

SPORTSCAR[®]



NIGHT SHIFT

Track Night in America goes live, and Solo competitor Max Hayter can't wait to jump in

DAYTONA OR BUST
Experience the 2015 Runoffs like a pro with our traveler's guide

STREET RULES
Solo's heavy hitters weigh in on the new Street category

SOLID FOUNDATION
The SCCA Archives are on the move, and only you can help

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HANKOOK
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



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g-Force R1
g-Force R1 S

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In 2014, Hankook Tires won 17 class championships at Tire Rack SCCA Solo Nationals, as well as won the Formula Drift Pro Series Championship.



ventus V12 evo²

Max Performance Summer*

The Ventus V12 evo2 features a new styrene polymer that lowers rolling resistance for improved vehicle fuel economy without surrendering dry and wet traction.



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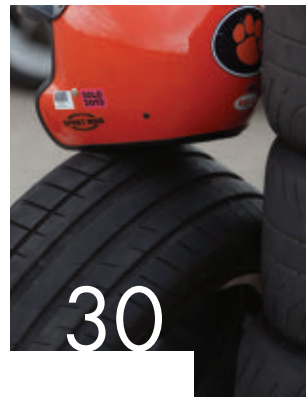
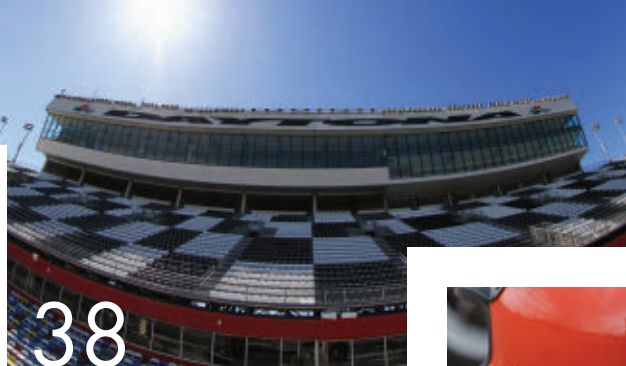


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Promote efficient water evacuation from the center of the contact patch to enhance hydroplaning resistance and wet traction.

*Like all summer tires, the Ventus R-S3 and Ventus V12 evo2 are not intended to be driven in near-freezing temperatures, through snow or on ice.

Call or visit www.tirerack.com/hankook for up-to-date sizes and pricing.



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

SPORTSCAR

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Photo by: Ruben Ducheyne

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Tyler Brown (LEFT) and Andrew Trujillo (RIGHT) hurry to repair Tom Brown's No. 27 Advanced Autosports/Custom Wireless Spec Miata during a rainy U.S. Majors Tour weekend at Mid-Ohio Sports Car Course.

DATE | May 31, 2015

LOCATION | Mid-Ohio Sports Car Course, Lexington, Ohio

WHAT | SCCA U.S. Majors Tour

PHOTOGRAPHER | Jeff Loewe





A number of SCCA alumni contested this year's 24 Hours of Le Mans, but probably none with the fame of actor and former MX-5 Cup competitor Patrick Dempsey. Dempsey is at a turning point in his career, quitting acting to race full time. Additionally, he's joining *RACER* magazine as a regular contributor.

DATE | June 2015

LOCATION | Circuit de la Sarthe, Le Mans, France

WHAT | 24 Hours of Le Mans

PHOTOGRAPHER | LAT / Adam Warner

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ON KEY

As part of the Kiesel/Carvin Guitars contingency program, the winner of the Tire Rack ProSolo Super Challenge year-end points and the top PAX finisher of the Tire Rack Solo National Championships will win a custom-made guitar.



Rupert Berrington



Rupert Berrington


SOLO NATS REGISTRATION IS A GO!

Registration for the 2015 Tire Rack Solo National Championships presented by Garmin VIRB is open and running strong. Registration for the 43rd edition of the Solo Nationals is also the first National Championship event to utilize the new www.scca.com user profiles for event registration. The more complete the user profile, the more efficient the signup process will be.

"Although we have been working on preparations for months for the 2015 Tire

Rack SCCA Solo National Championships, the opening of registration on the new SCCA website really marks the official beginning of the event for most of the Solo Community," says Howard Duncan, SCCA Senior Director of Solo and Rally. "For 2015, we will continue to go with the tropical theme with the event slogan of 'The Return 2 Concrete Beach.' So, gather up your flip flops, pink flamingos, pools, and palm trees and plan to come to Lincoln in September

to be a part of the party where an autocross will probably break out!"

Early registration for the Solo Nationals is encouraged, as competition numbers will be assigned on a first come, first served basis. The cost to register through Aug. 4 is \$170 per entry, and \$85 for Junior Kart classes. After the August deadline, the cost of registration increases to \$300. Paddock space reservations opened on June 24 for groups of six or more, and on July 8 for individuals. 



Rupert Berrington

RALLYCROSS NATS REGISTRATION

There is still time to register for the 2015 SCCA RallyCross National Championships, scheduled for Aug. 7-9 in Des Moines, Iowa. As of July 1 the registration fee is \$160, and entrants are reminded that the event will be capped at 125 drivers.

The SCCA National Convention, slated for Jan. 21-23, 2016, will move westward to the South Point Hotel, Casino & Spa, in Las Vegas, Nev. The Convention will return to a more familiar format that is focused on leadership development and skills training within the Club.

The Convention will encompass three key components throughout the three-day event: a leadership summit, annual meeting, and SCCA Hall of Fame induction ceremony. The main focus surrounding this year's program will be that of leadership training on the Regional level.

Though times and a full schedule are yet to be confirmed, the annual meeting and welcome reception will be held on Thursday afternoon, followed by two days of training and capped by

the SCCA Hall of Fame and Awards banquet on Saturday night.

The training component of the Convention will focus on technology integration, event and Club marketing, and Regional program development. Effective Region marketing techniques are also on the docket, including real examples of successful event leaders and the way they reach their audience. Efficient event execution, including specialty roles, will fill the third column.

The convention will seek to offer training, meeting, and networking opportunities for as many aspects of Club leadership as possible. The offering will range from the essential functions needed to execute events, such as Solo Course Design and Club Racing Tech, to leadership skill sessions focused on volunteer recruitment and retention, communication, and program development. ●

BACK AT IT

Las Vegas played host to the SCCA National Convention for several years before its move to Charlotte, N.C. Now, the Convention is back in Vegas with new focus and direction.



The all-new SCCA.com

Have you noticed SCCA.com is completely new? The recently re-engineered website offers a cleaner look, with fresher, more dynamic, and easier to scan headlines. Events are prominent on the front page, and the menus have been cleaned up and sorted to make it easier to find all of your favorite programs and information. All of these features will be easy to access no matter what device you use - something we'll all appreciate in our busy schedules.

SCCA.com is also more personalized for you. The first thing you should do is log in and complete a profile by clicking the link in the top right corner - the e-mail and password you previously used to access your member account on SCCA.com has been carried over to the new site. If you don't have an account or aren't yet a member, you can easily create one.

Included is a complete event registration system that makes SCCA.com a one stop shop for events run by the SCCA National Office, starting with the Tire Rack Solo National Championships and including the National Championship Runoffs, and 2016 SCCA National Convention. And, the more complete your profile, the quicker your checkout process.

