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24

Sean Rice



32

Dennis Green



40



46

# CONTENTS

## FEATURES

- 24 (NOT YOUR) AVERAGE JOE**  
Take a look inside Huffaker Engineering, and at the multi-time champion in charge
- 32 WINNING DAYTONA**  
Helpful hints from top drivers on how to win at Daytona International Speedway
- 40 ROLL MODEL**  
The installation of safety equipment is as important as the equipment itself
- 46 OLD VS. NEW**  
Can the modern half-ton pickup outperform the larger trucks of yesteryear?
- 54 POWER RANGERS**  
Racecar, daily driver, or tow rig, taking care of your fuel system will always pay off
- 56 THE VISCOUS TRUTH**  
Deciphering the numbers and letters on your favorite bottle of oil
- 58 PUBLIC DISPLAY**  
Mazda kicks off testing of the Global MX-5 Cup car at Mazda Raceway Laguna Seca

64



## DEPARTMENTS

- 12 CLUB LIFE**  
News from around SCCA and the world
- 16 THE CLUB BOARD**  
Board of Directors Chairman John Walsh
- 18 CLUB VIEW**  
SCCA President and CEO Lisa Noble
- 20 MY SCCA LIFE**  
Anatoly Arutunoff's SCCA story
- 22 POBST POSITION**  
Racing Champ Randy Pobst speaks
- 60 PRO FILE**  
The 2015 Trans Am season heats up
- 62 RACING ROOM**  
Club Racing Board Chairman Jim Wheeler
- 64 LEAVING THE LINE**  
Inside the world of Solo with Paul Brown
- 66 SHIFTIN' GEARS**  
Changes for the SCCA Foundation
- 68 FRONT LINE**  
Allen Davis has a knack for tech
- 70 FIRST GEAR**  
Up-and-coming young members
- 72 MARKETPLACE**  
You want it, someone has it
- 77 CARS FOR SALE**  
Your next racecar is here!
- 80 CALENDAR**  
Thousands of events you need to attend
- 88 TOY BOX**  
Essential tools, accessories, and gear
- 90 CONTACT PATCH**  
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THE AUDIT BUREAU MEMBER  
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COVER PHOTOGRAPHY Sean Rice









Defending SCCA Pro Racing Pirelli World Challenge GT Drivers' Champion Johnny O'Connell's Cadillac ATS-V.R burst into flames during Round 7. O'Connell joined the emergency crew in extinguishing the flames.

**DATE** | April 26, 2015

**LOCATION** | Barber Motorsports Park, Leeds, Ala.

**WHAT** | SCCA Pro Racing Pirelli World Challenge

**PHOTOGRAPHER** | Richard Coburn



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This is your 4:00pm – 8:00pm

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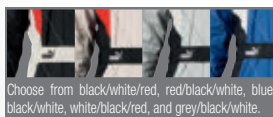
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## CHAMPIONSHIP TEST DAYS

Preceding the 2015 National Championship Runoffs at Daytona International Speedway, Central Florida Region will host test days from Sept. 17-20. Test day registration will be available as an option when registering for the Runoffs, and unlike recent Runoffs, parking, registration, and pre-event tech inspections will be good from test days through the length of the event.



Dave Green

# NIGHTS of THUNDER

Friday Night Lights at the Runoffs presented by Mazda highlights the 2015 event schedule for the SCCA National Championship Runoffs presented by Garmin VIRB at Daytona International Speedway, where each of the 28 classes will race alone for the first time since 2008. The event begins with four days of qualifying and concludes with 10 races on Friday and nine each on Saturday and Sunday, Sept. 21-27, 2015.







## RUNOFFS VIEWING PARTY

Can't make it to this year's National Championship Runoffs at Daytona International Speedway? The three-day race weekend, from Sept. 25-27, 2015, will be broadcast live on SpeedcastTV.com, with the races then being archived for later viewing.

"With its lighting options, Daytona International Speedway provides a unique opportunity for us, and we thank Mazda for its support in helping make Friday Night Lights at the Runoffs a reality," says SCCA Vice President and COO Eric Prill. "Spec Miata regularly delivers some of the very best racing of any weekend, and running its National Championship race under the lights ratchets that excitement up, providing a can't-miss moment for everyone."

The Spec Miata class will crown a National Champion under the lights on Friday night at 7:30 p.m., with the 3.56-mile road course at the "World Center of Racing" lit to the same level as the Rolex 24 at Daytona. Tuesday's qualifying session will also be under the lights as a preview for Friday's race.

The nighttime race also allows enough room in the schedule to fit each class in individually. "With Mazda's help, this allows us to ensure that each of our 28 classes will have its own race," says SCCA Senior Manager of Club Racing Deanna Flanagan. "At the last two venues, we held some multi-class races out of necessity. We thank the Runoffs volunteer chief team for creatively finding ways to make this happen for our participants."

Official qualifying sessions will be held from Monday through Thursday, with each class getting two 30-minute morning sessions and two 25-minute afternoon sessions throughout the week. The best time through the week will set the grids for the weekend's 14-lap, 49.84-mile races.

Runoffs registration opens July 22 on SCCA.com. Additional information about the event, including the parking and garage reservation process, as well as promotional event activities, will be available soon. The events supps and schedule are already posted at [www.scca.com/runoffs](http://www.scca.com/runoffs). 📍

### LIGHT 'EM UP

Spec Miata can always be counted on for a good race, and with the 2015 championship happening under the lights at Daytona, it will be legendary.

LAT Photographic



## The passing of a legend

One of the first female sportswriters in the 1950s, Denise McCluggage covered motorsports and skiing for the New York Herald Tribune before carving out an equally pioneering role as a successful racer, helping forge the way for female racers not only in the SCCA, but also the world. Sadly, she passed away on May 6, 2015, at the age of 88.

Throughout her career, McCluggage scored class wins at Sebring in 1961 driving with jazz musician Allen Eager in the GT category driving a 250 GT Scaglietti-bodied, short-wheelbase Ferrari Berlinetta; and at the prestigious Rally Monte Carlo in 1964 driving a Ford Falcon. Along the way, McCluggage befriended many giants of the era including Phil Hill, Juan-Manuel Fangio, and Stirling Moss. She went on to enjoy a long career as a published author on racing and motoring, and helped found *Competition Press*, which later became *AutoWeek*.

McCluggage was inducted into the Automotive Hall of Fame and the SCCA Hall of Fame, and also received the Ken Purdy Award for Excellence in Automotive Journalism, the Dean Batchelor Lifetime Achievement Award.

"Denise McCluggage was a true original," said racing legend and fellow SCCA Hall of Famer Dan Gurney about her passing. "The way she wrote, the way she talked, the way she behaved, and the way she lived her life - nothing was ordinary. We had been friends ever since she and her great friend Phil Hill picked me up at the airport in Paris in 1958 to drive south to Le Mans together, where we all were scheduled to race."

"Denise was a pioneer racing lady who was not intimidated by famous men on the track, be it the Nürburgring, Sebring, Riverside, or the Targa Florio."

"She amused generations with her witty observations, which she shared in her writings over many decades. I see her in my mind's eye laughing with old pals, Briggs, Phil, Shelby, and Stirling. We were young together, and we grew old together. I will miss you Denise!" 📍

### OUTSTANDING

(ABOVE) Denise McCluggage (with camera) awaits the winning Olivier Gendebien and Phil Hill Ferrari 250TR Testa Rossa in the pits at Le Mans in June 1958.

LAT / Michael Levitt



## FINE DONATIONS

Pirelli World Challenge issued an incredible \$61,000 in fines following incidents at the Grand Prix of Long Beach. Where does this money go? World Challenge will donate the fines to various charities, including the Road Racing Driver's Club, the Safe is Fast campaign, the Special Operations Warrior Foundation, and the SCCA Foundation.



Jay Bonvillian

## MAJOR PRIZE

The U.S. Majors Tour Conference championship could be your ticket to a free Runoffs entry.

Barbara Photos



# RACE FOR FREE!

Are you chasing a U.S. Majors Tour Conference championship? Planning on hitting the road to the National Championship Runoffs presented by Garmin VIRB? Then you can't miss your U.S. Majors Tour Conference finale, since one free Runoffs entry will be given away at each of the five Conference finales.

All drivers who participate in their Conference finale and clinch a class championship in that conference will be eligible to win a free entry to the 2015 Runoffs at Daytona International

Speedway. You must participate in your Conference's final event (just turning a wheel counts) and win your class to qualify for the free entry. What's great is at the very least, you have a one out of 28 chance of winning the free entry. If you're the only class champion running the event, then the free entry is yours.

The Southeast Conference has already wrapped, and T1 competitor George Winkler claimed the free Runoffs entry - but there's still time in the other Conferences. 📍

## Reclaiming History

On April 18, 2015, St. Louis Region reclaimed a bit of history by starting a RoadRally, Tulips & Other Spring Flowers, at Smartt Field in St. Charles County, Mo. The rally marked the first time in more than 50 years that the Region had organized an event at the historic airport, which, during World War II, served as a training base for Navy and Marine pilots.

During the 1950s, Smart Field regularly hosted Club Racing events before being supplanted in the 1960s by dedicated racing circuits such as the former Mid-America Raceway in Wentzville, Mo. Today, St. Charles County Airport Smartt Field (the airport's official name) serves as a general aviation airport as well as the



James Heine

home of the Missouri Wing of the Commemorative Air Force, the St. Louis chapter of the Experimental Aircraft Association, and an Ozark Airlines alumni association. Tulips & Other Spring Flowers rallymaster Jim Heine reports that the Region has been invited back for a follow-up event at Smartt Field in 2016. 📍

## FLORAL RALLY

St. Louis Region Executive Peter Zekert wishes Tulips & Other Spring Flowers competitors Larry and Judy Kronmeyer good luck as they begin the event.

## Membership Drive Contest

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

### REFERRAL LEADERS FOR APRIL 2015

| NAME             | REF | REGION        |
|------------------|-----|---------------|
| Warren Leach     | 73  | San Diego     |
| Brian Ghidinelli | 23  | San Francisco |
| Gayle Jardine    | 23  | Cal Club      |
| Dixie Eckert     | 8   | Atlanta       |
| Annie Steinke    | 8   | Kentucky      |
| Velma Boreen     | 7   | Indianapolis  |
| Daren Gunn       | 7   | Cent Florida  |
| J. Burchardt     | 6   | SW Louisiana  |
| Sydney Davis     | 6   | Houston       |
| Dave Dusterberg  | 6   | Indianapolis  |

*There are 900 additional members with at least one referral.*

### REGION LEADERS

*(Category based on 2014 year end membership)*

| REGION                          | GROWTH |
|---------------------------------|--------|
| <b>Jumbo Regions (800+):</b>    |        |
| Oregon                          | 12.2%  |
| Milwaukee                       | 8.8%   |
| Florida                         | 8.3%   |
| <b>Large Regions (401-799):</b> |        |
| Indianapolis                    | 11.6%  |
| Finger Lakes                    | 11.0%  |
| Reno                            | 11.0%  |

### Medium Regions (200-400):

|                  |       |
|------------------|-------|
| Utah             | 14.6% |
| Western New York | 13.9% |
| Alabama          | 13.0% |

### Small Regions (<200):

|                   |       |
|-------------------|-------|
| Southern Illinois | 26.3% |
| Wiregrass         | 23.8% |
| Salina            | 23.7% |





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## FASTEST IN THE WEST

Bill Huth, Founder of Willow Springs International Motorsports Park, which is the oldest permanent road course in the United States, passed away on May 4, 2015. Huth built the racetrack in 1952, with the facility being used by many sanctioning bodies, including the SCCA. The family-owned facility will continue regular operation.



DE Baer

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**JOHN WALSH**

CHAIRMAN, SCCA  
BOARD OF DIRECTORS

## Anyone notice all the new stuff?

I've been asked about my own "plan" for a typical race weekend. "It's easy," I say. "In qualifying, I try to scare myself at least once a lap. In a race, I try to scare everyone else at least once a lap." I've gotten mixed reviews so far. Still plugging away, though.

Our Club members like "doing stuff," pushing boundaries and getting into uncharted waters. We don't have much "sit around and watch TV reruns" in our genes. Hell, the whole Club was founded on the idea of doing fast and scary stuff in cars. What puzzles me is that the same group of risk takers can turn reactionary when faced with something new or different. Well, I hope you're up for a little change.

Track Night in America has debuted and, from reports after four events, it's hitting the spots we hoped it would: time-challenged members and non-members, and those looking to sample our culture. I've heard cries of, "What? Why is the Club doing this?" But those comments are disappearing behind the smiles of happy participants.

Also new is Bracket Enduro. New England Region is about to host a Bracket Enduro under the Club Racing Experience rule set. It's a twist on an Australian pursuit race, mixed with a team enduro, mixed with maybe a licensing opportunity thrown in. No competition license is required, but you might just come out of the weekend with a license, if you so choose. Some Club traditionalists just can't get their heads around it, but that's OK, New England Region is doing it anyway.

Maybe these things are harbingers of the future, maybe not. What they do point out is that our Regions and the SCCA National Staff are not stuck in the past, and are willing to push the limits of traditional Club activities. If these kinds of things were discussed just a few short years ago, the response most likely would have been, "This is crazy talk!"

So, is there some "past" element here? Yeah. It is well documented in the SCCA archives. Unfortunately, those archives have not been available to the public, or even our members. That's changing, too. The International Motor Racing Research Center (IMRRC) in Watkins Glen is, as of early May, the new home of the Club's archive.

How immense is the archive? It took two tractor-trailer loads to move it from Indianapolis to Watkins Glen. Bits I saw while unloading boxes included driver licensing records from 1964, blueprints of the Dallas Grand Prix infield and pit layout, and Regional newsletters from every corner of the country. Ultimately, however, there's way more in archive than we currently know, and the SCCA Foundation is determined to sort it all out. But to do this, the Foundation needs a steady stream of funding to support the initial inventory and archival work, as well as money for technology supplies for local and remote access.

So what can you do to help the SCCA archive? The next issue of *SportsCar* will house an article revealing exactly that, as well as the work that the SCCA Foundation and the IMRRC face in preparing and sharing this amazing archive. 📍

## RallySprint Reintroduction

SCCA has announced the return of RallySprints. The return will see two formats of RallySprints; RallySprints 1 will be a longer RallyCross with the possibility of top speeds 5-10mph faster than the typical RallyCross, RallySprints 2 will be one or two stages of a stage rally site.

The SCCA RallyCross Board (RXB) has been working toward this day for almost three years. The RXB realized that there was an underserved group of competitors who were not willing to commit to competing in full stage rally but wanted a glimpse of it. The RXB is expecting to have the full RallySprints rules package available before the end of 2015, offering a full program in 2016. 📍



Dave Green

### SPRINTS

An expanded format for RallyCross will mark the return of RallySprints to SCCA competition.



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If you're looking for an easy way to get on track, or you know someone who is, SCCA's Track Night in America driven by Tire Rack is in full swing. The nationwide program offers weekday track events in street cars for a minimal cost. Head to [TrackNightInAmerica.com](http://TrackNightInAmerica.com) for an event near you.



Clark McInnis



## CLUB VIEW

**LISA NOBLE**

PRESIDENT AND CEO OF SCCA INC.

## Launch!

The Year of the New Program is launched! Two of our Club's newest programs have taken off in the last 30 days, there are two more pilots to be unveiled soon, and two of last year's pilots have expanded. They are no longer concepts! These are real events that we can invite friends, members, media, and partners to.

We already have pictures for advertising, stories to tell, and hundreds of people with their own experiences they can share. We are expanding our reach in new and exciting ways, and this new base of enthusiasts will be the future of both the SCCA and motorsports.

Track Night in America driven by Tire Rack (TNiA) is our 86-event, ambitious foray into introducing new enthusiasts into our sport. RallySprint is a pilot program supported by the forward-thinking New England Region with the goal of bridging the gap between RallyCross and Stage Rally.

New England Region (again!) and Kentucky Regions will break new ground in June with another pilot: Bracket Enduro. The race will give competitors the chance to team up with their friends to campaign a multi-driver car without the stringent GCR requirements to class a car. Bracket Enduro uses Club Racing Experience (CRE) rules and a philosophy borrowed from vintage racing, the 13/13 rule.

Indy Region, meanwhile, is stepping up to pilot our first Starting Line Track School in June. The Starting Line Track School will be the third of a suite of programs under the Starting Line flag. It is designed to be a program that a Region can host as part of a Club race or Time Trials weekend. Like the Solo and TNiA schools, the Track schools bring in professional instructors, a set curriculum, and a student package that includes membership, subscriptions, and the option to add a helmet.

Additionally, the Club Racing Experience and Classic American Muscle (CAM) were piloted



Rupert Berrington

### A NEW CHALLENGE

The Speedway Motors CAM Challenge gave the supplemental CAM Solo category a place to stretch its legs.

last year with a limited number of events.

As the CRE expands, it is intended to be a low risk "racing experience" for participants in an instructional environment where they can experience and learn about wheel-to-wheel racing in an easy to access format. Cars meet certain performance requirements, but don't necessarily adhere to all of the Club Racing GCR. The CRE is a separate run group with an SCCA Club Racing or SCCA Time Trials event, or as a standalone event.

Targeted participants for CRE based events are:

- Drivers who compete in other sanctioning body events but have not tried the SCCA.
- Vintage drivers.
- Non-SCCA licensed drivers who want to compete one or two times a year in a controlled environment.
- Current Solo, PDX, and Club Trials drivers looking for the next step.

- Novice drivers trying to gain more track time.
- Current drivers looking to reward support and crewmembers.
- Experienced drivers trying a new car or considering a purchase (with event permission).

CAM autocross events bring the SCCA and Speedway Motors together to create the Speedway Motors CAM Challenge, consisting of three standalone autocrosses held across the country, specifically for American muscle cars in 2015.

The competitions, operated by SCCA, are open to drivers of muscle cars from the 1960s to present day. The top driver in the CAM-T or CAM-S classes at each event will earn an invitation to the Goodguys AutoCross Finals on Nov. 20-21 in Scottsdale, Ariz. SCCA and Goodguys events run very similar rules for easy crossover.

Who are these people who want to come out and have fun with their cars? Here are some of the statistics and survey results we are seeing for the early Track Night in America events:

- Millennial participation: 44%
- Non-SCCA member participation: 57%
- Novice experience participation: 42%
- First time on track: 22%
- Respondents describe their experience as either "Pure Awesome" (63%) or "Mostly Awesome" (33%)
- 82% indicated intentions to return the following month
- 96% reported they would tell at least one friend

The early trend shows the participants are not our standard demographic. They are the target audience for these new programs, and some will be the new members who go on to support our Regions and core programs of road racing and autocross.

Wait a minute - you can participate as well! There is a lot of fun to be had from these events, and they are a part of your membership experience, too. I look forward to seeing you out there. This is the Club I want to belong to! 📍

### WHAT IS 13/13

Vintage racing's 13/13 rule is a very straightforward and stringent requirement that drivers behave while on track. If you have an incident, your license is put on probation for 13 months. If you have a second incident during that time, you are banned from competition for 13 months.



