ideal for trackside use, outdoor living shelter, gear storage, sunshade, and as a bridge canopy for vehicles, trailers, and more. The walk-in, walk-out tent shelter sets up easy, and is water resistant. **\$329**

www.letsgoaero.com



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

REvolution of Data Acquisition

Since 1957, Auto Meter has defined the cutting edge of data display and acquisition. With more motorsports victories than every other gauge manufacturer combined, Auto Meter is the brand more professionals trust to keep them in the winner's circle. The new LCD Competition Dash once again sets the standard in driver communication and data acquisition. With easy integration into nearly any system, compatibility with multiple CAN and/or Serial networks in addition to an array of discrete sending units, there isn't a more powerful or versatile solution anywhere else on the market.

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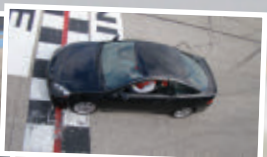
Milwaukee Region SCCA

As the summer heats up, so do the events in the Milwaukee Region SCCA.



Club Racing

June 27-28 Firecracker Bonneau Divisional Races
@ Blackhawk Farms Raceway
July 25-26 Monster Cat Majors Races & Cat Box Races
@ Road America



Milwaukee Track Days

July 15 Evening @ The Milwaukee Mile
July 20 Evening @ Blackhawk Farms Raceway



Rally

June 6 Road Scholar Rally in Madison, Wisconsin



Solo

June 20 & 21 Solo Events #3 & #4 @ Miller Park
July 11 Solo Event #5 @ Miller Park

Go to **www.scca-milwaukee.org** for more information.

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MAILBOX

WRITE TO SPORTSCAR MAGAZINE:
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OR E-MAIL SPORTSCAR@RACER.COM

LEGAL EASE

I was very pleased to see an article about racecar trailers in *SportsCar's* March issue. However, the picture shown on pg. 36 shows a trailer suspension with brakes on one axle only. Even though this is a very common configuration, it is not always safe and it is potentially illegal.

The requirement for trailer brakes varies by law from state to state. However, there is a generalization that will keep you legal in about 45 of the 50 states: Any trailer with a capacity of 3,000lbs or more requires brakes, and any trailer with a capacity of 6,000lbs or more requires brakes on all wheels.

State laws also require that any trailer that is mandated to have brakes must also have a break away system to apply the brakes in the event of a trailer separation from the tow vehicle.

Duane Belisle

TIRED TIRES

While I enjoyed your towing feature [*SportsCar*, March 2015], I think more attention should have been given to trailer tires – far too many people take them for granted. Unfortunately, the norm seems to be replacing trailer tires as they fail, and that is far too late; by then, you can damage your trailer or the car

you are hauling. Most of the time a trailer tire will age out before it wears out, so if your trailer tires are more than five years old, it's likely time to replace them.

Trailer tires are often neglected, left to rot in the sun until the next time you drag the trailer out. As a result, the tires don't age well. If your trailer is stored indoors, or the tires are covered when not in use, you will likely get a longer service life out of them.

It's also not a bad idea to carry a pair of spare tires. While rare, it's possible due to the close proximity on multi-axle trailers for a flat tire to cause damage to its neighboring tire. Also, carrying the extra load for a short time as a tire goes flat can stress the remaining tire; so if you have space, consider adding a back up spare.

Brent Lucas



THE PRICE IS RIGHT

I never thought about vehicle setup and appropriate setup tools when I started autocrossing. Back then, I thought all I needed was a trip to the alignment shop and a tire gauge, but your March *Secrets to Speed* feature was right on target. Over the years, I too have seen the value in having access to the specialty tools like the ones professional race teams use.

It may seem a little daunting at first, but I quickly figured out how to use some of the simpler items like toe plates and a camber gauge, and now I would not give up the convenience of being able to check my alignment any time I want. If you look on the Internet you can also often find great buys on used scales – it seems like every circle track guy has a set, and they're always upgrading. It may be on the extreme side for garage tools, but once you have a set at your disposal you will see it's worth it.

Robert Hunsaker



LAT / Mark Horsburgh

NIGHT MOVES

As a long-time member, I am intrigued by the Track Night in America concept. I recall in my younger days taking part in weeknight drag races at our local strip, showing up on a Wednesday night, paying \$10, and going at it. That was my first direct experience with motorsports. Perhaps SCCA's Track Nights will be the gateway for others out there. That said, I wonder if SCCA should experiment with holding these events other than midweek. If these events were tied into existing Club Racing weekends, taking place perhaps after a Friday practice, it would be more financially sustainable. Additionally, those showing up early for the Track Night could get charged up by seeing the racecars in the paddock and testing on track. Only time will tell if this new program hooks in the next group of racers, but I applaud the out-of-the-box thinking.