With an account, you'll have the opportunity to incorporate many of your social media aspects into your SCCA life. Like other social media accounts, you can add friends, send messages, and comment on photos and videos.

Even better, the features and access that you see now won't be the end of the ride. This is a site that is built to grow. The content will continue to evolve and the front page will be updated regularly. ●

2016 Convention is Vegas bound

Courtesy South Point Hotel, Casino & Spa

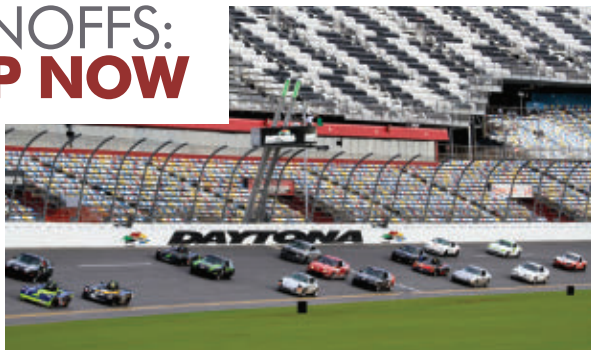


The 2015 National Championship Runoffs presented by Garmin VERB marks the return to the Daytona International Speedway for the first time since 1969. The best amateur racers in the country will come together for the traditional winner-take-all championship shootout during the 52nd running of the event on Sept. 21-27, 2015 - and driver and worker registration is now open! During registration, competitors may also reserve paddock space, or garages, for a fee. ●

2015 RUNOFFS: SIGN UP NOW

FILLING THE FIELD

Registration for the 2015 Runoffs at Daytona has taken the green flag.



Dave Green

MAKE MONEY ON THE SOLO COURSE

A number of great contingency programs are available for competitors at the Tire Rack Solo National Championships. As always, competitors are reminded to register for the programs they wish to participate in prior to the event.



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EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Reece White

CONTRIBUTING EDITORS

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

CONTRIBUTING PHOTOGRAPHERS

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

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ASSOCIATE PUBLISHER

Steve Bottom

ADVERTISING DIRECTOR Rick Nitti

ADVERTISING MANAGER

Nicole Szawlowski

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
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(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
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Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
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INAUGURAL EVENT

The first Bracket Enduro proved SCCA's latest concept is sound.



Annual Financial Report

SCCA and its subsidiaries (Pro Racing and Enterprises) undergo a financial statement audit on an annual basis. The following condensed consolidated statements of financial position as of Dec. 31, 2014 and 2013, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary and therefore do not include all of the disclosures required by accounting principles generally accepted in the United States of America. To review a copy of the complete audit report, visit www.scca.com.

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2014	2013
Total Assets	\$7,004,611	\$6,890,472
Total Liabilities	\$3,169,241	\$3,111,012
Unrestricted net assets	\$3,835,370	\$3,779,460
Total liabilities, net assets	\$7,004,611	\$6,890,472

CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Revenue	\$12,077,209	\$10,307,321
Total operating expenses	\$12,224,172	\$10,306,395
Net operating revenue (less than) in excess of expenses	(\$146,963)	\$926
Total other income	\$202,873	\$218,378
Net income	\$55,910	\$219,304

On June 6-7, the first Bracket Enduro took place at Thompson Speedway Motorsports Park, in Thompson, Conn. While the name itself suggests a departure from the typical SCCA Club Racing format, the differences between the traditional Club Racing program and Bracket Enduro go much deeper than that. The new program is designed to get more people involved in road racing who may not have access to a fully prepped racecar, built to the full requirements outlined in the SCCA General Competition Regulations. The hope is to give those who want to race a place to do that against drivers in moderately modified cars. This initial event offered some 11 hours of racing between Saturday and Sunday, preceded by a one and a half hour practice and qualifying session.

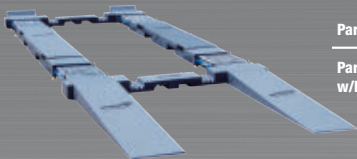
More information on Bracket Enduro can be found on www.scca.com by selecting "Road Racing" under the "Programs" tab. ☉

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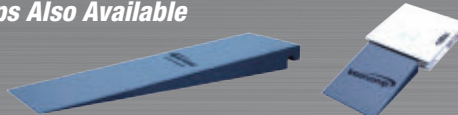


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Part # 171005
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The 60th running of the Chicago Region June Sprints took place June 12-14 at Road America in Elkhart Lake, Wis., and, with nearly 300 entrants, the racing was fierce. Look for in-depth coverage of the historic event in the next issue of *SportsCar*.



Irina Bouzenkova

Membership Drive Contest

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

REFERRAL LEADERS FOR MAY 2015

NAME	REF	REGION
Warren Leach	103	San Diego
Brian Ghidinelli	33	San Francisco
Gayle Jardine	30	Cal Club
J. Burchardt	11	SW Louisiana
Mike Holzinger	9	Iowa
Jim Nowlen	9	Milwaukee
Annie Steinke	9	Kentucky
Sydney Davis	8	Houston
Dixie Eckert	8	Atlanta
Velma Boreen	7	Indianapolis
Cindi Clark	7	Las Vegas
Dave Dusterberg	7	Indianapolis
Colin Fiedler	7	Milwaukee
Darren Gunn	7	Cent. Florida

There are 1,600 additional members with at least one referral.

REGION LEADERS

Category based on 2014 year-end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Milwaukee	15.9%
Oregon	9.9%
Florida	8.5%
Large Regions (401-799):	
Kansas City	16.8%
Finger Lakes	12.9%
Reno	12.6%
Medium Regions (200-400):	
Western New York	13.9%
Nebraska	13.5%
Utah	13.4%
Small Regions (<200):	
Lake Superior	38.5%
Southern Illinois	29.8%
Wiregrass	23.8%

Marketing Department Expansion

Andrea "Andie" Albin has joined the SCCA National Office staff as the new Digital Marketing and Communications Coordinator. Albin is responsible for the social media presence of SCCA as well as contributions to the website and other various marketing activities.

Albin grew up within the SCCA community, starting as a volunteer and recently transitioning to a competitor. Her background in Club Racing ignited a passion for the sportsmanship and camaraderie found at SCCA events.

"SCCA events have been a fundamental part of my life since childhood," says Albin. "I do not know where I would be without the experiences I have had and the friends I have made thanks to this Club. I look forward to putting my knowledge and experience to work for SCCA."

Albin recently earned her MBA from Stephens College following her undergraduate education at the same institution. She completed her Masters Project on the economic feasibility of road racing, focusing on the topical efforts of SCCA. 📍

CLUB VIEW ➡ ON POINT



Defining new paths

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Wichita, Kan., 1971. At age 14, I was already sold on the SCCA. I had attended my first race at the Lake Garnett Grand Prix - some of you have heard that story. I walked through the gate and said this is what I want to do for the rest of my life. The hook was cast.

The hook wasn't set, however, until later when I met the wonderfully interesting people of my Region at our monthly meetings, and the volunteers and competitors at our almost-weekly events. We started what have become lifelong friendships.