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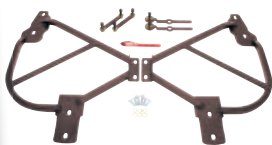
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## ANATOLY ARUTUNOFF

NORTHEAST OKLAHOMA REGION

SCCA MEMBER SINCE 1958

Anatoly Arutunoff is one of SCCA's living legends. Nearing his 60-year membership anniversary, Toly has raced worldwide, is responsible for the creation of Hallett Motor Racing Circuit, and claimed SCCA's H Production National Championship and President's Cup in 1981. In 2009, he published his entertaining book, *One Off: The Roads, the Races, the Automobiles of Toly Arutunoff*. We asked him what keeps him coming back for more...

**I** got a life membership when the price went up from \$100 to \$120 in late 1958 – thought I'd better jump in before it went up again. When I bought my Porsche Carrera Speedster GS (\$5,300, the normal Speedster was \$3,300), the dealer slid a piece of paper across the desk and said, 'Write another check for \$25.' As I was doing so – I was always deferent to authority, real or perceived – I asked what it was for. He told me it was for membership in the SCCA.

**I** 've always told inquisitive folks that it's the people the cars have brought that makes the Club"

I took the novice permit application (what does a yellow flag mean? what does a red flag mean?) to Mr. Dayton, who was fooling around with his Maseratis and Ferraris in a big garage on Admiral Blvd. in Tulsa, Okla. He said he didn't need to ride around with me (part of the novice license procedure) since he'd seen the way I whipped into his parking lot in the Carrera. He signed me off on the spot. Eventually, I made the first official lap of the Stuttgart, Ark., airport and that hoo-hah course at Lake Garnett.

I've always told inquisitive folks that it's the people the cars have brought that makes the Club; seeing people every several months at a race that would've been close friends if we lived, well, closer.

Now that you know that, watch for my next book, *Steering With Your Knees*."

IMAGE Michael Duval





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# On Track the Easy Way



Philip Tucker

**W**akeup call, people: If we don't change with the times, the SCCA will disappear. That's right, after 70 glorious years, it could easily happen. When I yearned to road race in the mid 1980s, SCCA was pretty much the only game in town. There were some vibrant local groups in parts of the country, but nothing else national. What about today? Look around us. Porsche Club racing is huge; NASA is a strong national presence; BMW Club; Ferrari Challenge; and that amazing new surge, Chump and LeMons \$500 car endurance races. Next, consider the huge numbers of driver's education track events, and we are just scratching that surface with our PDXs. Options, SCCA'ers - lots of them!

Our Club has to adapt, and the SCCA's President and CEO Lisa Noble is working with raised-in-the-Club personality Heyward

**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



Wagner and others to create an SCCA revival. At the MSX Expo and SCCA National Convention in Charlotte, N.C., earlier this year, Heyward outlined several striking new ideas for revving up the Club. A few old timers may shake their heads but, frankly, we need such creativity to survive, and we are the right people to bring them to reality.

Track Night in America driven by Tire Rack is already up and running, and it's aimed squarely at the legions of enthusiasts who love their cars but are not ready to dive headlong into the time and money commitments of Club Racing. It's a place in the SCCA for the many driving experience, point-by-track drivers who normally go elsewhere; a fertile field for finding new members. It's designed to be a hangout for car people and clubs as well, like Mustang, Evo, Miata, and Alfa. Like a cruise-in, but to a real track rather than a bar and grill.

I've been to two Track Nights so far, and what a great, casual, Tuesday evening car-and-driving time I had. Heyward, how about we get a portable dyno out there sometimes, too? Car shows, instructing, rookie introductions to high-performance driving, all in a low-risk, non-competitive environment, and - most importantly - easy access. Come on out. Free to hang out and talk cars, you don't have to be a member, but you may find that you'd like to be. It's an introduction, and it's easy. Invite your neighbor with the BMW.

A couple of years ago, SCCA's archivist Pete Hylton wrote about the beginnings of Showroom Stock (I love your stuff, Pete). It was called *The Success of a Really Bad Idea*. Oh, there was a battle in the Club. In the early

1970s, a rebel group of Board members wanted to create a class straight from the street. A new idea that seemed crazy to some. Dave Tallakson, the energetic Oscar Kovelevski, and my old friend Bob Henderson were persistent, and this category grew quickly and then branched out to become a major part of SCCA Club Racing. Why did it succeed? Because it was *easy*. I know that was my thought when I started. Build a real racecar? Really? What? How? Where? Intimidating. Put a roll bar in my Rabbit? Oh, yeah, I can do that, that's easy.

**"Track Night in America is brilliant. It's bite-sized. Accessible. One long afternoon, like a round of golf"**

Look back at the origins of this Club and you'll see drivers racing the cars they had and loved, with taped up headlights and folded down windshields. It was a return to the roots of the Club. Bad idea? Hardly! This was a great idea that opened the door to many more driving aficionados.

When I first heard of the 24 Hours of LeMons, I expected carnage. \$500 Craigslist specials with roll cages and worn out shocks. Drivers allowed to race with zero experience; just a short class on flags. No practice, no qualifying. Just buy the license and get on track. Crazy, I thought. They will all die in a massive pileup in Turn 1. What about the multi-day SCCA Driver's Schools? This really is a "really bad idea." Well, I went to a couple of their events, and guess what? No horrible disasters (well, some of the

cars were...). It was an offbeat, lowbrow car party. They didn't seem to crash any more than our own SCCA racers, even with a hundred junkers jamming the track. Less, I think, per driver per mile. Why? Because they are *careful*, that's why! The drivers are carefully watched and black flagged for scary driving, with instant embarrassing - and fun - consequences. Thousands of wannabe racers have made bucket-list dreams come true this way, because it is easy and fun and they can team up with buddies for the long races. It obviously works, and we at SCCA will benefit from tapping into the parts of this scene that work for us.

I believe Track Night in America is brilliant. It's bite-sized. Accessible. One long afternoon, like a round of golf. You don't have to miss the kid's soccer games or church on Sunday. It's easy. Anyone can do it, right now. Just what this Club needs. When I tried to race in the 1980s it seemed like such a giant leap just to get started. Track Night is a baby step; just a taste for new people, testing by dabbing a toe in the waters. And a fun evening at the wheel for regular g-force addicts like me.

Oh, and guess what? I will be at many of these events, hosting the Starting Line school for those wide-eyed adventurers about to bring fantasies to fruition, and maybe even more-practiced tracksters who want a fresh look at the fundamentals to continue to improve. I especially encourage those who've never had a professional school to come for the basic principles upon which all driving lies: weight management, where to look, and my MSX topic, "Fear: When It Hurts, When It Helps." 🍅

#### LIVING THE DREAM

SCCA's Track Night in America takes place on weekday evenings all across the U.S. The goal is to eliminate complexity and make racetracks accessible to everyone.



Clark McInnis



#### HALLOWED SHOP

Since 1960, Huffaker Engineering has been producing winning cars, be they Pro Racing, Club, or street restoration – and all are immaculate.

After a decade away, multi-time National Champion Joe Huffaker has jumped back into SCCA Club Racing with both feet

WORDS James Heine IMAGES Sean Rice

After a decade's absence, Joe Huffaker returned to SCCA Club Racing in true Huffaker fashion, winning the GT-Lite National Championship title and finishing second in F Production at the 2014 National Championship Runoffs. He accomplished the feat in British cars that have long been associated with his family and the firm that bears the family name, and he enjoyed his season so much that he's back for more.

The GTL title in his familiar tube-frame, rear-wheel-drive Mini was the ninth National Championship for Huffaker, moving him to fourth on the list of all-time career Runoffs winners. Also, it added weight to a Huffaker Engineering shelf already jammed with championship awards, not only from Club Racing (some three dozen altogether when you include customer titles), but also from Trans Am (1982, Pontiac Firebird; 2000, Qvale Mangusta; 2002, ACS Express Racing Panoz Esperante, all with Huffaker engines), World Challenge (2009, ACS Express Racing Ford Mustang with Huffaker engines), plus Sebring (1989, two class wins) – you get the idea. Huffaker Engineering sports an impressive resume when it comes to engine building, fabrication, setup, and prep across a variety of racing series.





(NOT YOUR) AVERAGE

JOE



Founded by his father - also a Joe Huffaker, now 88 and retired from the business - Huffaker Engineering has been a mainstay in SCCA competition as well as in other motorsports venues, including the Indianapolis 500, since 1960, although the senior Huffaker was modifying cars for himself and his friends already in the early 1950s, after he moved from Terre Haute, Ind., to northern California.

"He is a natural genius and very gifted with anything to do with cars and engines," Huffaker says about his father's mechanical and engineering skills. "He was a car guy as a kid, always tinkering with motors and making scooters with electric motors, or even gas motors, in Indiana, and just messing around."

Once established in California, the senior Huffaker quickly became acquainted with the Pacific Coast hot rod scene and began building hot rods and motors for people out of his garage while he worked for the catalog and retail giant Montgomery Ward.

"He was, I think, a Ward's maintenance guy for washing machines and a Ward's service guy," Huffaker recalls. "In the evenings, he would participate in all this hot rod stuff."

In 1954, adds Huffaker, his father acquired a mangled Austin-Healey 100, repaired it, and prepped it for racing, and

**“He was a car guy as a kid, always tinkering with motors and making scooters”**

**JOE HUFFAKER**

with a friend, Mickey Marsten, began racing up and down the Pacific Coast with the SCCA, winning nearly everywhere they appeared. Their success brought Huffaker to the attention of sports car legend Kjell Qvale, who recruited him for his racing business.

"And that's how he got started," Huffaker says.

Today, Huffaker Engineering, with its headquarters at Sonoma Raceway in Sonoma, Calif., employs "between six and seven really good people" and offers customers a full range of shop and track services, from engine building, fabrication, and chassis setup to coaching, transportation, and arrive and drive support - and nearly everything in between.

"We're a prep shop," Huffaker explains.

"We're a full-on engine provider for all kinds of racing. We have a dyno facility, so everything's in-house, including chassis design and implementation from start to finish."

Also, the company has moved into



### HUFFAKER POWER

Huffaker engines have powered everything from Club Racing and vintage cars to Trans Am, World Challenge, and endurance winners.



### HOW MANY JOE HUFFAKERS ARE THERE?

Huffaker Engineering has a great motorsports reputation. It also has, as many people know, a lot of Joes. "There are five altogether, and four exist," says Huffaker, "which is pretty cool."

"All our middle names are different. I was actually 'Little Joe' for the longest time, until I became 6-foot-6, but it still stuck for the people back in the early days."

So how do you differentiate? "It's tough," Huffaker admits. "My grandpa was Joe Fred. My dad is Joe W., I'm Joe E., my son is Joe T., and now we have a grandson, another Joe T."

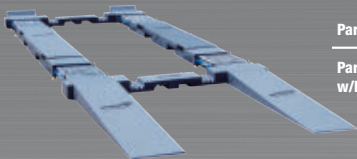


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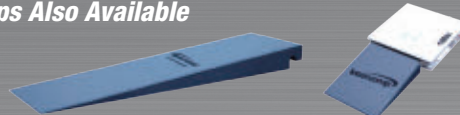


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## FEATURE

the restoration business, Huffaker adds. "Funny enough, they're a lot of the cars I first touched when I came to work here in 1974 - the Jensen-Healeys, the Jags, the Triumphs, and all the MGs. We're restoring all those cars that other people now own. And they keep them in our stable. We must have 20 cars here that are continually rotating around the coast or being prepared for specific events."

To what does Huffaker attribute his company's success? "That's a good question," he replies. "I think, obviously, it's surrounding yourself with really good guys. My dad was very good at that. It's having good talent, having people who understand the vision and the end product. That product has to be something that's going to work, and work properly."

For himself, he learned everything he knows from his dad, Huffaker adds. "He was the best teacher ever. He was a natural at it. I had to work at learning how to do it. But I understand it, and that's a big part of it."

Huffaker says he backed away from the Runoffs a decade ago because, in conversations with fellow Mini driver Doug Peterson, he and Peterson came to the

"This time it was more of a social approach. It was really a lot of fun"

**JOE HUFFAKER**



same conclusion: They had accomplished everything they wanted to do. Looking back, he adds, it was a good path to take, because it allowed him to focus on Huffaker Engineering's business, which has grown considerably since 2004.

However, "Once I heard that the Runoffs were going to be at Laguna, I couldn't believe it," Huffaker explains. "I called all of the old guard I knew - Tom Tuttle, Pat Casey, Bruce Qvale - all the guys who had been there and done this in the day. We all wanted



### VERSATILITY

A well-equipped shop (LEFT) means the Huffaker crew can handle all types of tasks, and service a variety of race machinery (ABOVE). And yes, that is a Mazda Miata on the lift in a shop that made its name modifying British cars.





to do the [Mazda Raceway] Laguna Seca Runoffs. So we worked hard at it, and as a group, we had a ball. It was just so much fun. It was very different than 13 years ago when I was totally drilled into the idea that I was going to win the Runoffs. This time it was more of a social approach. It was really a lot of fun."

In looking at the sport today, there is a lot to be optimistic about, Huffaker adds, in both SCCA and vintage racing. Both venues seem to be growing and moving in the right

direction. Part of that growth might be due to an improving economy, but moves by the SCCA and, in vintage, by the SVRA, are playing a role also, he believes.

"If you look at the Majors formula, it's pretty good," he says. "[The SCCA] has done a good job of mixing it up and making it so that it's enjoyable - putting incentive packages in here and there, and throwing them in the middle of the season, and adding a little flavor to it, it's pretty good."

In vintage, SVRA has hit upon a sustainable

formula also, Huffaker believes. "They're allowing it to be pretty competitive, where it's not just a parade. That's why I like the SCCA so much. It's serious. When you're on the racetrack, guys don't want to give you any room, and you've got to make the room. It's not contact I'm talking about, it's outthinking. It's a mental game. Vintage, with SVRA, is becoming that way, especially at the big primary races - COTA and Brickyard."

Recently, Huffaker adds, racing organizations are becoming more people

oriented. "Before you had to kind of fight your way, even in the paddock, to be heard or seen. Now [the organizers] come over and want to know how it's going. If you have a complaint, they want it. They want to know how to work it for the next weekend. And they implement it right away, which is really quite good."

**"They go out of their way trying to make it so it's something you want to do"**  
**JOE HUFFAKER**

At the Runoffs, Huffaker says, he came away impressed with the SCCA staff organizing and managing the event. "Topeka has a great staff. And, as far as the Western Conference goes, dealing with R.J. Gordy and the group that he's got under him, it's just been wonderful. They go out of their way trying to make it so it's something you want to do."

Which brings up this year's Runoffs at Daytona. "I'm 50-50; I'm on the fence,"

Huffaker says about attending. "I'm definitely gathering all the points I can. We're loading the trailer right now with my car and three other customer cars. I'm trying really hard to talk everybody into going, but I think it will have to be as a group."

Still, he says, the thought of racing his Midget at Daytona is appealing, even if Daytona might not be a Midget kind of track. "I think I'd like to disprove that. I'm working on the Midget as hard as I can, because I was a little embarrassed at second place at the Runoffs; so it's faster than ever. I just set a new track record at Thunder Hill. The car's better than ever, and I wish it was at this level for the [2014] Runoffs, which it wasn't."

Whether he makes it to Daytona or not, the outlook is bright for Huffaker Engineering. "The status of racing is good. It's growing. I can tell," Huffaker explains. "In the shop, I have the feeling that even next year it's going to grow."

"My calendar is busier than it's ever been," he says. "We have a calendar full of races." That's just the way he likes it. 🟡



## HOUSE OF CARS

(ABOVE) Huffaker has a constant rotation of beautifully prepped cars going to and from events around the country. (BELOW) The championship-winning Huffaker GT-Lite rear-drive Mini is almost a bigger legend than its creator – who basically sits in the back seat while racing.