Ward Thompson

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:

COOLSHIRT SYSTEMS

Cool Shirt is offering SCCA members a 10-percent discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.



Racer Parts Wholesale offers members a 10-percent discount on all G-Force Racing Gear, RaceQuip racing equipment, Impact Racing products, Aeroquip hose and fittings, and Mocal products.

Budget

Budget Rent A Car is offering SCCA members a promotional rate of up to 25 percent off a rental.



RACER magazine offers a 44-percent savings off the cover price.

HYPERFUELS

Hyperfuels is offering members a 10-percent discount of all Hyperfuels.com purchases.

Receive 20 percent off published rack rates at all participating **Choice Hotels**.



CHOICE HOTELS INTERNATIONAL

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



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

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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

I think I'm doing too little

There are members of the SCCA who make me feel downright lazy. No matter how early I get to an event, another competitor is already there - and some of the volunteers arrived the day before. I think I'm a decently involved SCCA

"Regardless of your level of involvement in this Club, everyone's here for the fun of it"

member, helping fellow competitors where I can, wrenching on someone else's troublesome car should the need arise. Filling my competition weekend is never a problem, but when I look around, I can't help but see people doing more than me.

Years ago I met Production Club racer Mark Weber. He's a longtime photographer for *SportsCar*, has shot professional racing for years, and fills time between events as a driving instructor. While he's no longer doing this, for years he'd swap motors in his Sprite on Club Racing weekends,

allowing him to contend two classes in the same day. The end result is he's logged about as many Runoffs starts as there have been Runoffs, and done so in half the time. I'd watch him pull motors at events like the Runoffs knowing I'd never be able to get it done.

In the March issue of *SportsCar*, we featured multi-time Solo National Champion Beth McClure-Strelneiks. She and her husband Erik have long since exceeded what most of us would consider doing at an event, bringing an FP Porsche Boxster and SSM Mazda RX-7 to the same events. They've done this at Tire Rack Solo Championship Tours and the Solo National Championships, even bringing one car for the ProSolo Finale and another for Nationals. If they're running one car, loaning out the other is not unheard of.

That brings us to Bob Endicott, this month's cover subject. Endicott may not be swapping motors between races, but his motorsports career is so extensive and diverse that our feature barely touches

on his lengthy list of motorsports accomplishments - and even with a breezy overview, you're still left wondering what you've been doing all these years while he's been competing in everything with wheels. From ProSolo to professional motorcycle racing, Club Racing, winning several SCCA National Championships, competing in multiple professional racing series, and then back to ProSolo, reading his story made me realize that while I thought I had a diverse competition resume, it's nothing compared to the truly driven.

Regardless of your level of involvement in this Club, everyone's here for the fun of it. As Endicott summed up at the end of this month's interview, "When it ceases to be



Sean Rice

JUST FOR FUN

Bob Endicott has spent years competing, but it's the fun factor that keeps him coming back.

fun, that's when I'll stop doing it." Nearly 30 years later, he's still at it because *it's still fun!*

Maybe I should be doing more, maybe not. Ultimately, however, the fun is what it's about. While most of the SCCA is competition based, that's only on track. If you're having fun both on and off track, you're doing it right. In the SCCA, you don't wrench on a racecar deep into the night because you *have* to - you're doing it because this is what you *want* to do. If you're having fun, you're definitely doing it right. 🟡

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FROM THE ARCHIVES

10 YEARS AGO... JUNE 2005



- Our title feature gave you the ins and outs of preparing a car for RallyCross competition.
- *Taming Trailer Trash* gave readers tips and tricks for organizing the clutter in your enclosed car trailer.

20 YEARS AGO... JUNE 1995



- In the news, Cal Club Region was set to begin construction for the "Buttonwillow Road Circuit."
- *How To Drive In Traffic* gave tips from some of the best in the business on how to set up the pass.

30 YEARS AGO... JUNE 1985



- Bill Mitchell wrote an extensive piece on Solo course design, featuring a number of illustrations and tips.
- In the news, the 200th Sports Renault was being delivered, while the program was just a year old.



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Congratulations to the Kia Racing Team for winning the prestigious Pirelli World Challenge Manufacturers' Championship last year. The first-place finish capped off an impressive 2014 season that included five race wins, thirteen podium appearances, and more leading miles than any other manufacturer. The victory is also a testament to the capability of the turbocharged Optima and to the outstanding quality, dependability, and performance found in every Kia vehicle. Keep an eye out for the Optimas as the Kia Racing Team competes for the 2015 title.



world-challenge.com | facebook.com/kiaracing | kia.com/motorsports

*The Optima GDI (EX, SX & Limited and certain LX trims only) is assembled in the United States from U.S. and globally-sourced parts. Competition GTS-class turbocharged Optima shown.