THE WAY IT IS

We are a part of this Club because of the cars and people, because the challenge of competition is compelling, and because it's fun! But is it as fun as it could be? The old definition of "butts in seats and helmets on heads" is what we were about. However, right now we are beginning to define new paths to participation, while at the same time keeping our core programs healthy and vibrant. These new programs will bring in the next generation. *Each one of us* has a job - a responsibility - to welcome these newcomers and

to help them find the fun. That, in turn, will help us rekindle our passion for what we do and reignite that great sense of adventure and fun in our Club and fellow members.

THE WAY WE WANT IT TO BE

Think about it like a car dealer's lot. If a four-door sedan was all there was there to choose from, it would be OK for a while, but would soon become boring. Add in a coupe, some SUVs, sports cars of all kinds, and then - all of a sudden - everyone gets a chance to choose what suits their personal style. And in our events, we will have more interesting ways to interest enthusiasts and competitors. We will have new friends that we can be buddies to - that we can introduce to our sport. That is the goal of the *Year of the New Program*.

Our sport - motorsport - is cool. It's aspirational! Track Night in America driven by Tire Rack and our Starting Line days are showing us that people want to do what we do. I know you will welcome our newest members and participants; show them why for you and I, this is the Club we want to belong to! 📍



HELP DESK

Need help navigating the new SCCA.com website? Andie Albin, Digital Marketing and Communications Coordinator at SCCA, is creating a series of blog posts to help members find their way around the new SCCA.com.

Jay Bonvulture



WC Vision announced an extended sprint format series that will join its existing series in 2016. The new, and standalone championship, will be named the Pirelli World Challenge Sprint-X GT Championship Series. The extended Sprint-X races will take place at World Challenge headliner events, with the inaugural race scheduled for the season opener at Circuit of the Americas on March 4-6, 2016.

Sprint-X races will be 60 minutes in length and feature mandatory driver and tire changes. The extended sprint races will run as separate races during the headliner event weekends. 📍



Harry Anderson

Reinventing the buddy system

HEYWARD WAGNER

DIRECTOR, EXPERIENTIAL PROGRAMS

For decades, SCCA has relied on an army of unofficial ambassadors; advocates who love the sport and the Club and have taken that message to the masses. This is how many of us first got to the track, an autocross, or one of those famed membership meetings of yesteryear. We had a buddy.

Our friends did more than get us to events; they helped us decode the complex world of motorsports. Nowadays, when we talk about the barriers of entry to the sport, we tend to fixate on those we still see, primarily time and cost. We forget things like, "What gate do I come to," "Where is the workers meeting," and "What does the stripy flag mean?" Those who brought us filled in the gaps, introduced us to their friends, and made sure we knew when we could do it all again.

The problem is, we don't have as many of these advocates within the Club as we used to. As our events have become more serious, competition, procedure, and efficiency have taken our focus. Many of us are just too busy to introduce people to the sport anymore. We have, what seems like, more important things to do.

There is no fault in this; it is an unintended result of 70 years of Club evolution. The longer we do something, the more invested we become, the more focused we are, and the harder it becomes to find the time to be the new guy's buddy. Now, certainly we do still have advocates out there, but as they have become fewer and farther between, programs like SCCA Track Night in America driven by Tire Rack have become an essential next step in our Clubs offerings and evolution.

Track Night is designed to make it as easy as possible to get introduced to SCCA. You don't have to be a member, you don't have to have a license, and you don't have to have a buddy to show you around. From the information online to the registration process to the at-event procedures themselves, everything is built to make it easy for a new person to have fun, hang out, and find some new friend along the way.

But Track Night is not just for those who are getting started - it's also for us. It's a chance for us to reconnect with having fun with our cars, to be social and to enjoy a laidback and easy time at the track. It's for the new members, the

long time members, past members, and future members. And, for those interested, it's a chance for each of us to reconnect with the concept of being a buddy.

Thus far, 57 percent of Track Night participation is non-member, and 42 percent is under 35 years old. This is the next generation of motorsports enthusiast and potential SCCA members. Track Night is getting them in the door, but to convince them to stay in our house, we need the next generation of buddies to invite them back, talk to them about Solo events, Time Trials, rallies, Flagging and Communications, and all the other things that we love about SCCA.

This is something that can be done as a member or as a Region. It can be as simple as showing up, checking it out, and talking to some people about what you love about the SCCA. It can also be a Region-organized cookout, or autocross test-n-tune, or a racecar corral to get participants excited about Club Racing.

The best part is, these events are really fun. There is energy around people discovering something they love. It's infectious. It takes us back to the moment it happened to us and reconnects us with why we started doing this in the first place. Take that energy, add a little mentoring, and before you know it we will have a lot more buddies out there talking about what they love about SCCA. 📍



MICHELE ABBATE

LAS VEGAS REGION
SCCA MEMBER SINCE 2014

“How did you get into racing?” I’m asked this more often than just about anything else; and, the truth is, it all started with the SCCA. Regional autocross was my entry into motorsports in 2004, and I won’t ever stop chasing this dream. Ever since I was a little girl watching my brother race, I’ve

wanted to race wheel to wheel; and my journey getting there has been - and still is - full of hard work and dedication. Fast forward to 2015, and my team and I are leading both the Western Conference and the

“Regional autocross was my entry into motorsports in 2004”

MICHELE ABBATE

Nationwide point standings for STU in the SCCA U.S. Majors Tour during our debut year with the SCCA in our Scion FR-S.

The Majors wasn’t really in the cards until late 2014 when B-Spec Runoffs Champion Kyle Keenan suggested I campaign the 2015 season. I knew my personal funding wouldn’t support it, and that’s when I decided to partner with Dark Horse Pros and my current sponsors to hold a 30-day, all-or-nothing crowd funding campaign. During that month, I had to raise at least \$10,000, which would be used to fund my first Majors season. Amazingly, I raised more than 130 percent of my goal.

There is no way I would have gotten where I am without the help and support of so many people and, if I can send just one message, it would be to always follow your dreams and never give up. My dad always told me that where there’s a will, there’s a way, and I’ve lived life based on that statement. That is one reason why our racecar carries the ‘American inspiration’ theme. We are so fortunate to live in the USA where so many have fought for our freedoms and defended our opportunities to be whoever and whatever we dream of.”