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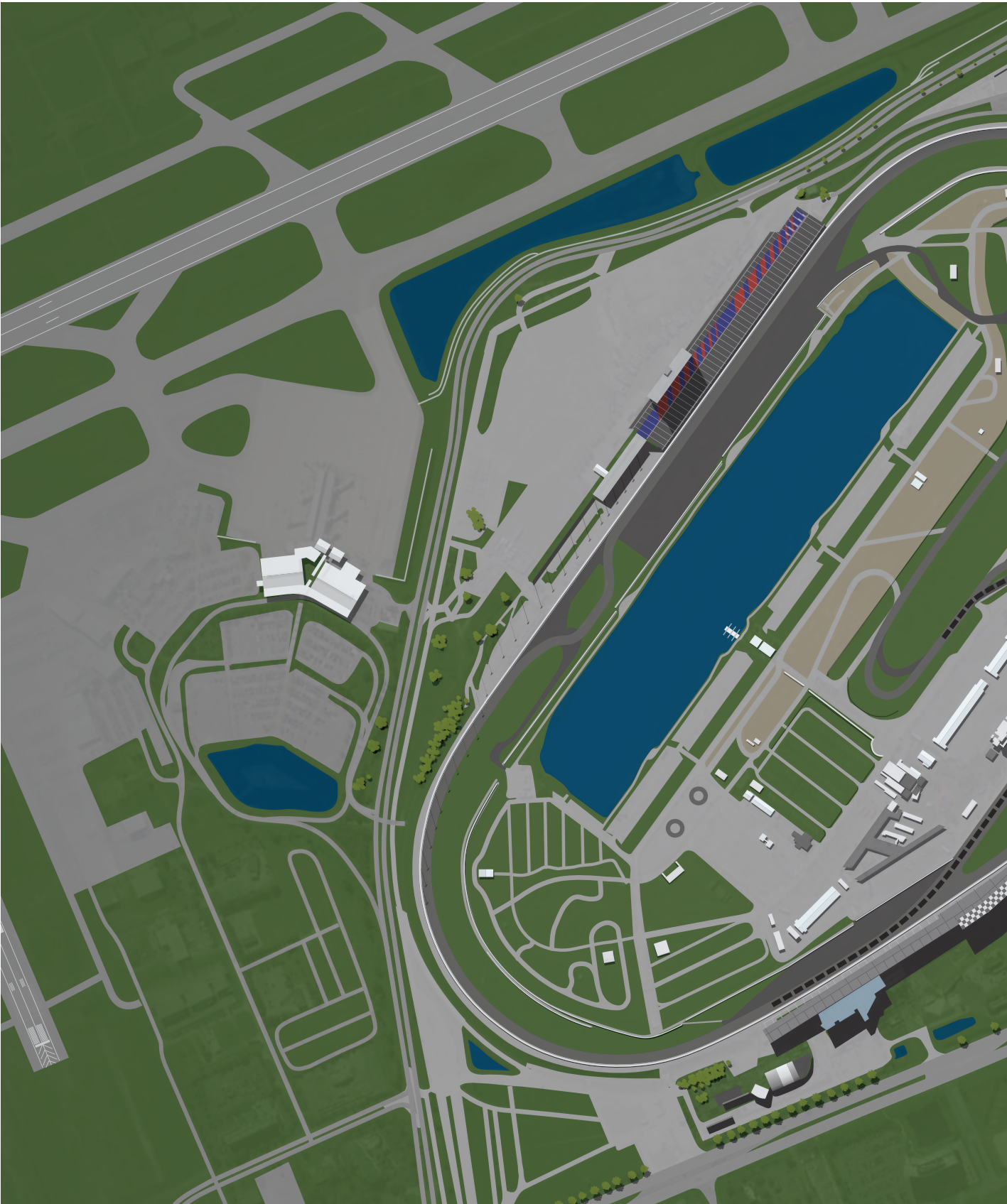
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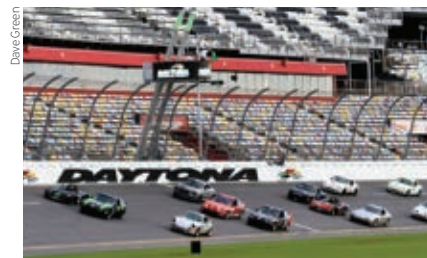
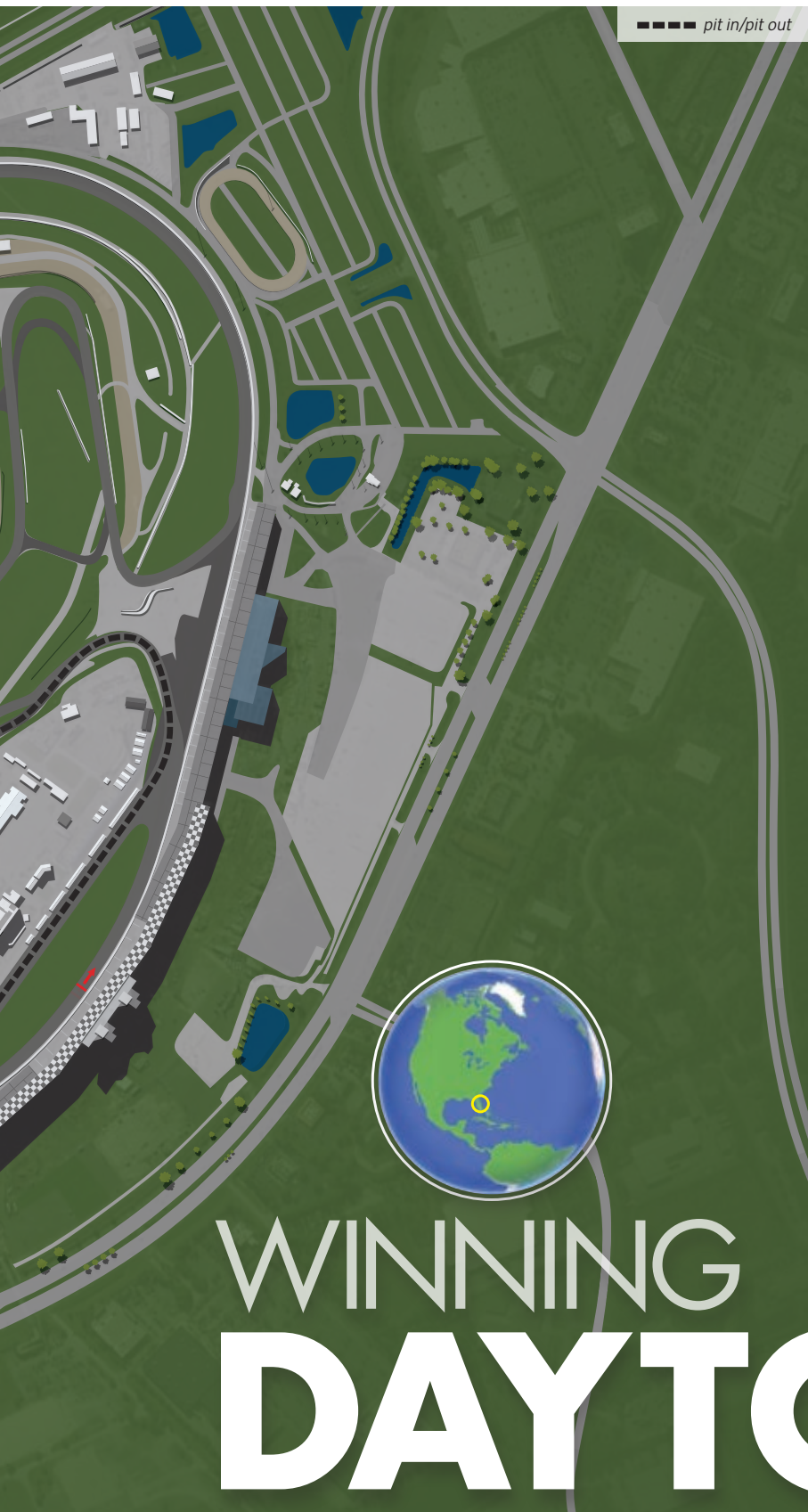
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#### HOMEcoming

The returns to the legendary Daytona International Speedway for the 2015 Runoffs will undoubtedly see record entry numbers.

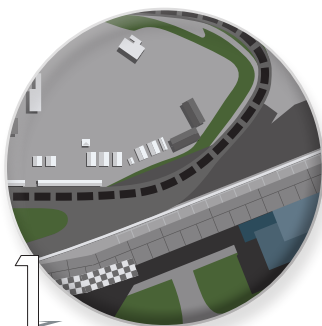
With the 2015 SCCA Runoffs hitting the world famous Daytona International Speedway this September, it's time you got the lowdown on how to win

**WORDS** Jeff Zurschmeide – with gobs of help from Randy Pobst, Doug Peterson, Shea Holbrooke, John Dean, and Tom Long

Daytona International Speedway is one of North America's legendary racetracks. As the site of the Rolex 24 Hours of Daytona, this track's road racing bona fides are as good as its stock car racing credentials. This September, Daytona will host the SCCA National Championship Runoffs for the first time since 1969.

While some SCCA competitors have experience at this track, the majority who will make the trek to the Runoffs will never have turned a wheel there. Consequently, we asked some of the most experienced Daytona shoes in SCCA to give us the inside line on what makes a hot lap and what will put you into those famous walls.

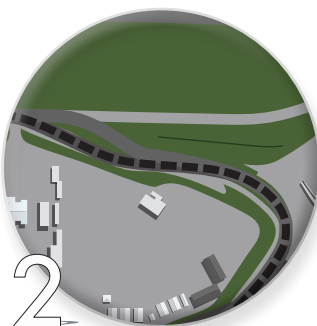
Few have more experience with racing at Daytona than Randy Pobst, who has won the Rolex 24 at Daytona twice. Tom Long agreed to comment based on his experience at Daytona ranging from Spec Miata to Mazda prototypes. We also spoke to winning GT-1 and Formula Mazda driver Doug Peterson, Shea Holbrook from Pirelli World Challenge, and John Dean, who has both closed- and open-wheel experience at Daytona stretching back to his days as a Skip Barber instructor.



### TURN 1 THE FISHHOOK

"Turn 1 is a long, decreasing radius corner," explains Pobst. "As you come in, you're at your highest speed, but most of the infield is pretty slow, so braking is very important. Your brakes will generate a lot of heat, but they'll have a lot of time to cool on the straightaways. You can brake harder at the beginning, but continue to brake all around the corner. You are forced to trail brake. You should apex close to the tire stack that protects the end of the wall."

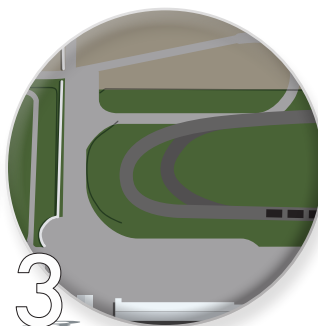
"It happens so fast," says Dean. "It's very easy to be slow with the eyes and slow brain and not get the car in tight enough. If you go wide, the car's not responsive. If you were to look at the pavement there, you'd notice an odd crown that makes the corner off-camber to the right side of the track. You have to protect the inside, because the inside is so much faster. You can't let someone inside there."



### TURN 2 RIGHT-LEFT

"This turn is flat-out if taken properly," says Long. "You have to be tidy with your steering because it is a quick little right-left jaunt. What you want to do is leave a little bit of width at the exit of Turn 1, so you can turn right through the little chicane."

"You can do Turn 2 flat-out in anything I've ever driven, but it's very tricky in traffic. It's risky to go through there side by side. Only do that with someone you trust," Pobst cautions.



### TURN 3 EAST OR INTERNATIONAL HORSESHOE

"This is a really good corner for making passes," says Dean. "I like an early turn-in and I like to hug the inside. Exit speed is crucial because the next turn is flat."

"You can be very aggressive in the braking zone," Long claims. "Typically, people brake early on the left side, so it's a great passing opportunity on the inside."

"You need patience," Pobst counsels. "People have ruined their lives by trying to accelerate too soon in Turn 3. You need speed maintenance."

## SURVIVING DAYTONA AND WINNING YOUR RACE

All of our experts had at least one tip for surviving Daytona – and winning.

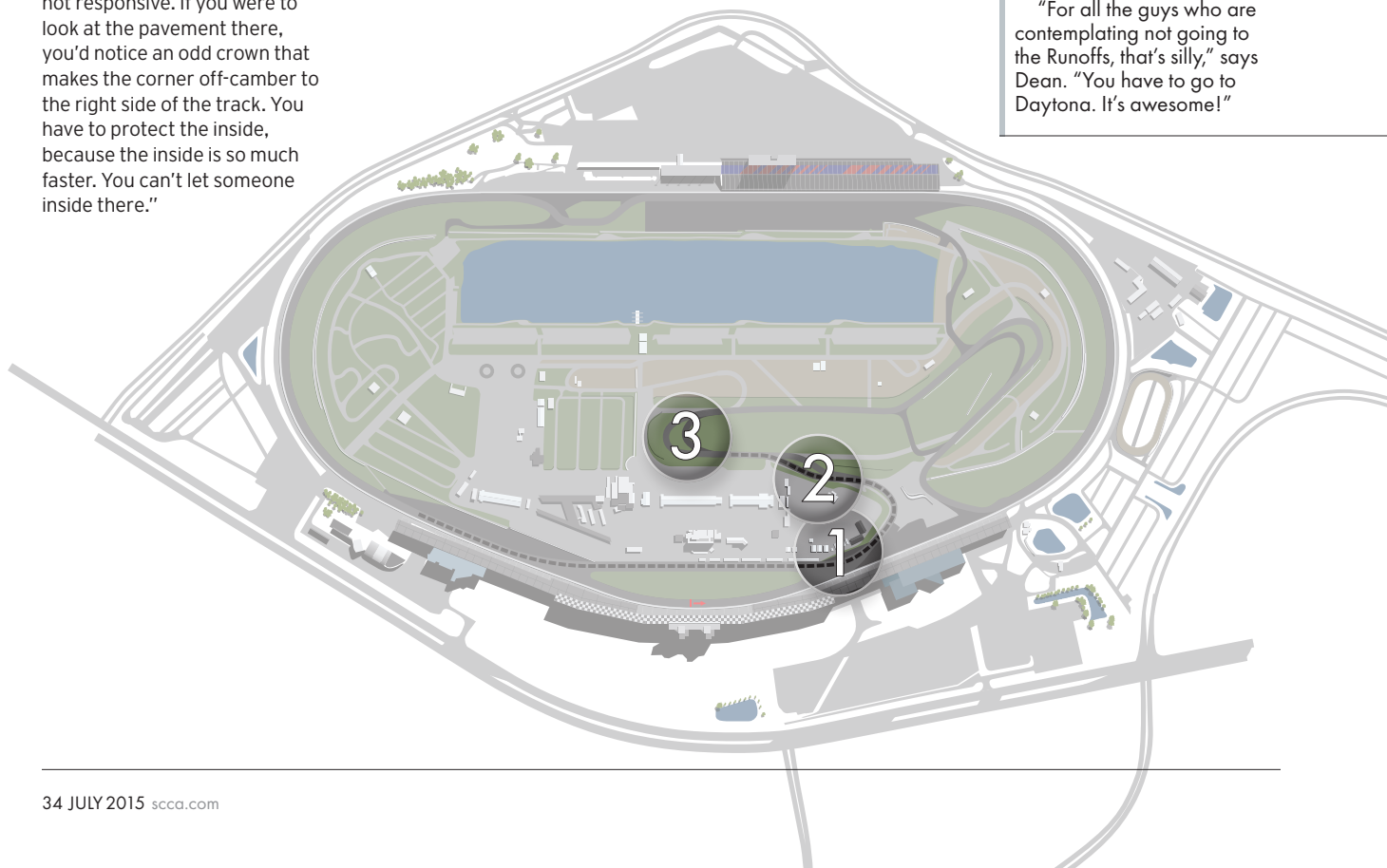
"The track is a little intimidating," Peterson says. "You just have to be careful."

"There's always going to be one corner where you're going to have to compromise," Holbrook says. "Identify that corner, but go big on any corner that leads onto a straightaway."

"In the classes where you can change gearing, you're going to want to go toward the higher end," Long advises. "Folks who haven't been to Daytona will see speeds greater than at Road America, for longer amounts of time."

"Both at the Bus Stop and in Turn 1, it's important to brake for a while before you downshift," Pobst insists. "If you brake and downshift simultaneously, you may very well over-rev your motor and destroy it. And, finally, in a close race, do not be first out of the Bus Stop on the last lap – you're a sitting duck!"

"For all the guys who are contemplating not going to the Runoffs, that's silly," says Dean. "You have to go to Daytona. It's awesome!"





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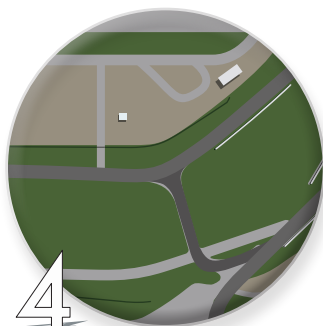
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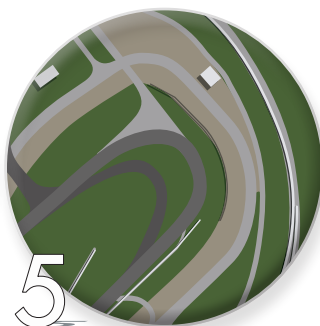


#### TURN 4 THE DOG LEG

"The second most common place to have an incident is here," Dean asserts. "If you track out too far to the right, you get on the grass and the car hooks and shoots across track to the left, where there's an unforgiving wall."

"It's pretty scary," says Peterson. "By the time you get there you're carrying a lot of speed. Cars with downforce might be flat, but it's not flat by any means in a Trans-Am car - it's a little spooky."

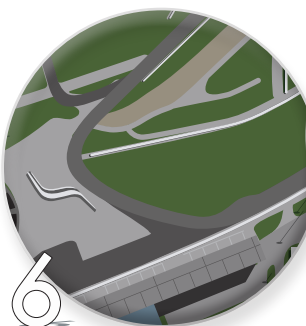
"You need high-speed balance in Turn 4," Pobst notes. "There's a bit of a bump at the apex to make it interesting. This corner is what separates winners from losers."



#### TURN 5 WEST HORSESHOE

"You're coming with a much higher speed than the first horseshoe, and the entry is much wider," Long teaches. "It's critical to get set up just left of center. The road starts to turn before you release the brake, so the actual corner starts a lot earlier, and the radius is a lot different than the first horseshoe."

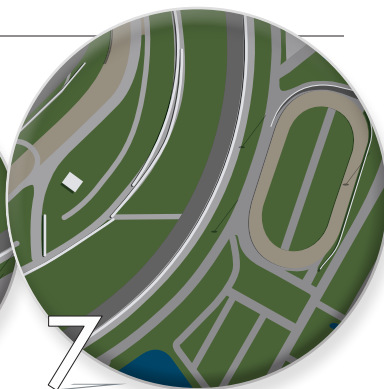
Pobst insists, "This is not a horseshoe! Turn 5 is a church steeple. You have a long, gentle entry and it's tight in the middle. This is another great place to trail brake. Stay on that yellow curb until it ends, then roll on the power."



#### TURN 6 BACK TO THE SPEEDWAY

"Turn 6 can be so frustrating because it's a narrow road coming in and a wide exit," Dean asserts. "You'll see all sorts of lines there, but it's all about exit speed. But if you turn in early and exit wide, the track crowds off and you can't put power down. I try for a mid-track exit."

"Your car has to be good at putting down power," Pobst says. "It's a real challenge later in the race because your car is lighter and your tires are hot. The corner requires a late, sharp turn-in to a late apex. Then roll the power on and keep turning and opening up. You're heading for the banking and that will catch you."



#### TURN 7 ON THE HIGH BANKING AND BACK STRAIGHT

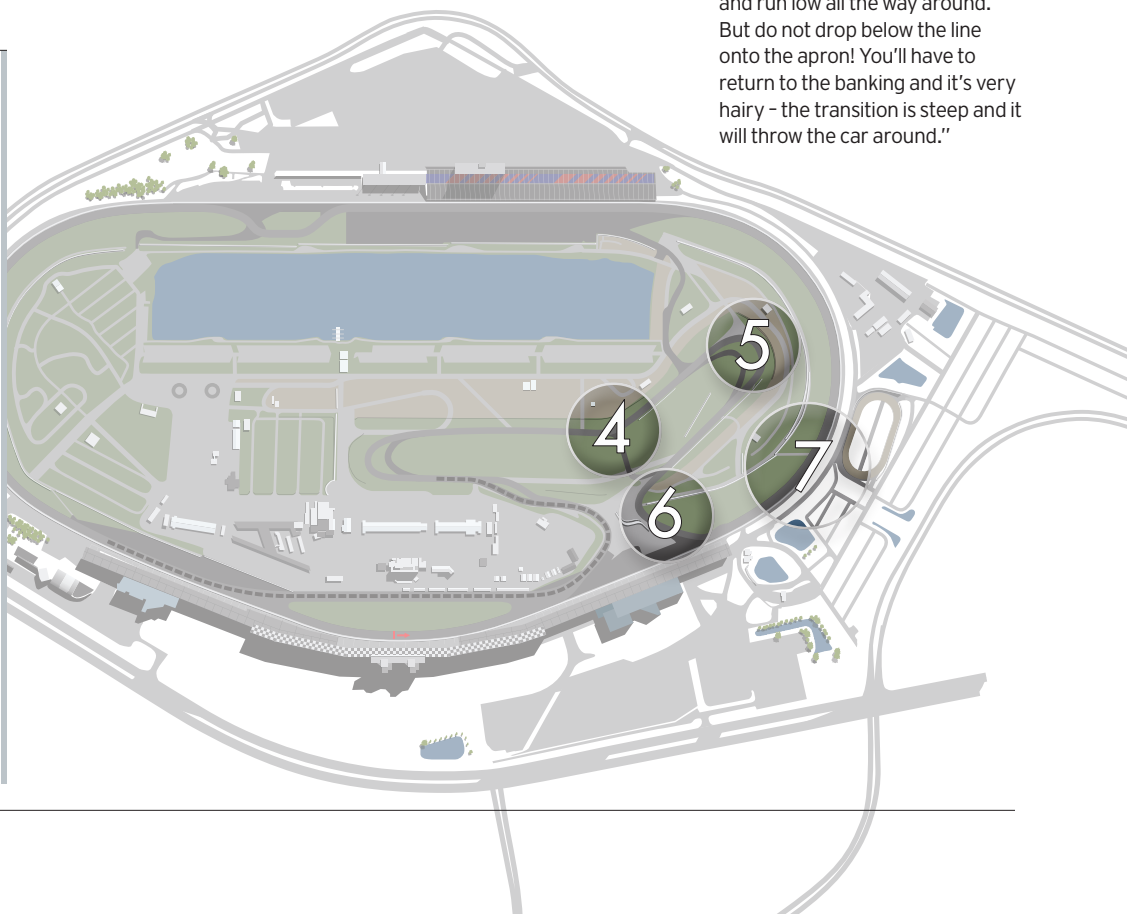
"I like being the guy on the high side," Dean says. "It feels like you're looking straight down on the guy underneath. But there are a lot of different ideas. The high side is three stories above the low side, and you have to drive up three stories, but you also get to drive down three stories. I may run high one lap, and I may run low the next lap. In a slow car, I always pick the shorter distance. It depends on who's around you and what you're trying to accomplish."