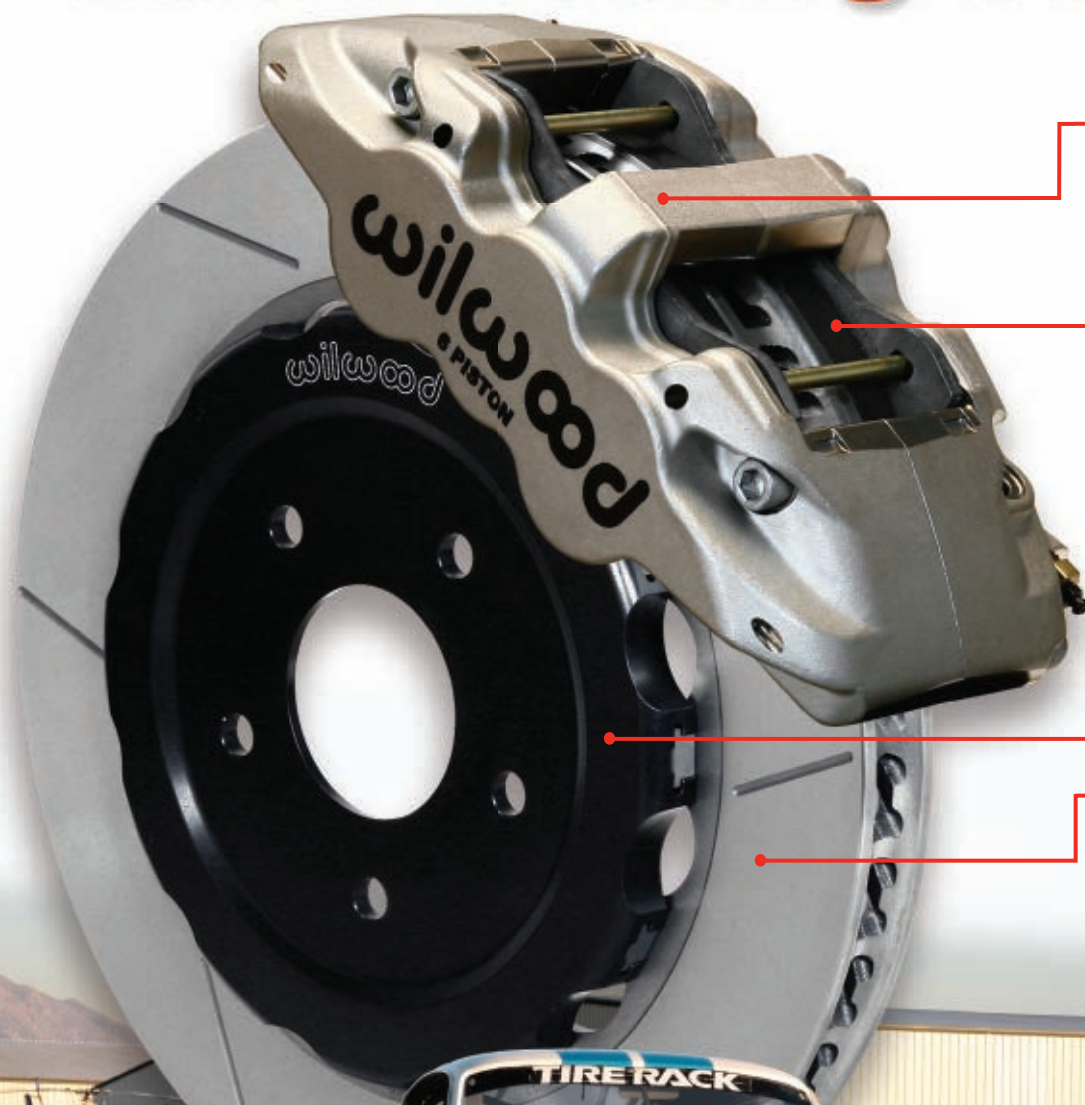
WHERE THERE’S A WILL...

Thanks to a successful crowd funding campaign, Michele Abbate was able to compete in the Western Conference U.S. Majors Tour and take the STU points title in a Scion FR-S (RIGHT).



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POBST POSITION

One glorious year with Porsche



Philip Tucker

In 2001, I had in my hands the Holy Grail of sports car racing drivers: a Porsche factory driving contract. There had been a desire for an American, and with a lot of help from Alwin Springer of Porsche North America, Alex Job Racing, and a fortunate weekend in the Porsche Supercup with Formula 1 at Indianapolis, I got the offer.

It was a little strange, I thought, to read and sign the contract, just before heading for the airport, at 6 a.m. the morning after the annual Porsche awards banquet in the lobby of a Stuttgart-Zuffenhausen hotel, but I was very pleased, nonetheless. It lasted one glorious year.

Part of how I earned the ride was our performance at Alex Job Racing in the American Le Mans Series with the GT3R the year before. We consistently ran as well or better than the factory-supported and driven team in our class. Why? Setup. AJR worked tirelessly to improve the 911, with me leading the driver feedback loop, and Greg Fordahl (SCCA autocrosser, BTW) as engineer. We softened the car and ran compliant shocks, and we re-did the brake system, reducing effort and improving modulation, all to please my sense of balance - and since it was a success on track, it continued. Right up until the last hours of the final event in Australia, we had a real shot at the championship. The main thing that stopped us was the maddeningly

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



GOLDEN TICKET

A factory ride is the dream for many a road racer, and it was an honor Randy Pobst earned in 2001 after successfully campaigning a Porsche with an independent team.

LAT / Pierce Williams

unreliable, straight-cut gearbox we kept trying. It worked on dyno tests, but not on the battlefield.

The next spring, I got my shiny white new Porsche racing suit, and arrived all excited and revved up for the new season. I hopped in the car and was immediately disappointed. Stiff and noncompliant suspension, a tendency to snap oversteer at turn-in and on power application, and a brake pedal that required me to literally mash as hard as I could. All things we had sorted out the year before.

The other guys thought it was fine, and went fast. On the other hand, I thought the street cars were pretty darned good, with the Sport option, anyway. The 911 GT2, introduced at the end of that year at a Daytona media event, was so well balanced that I could drift it through the fast infield dogleg with pleasure. While AJR improved the car significantly over the year, it was too late for me. I was a little off the pace. What gives, I thought?

My answer came through my co-driver last year, the phenom Andrew Carbonell, in the Freedom Autosport Mazda MX-5. Karting. Yes, and don't call them go-karts; I mean the real race machines many young drivers, like Andrew, grow up in. They have a solid axle rear end, which I have realized creates a whole driving culture of toss-and-catch oversteer. With no differential, they very much seek straight ahead; *un-der-steer*. They must be tricked into turning by breaking that inside rear tire free with a flick of the wheel. Oversteer is your friend in a

"Slow hands. Smoothness. Patience. Calm in the middle of the corner"

kart, and they are so light that the tires can take it. Sharing the same car in endurance races, I recently wrote how I was amazed at how Andrew could go lightning fast with a setup that felt very loose and unstable to me.

Now, I think back to Porsche, having just returned from a magazine test of the new GT3RS and having had the pleasure of many track laps in the Pikes Peak Racing GT3 road car, so very hooked up. I also have raced and tested several of the newest 991-versions on 911 racecars, the GT America for the Rolex 24, and the latest GT3 Cup. Both loose as could be, as delivered. I am car-blessed to drive so many great sports cars, and so I immediately feel the differences. The racecars often oversteer dramatically. Why?

At this last test it all came full circle for me. I complained about a little low-speed over-rotation and power oversteer, and a Porsche rep said, "Our young Porsche factory drivers drove it and said it was perfect." Perfect. Handles just like a racing kart, in which they grew up for 10 years, like many of today's younger pros. Stiff and loose. Dance that tail all the way around the corner. Not good to have a driver with too much talent set up your car. They don't even see the flaws; drive right around them. Actually, sometimes they hate understeer, whereas I believe a little push is a good thing, in several ways.

I grew up autocrossing street cars, many front-drive, that mostly wanted to understeer terribly. Another culture all together, and a different driving style. Slow hands. Smoothness. Patience. Calm in the middle of the corner, just before going to power. My favorite handling cars pretty much drive themselves. Balance. No conscious thought needed - just smoothly turn the wheel, and around you go. It's a dance, but more like the waltz than a rave. These cars are easy and natural to blend from braking into cornering, and then to acceleration. Easy on the tires, too, which is very important as weight and power go up (think Pirelli World Challenge GT). And guess what? Easy to turn astonishing lap times. And hard to crash. Stability control rarely activates. With a balanced chassis, shoot, it's hardly needed. Examples? Miata (and the new one is better than ever), BRZ, Cayman, Camaro Z/28, 911 50th Anniversary, GT3, GT-R, M4, and at the far end of the spectrum, Lamborghini Huracan.

Is there a right and wrong? Well, yes, I say. Certainly a right and wrong for me. When the car is properly balanced, racing speeds are not a lot of steering work. Could be high g-load work, however, and hopefully is, we mostly love high g-force. Proper balance saves the tires by evenly distributing the loads. It even reduces heat and wear in the brakes because it builds confidence to enter corners at a higher rate of speed. Moral of the story? If some youngster is outrunning you, blame the setup. 🟡

SCCA's Track Night in America is set to turn racetrack access on its head, building SCCA membership in the process

WORDS Philip Royle IMAGES Sean Rice

It calls to members and non-members alike: You and your car, an hour of track time between 4 p.m. and 8 p.m., on a weeknight, \$150. And rulebooks? They don't exist. Run what you brung, have a blast, repeat. It's a winning formula. At least, that's what SCCA's latest program is gambling on.

SCCA's Track Night in America driven by Tire Rack offers low-buck, convenient track time, luring enthusiasts into the SCCA fold with low-stress, low-commitment, easily accessible time on the racetrack in just about any street car. But this isn't just another day at the track.

THE NIGHT SHIFT





“The program is designed to be fun, easy, and accessible”
H. WAGNER

Track Night’s journey from concept to reality was not a short one, explains SCCA’s Director of Experiential Programs Heyward Wagner.

“The idea was born in

SCCA’s marketing department about five years ago,” he tells us. “At that time, we didn’t have a department to execute a program of this scale. When the Experiential department was created last spring, Track Night was one of the first ideas that was brought to us, and we loved it.”

The first Track Night took place April 6, 2015, one year, six days after Wagner’s department was formed, and was made possible in large part thanks to a grant from the FIA and sponsorship from longtime SCCA partner Tire Rack. Since then, Track Night has seen both outstanding turnouts and events with limited participation while trying to turn the concept into reality.

EASY ACCESS

Track Night in America requires little more than a helmet (ABOVE) and car to get you on track. And the price point fits almost any car enthusiast’s budget.

What’s different about Track Night? For starters, unlike almost every other track day, Track Night takes place during weekday evenings, usually Tuesdays or Thursdays, with a sticker price of \$150 (less if you search online for a discount code). Track Night also encourages spectators, offers free parade laps halfway through the event, and welcomes groups - like SCCA Regions, local scouts, and so on - to host gatherings at the track for free. At most venues, Track Night will occur the same time each month for several consecutive months.

“The program is designed to be fun, easy, and accessible for seasoned veterans and rookies,” says Wagner. Hosting the events on weekdays means that enthusiasts who are hyper-scheduled on weekends can break away from work early on a weekday to hit the track.

Max Hayter has been autocrossing since 2002, winning STU ProSolo titles in 2006 and 2008. In 2014, Hayter scored a top 10 finish at the Tire Rack Solo National Championships in STX in the largest field to date at the Solo Nationals - that year he and his wife also welcomed a baby girl into their family. “With the new baby came new responsibilities,” says Hayter, who soon sold his STX Subaru BRZ and now co-drives a 2015 Subaru WRX sponsored by FRSport.com. While not maintaining his own competition car freed up time,



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THE BASICS

A brief drivers meeting (ABOVE), a tech sheet, and a waiver (RIGHT), prepare you for your on-track sessions.

Hayter found that between caring for his daughter, autocrossing, and working some weekends, free time was in short order.

"My weekends are usually taken up with either family or autocross, so I would not normally have time for a track day," says Hayter. "But having worked the previous weekend for my company, attending this event on a weekday evening worked out very well, as I was able to start work early on Tuesday and just take a few hours of comp time," he says, driving the couple of hours from his house on June 16 to the Streets of Willow road course in Rosamond, Calif., for the first of a series of Track Nights at that facility.

"I have been to that track a few times before, but that was before I got serious with autocross," Hayter says. "I found Track Night a more relaxed affair than previous events I'd attended; it was more organized with clear instructions on what was expected."

According to Wagner, Hayter is a part of the demographic Track Night is shooting for. "The target demographic is people who want to have fun with cars," says Wagner, noting that while SCCA members are ideal for this program, Track Night is primarily designed to attract new members. "We would love to see Track Night as a tool to introduce SCCA to people who may not have been involved



“Clean out all the miscellaneous junk in your car at home”

ERIC CLEMENTS

before. And, so far, we have been successful with this, as 57 percent of our first 1,000 entrants were not previously members.”

Wagner also notes that Track Nights are attracting a younger demographic than SCCA is used to seeing. “Currently, our events are trending at 42 percent of the participants being 35-years old and under.”

COME PREPARED

The schedule of an average Track Night has participants arriving at the track between 3 p.m. and 4 p.m., and being on the track soon thereafter. There are waivers and tech sheets, but that’s a simple process that the Track Night staff assists with. There are some other things to know before heading to the track, however.

It’s advisable to bring a long sleeve shirt (some tracks allow you to run in short sleeves) along with long pants, and closed-toe shoes; also, a hat, sunscreen, and water. You’ll also need a helmet with at least a Snell SA2000, M2000, K2005, K98, or FIA 8860-2005 rating. Should you not have a helmet, one can be purchased during Track Night’s online registration at www.TrackNightInAmerica.com.

Your vehicle will also need attention. “Clean out all the miscellaneous junk in your car at home,” advises West Coast Track Night Event Manager Eric Clements. From there, check all fluids, brake pads, and torque the lug nuts. “Less than two-year-old brake fluid is good,” says Clements. “And if you’re not mechanically savvy, it’s a good idea to get a cheap or free multi-point inspection.”

Tires should have ample tread and be appropriately inflated. “Generally, 5-10psi over the car manufacturer’s spec is a good starting point,” Clements explains. “The sportier the car, the closer to spec will work.”

Following these recommendations, Hayter quickly discovered the racetrack presents different challenges from Solo. “The car was very easy to drive on the track,” says Hayter, “but the stock brake pads were a little overwhelmed, so I made sure to take frequent breaks to let them cool down.”





"I particularly enjoyed running with some close friends"

MAX HAYTER

always room for more. An option offered at Track Night will seem familiar to those in the Solo fray: work, then run. But here, you get a discount.

At Track Night, you can volunteer to assist in tech, registration, or the like, and in return you receive one discounted on-track session. For many, that means working the first two sessions and running the final session for \$35.

The run/work option has not been widely advertised and, consequently, few have capitalized on the program. Wagner is hoping to rectify that. "We are currently running a coupon code 'RUNWORK' that let's people take part for free," he explains.

WHAT THE FUTURE HOLDS

Roughly 80 Track Nights are slated to take place in 2015, with the program continuing into 2016. "The FIA grant is only for 2015, but we are committed to the program in 2016 and beyond," says Wagner, who tells us the SCCA not only plans to continue the program, but also expand. "We would like to see an increase in events by 20 each year. That will likely

HELPING HANDS

Like other Club events, Track Night is possible thanks to dedicated SCCA members. While experienced members staff the events, there's

include events in the off-season at some venues as well as adding new tracks."