Pobst advises, "In a powerful car, your momentum will carry you up the banking. In less powerful cars, stay low in the bottom line and run low all the way around. But do not drop below the line onto the apron! You'll have to return to the banking and it's very hairy - the transition is steep and it will throw the car around."

### MEET DAYTONA INTERNATIONAL SPEEDWAY

The road course at Daytona is 3.56 miles long, comprising 12 turns - although some of those "turns" are taken flat-out at redline in top gear. The infield road course is 30 to 50 feet wide, and the tri-oval is 40 feet wide, with a 12- to 30-foot apron at the inside. The banking at the top of the tri-oval corners is set at 31 degrees, and the banking at the start/finish line is 18 degrees.

To put that banking into driving terms, 31 degrees is a 60-percent grade, and 18 degrees is still a 32-percent grade. By comparison, the maximum grade allowed on the Interstate Highway system is seven percent. Says Dean: "The first time you come in, it's unbelievable looking at the banking. It looks like a wall."





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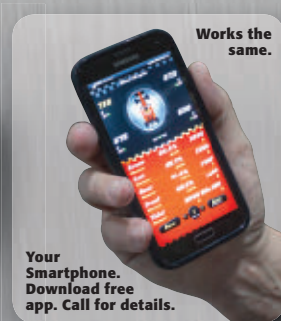
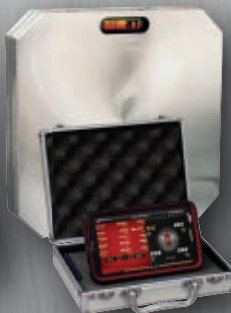
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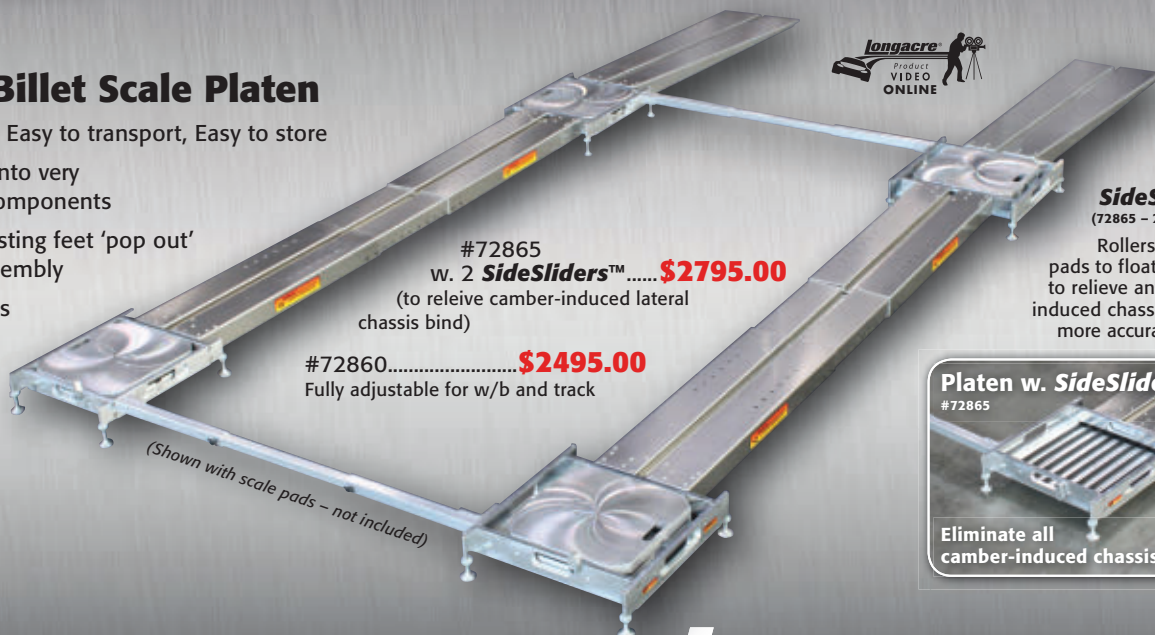


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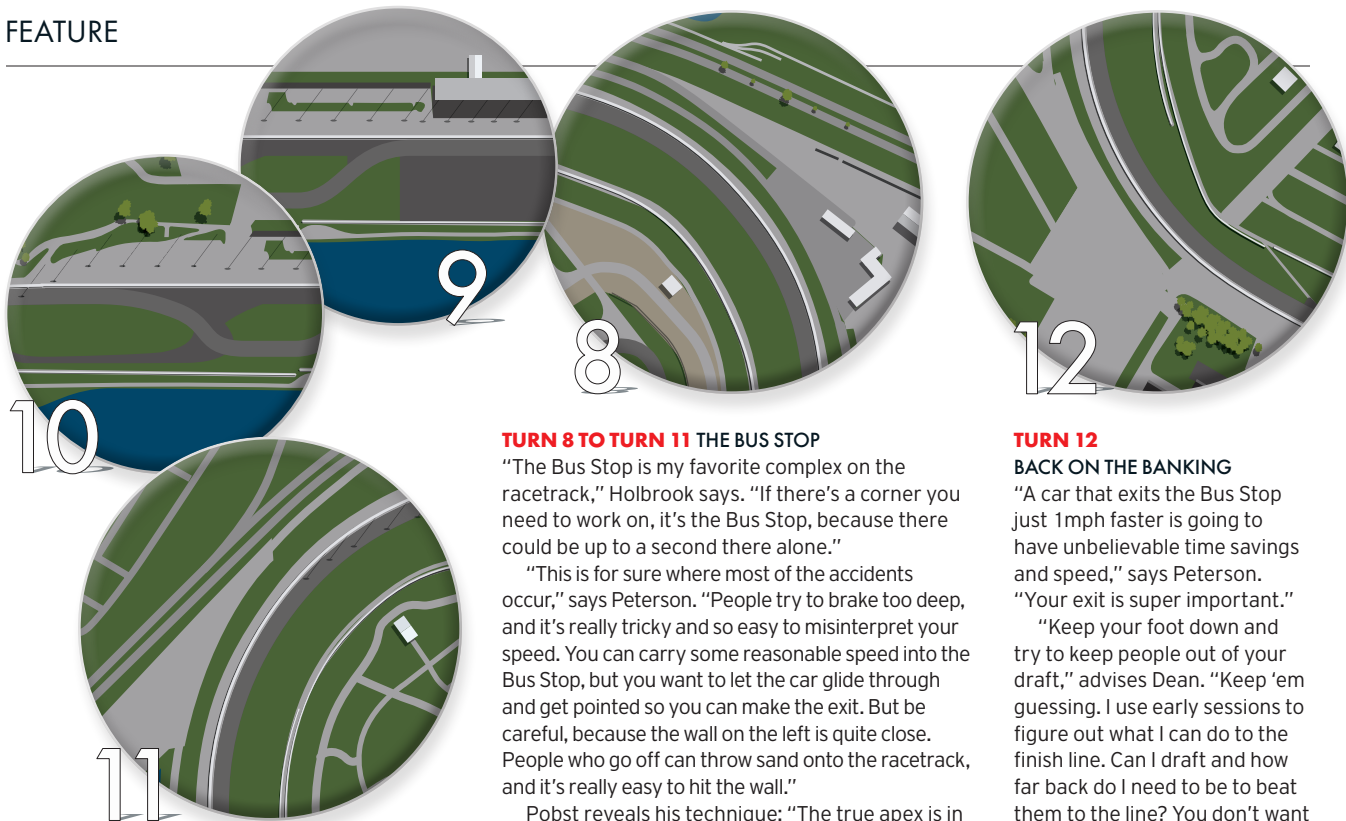
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**RANDY'S SECRET**

"Here's my best speed secret: when you get to Turn 12, do not track out," says Pobst. "Stay on the yellow line and do not track out unless you have a GT1 car. A good overall strategy is never to track out all the way at Daytona."

**TURN 8 TO TURN 11 THE BUS STOP**

"The Bus Stop is my favorite complex on the racetrack," Holbrook says. "If there's a corner you need to work on, it's the Bus Stop, because there could be up to a second there alone."

"This is for sure where most of the accidents occur," says Peterson. "People try to brake too deep, and it's really tricky and so easy to misinterpret your speed. You can carry some reasonable speed into the Bus Stop, but you want to let the car glide through and get pointed so you can make the exit. But be careful, because the wall on the left is quite close. People who go off can throw sand onto the racetrack, and it's really easy to hit the wall."

Pobst reveals his technique: "The true apex is in the middle of the road halfway through the corner. I finish my braking just before the curbing on the entrance in order to be a little more balanced with my weight as I do the left-right on the way in. Go to the middle of the road in the middle of the Bus Stop. About one car width or more off the inside - that's where you rotate the car."

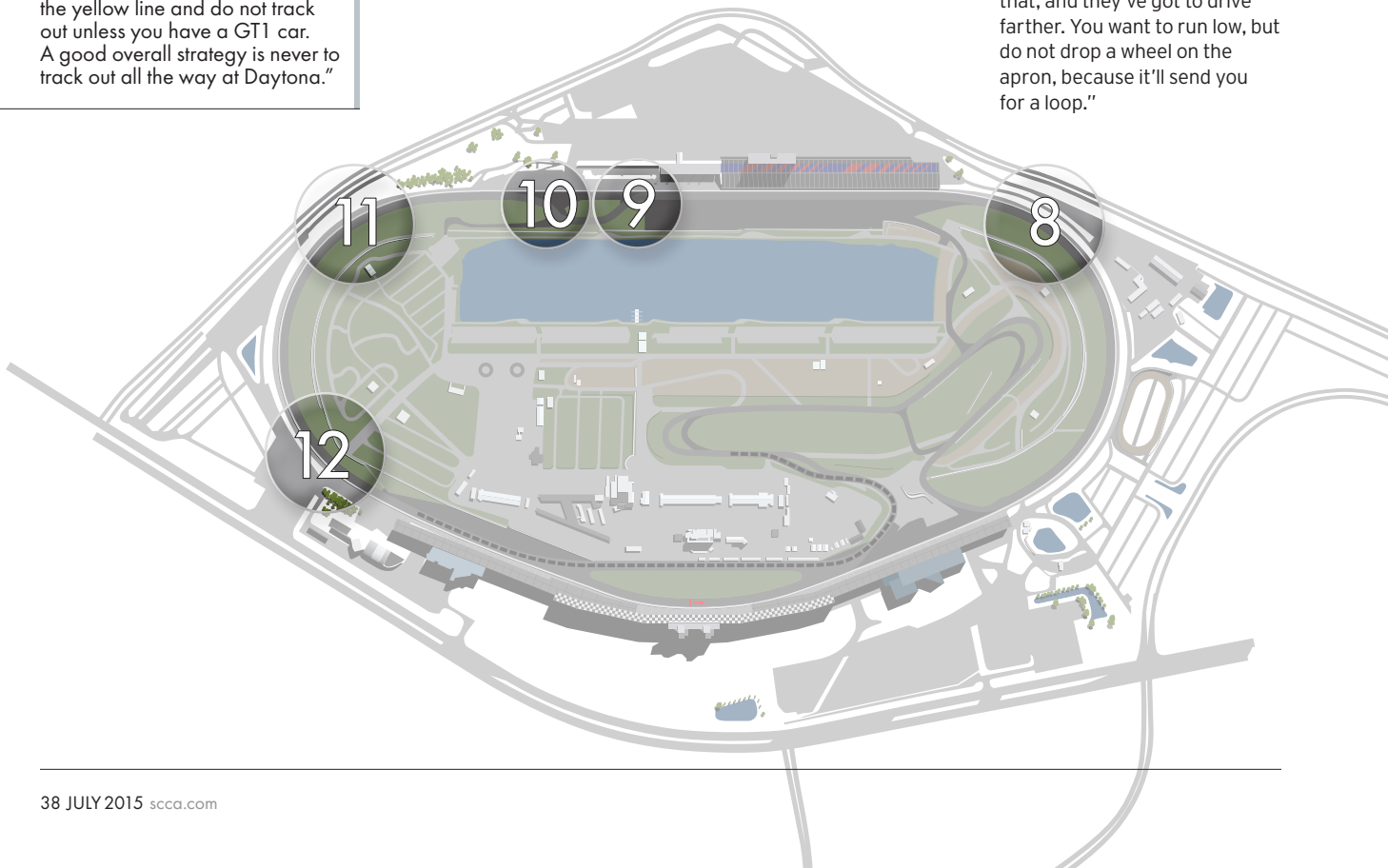
**TURN 12**

**BACK ON THE BANKING**

"A car that exits the Bus Stop just 1mph faster is going to have unbelievable time savings and speed," says Peterson. "Your exit is super important."

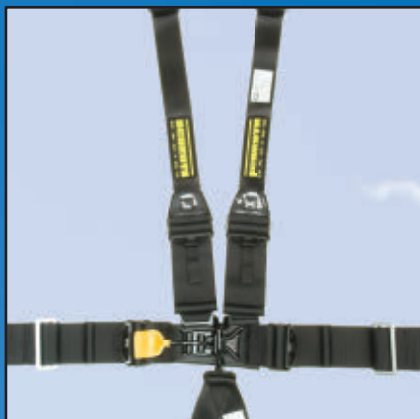
"Keep your foot down and try to keep people out of your draft," advises Dean. "Keep 'em guessing. I use early sessions to figure out what I can do to the finish line. Can I draft and how far back do I need to be to beat them to the line? You don't want to be too close or pass too early, or they'll pass you back before the line."

"Stay low," says Pobst. "If someone's going to draft past you, make them go high. They have to go up the banking to do that, and they've got to drive farther. You want to run low, but do not drop a wheel on the apron, because it'll send you for a loop."





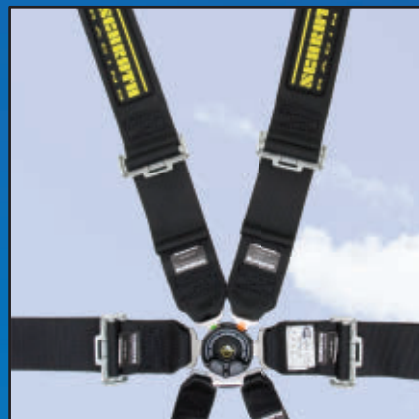
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# ROLL MODEL

From the cage to the seat and fire system, the installation of safety equipment in a competition car is as important as the equipment itself

WORDS Jason Isley MAIN IMAGE Richard Dole

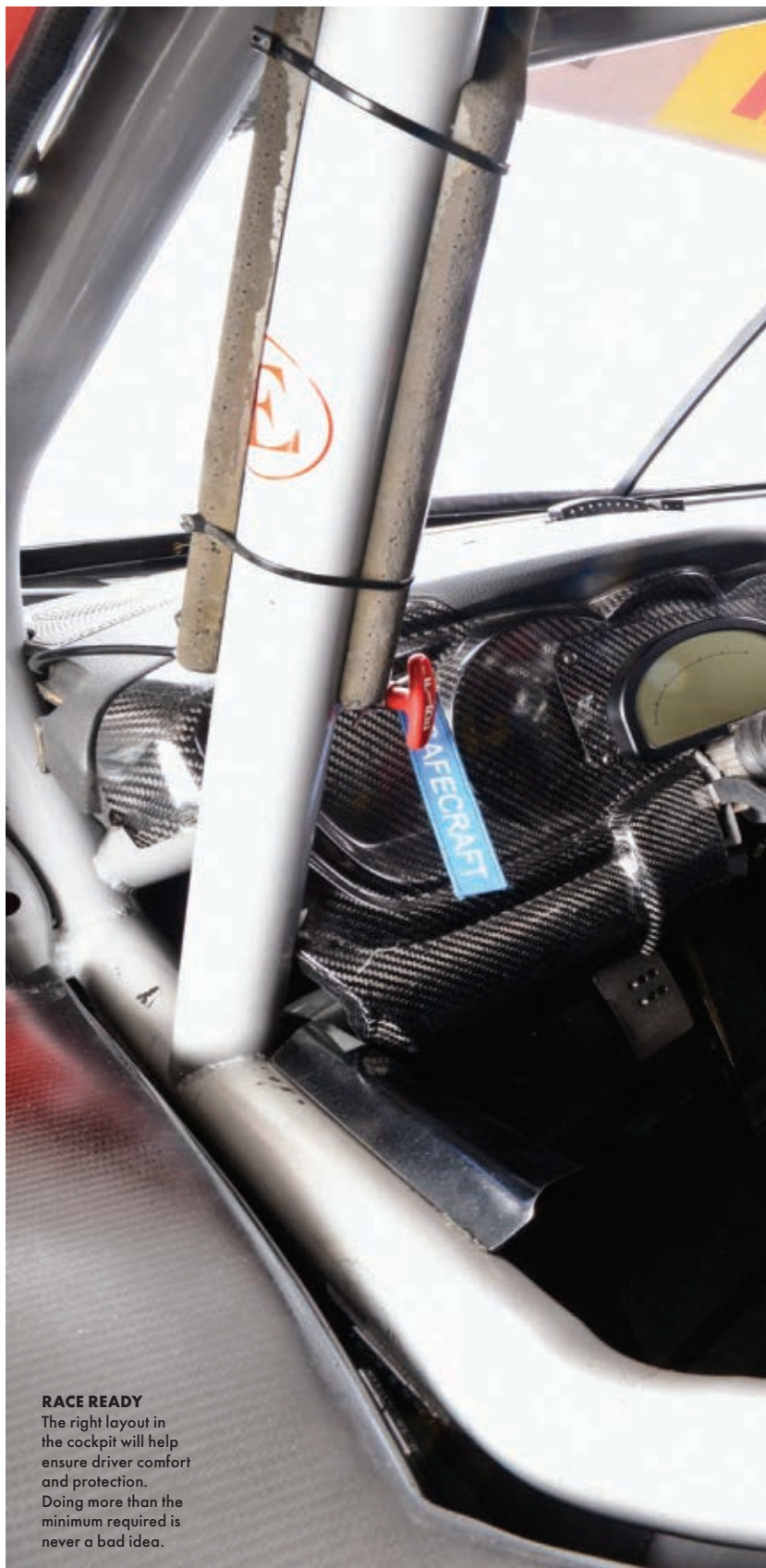
Safety equipment typically falls into one of two categories: the equipment you wear, and the equipment you install in the car. When it comes to outfitting the driver, it's usually pretty easy: Make sure the items fit you properly and they have the proper rating stamps. Outfitting your car, on the other hand, features an entirely different level of complexity: installation.