The program will also probably be adapted for particular geographic areas going forward. "There is absolutely a direct correlation between population center and event size," Wagner explains. "Major markets like Boston and Atlanta are doing very well and we are seeing strong numbers from our mid-sized markets like New Orleans, Portland, and Palm Beach. Certainly, others are struggling; Denver, Southern California, and the Great Lakes areas in particular."

Slow adoption, however, does not concern Wagner. "We are committed to going to each of these markets at least twice to gauge the momentum," he explains. "Starting small is not a problem, as long as we see growth."

With fewer than two-dozen participants, the Track Night Hayter attended was one of the smaller events of the year, but lower entry counts meant more track time, as the Track Night staff quickly adapted the groupings accordingly.

"Those who did come seemed to have a great time," says Hayter, "and I saw nothing but smiles."

Will Hayter return for another Track Night? "I will, but with upgraded brake pads so I'm able to take full advantage of all the run time available. I also particularly enjoyed running with some close friends, and if they are going again, I will definitely plan to join them." 🍷

EASY STREET

(ABOVE) Track Night in America makes it easy for anyone to experience many of the great tracks in North America, and gain valuable driving knowledge.

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OFF THE RACK

Solo's new Street category makes shopping for tires as easy as going to the store, but is the class accomplishing what it set out to do?

WORDS Jason Isley

Cost and wear have always been part of Solo's performance tire equation - usually the part that gives everyone heartburn. From the driver of the purpose-built Mod car to the daily driven Street class sedan, everyone feels the effect of tire life and cost.

The Stock category in Solo (since making way for Street) represented one of the largest groups of Soloist, in part due to its ease of entry. But it was also important to remember that there was nothing "stock" about Stock; the Stock category was actually a level of preparation.

In its last few years of existence, the tire choice for Stock was pretty clear, but at the same time there was a growing divide over tires. A perception arose that you frequently needed to purchase new, sticky, questionably street legal tires that had a short lifespan. But perception is often misconstrued reality, and many drivers would actually commute to nearby events on DOT R-compound tires and would stretch a great deal of competitive runs out of those tires.



Rupert Eberington

FINDING TRACTION

(ABOVE) Brian Coulson wasn't crazy about the tire change when Street replaced Stock, but he soon discovered modern street tires offer amazing grip in all conditions. (BELOW RIGHT) Street Touring led Solo's street tire revolution, and in turn those competitors did much of the heavy lifting when it came to developing effective street tire setups.

A supplemental street tire index class which utilized tires similar to those found in Street Touring, joined the Tire Rack National Solo program running on tires with a UTQG rating of 140 or higher. While the topic was still highly debated, the response to the supplemental class was favorable, and a long-term plan was crafted to phase "Street" in to replace Stock.

In a transitional 2014, the new Street category ran alongside Stock at the Tire Rack Solo National Championships, and the results told the story: There was a mass pilgrimage to the new class. As the calendar flipped to 2015, Stock and its R-compound tires went away and

Street - less the holdout of Super Stock, now dubbed Super Street R - was the entry-level class, now running on UTQG 200 tires. With that history lesson over, the real question is, how did Solo's top dogs adapt to the change?

Mark Daddio is a household name in Solo circles and has amassed an impressive resume of wins in a multitude of cars and classes.

Daddio made the jump to Street in 2014, opting to run his Corvette Z06 in A Street where he won the National Championship. "I bought the car last year right before Nationals," says Daddio. "The street tire thing is the only reason I own a Corvette at this point; I don't even

"The street tires are about 20-percent cheaper for our car"
BRIAN COULSON



Perry Bennett

own a truck or trailer to haul it around with. Last year I drove [to Lincoln, Neb.] on my one set of Hankooks, ran Nationals, and then drove home on them."

Greg Reno is another multi-time Solo champ who started to dabble in Street early on, taking his proven Mini Cooper to H Street despite his reservations. "Prior to the integration of street tires, the last time I really drove on a true street tire in competition was in the late '90s, so I definitely wasn't looking forward to it," says Reno. "In 2013, I started dabbling in the Road Tire FWD class at the Match Tour events."

Brian Coulson picked up the 2014 A Street R National Championship behind the wheel of a C5 Corvette, and was not a fan of making the change to



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SIZE MATTERS

Mark Daddio is experiencing problems of a different kind with his street tire setup: No manufacturer makes the rear tire size he needs. Once that is resolved, however, he expects his Corvette's setup to be easy to find.

street tires. "I was not in favor of the Street class change," Coulson tells us. "One of my favorite things about the Stock class was that the tires were essentially spec."

After the initial apprehension, however, the competitors we talked to found the change better than expected, but still with its pros and cons. "When I got the car, I put the same basic setup as when we were running R-comp and it worked OK," says Daddio. "On the Hankooks, I got the car pretty decent, but I was running on a small rear tire relative to what should have been on the car - that was all that was available. It was a real challenge getting the car to hook up."

For Reno, who competes in a car notorious for excessive tire wear, bucking Stock for Street was simply winding back the clock. "I found that the new street tires weren't how I remembered them," says Reno. "They actually weren't too bad. But that said, that same year I was running the ProSolo series on Hoosiers [and] I couldn't believe the added grip that I had again on R-comps. The new street tires are very similar to the old Kumho Victoracer or even the V710. So all in all, it was just a step back in time."

The level of grip surprised Coulson, too. "The current crop of street tires have lots of grip, and have the potential to reduce cost," he says. "We're on the Bridgestones and they feel very similar to the A6s. The car is still fun to drive and the grip levels are not

"I really don't think the setup will be all that different from an R-comp"

MARK DADDIO

dramatically lower than the R-compounds. The street tires are about 20-percent cheaper for our car and have a longer Nationally competitive lifespan."

The Street tire marketplace is very competitive, with many more

brands to sample. Many manufacturers were quick with new offerings in 2015, but some seemed unprepared for the demand; even halfway through this year some manufacturers were still struggling to offer every size competitors needed. The additional allowance for tire diameter changes in Street has helped, but not completely eliminated, the lack of proper size tires for all cars.

"I am running the BFGoodrich on the back and Bridgestones on the front," says Daddio. "Neither BFGoodrich or Bridgestone had a 19-inch tire for the rear, so I switched to 18s. I would rather have the 19, but there is nothing out there."

"The Hankooks were the tire at the start of the year," says Coulson. "We bought a set for the San Diego and El Toro events, but then the Bridgestones came out. Between El Toro and Crows Landing we bought a set of Bridgestones. Then the BFGs came out. Luckily, the Bridgestones and BFGs seem very close, or it would have been the second set of tires we bought that were obsolete before we ran them."

For the competitive lifespan of the new street tires, some are shocked by their findings. "I'm still



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Perry Bennett

TINY CHANGES

(ABOVE) Greg Reno made few changes to his Mini when moving from R-compounds to street tires. His biggest change so far is the slight addition of rear toe. (RIGHT) Street tires might enable competitors to drive to events on their competition tires, but many still change tires at the event.



Perry Bennett

only getting about 50 to 60 competitive runs out of a set," says Reno, "[and] I'm still not street driving on my Street tires, as I feel that compromises them to some extent."

Surprisingly, these top drivers made very few changes in car setup after the tire change. "After going to Street, I felt the rear was a bit too stuck," says Reno, "so I added a little bit of toe-out in the rear."