Items like the roll cage are not things the beginner should tackle. Other items, like race seats and harnesses, can easily be installed with hand tools. Regardless of who installs it, you need to consult SCCA's competition rulebook and the manufacturer's recommendations.

All too often mistakes are made during the installation process that could result in injury in the event of an incident. So, when it comes to in-car safety, don't be afraid to do more than the minimum required. The rules typically specify a minimum; so going beyond might buy you an added margin of safety.

From PDX to Solo to RallyCross and Club Racing, a roll cage or roll bar may be a requirement for your car, and this area is likely the most controversial. While Club Racing's GCR gives specific guidelines for tubing size, attachment points, and general design guidelines, every builder seems to have their own take on what is best.

The roll structure is also one of the areas that is the most diverse in cost, from a few hundred dollars for a bolt-in roll bar to thousands of dollars for a custom-welded cage. For many classes, a pre-fabbed bolt-in roll structure will meet the requirements of the rules and provide an adequate level of safety. The advantage to the custom-built, welded roll structure is fit, for both the car and driver. A bolt-in unit is often designed to fit a road going car that may still have interior, potentially resulting in a smaller safety zone for the driver. A custom-built cage will fit closer to the interior body structure of the car, distancing the driver from the unforgiving tubing.



## RACE READY

The right layout in the cockpit will help ensure driver comfort and protection. Doing more than the minimum required is never a bad idea.







PHILIP REYES

## BUCKLE UP

(MAIN) The race harness may be one of the most important pieces of equipment in a competition car, and they come in many different configurations and budgets. As the prices go up, the quality of the hardware generally improves, as does the ease of use. (TOP RIGHT) The most common error seen at the track involves the incorrect wrapping of belts. Follow the manufacturer's directions closely or your belts could slip.

When it comes to sourcing a custom cage, you must have a competent welder and fabricator doing the work - this is, after all, your life at stake. Poor welds or improper installation can also result in the car not making it past tech and onto the track.

If you are shopping for a cage builder, some legwork can pay off, visit the track and look at other cars similar to yours, then see which design fits you best and ask other drivers for their experience with the builder they used.

A good cage fabricator can give you a rules-legal, safe design, with ample room for driver comfort, and a stiffer chassis that results in better suspension performance. Make sure to add padding to any parts of the cage your helmet or body may come in contact with - the GCR requires one-inch padding, and recommends using SFI or FIA approved products. Once again, exceeding the minimum requirement is always advisable.

If your car has a roll cage or bar, chances are you probably also have a race seat and, in Club Racing, they're required. Race seats come in many shapes

and sizes, made from a variety materials and sold in a range of colors. By sheer volume, the fiberglass shell FIA seat is the most common.

Reasonably priced and available from most every seat manufacturer, these can be found in every discipline of SCCA amateur competition. The Kevlar and carbon fiber FIA seats are a little less common simply because of cost, but they offer a stronger shell and added safety. Aluminum shell seats are also popular due in part to their price point and flexibility of installation - you can literally bolt these to the floor, which is a handy feature for compact cars or taller drivers.

Like with all safety items, seats are a place you should go with the highest level you feel safe using. "I was in a car with a fiberglass seat that failed; a light bulb went on and I realized no one should be in one of

**"Forgetting the final wrap to lock the shoulder belts in place is the biggest mistake we see at the track"**

**JEFF PAULK**

these," says Chad DiMarco of safety equipment supplier Sube Sports. "You should sit in the minimum of Kevlar, if not carbon fiber. The whole idea is for the seat to properly position your body when you absorb energy. Aluminum seats transfer energy. As soon as you back-brace a seat, it has no room to absorb energy...the occupant is going to see instant energy."

Seat mounting is also drastically important. "Per FIA rules, the seat has to be mounted with the side mounts it was tested with," says DiMarco. "The seat will only be as ridged as the mount it is put on. The seat is one half of the restraint system of the car; if the seat fails, we have a catastrophic event in the accident."

"The seat should be non-adjustable, it should be bolted directly into the four holes in the floor that have been load tested by the manufacturer in a production car," DiMarco continues. "In a proper racecar we run crossbars attaching to the tunnel and the side rail, which are welded in. The side mounts are mounted to those tubes."

Seat fitment is not just about comfort; it's also about safety. "The criterion for seat fitment is



hipbone,” says DiMarco. “In other words, your weight doesn’t really matter, it’s how wide your hipbones are from side to side. Most people are within 15 or 16 inches – 99 percent of people will fit in that range.

“With lateral g-force you are going to decrease your hipbone width by an inch, so generically what we tell people is what fits tightly in the showroom will fit you properly on the race course. What is comfortable in the showroom will be loose and unsupportive on the track.”

Like seats, harnesses come in a seemingly endless range; two-inch wide straps, three-inch wide straps, pull-up buckles, pull-down buckles, camlock and duckbill latches, aluminum or steel hardware, and lots of colors. For Club Racing, an SFI or FIA harness can be used for five years from its date of manufacture, while Solo and RallyCross don’t age out the belts.

According to Jeff Paulk of HMS Motorsport, belt fitment is key. “We recommend a two-inch lap belt,” Paulk explains. “It offers better comfort and ease of adjustment.”

“The main premise behind the two-inch lap belt is one of added safety,” explains a fact sheet on HMS Motorsport’s website. “A two-inch belt rides within the crest of the human pelvis where a three-inch belt would rest on the edges. This allows you to get the belt up to an inch and a half tighter. That means the lap belt will be working earlier in the accident event because it gets loaded faster. It’s also more comfortable and easier to adjust because there’s less friction through the adjuster.”

You have the same option for shoulder belt width, and many head and neck restraints fit better with a narrower two-inch belt.

Belt attachment to the car typically comes as a clip in, bolt in, or wrap around design, or a combination. It’s important that they be properly installed for optimum protection. All too often, however, small mistakes can be found. “On the sub strap you really want them straight down to 20 degrees back,” says Paulk, who also notes that the shoulder belts are another place errors are made. “Forgetting the final wrap to lock the shoulder belts in place is the biggest mistake we see at the track.”

While not required, the center net is gaining in popularity, particularly in applications where a containment seat is not a good fit. The center net is designed to help support the head and upper body and, in some applications, you may even see them on both sides of the seat.

When installing the center net, you want it about shoulder height, making sure it does not obstruct your vision or use of the shifter. “You want it to capture your head and shoulders,” explains Paulk.

The last thing a driver should be thinking about is putting out a fire – the first order of business is safely getting out of the car, but this is where a fire suppression system is helpful. With a fire system, you can pull the lever and let the system work while

Dave Green



#### HAVE A SEAT

(ABOVE) A well-designed cockpit will allow for easy ingress and egress, while maintaining a proper level of safety. (LEFT) Every form of SCCA competition has a category that allows race seats. These seats are a widely popular upgrade for the support and control they give a driver, but in order to be safe they must be mounted correctly and fit properly.



you are escaping danger. The prices for complete fire suppression systems are now quite reasonable, and they typically require little more maintenance than a handheld fire bottle. Installation for some can be done without any special tools, while others may require as little as a flaring tool.

While your budget may partially dictate what safety items you choose to install in your competition car, always keep in mind the potential cost of not using high-quality products that are installed properly. Once all the safety items are correctly bolted into place, you can rest easy and go win. 🏆



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## R383

Sparco steering wheels are designed to improve grip and comfort for driving precision. The R383 is the most popular Sparco wheel and features a 330mm diameter wheel with a thick anatomic grip. The R383 is covered in suede for ultimate grip when used with driving gloves.



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Sparco quick releases are made from high quality aluminum and are CNC milled to provide a "zero play" connection and are available in three versions: Tuning, which bolts between a Sparco steering hub and a 6-bolt Sparco steering wheel; Racing, which welds directly to the steering column shaft with no adapter and fits 6-bolt Sparco steering wheels; and Formula, which also welds directly to the steering column shaft but connects to 3-bolt Sparco steering wheels.





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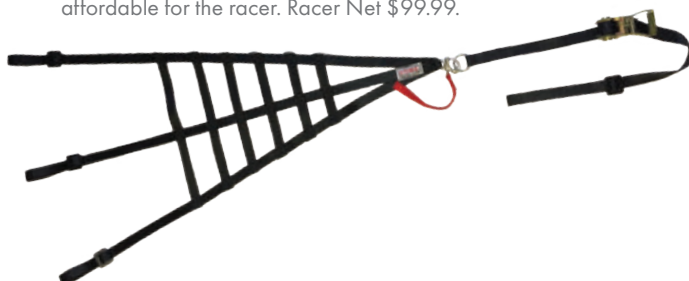
### 7501 CAMLOCK HARNESS

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New for winter 2015: This is an SFI 37.1-rated, right side, quick release containment net. While triangular side nets have been available, the SFI-rated quick releases are now being required in many applications. This multi-adjust point net is easy to install and affordable for the racer. Racer Net \$99.99.



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# OLD V

With half-ton pickups now capable of pulling loads that used to require larger trucks, gas-powered towing isn't what it used to be

WORDS & IMAGES Philip Royle





# S. NEW



It wasn't long ago that towing to the track with a half-ton pickup was a fool's errand. Fifteen years ago, maybe less, half-ton trucks could get your racecar where you were going, but any obstacle (like a hill) would leave you wanting more. And, like with racecars, "more" is always better.

In the "more" category for tow rigs were the three-quarter- and one-ton pickups. Around that time, companies like Ford, Chevy, and Dodge made heavy-duty, gas-powered tow rigs capable of pulling 11,000 to 13,000lb, with the diesel option bumping the 14,000lb arena. The half-ton versions of those trucks were sitting in the 8,000lb range, although some might say that number was optimistic.

But times have changed, and today's trucks are nothing like they were at the turn of the century. Half-ton trucks now have tow ratings rivaling the three-quarter-ton trucks of yesteryear, making nearly any modern truck a realistic towing option for the average racer. Case in point, you can option a version of the 2015 Ford F150 with a 12,200lb tow capacity, while the Ram 1500 has a 10,650lb capacity and the Toyota Tundra can pull 10,500lbs.

If you're still towing with a first generation F250 Super Duty powered by the gas-powered V10, you might be considering an upgrade to a new half-ton with all the bells and whistles since the tow capacities are similar. On the flip side, if you're new to the racing game, you might be waffling between buying new and finding a low-mileage, used three-quarter ton.

The *SportsCar* staff happens to tow with modified versions of the 1999 Ford F250 V10 and 2014 Toyota Tundra V8. These trucks have similar tow ratings and both do an excellent job. But which is better?



## ACCESSORIZE

While the purchase price of an older three-quarter ton truck is more than reasonable, older vehicles need updating. We installed new E-range Toyo Open Country H/T tires designed specifically for towing duty (TOP RIGHT), a K&N intake system (BOTTOM RIGHT), and replaced the worn shocks with Bilstein units (FAR RIGHT, BOTTOM). We also added an AmeriCam reverse camera (FAR RIGHT, TOP), a factory option that didn't exist back in 1999.

## THE OLD: 1999 F250 V10

We picked up our 1999 Ford F250 Crew Cab with a 6.8L V10 for a song. Nearly two years ago, we found this beauty with 130,000 miles on the clock being sold by the original owner. It had been immaculately maintained and, for \$6,100, it was a steal.

1999 truck technology is every bit as amazing as you remember. The 310hp, 425lb-ft, 20-valve gas motor uses brute force to overcome the horrid 4-speed automatic technology of the day. But the combination is good enough to score a 10,800lb tow capacity, hitting 13,000lbs should we swap to the shorter final drive. Gas mileage, however, is in the dumps. Prior to modifications, our unladen F250 logged 14.5mpg on the freeway, 12.5 towing a two-axle open trailer with racecar.

While our used truck had no major issues, updates were needed. The stock shocks were weeping more than preferable, so we replaced those with Bilstein Heavy Duty dampers, which noticeably help control the truck both empty and loaded. The air filter was mighty dirty, too, so we upgraded to a K&N 57 Series FIPK intake system and matched that to a Flowmaster cat-back exhaust. The giant K&N filter offers a massive increase in airflow over stock, and has a 100,000-mile service interval. Combined, the intake and exhaust bumped up the



fuel economy enough to be noticed.

Replacing the worn rubber is a set of Toyo Open Country H/T 235/85-16 E-range tires. The Toyos offer no road noise and handle the freeway with confidence. Toyo also offers a diesel-specific version of the tire featuring a bolstered belt package to take the sidewall distortion when towing with a diesel.

Two must-have items with the old F250 are a bed cover and a rear-view camera. Our short-bed truck came equipped with a SnugTop tonneau. While the bed length is more than adequate, older trucks suffer from shallow beds, meaning some tires



couldn't be stacked two high. This was remedied by swapping to a SnugTop Rebel shell. The shell offers almost unlimited tire stacking, effectively doubling bed space. We opted for the Rebel model specifically due to its smaller window size, making the bed's contents difficult to spy, but at the same time the windows slide open and have a screen, offering ventilation.

Without a backup camera, connecting a trailer is an exercise in futility - and this feature is all but standard on modern trucks. For \$180 and 30 minutes, we added an AmeriCam C5 rear-view camera and LCD screen. This feature is worth every penny.



## IT'S THE TOPS

Pickup trucks are far more usable for racecar towing duty when equipped with a bed shell. The SnugTop Rebel we installed on our F250 features sliding side glass and a large rear window. The shell effectively doubles the size of the bed, and is a must-have for any truck.





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# MOTUL



### BEAUTY FOR THE BEAST

Our new Tundra came equipped with standard duty tires, which we replaced with BFGoodrich Tires All-Terrain TA KO E-range tires, wrapped around smaller-than-stock 17-inch TRD wheels (RIGHT). Flowing more air through the motor is a Volant intake (FAR RIGHT, BOTTOM) and a Corsa exhaust (FAR RIGHT, TOP).

### THE NEW: 2014 TUNDRA V8

Our 2014 Toyota Tundra CrewMax four-wheel drive is equipped with the 32-valve 5.7L V8 engine producing 381hp and 401lb-ft of torque, and is rated to tow 9,800lbs (some two-wheel-drive models pull as much as 10,500lbs). The sticker price for our model was just north of \$40,000. The Tundra uses a slick 6-speed auto transmission that offers great fuel economy and always keeps the motor humming in the sweet spot. We've seen as high as 18mpg on the freeway without the trailer and 16mpg towing our open trailer and racecar.

Our Tundra features the standard bed, meaning the bed is about a foot shorter than our short bed F250. While the bed is deeper than the Ford's, the length results in the same

**"The Tundra uses a slick 6-speed auto transmission that offers great fuel economy"**

problem: limited bed space. To maximize bed space we installed an A.R.E. CX shell. We also opted for the compression boot so we could utilize the Tundra's vertical sliding rear window, and we optioned side access



win-doors. This feature offers tool access without having to climb into the truck's bed.

We also went another direction with the tires. We swapped the factory 20-inch wheels for 17x8-inch TRD Rock Warriors and mounted E-range 285/70-17 BFGoodrich All-Terrain TA KO tires. These tires look aggressive, offer plenty of load-carrying capacity, and can be used both on and off road. However, the new wheel and tire package did cost about a half-mile-per-gallon on the freeway.

We also swapped the intake and exhaust, installing a Corsa exhaust and Volant intake. The Corsa adds a nice rumble to the otherwise quiet Toyota, and being a baffled setup, it will never increase in volume. The Volant boasts a 100,000-mile

service interval, so chances are good we'll never touch that again, either. We saw about a half-mile-per-gallon increase on the freeway, negating the loss from the tire swap.

Like many modern trucks, the Toyota comes with a backup camera. Unlike some, however, it doesn't have a factory-installed trailer brake controller. For that, we wired in a Prodigy P2 unit. In fact, we liked this brake controller so much that we also put one in the F250.

An item we didn't touch was the suspension, and this is probably the weakest point of modern half-ton trucks. More than ever, half-tons are now family transportation that *can* tow, meaning the ride is soft and supple, and heavy loads can quickly bottom out the suspension.

### LET'S GO PLACES

Our Toyota Tundra features the short bed, which all but requires a bed shell. On this truck, we opted for an A.R.E. CX unit, equipped with side access windows and a truck-side rubber boot.





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#### AND THE WINNER IS...

Which is right for you? For racecar towing duty, we discovered both old and new required a number of modifications. That aside, our Tundra certainly pulls 5,000 to 6,000lbs up hills smoother than the F250. With six gears rather than four, the 5.7L V8 finds itself at peak power regardless of speed. Conversely, the F250's transmission has a couple speed sweet spots you have to tow around, so you're relying on the V10's torque.

Modern transmissions (along with 15 years of engine technology) also means the more modern half-ton trucks get better fuel economy than the three-quarter-ton trucks of the past. We regularly see a 3mpg differential between the two, both towing and empty. So in a straight comparison using our 5,000lb racecar and trailer combo, the new half-ton will out tow our older three-quarter ton. But that isn't the whole story.

It turns out, modern half-ton trucks are so softly sprung that they're frequently hitting bump stops

once loaded. Meanwhile, the older three-quarter-ton trucks are cavity rattlers unloaded, but get downright comfortable with a trailer connected. In our case, a couple hundred dollars in shocks brought the F250 back to life; meanwhile, the price of a full suspension upgrade or airbags for the Tundra is tall enough that we just

**"We regularly see a 3mpg difference between the two, both towing and empty"**

keep a keen eye on the tongue weight. In a pinch, we've added helper springs to the Tundra temporarily when pulling larger trailers, something we've never felt a need for on the F250.

Which is the truck for you? Are you looking for a truck that can pull a modest load and also act as daily transportation? If so, a modern half-ton is certainly the way to go - but the cost of entry is high. Does the bottom dollar trump fuel economy, modern conveniences, and a car-like

#### MUST HAVES

Tow vehicles play multiple roles in an SCCA paddock, with my people using the tailgate as a work bench. As soon as we installed the SnugTop shell on our 1999 Ford F250 (ABOVE) and A.R.E. on our 2014 Toyota Tundra (BELOW), life at the track got that much easier.

ride? If that sounds like you, then an older three-quarter-ton might be in your future - and you can buy a lot of gas with the money you save.

Which does the *SportsCar* staff prefer? We're actually split. Some like the modern conveniences of the new half-ton, while others feel the used car price of the decade-and-a-half-old F250 overcomes its shortfalls. But what we're not split on are the modifications - everything we did was essential to a successful tow to the track, so whatever you choose, also budget for some add-ons. 📍







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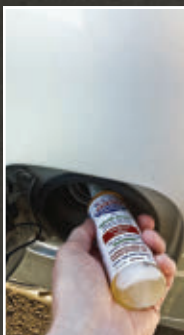






# POWER RANGERS

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WORDS SportsCar staff

Modern fuel injection systems are a complicated production seeking to produce maximum power from your engine in the most efficient way. Many pump fuels are even filled with additive packages engineered to help maintain fuel systems, from cleaning fuel injectors and valves to lubricating valve stem seals. Over the years, additives like MTBE have come and gone under the watchful eye of the EPA, and now ethanol is the additive of choice. But is ethanol harmless to your fuel system?

Ethanol fuels like E85 are a favorite among racers due to its cooling properties, resistance to knock, and low cost. Meanwhile, in various parts of the country, E10 and E15 fuel blends are often found at the pump. For the most part, any modern car can safely run E10 fuel, where E15 often exceeds the ethanol level recommendations of non-flex fuel cars. Meanwhile, only fuel systems designed for E85 should use it.

The only difference you might notice if you unknowingly filled your tank with E10 or E15 is a slight loss of fuel economy, but the long-term damage to the engine can be greater, as ethanol is highly corrosive.

"As more of our racers are using E85 fuels and other ethanol-blended fuel, corrosion of the entire fuel system becomes an ongoing nightmare," explains Tom Bogner of Lucas Oil, noting Lucas offer a Safeguard, a product designed to aid this problem.

Aside from protecting your fuel system from the corrosive properties of ethanol, it's also a good idea to periodically run a supplemental fuel system additive to help reduce deposits and restore lost performance.

"I recommend you use an additive at least as often as you are performing your regular oil change," advises Bogner. "I have been using Lucas Oil Upper Cylinder Lubricant and fuel treatment in everything from generators in my race trailer to the race gas in the fuel cell. I have found that using it helps maintain my entire fuel system starting from the tank and fuel pump and filter as well as the braided fuel lines." 🏆





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# THE VISCOUS TRUTH

What those numbers on your favorite bottle of oil actually mean | WORDS Jason Isley

There always seems to be confusion and conjecture surrounding oil viscosity - but it's really quite simple. "There is a common misconception that a 0W-XX oil is a low-viscosity grade at operating temperature, and therefore can compromise engine durability," reads a racing cheat sheet several Mobil 1 engineers prepared for us. "The Society of Automotive Engineers has globally applied engineering standards that define the viscosity of engine oil. Oil flow is measured at specified low and high temperatures and the oils are graded according to the results of those standard tests."

Perhaps the first - and easiest - item to clear up is that pesky "W" that camps out behind the number on the left of the multi-grade oil label. And, no, it does not mean "weight."

"The 'W' stands for winter-grade, and means that in the case of a 0W-XX oil, the oil must pump and flow at a temperature of -40 degrees F," states the cheat sheet. "Racers don't need the low temperature performance capabilities of multi-grade oil. Race engines don't require

cold-start performance as they are typically started above 32 degrees F and warmed up to operating - or 'race temperature' - before going out on the track. However, the '0W' viscosity characteristic of Mobil 1 Racing 0W-50 does offer some marginal benefits during engine start-up with generally better flow properties at lower temperatures."

The number on the right is the viscosity at operating temperature. "Operating temperature viscosity is measured for engine oils at 212 degrees F, which is close to race temperature," the experts continue. "This viscosity measurement standard is the same for all engine oils and is the number to the right. At the higher operating - or race - temperature, oils such as 0W-50, 15W-50, and 20W-50 can all be the same 50 'weight' viscosity grade at the 212 degree F measurement standard."

As is always the case, it's best to consult your owners' manual or engine builder when it comes to selecting the correct grade oil for your engine, but knowing what the numbers mean is never a bad thing. ●



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# PUBLIC DISPLAY

Mazda's plan to test the fourth generation MX-5 racecar kicks off at Mazda Raceway | WORDS & IMAGES Richard S. James

Mazda is embarking on an ambitious plan to build and sell its own complete racecar for use in the 2016 Battery Tender Mazda MX-5 Cup Presented by BFGoodrich Tires and in the all-new Global Mazda MX-5 Cup. Even more enterprising is testing in public.

April 30, 2015, a little less than two months away from the final specification being determined for the ND MX-5 racecar, Mazda brought two prototypes to Mazda Raceway Laguna Seca to run in test sessions for the MX-5 Cup races, which were taking place that weekend. Mazda racers Tom Long (the chief test driver for the project), Andrew Carbonell, and Kenton Koch drove the two cars, trying a variety of configurations.

"It's going to be fast," says Koch, who got his first taste of the new MX-5 at Mazda Raceway. "I'm really looking forward to seeing what it's going to be like when it's all sorted out. They're trying different shocks and settings on it, and once those get finalized, I think it's going to be incredible to drive."

Mazda's partner in developing the car is Long Road Racing. Principal Glenn Long has given presentations at the past two MX-5 Cup events and has made sure the cars are available to look at, and his Mazda crew is available for questions. He says testing is going according to plan.

"We started the weekend with a fairly comprehensive test plan and we were able to run through the entire program," says Long. "We've gone through a series of systems tests up to this point and done a lot of development on core pieces and parts to the car - roll cages, getting all kinds of information and data from kinematics and compliance, to multi-post rigs."



## REAL WORLD TESTING

The ND MX-5 racecar will test alongside the current racecars during SCCA Pro Racing MX-5 Cup practice sessions.

A lot of that information has been used to create a math model of the car, and Long can actually test changes on an in-house iRacing simulator. Then the crew will take it out about every four days to test pieces in the real world.

"We are able to verify what the math model thinks it should be, we can verify what actually happens. It becomes an iterative development process...we create the math model, we run something to verify it, we then take the verified information and tune the math model, come back out and try something different," adds Long.

The final specification is scheduled to be determined at the end of June, with the first MX-5 racecars complete in October. 🍎





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The Trans Am series held two races at Homestead-Miami Speedway on April 6, 2015, with a spectacular 65-car field battling for a chance at taking the Trans Am checkered flag. The TA2 class held the first Trans Am Muscle Car Challenge, an independent TA2 race, while the TA and TA3 classes held another 100-mile Trans Am race shortly thereafter.

Amy Ruman would capture the TA class win, her third in a row and second of the 2015 Trans Am Championship. Defending TA2 Champion Cameron Lawrence would claim yet another victory in TA2, his second in a row and 18th of his career, moving him up to seventh place on the list of all-time race winners in Trans Am.

Thomas Ellis captured TA3's American Muscle Group, his first victory in the Trans Am Series, while Steve Streimer won the International Group in his first Trans Am appearance.

"Today was all about patience and perseverance," said Ruman after the race. "This McNichols Chevrolet Corvette, the guys, my crew, I couldn't do this without my dad [Bob Ruman], Dave, Mike, Brian, Eric and Jerry - my crew made this win happen. And without McNichols Company, none of this would be here. They got us this win today."

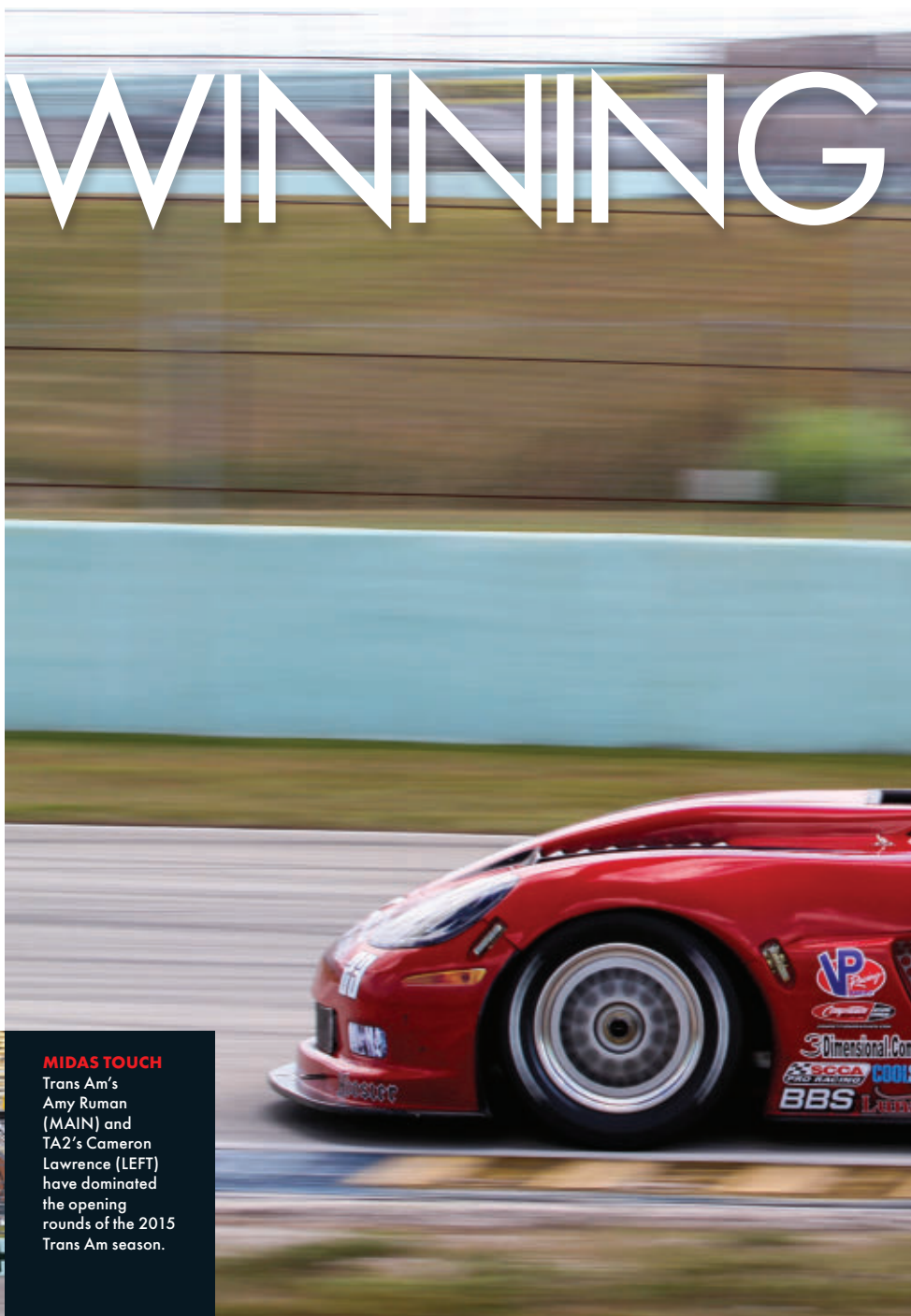
"I'm not going to take anything for granted; we're scrapping for every point we can get"

■ AMY RUMAN



#### MIDAS TOUCH

Trans Am's Amy Ruman (MAIN) and TA2's Cameron Lawrence (LEFT) have dominated the opening rounds of the 2015 Trans Am season.



"I'm not going to take anything for granted; we're scrapping for every point we can get and we're going to keep taking this one race at a time and one podium at a time."

For Lawrence in TA2, he knew he would be a contender. "I actually wasn't too worried about running out front this weekend," he said. "I kind of knew tires would be an issue; I would have been alright

hanging back a little, but there was early pressure and I probably ended up using the tires a little more than I would have liked. But we had the time and space at the end to bring it home without any issues."

The May 9, 2015, Mother's Day weekend at Road Atlanta was the scene for the next Trans Am weekend, with an all-time record entry of 74 cars in a two-race showcase.

There, Amy Ruman and Cameron Lawrence stole the show once more.

For Ruman, it was a dominant TA performance. "This streak has been amazing, but we don't want to get over confident. It's a long season," Ruman said after the race. "You never know how Trans Am can turn out. I'm just counting my blessings and taking it one race at a time."



# STREAK

The SCCA Pro Racing Trans Am 2015 season heats up with intense action at Homestead-Miami Speedway and Road Atlanta

WORDS Clark Trexler, edited by Philip Royle | IMAGES Chris Clark



We were blessed to win this race...and this McNichols team has been incredible all season, giving me great car after great car."

Unlike Ruman, Lawrence battled throughout the TA2 top three in the Foametix Muscle Car Challenge, an independent TA2 race, running second to Dillon Machavern for much of the latter half. It took a last-lap gasp by Lawrence and a touch of misfortune on the part of rookie

Machavern to make it so. Machavern entered the final lap of the race in first position with Lawrence right behind; unfortunately for Machavern, the rear end went, causing him to lose pace and allowing Lawrence to pass between Turns 6 and 7 for the lead.

"We never really had, or at least I didn't think we had, the pace to win all weekend," Lawrence explained. "We had some issues in

practice with the power steering and the transmission, and the team worked really hard to prep the car as well as they did."

In the TA3 race, Trans Am's production-based class running along side TA in the Foametix Trans Am 100, defending Champion Ernie Francis Jr. emerged victorious in the American Muscle Group, while Lee Saunders won the International Group. 🏆



# KEEPING COMPLIANT

Spec Miata is back on track after a bumpy 2014 season. So, where do we stand now?

**WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Ken Brown

While Spec Miata drew notable controversy at the 2014 National Championship Runoffs with engine compliance issues, there has been little in the news as of late – let's remedy that.

Since the Runoffs, Mazda has stepped up with personnel, money, and advice to help the Spec Miata Advisory Committee and the Club Racing Board clarify the rules that led to protests and unrest in the class. Frequent conference calls attended by members of the CRB, SCCA, NASA, and Mazda have resulted in unprecedented communication dealing with all of the issues that arose. The two biggies when it came to issues were parity between the various cars in the class, and overall compliance.

Mazda has funded extensive dyno testing and a compliance review that has given the CRB what we need to make the class even better. A giant thank you should be extended to the Director of Motorsports at Mazda North American Operations John Doonan and his crew at Mazda for all their assistance.

## TRIPLE DIGITS

What a coincidence. When fellow Kansas City Region member Mike McGinley and I were talking over a beverage and a stogie on Saturday night at the Hallett Motor Racing Circuit Majors races on April 11-12, he mentioned that his win that day was his 99th SCCA Club Racing victory. That's an amazing number.

McGinley started racing in 2002 with a 1995 Mustang Cobra R in ITE. His first win came later that

season. Since then, he has competed in CSR and T1, with his Hallett win in GT2. His T1 Hendrick Chevy Corvette was converted to GT2 late last season. McGinley went on to win at Hallett on Sunday, making it an even 100 wins.

His win count prompted me to check my logbook when I got home on Monday. My first win was in my MGB in EP at the Hutchinson Grand Prix in May 1979. My Majors wins on Saturday and Sunday (in the same race group with McGinley) were also my 99th and 100th. I don't know what the odds are for something like this. Astronomical, I'm sure.

Our cars and the journey to mutual 100 wins have been different. I usually ran either the Regional or the National on any given race weekend, sharing my car with another driver. McGinley often ran the Regional and National in both his CSR Radical and his T1 Corvette. One thing that is not different is our passion for racing and our respect and admiration for all of the workers and friends who make this sport so fantastic. Some of the best times are those spent in the pits after the racing is over.

I also love the new direction that the club is taking, with the Track Night in America driven by Tire Rack and other programs aimed at new drivers. I think SCCA's Director of Experiential Programs, Heyward Wagner, and his crew are on the right track (pardon the pun). My hope is that the new programs will get the same hooks into some of the new people as deeply as they were set in McGinley and me. 🍷



Courtesy Mike McGinley

## WINNING COMBINATION

Mike McGinley stands with his crew next to his T1 Corvette. Since 2002, McGinley has logged some 100 race wins.



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# OPTION UP

In Solo's Street category, there are factory-installed, port-installed, and dealer-installed options, but only two of the three are necessarily legal | **WORDS** Paul Brown | **IMAGES** Courtesy Scion

The recent clarification about the Scion FR-S spring and sway bar port-installed options is far from crystal clear, and the statement in May 2015 *Fastrack* - "It has been determined both kits were available as port installed options for 2013-2015 Scion FR-S models, and thus they are compliant for use on a Scion FR-S in C Street" - is far from the complete story. So let's see how much more confusion we can throw at the topic.

Option packages generally do not result in separate classing designations, but as with just about everything in life, there are exceptions. The Dodge Neon ACR was an option package, and the ACR was classed separately. The Z06 Corvette, Integra Type R, and GT3 Porsche are generally considered to be separate models from their base model brethren, and they are classed accordingly.

Generally speaking, classing decisions are made on what is considered to be the optimally optioned version of any given model. The heavy options (the four-door sedan, automatic transmissions, etc.) are all lumped in with the lightest, most powerful version of a particular vehicle. On rare occasions, such as with the BMW M3 or the Subaru WRX, four doors or even a station wagon body, end up being competitive. Mostly what happens is that competitors playing with an Escort wagon find themselves classed as if they were in a two-door GT.

Another issue that comes up has to do with where various parts are installed.

They can be installed at the factory, they can be "port installed" at a facility somewhere between the factory and the dealership, or they can be dealer installed. From an SCCA perspective, we really don't care where things are installed; what we care about is whether options can be ordered on a car, and how well they are documented.

It really doesn't matter that the 17-inch wheels on a WRX were "port installed" and the 16-inch wheels that were factory installed were in boxes in the back of the car when the car was delivered. The port-installed limited slip differential in a new BMW is just an option on that BMW. Likewise, the JCW package on Minis is another option package, no matter who installed it. As long as something can be ordered on a car as an option and it's not considered a dealer-installed item (where additional dealer installation fees may apply), it's considered a "standard part," which is critical to Solo's Street class competitors, and may affect Street Touring, Street Prepared, and even Prepared classes.

For the most part, these occasionally obscure options have more to do with comfort and appearance than with performance. EPA and safety certifications tend to severely limit a manufacturer's freedom, though springs, sway bars, dampers, and wheels do offer factory performance options that matter to competitors.

Returning to the specific topic of the Scion FR-S spring and sway bar option, this is something that can be ordered on



## HIGH SPRUNG

Port-installed options, like upgraded springs and swaybars for the FR-S (ABOVE), are not exclusive to Scion.

new vehicles. There are cars featuring this option package available in dealer showrooms. This is just another option. So, the May *Fastrack* bulletin was simply a verification of the availability of the option. There was no "ruling" involved. The rules as written, however, really don't anticipate the strange situation where an important option is discovered late in a model's run, as was the case with the FR-S.

What makes this situation interesting is that Scion has provided documentation that this option was available on any FR-S, so there's no model year exclusivity. What makes this even more interesting is that the car's twin, the Subaru BRZ, does not have this particular option available. To pile on another interesting tidbit, both Toyota (Scion's parent company) and Subaru offer contingency programs, so they are aware of the competition aspects of these vehicles.

While there's no ruling involved in *Fastrack's* statement, this situation does bring up a rules question: Should Street category rules evolve to allow options like these to apply to co-branded vehicles? Yes, this is one of those can-of-worms questions, but this isn't the first time we have dealt with a situation, and it certainly won't be the last. 🍷



# A FOUNDATION FOR CHANGE

While the SCCA Foundation has succeeded at its bread and butter projects, change is on the horizon

**WORDS** Raleigh Boreen, SCCA Foundation Board **IMAGE** Perry Bennett

As the SCCA Foundation Board ended its monthly conference call, it made me think that as Foundation Board members we are very much like farmers. We make our plans for the year, our budgets, our goals, and then we start to implement all of our tasks so that we can harvest the crop down the road.

Currently, plans are being finalized for our involvement in the two Formula SAE competitions in the U.S., the first being held in Michigan at Michigan International Speedway. Detroit Region and the surrounding Regions do a great job supporting this May event. In June we move to Lincoln, Neb., for the second U.S. competition for FSAE. The Lincoln event always has good attendance by teams, but we always need more volunteers.