"I really didn't get a chance to make any changes; I'm just starting to do that this year," says Daddio. "I won't be changing a whole lot until I get four [matched] BFGs on it, so I know what is tire and what is car. I really don't think the setup will be all that different from an R-comp."

No one knows what the future will hold for Street. "Looking to the future, I see us getting back to where we left off with R-comps," says Reno. "Just this year alone, we have had a large leap forward with street tire performance. One more big leap like that and we'll be back to R-comp grip, but with 200 tread wear stamped on the sidewall."

But, ultimately, attracting more competitors is what these changes were all about, and Street seems to have accomplished just that. "I've competed in four National events so far this year," says Coulson, "and the class sizes are way up." ●

"I see us getting back to where we left off with R-comps"
GREG RENO

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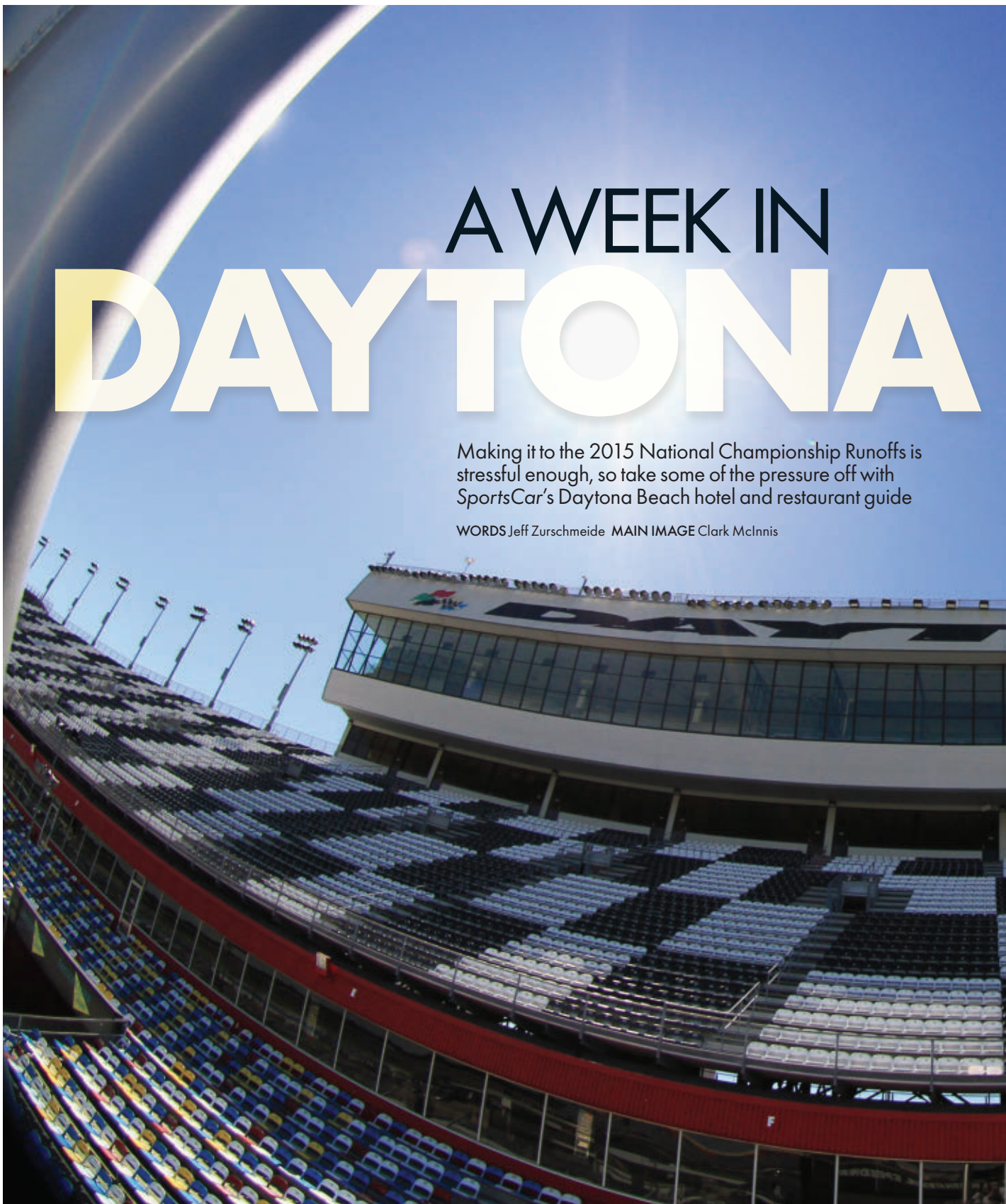
SCCA CLUB RACING




A WEEK IN DAYTONA

Making it to the 2015 National Championship Runoffs is stressful enough, so take some of the pressure off with SportsCar's Daytona Beach hotel and restaurant guide

WORDS Jeff Zurschmeide MAIN IMAGE Clark McInnis





Your first time racing at a new track is always exciting and a little bit daunting, and when you're headed to a new track to compete in the National Championship Runoffs, the stakes are at their highest. It's an adventure and a test of your ability to learn a new course in just a handful of sessions. With so much on the line, the last thing you need is a big hassle finding a decent place to sleep or to keep yourself and your crew well fed.

It may sound strange to say, but this year we are lucky that the Runoffs is a comparatively small event in the annual schedule of Daytona International Speedway. That means there is an ample supply of affordable rooms to house all of SCCA for the event - and many are within walking distance of the track.

"We have always stayed at the hotels on Speedway Boulevard," says reigning SRF Champion Cliff White of Huntsville, Ala. "At the last event at Daytona, we stayed at the Holiday Inn on LPGA Boulevard - that was new and nice. But given that the Runoffs is not during peak beach time, we have chosen to rent a condo on the beach using vrbo.com."

The beach is about a 10-minute drive from the speedway, and offers its own great selection of name-brand hotel rooms at about \$100-\$130 per night. The actual beachfront is a thin strand of sand that separates the Halifax River from the ocean, and there are more hotels on the mainland side of the river.

"Out by the beach off of Highway A1A is a bit farther away, but those hotels have better availability and potentially lower pricing," says pro racer and North Carolina resident Tom Long. "You get more of a vacation feel if you're there with your family."

One spot with great Daytona history and good reviews is Perry's Ocean Edge resort. Perry's offers beach-facing rooms, plus suites, apartments, and cottages that sleep up to six people. Rooms rent for \$80-\$130 during Runoffs week.

However, if you're thinking about staying on the beach, it pays to be sure of what you're getting. Georgia resident and two-time Rolex 24 winner Randy Pobst has been racing at Daytona for many years, and he offers this caution, "The hotels on the beach have the ocean going for them, but shop carefully because many are rather seedy from years of Spring Break abuse." 2013 EP champion Greg Ira of Plantation, Fla., agrees, "A lot of places on the beach look run down - it gets pretty ratty in spots."

"We typically look for price, quality, and breakfast"
SHEA HOLBROOK

If you're completely focused on your racing, the tourist and business hotels along International Speedway Boulevard offer a full list of familiar brands. There's a Hampton Inn, Courtyard by Marriott, Hilton Garden Inn, and a Best Western. These rooms are generally available for less than \$100 per night, and most include a complimentary

breakfast of some kind. For the serious shoestring racer, there's even a Motel 6 charging about \$50 a night.