The Tire Rack Street Survival teen driver education program is off and running for 2015. Linda Duncan, the SCCA Program Coordinator, is busy helping Regions prepare for their schools. We currently have schools 12 months a year, but our busiest times are in the spring and fall. The SCCA Foundation believes in the Street Survival program, and we feel it is a great opportunity for a Region to make an impact in their community.

The Street Survival program is a feel-good program, and an opportunity for a Region and its members to help young drivers.

If your Region has not hosted a Street Survival school, contact Linda Duncan to find out what is involved.

The SCCA Archives are now at the International Motor Racing Research Center in Watkins Glen, N.Y. We are currently going through what we have, ensuring we slow the deterioration process by storing everything in a climate-controlled area. This is an exciting time for the history of the Club, which dates back to 1944 – but we are also making new history everyday. We will be facing many challenges to preserve our history for ourselves, and future generations.

The fourth place where your SCCA Foundation spends a lot of time is on fundraising. In the past, we have depended on personal donations and raffles. In the future, we are going to spend time looking at ways to help the SCCA Foundation today and tomorrow. Over the last few years, in my opinion, the SCCA Foundation Board members have been very good managers but not very good owners. The day-to-day operations of the SCCA Foundation have run smoothly, achieving short-terms goals. We have done the things necessary to finance the programs we wanted to support but, at the same time, we have not looked to see how the SCCA Foundation can be more of an asset to our members, our Club, and our communities. That, however, is changing, so keep an eye out for exciting updates in the coming months. ●



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**FAMILY TIES**  
Worker of the Year  
Allen Davis and wife  
Jennifer Bicket worked  
the 2014 Runoffs.

## POWERFUL WORDS FOR A TOUGH JOB

The SCCA Worker of the Year awards are presented at the worker dinner at the Runoffs, and with it comes a presentation. The introduction for Allen Davis bares printing: "This year's [Worker of the Year] recipient in scrutineering received an unprecedented number of nominations. His competence in all areas of tech combined with his ability to grasp the bigger picture of scrutineering and its relationship to a successful event, make him stand out. He actively trains, recruits, and leads by example, whether it is the management of a compliance program, resolving tense situations, or helping his team learn how to make and deliver correct decisions. He has a wonderful sense of humor and has been instrumental in helping his Chief and [the SCCA] staff get the tough tech environment operational [at the 2014 Runoffs]. He characterizes the best of an SCCA worker."

# TECH SQUAD

Allen Davis SCCA's Scrutineer Worker of the Year | **WORDS** James Kearney **IMAGE** Laura Stitch

**S**CCA Scrutineer Worker of the Year Allen Davis had come of age in Southern California in the 1960s. "There were hot rods throughout my neighborhood. How could I not become a car guy?" At 15 years of age, he had a \$150 10-year-old 1957 Ford he modified heavily. "It ran eventually," he says, saying drag racing was the thing for his buddies. But in 1970 he attended the initial California 500 IndyCar race at Ontario Speedway, and that changed things. He still remembers the impression made by the "exotically engineered formula cars running alcohol."

Allen had a mechanical bent, so to make ends meet he worked on cars through college in San Francisco. When he and his wife, Jennifer Bicket, moved to the Monterey Peninsula, some nine years ago, she pushed for a visit to Laguna Seca and signed them both up to work with the Club. Allen had crewed for friends in the past, mostly vintage racers. "For me, there was no question as to where I wanted to volunteer - I went straight to tech."

Fast forward a few years and Allen is an experienced scrutineer; in fact,

he is Chief of Tech for San Francisco Region. The next thing he knew, the National Championship Runoffs was coming to Mazda Raceway, and he was a liaison for the SCCA National Office when it came to tech. "I knew that the Runoffs was a totally different animal, sort of like a Regional race on steroids. It draws the best of the best. The drivers know how to race, how to put the car together, and how to read the GCR. It also draws the best workers."

**"For me, there was no question as to where I wanted to volunteer - I went straight to tech"**

**■ ALLEN DAVIS**

Mazda Raceway is an iconic racetrack, but it is acreage challenged. Where were they going to put everyone? How would they avoid traffic jams? "We tried various approaches throughout the regular 2013 and 2014 seasons," he says. "We tried a few locations for tech and we experimented with differing traffic-flow patterns." Allen says it was a huge logistical challenge.

"Sometimes we'd be going to 'Plan B' by 10 a.m. in the morning."

Allen has been a construction manager for high-end residential properties for over 25 years. "It is similar to running a tech squad. You have a bunch of different personalities with differing capabilities, and patience is what you need more than anything." He finds working tech to be a very enjoyable experience. "My fellow scrutineers are great people who are very thoughtful about their jobs," he continues. "With new cars and new classes, it is an intellectually challenging atmosphere that attracts enthusiastic, dedicated minds."

On the day Allen received his Worker of the Year award, he just had staggered out of the tech shed to snag some dinner and get back to work. People were directing him to the stage and all he wanted was some chow. "Initially, I was getting irritated," he says. "Then [SCCA President] Lisa Noble slapped a hat on me and people took a picture. I must have looked very much the deer in the headlights." 🍷



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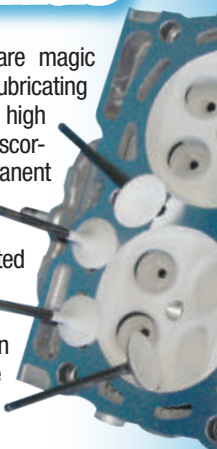
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# NO FEAR

First Gear member Dana Gill has had the SCCA bug her entire life, and she's only just beginning | **WORDS** R.A. McCormack | **IMAGE** Jerry Doctor

## FULL SPEED

Dana Gill keeps her plate full, but still manages to find balance and happiness in her hectic schedule.

Eighteen-year-old Dana Gill heads off to begin her freshman year this fall at the University of Kansas studying sports medicine and, if past is prologue, she had better hire a social secretary to keep track of her schedule. In her final year of high school in Topeka, Kan., she was president of the band program, as well as a drum major and musician, she was record-setter on the varsity track team for four years, running in both the 400- and 800-meter dashes, and she was president of the car club. Then, for her last two years, she mentored classes of incoming freshman.

Away from school, she plays intramural basketball, volunteers at the local food bank, and has

held a job at Cold Stone Creamery, with time off on Sunday for church services and Wednesday evenings where she teaches a bible class. Oh, and did we mention that last year she also won three first-place trophies in Solo events in Kansas Region and piled up enough points to win the Region's Junior Karting title? She has also been a volunteer for the last three years at the Formula SAE competition at the Tire Rack Solo National Championships.

Dana is, in fact, an SCCA junkie, taking after her father, Doug, who has been an SCCA National Office staffer since 2002.

"As long as I can remember I have always loved cars and racing," says

Dana. "My dad has been racing since he was 18 and an SCCA member for 30 years. As a family we went to races since my brother and I were little. I grew up in SCCA, and the National Staff, and many SCCA members are like my second family. Ever since I was little I wanted to race, and when I was 14 my dad bought a kart for me to autocross in the Formula Junior class."

Also lobbying hard for Dana to start competing was Rachel Saunders, the teenage Solo phenom profiled here in the January 2013 issue. "Dana had always been at the track with her dad Doug, and I had seen her around," recalls Rachel, "but I wondered why I never saw her in karts. We spent a whole race just talking about her possibly co-driving my kart with me. My dad, Tommy, supported the idea, but the only problem was my kart was in Texas and Dana lives in Kansas. [That was when] Dana's dad surprised her with a kart and we became competitors. I even gave her my old racing suit to get her started. Next year she will be joining me at Jayhawk Motorsports [KU's FSAE team] and we will continue to be friendly competitors."

What does she say about her best friend's personality? "Dana is probably the most driven person I know," says

**"Do what you love and do it well, because great things will happen"**

**DANA GILL**

Rachel. "She sets goals and works very hard for them. She balances a job with racing, running track, and marching band. I honestly don't know how she has any free time."

Looking for one word to describe her daughter, Lori Gill chose "courageous." Says Lori: "Even though she might have some fear or hesitation, she doesn't let it keep her from taking on new challenges, like trying a new sport, speaking in front of a crowd, auditioning for drum major, or driving the KU FSAE car."

Asked what advice she would offer a young person interested in getting involved with autocrossing, Dana also touches on courage. "Never be scared to try and never underestimate yourself," she says. "Do what you love and do it well, because great things will happen." 🏁



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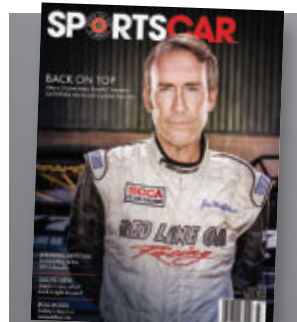
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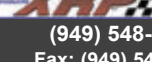
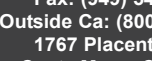
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|----------------------------|---------|
| APEX Performance           | 51      |
| Auto Meter                 | 55      |
| Bell Racing                | 57      |
| Bondurant                  | 53      |
| Bridgestone                | 92      |
| Canton Racing              | 67      |
| DEI                        | 67      |
| Forgeline Motorsports      | 71      |
| G-FORCE                    | 69      |
| GoPro                      | 17      |
| Harbor Freight Tools       | 87      |
| HMS Motorsport             | 39      |
| Intercomp Racing           | 27      |
| K&K Insurance              | 63      |
| K1 Race Gear               | 63      |
| Kinsler                    | 69      |
| KONI                       | 85      |
| Krugspeed                  | 83      |
| Longacre Racing Products   | 37      |
| Lucas Oil                  | 89      |
| Michigan Region SCCA       | 71      |
| Motovicity                 | 31      |
| MOTUL                      | 49      |
| NecksGen                   | 71      |
| PAGID Racing               | 83      |
| RACER                      | 85      |
| Racer Parts Wholesale      | 79      |
| Redline Oil                | 67      |
| Safe Racer                 | 59      |
| Sampson Racing             | 63      |
| SCCA                       | 10      |
| Sparco                     | 35      |
| Stable Energies            | 57      |
| Steven E. Goldin Insurance | 55      |
| Sube Sports                | 11      |
| Summit Racing Equipment    | 19      |
| Swain Tech Coatings        | 69      |
| Tire Rack                  | 2-6, 15 |
| Toyo Tires                 | 21      |
| Wilwood Engineering        | 91      |

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# CALENDAR

SPORTS CAR CLUB OF AMERICA JULY 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.  
Beretta (GT); Thompson (GTC);  
**Apr 24-26** Barber Motorsports Park, Ala.  
Davison (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS)  
**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 (TA3); Napieralski (TA3A)  
**Apr 12** Homestead-Miami Speedway, Fla.  
Ruman (TA); Lawrence (TA2); Streimer (TA3); Ellis (TA3A)  
**May 9** Road Atlanta, Ga.  
**May 23** Lime Rock Park, Conn.  
**Jun 14** New Jersey Motorsports Park, N.J.  
**Jul 5** Briarcliff Int'l Raceway, Minn.  
**Aug 15** Mid-Ohio Sports Car Course, Ohio  
**Aug 29** Road America, Wis.  
**Sep 27** VIRginia Int'l Raceway, Va.  
**Oct 11** NOLA Motorsports Park, La.  
**Nov 8** Circuit of the Americas, Texas  
**Nov 14** Daytona Int'l Speedway, Fla.



### MAZDA MX-5 CUP

mx-5cup.com

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

### PRO RACE

WHAT F1600 C'ship Series

WHEN July 3-5, 2015

WHERE Lexington, Ohio

This weekend doesn't just feature the F1600 pro series, it also showcases F2000s and Atlantics.



Jeff Levine



### F1600 CHAMPIONSHIP

f1600championshipseries.com

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



### F2000 CHAMPIONSHIP

f2000championshipseries.com

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

All dates/events subject to change

\* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

HC = Addition/Change v = Vintage

TT = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional Road Rally R = Regional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally

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

### FOR CHANGES

Club Racing: (785) 232-7229

Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

## ATLANTIC CHAMPIONSHIP

### ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

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

**Apr 10-12** Road Atlanta, Fla.

Grant; Kearby

**May 15-17** Watkins Glen, N.Y.

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

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

**Jul 31-Aug 2** Pittsburgh Int'l Race

Complex, Pa.

**Aug 28-30** NJMP, N.J.

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



### 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

**Jul 3-5** Watkins Glen, N.Y.

**Jul 24-26** NJMP, N.J.

**Aug 14-16** Pitt Race, Pa.

### NORTHERN 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

**Jun 20-21** Kansas Speedway, Kan.

**Jul 4-5** High Plains Raceway, Colo.

**Jul 25-26** Pueblo Motorsports Park, Colo.

### WESTERN CONFERENCE

**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

**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 sedivrracing.org

**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

### GREAT LAKES greatlakes-scca.org

**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

**Jun 27-28\*** Ro Blackhawk Farms/

Milwaukee

**Aug 15-16\*** Ro Blackhawk Farms/Chicago

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

**Oct 10-11\*** Ro Road America/Chicago

**Chicago TBA**

**Land O' Lakes TBA**

**Milwaukee TBA**

### MIDWEST midiv.org

**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





#### OFFICERS

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Vice Chairman **DICK PATULLO**  
Secretary **TODD BUTLER**

#### NATIONAL STAFF

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VP Member Services **COLAN ARNOLD**  
VP Business Development  
**ROBERT CLARKE**  
VP Program Development  
**HOWARD DUNCAN**  
VP Finance **RICHARD EHRET**  
Senior Manager of Club Racing  
**DEANNA FLANAGAN**  
Chief Operations Officer  
**ERIC PRILL**  
Senior Manager of Marketing & Communications **REECE WHITE**

#### PRO RACING STAFF

President **ROBERT CLARKE**

#### SCCA ENTERPRISES STAFF

President & CEO **ERIK SKIRMANTS**

#### NATIONAL OFFICE

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

#### NATIONAL OFFICE INFO. HOURS

Mon-Fri, 8 a.m. to 5 p.m. Central time

#### NATIONAL PHONE NUMBERS

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

#### COMMUNICATION ACCESS

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

#### SCCA DIRECTORS

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(856) 223-0807; [thanushek@scca.com](mailto:thanushek@scca.com)  
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(719) 632-8000; [bkephart@scca.com](mailto:bkephart@scca.com)  
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(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)  
Area 13: **Todd Butler**  
P.O. Box 607, Yamhill, OR 97148  
(503) 754-0988; [tbutter@scca.com](mailto:tbutter@scca.com)



#### HEADLINE EVENT

The SCCA Pro Racing Pirelli World Challenge tops the bill at the June 26-28 race weekend at Road America.

Jay Bonvolante

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

**Aug 15-16\* Ro** MSR Houston/Houston  
**Dec 5-6\* Ro** MSR Houston/Houston  
Houston TBA  
Texas TBA

#### ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Aug 22-23\* Ro** High plains Raceway/  
Colorado  
Colorado, Continental Divide  
[anniedew@msn.com](mailto:anniedew@msn.com)

#### NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

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

**Jun 6-7\* Ro** Buttonwillow/Cal Club  
**Sep 12-13\* Ro** Buttonwillow/Cal Club  
**Oct 17-18** Auto Club Speedway/Cal Club  
**Dec 5-6\* Ro** Chuckwalla/Arizona, San Diego  
Arizona, San Diego (480) 832-1327

#### STREET SURVIVAL SCHOOLS

**NORTHEAST [nediv.com](http://nediv.com)**  
**Aug 16** Warminster Community Park/  
Philadelphia  
Finger Lakes (202) 352-2627  
Philadelphia (484) 949-4100

#### SOUTHEAST [sedivacing.org](http://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](http://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 [lwident@wildblue.net](mailto:lwident@wildblue.net)  
South Bend (616) 610-0042

#### NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

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

#### DRIVERS SCHOOLS

**NORTHEAST [nediv.com](http://nediv.com)**  
**Jun 23** NJMP/South Jersey  
**Aug 14** NJMP/South Jersey  
South Jersey (609) 784-5316

#### SOUTHEAST [sedivacing.org](http://sedivacing.org)

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

#### SCCA ACCREDITED SCHOOLS

##### FULL COMPETITION LEVEL

**Bertil Roos Racing School**  
(800) 722-3669 [racenow.com](http://racenow.com)  
**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)  
**Bob Bondurant School**  
(800) 842-7223 [bondurant.com](http://bondurant.com)  
**Bridgestone Racing Academy**  
(905) 983-1114 [race2000.com](http://race2000.com)  
**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)  
**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4itservices.com](http://go4itservices.com)  
**Porsche Sport Driving School**  
(888) 204-7474 [porscheedriving.com](http://porscheedriving.com)  
**Simraceway Performance Driving Center**  
(800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

**Skip Barber Racing School**  
(800) 221-1131 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School**  
(800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

#### NOVICE PERMIT / SCHOOL AND EVENT CREDIT

**Allen Berg Racing School**  
(888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)  
**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)  
**ProFormance Racing School**  
(253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

#### NOVICE PERMIT / SCHOOL CREDIT

**Bobby Cee's Racer's Edge High Performance Driving School**  
(562) 714-1799  
[bobbyceesracersedge.com](http://bobbyceesracersedge.com)  
**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)  
**FAASST Performance Driving School**  
East: (877) 266-4429,  
West: (719) 761-1372 [faasst.com](http://faasst.com)  
**Sports Car Driving Experience**  
(800) 453-5506  
[corvetteracingschool.com](http://corvetteracingschool.com)  
**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

#### TIME TRIALS

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

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

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

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

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

**Jun 26** PDX Autobahn/Chicago  
**Jul 16** PDX Milwaukee Mile/Milwaukee  
**Jul 20** PDX Blackhawk Farms/Chicago  
**Aug 20** PDX Milwaukee Mile/Milwaukee  
**Aug 21** PDX Autobahn Joliet/Chicago  
**Sep 13** PDX Autobahn Joliet/Chicago  
**Sep 17** PDX Milwaukee Mile/Milwaukee  
**Oct 2** PDX Road America/Milwaukee  
**Oct 24** PDX Milwaukee Mile/Milwaukee  
**Chicago** (847) 934-3905  
**Milwaukee** (414) 678-9679

**MIDWEST** [midiv.org](http://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](http://sowdivscca.org)

**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**

**DIVISIONAL RACE**

**WHAT** Runoffs qualifier  
**WHEN** July 18-19, 2015  
**WHERE** Watkins Glen, N.Y.  
 Competitors choosing the Divisional route will battle for a spot at the Runoffs at the July Watkins Glen race.





Dennis Wood

**MID-SEASON MAJORS**

The Northern Conference U.S. Majors Tour is in full swing come the July 11-12 race at Gingerman.

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)

**Aug 22-23** PDX/CT High plains Raceway/Colorado  
**Colorado** anniedew@msn.com

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

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

**SOLO**

**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**

**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.  
*Brian Coulson; Christine Grice*  
**May 9-10** Met Life Stadium, N.J.  
*Mark Daddio; Stephanie Reeve*  
**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**

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

**Jun 6** New Meadowlands 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 Meadowlands 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](mailto:kjbarnes22@gmail.com)  
**Northeast Pennsylvania** (570) 881-0474  
**Northern New Jersey** [autox4u@gmail.com](mailto:autox4u@gmail.com)  
**Philadelphia** (484) 949-4100  
**South Jersey** (856) 534-5301  
**Western New York** [dale@thehunzies.com](mailto:dale@thehunzies.com)

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

**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](mailto:randallprince@gmail.com)  
**Blue Ridge** (540) 290-2797  
**Central Florida** [chuck.lutz@gmail.com](mailto:chuck.lutz@gmail.com)  
**Chattanooga** (423) 883-4548  
**Middle Georgia** [raybrake@comsouth.net](mailto:raybrake@comsouth.net)  
**North Carolina** (910) 622-5513

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

**Jun 7** Mid-American Air Center/Southern Indiana  
**Jun 14** Ailmington 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



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Jeff Loewe

**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

**PREPARATION**

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Jeff Loewe

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](http://cendiv-scca.org)

**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](http://midiv.org)

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

**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  
**Jun 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  
**Aug 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](http://coloradoscca.org)

**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

**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:



**EmpireCovers** is offering Club members a 45-percent discount and free ground shipping on their complete line of covers.



**Hertz** offers savings of up to 15 percent for current SCCA members.



**LegalShield** is offering a discounted group rate and waived enrollment fees for SCCA members.



**iRacing.com** is offering annual subscriptions to SCCA members for only \$49 - a savings of more than 50 percent.

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



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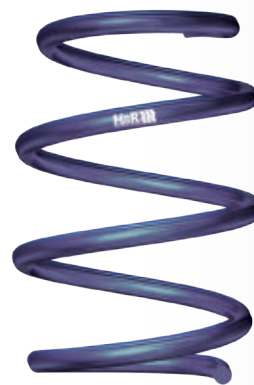


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[www.koni.com](http://www.koni.com)

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

**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](mailto:sfrautox.com)  
**San Francisco Fresno** (559) 905-0061  
**San Francisco Sacramento**  
 (916) 416-2972  
**Snake River** (208) 2768

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

**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](mailto: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](http://www.scca.com/rally)

## NATIONAL

**Sep 19** Oktoberally/Land O' Lakes  
**Sep 20** Badger Trails/Land O' Lakes

## REGIONAL

**NORTHEAST** [nediv.com](http://nediv.com)  
**Oct 18** Fall Foliage Fling/South Jersey  
**South Jersey** (835) 228-9249  
**Washington DC**  
[mgoabbrallymaster@gmail.com](mailto:mgoabbrallymaster@gmail.com)

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

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

## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

Burdette H. Martin Jr. 6/1/1950 Chicago

## 50-YEAR MEMBERS

Charles M. Chadwick 6/1/1965 Washington DC  
 George W. Hoffman 6/1/1965 Glen  
 William K. Schuberth 6/1/1965 Chicago  
 Robert D. Shelton 6/1/1965 Washington DC

## 45-YEAR MEMBERS

Claire Kelly 6/1/1970 San Francisco  
 Francis McAllister 6/1/1970 Finger Lakes  
 Charlotte Sargent 6/1/1970 Wichita  
 Robert Sieck 6/1/1970 Central Florida

## 40-YEAR MEMBERS

Alan Coleman 6/1/1975 Atlanta  
 Mark A. Copeland 6/1/1975 Steel Cities  
 Hugh A. Cornell 6/1/1975 Glen  
 Laurence Dignan 6/1/1975 New England  
 Stewart Edwards 6/1/1975 Chicago  
 Bruce Kapsten 6/1/1975 New England  
 Richard L. Lankford 6/1/1975 Indianapolis  
 Ed Midgley 6/2/1975 Chicago  
 Francis L. Miller 6/1/1975 Detroit  
 Sandra L. Neff-Weir 6/1/1975 Cincinnati  
 Tim N. Regenold 6/1/1975 Mid South  
 Michael P. Weir 6/1/1975 Cincinnati  
 Jeffrey B. Willers 6/1/1975 San Francisco

## 35-YEAR MEMBERS

Larry Campbell 6/1/1980 Lake Superior  
 Bruce Domeck 6/30/1980 Kentucky  
 Susan K. Free 6/1/1980 Buccaneer  
 Allan P. Harhay 6/13/1980 Central Florida  
 Kathryn R. Hayworth 6/1/1980 San Francisco  
 G. Michael Hayworth 6/1/1980 San Francisco  
 Donna P. McDonough 6/1/1980 Steel Cities  
 Joakim A. Mount 6/1/1980 New England  
 William Mark Sigmon 6/1/1980 Central Carolinas  
 Kevin E. Smith 6/1/1980 Southern West Virginia  
 Edward D. Sohler 6/1/1980 Steel Cities  
 Richard Varsell 6/1/1980 New England

## 30-YEAR MEMBERS

Dale R. Andrew 6/18/1985 Indianapolis  
 Charles E. Bailey 6/4/1985 San Francisco  
 Douglas R. Barrett 6/12/1985 Continental Divide  
 Doug Blank 6/19/1985 Atlanta  
 Terry A. Bowman 6/19/1985 Neohio  
 Pratt Cole 6/18/1985 Reno, Utah  
 Brenda J. Cole 6/18/1985 Reno, Utah  
 Carl J. Cramm 6/24/1985 Houston  
 Thomas L. Disque 6/12/1985 Philadelphia, Washington DC  
 Susan A. Eckel 6/7/1985 Detroit  
 Nicholas Fasola 6/26/1985 Atlanta  
 Merlene Fletcher 6/12/1985 Las Vegas, Snake River  
 Robert E. Frazier 6/12/1985 Buccaneer

Richard Giroux 6/24/1985 Ohio Valley  
 Fred Ian Hammond 6/4/1985 Northern New Jersey  
 Dale Hammons 6/12/1985 Land O'Lakes  
 William Hudson 6/14/1985 Mohawk Hudson  
 Conrad D. Humphrey 6/19/1985 Ohio Valley  
 David W. Jansen 6/14/1985 San Francisco  
 Greg D. Jensen 6/12/1985 Nebraska  
 Michael R. Larimer 6/12/1985 Mohawk Hudson  
 Martin L. Laux 6/6/1985 Glen  
 David Luney 6/13/1985 Atlanta  
 Shannon Murphy 6/10/1985 Land O'Lakes  
 David R. Noel 6/25/1985 Philadelphia  
 Arden Kozono Oji 6/4/1985 San Francisco  
 Jacob C. Perry 6/12/1985 Cent Carolinas, NW Ohio  
 Wayne Quick 6/10/1985 North Carolina  
 Pamela J. Sasser 6/10/1985 Chicago  
 Jamie Sculerati 6/4/1985 San Francisco  
 Susie Sorenson 6/19/1985 Milwaukee  
 Tony Suever 6/14/1985 Ohio Valley  
 Mark B. Tcherkezian 6/12/1985 Central Carolinas  
 Rodney B. Thompson 6/4/1985 Central Florida  
 Jim Young 6/12/1985 Mahoning Valley  
 John Paul Yursky 6/11/1985 Neohio

## 25-YEAR MEMBERS

Stefanie Humphrey 6/25/1990 Northwest  
 Dave Humphrey 6/25/1990 Northwest  
 Daniel Pieluch 6/13/1990 New England  
 Mike Agnifilo 6/27/1990 New England  
 Robert G. Andrews 6/28/1990 Texas  
 Gary Arvan 6/29/1990 Detroit  
 David P. Boles 6/22/1990 Central Florida  
 Richard D. Brown 6/22/1990 New York  
 Garrett Chew 6/22/1990 Hawaii  
 William S. Christenberry 6/22/1990 Eastern Tennessee  
 Hulbert C. Colwell 6/29/1990 South Bend  
 Karen Crider 6/28/1990 Detroit, W Michigan  
 Chris Demers 6/13/1990 New England  
 Lisa Domeck 6/12/1990 Kentucky  
 Bruce C. Drenth 6/11/1990 Land O'Lakes  
 David Ferguson 6/8/1990 Cal Club  
 Mark W. Funk 6/28/1990 Kansas City  
 Kenneth Hansen 6/28/1990 Eastern Idaho  
 Chris Hauswald 6/28/1990 Central Florida  
 L. Frank Kamish 6/13/1990 Detroit  
 Michael J. Kochanski 6/25/1990 Blackhawk Valley  
 David W. Krekel 6/13/1990 Eastern Idaho  
 Al Laivo 6/28/1990 San Francisco  
 Eric K. Nordquist 6/25/1990 Washington DC  
 Terry Roberts 6/11/1990 New England  
 Clarence M. Shoun 6/25/1990 Florida  
 Richard Skinner 6/11/1990 Chicago  
 Patty Sue Weber 6/29/1990 Saginaw Valley

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

**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](mailto:ean21@juno.com)

## RALLYCROSS

## NATIONAL CHAMPIONSHIP

**Aug 7-9** Indianola, Iowa

## NATIONAL CHALLENGE

**Jun 27-28** Dixie National Challenge/Dixie

## REGIONAL

**NORTHEAST** [nediv.com](http://nediv.com)  
**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**  
[adamkimmett@gmail.com](mailto:adamkimmett@gmail.com)

SOUTHEAST [sediv-racing.org](http://sediv-racing.org)

**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@dynamtorch.com](mailto:leon@dynamtorch.com)

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

**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](http://midiv.org)

**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.com](mailto:doug@formula1blog.com)  
**Nebraska** [spducharme@mac.com](mailto:spducharme@mac.com)

ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**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.com](mailto:ryolse@gmail.com)  
**Utah** [gonzalo1975@msn.com](mailto:gonzalo1975@msn.com)

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

**Jul 25-26** Chehalis Fest/Oregon  
**Oregon** [rebeccaruston@yahoo.com](mailto:rebeccaruston@yahoo.com)



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TAPE  
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33203133

**SUPER COUPON**

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

LOT 67847 shown  
61454/61693

**SAVE \$70**

**\$149.99** REG. PRICE \$219.99

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**33177993**

**WOW SUPER COUPON**

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- Accuracy within  $\pm 4\%$
- 1/4" DRIVE LOT 2696/61277
- 3/8" DRIVE LOT 807/61276
- 1/2" DRIVE LOT 62431 239 shown

**\$9.99** REG. PRICE \$29.99 **SAVE 66%**

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**33108664**

**SUPER COUPON**

**PACIFIC HYDROSTAR  
1650 PSI  
PRESSURE  
WASHER**

LOT 69488  
• 1.3 GPM

**SAVE \$50**

**\$79.99** REG. PRICE \$129.99

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**33120405**

**SUPER COUPON**

**27 LED PORTABLE  
WORKLIGHT/FLASHLIGHT**

LOT 67227 shown  
69567/60566  
62532

**SAVE 62%**

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**33165421**

**SUPER COUPON**

**HaulMaster 500 LB. CAPACITY  
ALUMINUM CARGO CARRIER**

LOT 92655 shown  
69688/60771

**SAVE \$70**

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**33207116**

**WOW SUPER COUPON**

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

**PITTSBURGH**

LOT 69252/60569/62160  
62496/62516/68053 shown

**SAVE \$60**

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**SUPER COUPON**

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LOT 67287  
62234/61917 shown

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**33168891**

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62591/68784 shown**

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**33115014**

**SUPER COUPON**

**CENTRALPNEUMATIC  
20 OZ. GRAVITY FEED  
SPRAY GUN**

LOT 47016 shown  
67181/62300

**SAVE 66%**

**\$9.99** REG. PRICE \$29.99

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**SUPER COUPON**

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LOT 61307  
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**33168082**

**SUPER COUPON**

**PITTSBURGH  
3 TON HEAVY DUTY  
STEEL JACK STANDS**

LOT 62392  
69597/61196  
38846 shown

**SAVE 55%**

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**33178675**

**WOW SUPER COUPON**

**900 PEAK/700 RUNNING WATTS  
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GAS RECREATIONAL GENERATOR**

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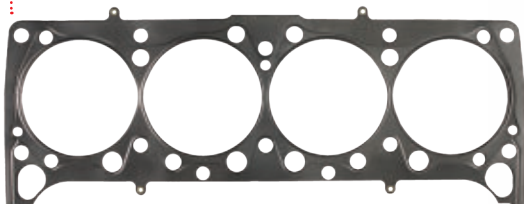
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# CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

## Time brings change

Time is constantly changing. Nostalgia dictates that change is always bad, but I believe that in motorsports, change is often good - sometimes great. This issue is spilling over with incredible examples of just that.

You'll find in the news section that time has stolen away one of the SCCA's greatest assets, Denise McCluggage. While her passing is heartbreaking, her mark on motorsports will be forever felt. McCluggage was a motorsports journalist and racer in an era when women were supposed to present trophies. She bucked the system, and along with the likes of other women racers in the 1950s and '60s - like SCCA's first female National Champion Donna Mae Mims - they altered the course history would have otherwise taken.

Case in point, on pg. 60 you'll see the fruits of their efforts as we cover the SCCA Pro Racing Trans Am series which is being dominated this year by Amy Ruman. In 2011, Ruman was the first woman to win a Trans Am race and, if she has her way, she'll be the first woman to claim the overall Trans

Am title, too - possibly setting that record this year if her early season domination is an indicator.

But change isn't always something as massive as equality of the sexes - often it's as simple as a philosophy change. In this month's cover feature, multi-time Runoffs Champ Joe Huffaker discusses how the

**"The old guard attitude is rapidly vanishing, and it's being replaced with a healthy dose of equality on all counts"**

SCCA has changed in the 10 years he was away. "Before, you had to kind of fight your way, even in the paddock, to be heard or seen," he tells us. "Now, [the organizers] come over and want to know how it's going. If you have a complaint, they want it. They want to know how to work it for the next weekend. And they implement it right away, which is really quite good."

I've seen this firsthand. At one of the Western Conference U.S. Majors Tour races

last year, I brought up a point - a small but valid one - I thought could improve the race weekend. Imagine my surprise when the SCCA actually tried my suggestion at the next race, and my shock when it stuck around for the 2015 season.

I often encounter SCCA racers who used to compete in the 1970s who tell me that those were the golden days, and racing's simply not the same anymore. I can't comment so much on that since I wasn't around back then, but I do agree that there have been plenty of changes since then. No longer is it a rarity to compete alongside, and be beaten by, talented women - and these drivers are no longer seen as women



Chris Clark

### GROUNDBREAKERS

Amy Ruman (ABOVE) is enjoying a stellar Trans Am year, made possible by the likes of the late Denise McCluggage.

racers, but simply racers. No longer is a complaining voice in the paddock flippantly dismissed without a second thought. Yes, the old guard attitude is rapidly vanishing, and it's being replaced with a healthy dose of equality on all counts. Time certainly is changing, and I couldn't be happier. ☺

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## FROM THE ARCHIVES

### 10 YEARS AGO... JULY 2005



- *Maximizing the Traction Circle*, by WM. C. Mitchell, covered the art and science of trail braking.
- A history piece took a look back at the first 20 years of Spec Racer, and the greats who raced one.

### 20 YEARS AGO... JULY 1995



- The running of the 50th, and what would be the last, Chimney Rock Hillclimb was featured.
- *A ProSolo Experience* documented the journey of a novice joining the fun.

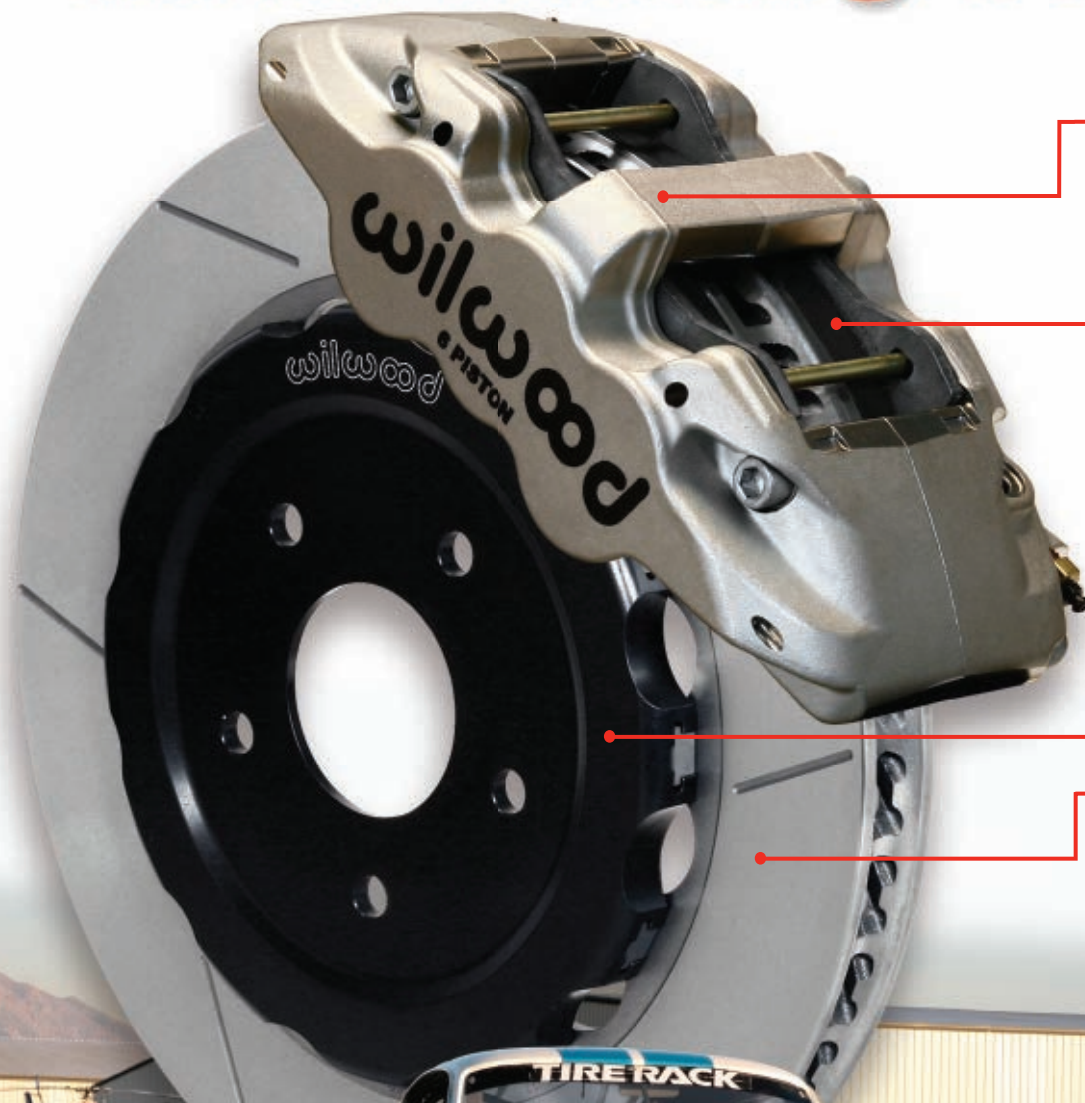
### 30 YEARS AGO... JULY 1985



- *Ten To Fear* was a listing of the 10 best Solo drivers, a few of whom have yet to slow down.
- Coverage of a Road Rally that was utilized to launch the new Chevy Nova was included.



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