"We typically look for price, quality, and breakfast," says Pirelli World Challenge racer Shea Holbrook. "Usually we go for the Hilton Garden Inn. If you're on a budget and don't need all the frills, All Suites & Cabana Colony is quaint and on the beach. You can check in whenever; they leave keys in a key box. If you book far in advance, the Homewood Suites has fantastic prices and accommodations. They do a free dinner and drinks during a certain time to those who book early."

As you might expect from a facility that hosts the Daytona 500 and Rolex 24 Hours of Daytona, camping space is plentiful inside the facility. "I've camped out at Daytona since I was 7 years old," Ira says. "The tent camping is great, and I've been in a motor home. They have the super deluxe spots with full hookups for the NASCAR guys, and then there are other spots for motor homes to pull in."

According to the speedway, there are a "sufficient" number of motor home spots with full hookups, and many more unimproved motor home campsites located around Lake Lloyd in the infield.

DAYTONA RISING

During the Runoffs, Daytona International Speedway will be in the midst of a major \$400 million renovation called Daytona Rising. The grandstands along the front straight and start/finish will be under construction to enlarge and update the spectator facilities, and more work will be happening along International Speedway Boulevard. The International Speedway Corporation has stated that their goal is to turn Daytona International Speedway into a "true motorsports stadium."

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Competition GTS-class turbocharged Optima, TCA-class Forte Koup, and B-Spec Rio 5-Door shown.

FLYING IN

Tom Long suggests flying into Daytona Beach airport (DAB): "It's directly across the street from the track, and logistics are quite easy." DAB offers a full list of rental car agencies and hotel shuttles. "Another great option is Orlando [MCO] which is only a good hour away depending on traffic, and a very easy direct route as well," Long says.

Experienced racers know that to be at your best at the end of a weeklong event, you need good food as well as good rest. Of course, Daytona is as well supplied with restaurants and grocery stores as it is with hotels.

The area directly surrounding the track offers a wide variety of establishments - mostly familiar chains including everything from Outback Steakhouse to Chipotle. Some local favorites for team dinners are BJ's Restaurant & Taproom, Ker's WingHouse, and Tijuana Flats. If you're looking for an upscale seafood dining experience, The Chart House offers great fish and fantastic views overlooking the water.

Ira has some suggestions: "There's a sushi place downtown called Sapporo Steak House. It's pretty cool because it has a moat around the chefs and little boats for the sushi. There's also an Indian place called Avatar. When we went there, they were getting ready to close but stayed open for us and they treated us great! The food was good and authentic."

Pobst is well known for his commitment to healthy vegetarian eating, and he has scouted the Daytona area extensively. "A delightful place for a healthy lunch with great vegetarian options is the Dancing Avocado Kitchen on Beach Street," he says, "which is not on the beach, but on the river. Also try Kale Cafe, Ronin Sushi, and Zen Bistro nearby. There's a delicious pizza place in Port Orange called Panhead's Pizzeria."

"Most of the best non-chain eating in the area is in New Smyrna Beach"
RANDY POBST

For those willing to go a little farther afield, Pobst has more recommendations. "Most of the best non-chain eating in the area is in New Smyrna Beach, about 25 minutes south, on the beachside. It's worth the short drive to the old downtown district for my personal favorite, HZ Superfoods Café, with raw and vegan fresh-made foods, located in the Healing Zone health store on historic Canal Street. A few doors down, the more normal Yellow Dog Eats Kitchen and Bar is terrific, and also Jason's Corner. Or go over the causeway to the more traditional and pleasing Norwood's, and there's a fabulous spot with an incredible indoor-outdoor atmosphere called The Garlic. There are some nice bed-and-breakfasts out there, too."

With decades of history as a racing destination and vacation spot, Daytona Beach has plenty of rooms, restaurants, and anything else you might need to maximize your Runoffs experience. This year, you might as well bring the whole family. 🍷

BLOWING OFF STEAM AT THE KART TRACK

Besides eating and sleeping, what will racers do with their down time? They'll go racing, of course. Speed Park Motorsports is a go-kart track with a variety of courses and karts to choose from, located directly across the street from the Speedway. You can race on a high-banked oval or on a road course, and there's even a miniature drag racing setup.



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PROJECT T4 CIVIC Si

Part 2: The secret sauce is in the setup – but how do you find the setup? | WORDS & IMAGES Philip Royle



Despite what we implied in part one of Project T4 Civic Si, building a racecar is relatively simple, especially in a Touring Club Racing class. Buy the car, buy the parts, bolt everything together, and go racing. But the devil is in the details, and with racecars, that means finding the correct setup.

Many automotive and parts manufacturers that support amateur motorsports also offer technical advice, so our first call was to Honda Performance Development, which any Honda racer has access to through the Honda Racing Line program.

HPD doesn't just sell parts – its employees

also race. Lee Niffenegger, Program Senior Engineer, Commercial Motorsports for HPD, has a long history of success in the Honda Civic. His first Runoffs

"You aren't using ballast. Your weight can be added as you see fit"
K. FANDOZZI

attempt came in 2003 in an SSC Civic and, in 2007, he landed his first podium finish; the following year he claimed the SSB National Championship, also in a Civic Si. Since then, Niffenegger has finished no worse than fifth at the Runoffs while driving a Civic Si.

Noting that the 2006-'14 T4 Civics basically use the same setup, Niffenegger says he maxes out the camber (making sure not to exceed the class limits, although the Civic struggles to exceed -2.6 degrees while the limit is -3.0) and sets front toe-out to 4mm and rear to 6 to 7mm out.

BFGoodrich Tires offers a fantastic tire setup guide for road racers and autocrossers alike, covering the R1, R1-S, and Rival. According to BFGoodrich, front-wheel-drive racecars using our BFGoodrich R1-S tires operate well with hot tire pressures between 38 and 45psi, and tire temperatures should be between 160 and 220 degrees F. The difficulty is figuring out how much the tire pressures will increase from cold to hot.

"As a general rule of thumb for a full track session, figure 7 to 8psi [increase]," says



WORK IT OUT

(FAR LEFT) Our T4 Civic soon had to wear a 52mm restrictor. (LEFT) When installing weight, a set of scales can help find the most beneficial place for it. (BELOW) The AiM Sports Solo data system offers an incredible amount of information in an economically priced package.

BFGoodrich Tires Motorsports Marketing Manager Peter Calhoun, noting nitrogen will reduce the amount of pressure growth.

On the same the 235/40-17 BFGoodrich tires we're using, Niffenegger "sets the pressures at 29 and 31psi [cold] in the front, and 48 to 52psi [cold] in the rear." That's right on target for the fronts per the tire manufacturer's recommendations, but on the high end for the rear. The reason? Niffenegger is trying to loosen up the rear of the car.

Once the alignment is set, tire temperatures should be checked across the face of the tire, adjusting camber and tire pressures to keep things in check. If you're having trouble getting your tires up to temperature after a long session, Calhoun suggests a change in toe to generate heat. "Toe-out can help build tire temps and aid turn-in," he explains, although he does note that toe is "really more of a chassis tuning adjustment for balance on corner entry."

Should the problem be too much tire heat, BFGoodrich offers the R1, which has a temperature range about 20 degrees higher than the R1-S.

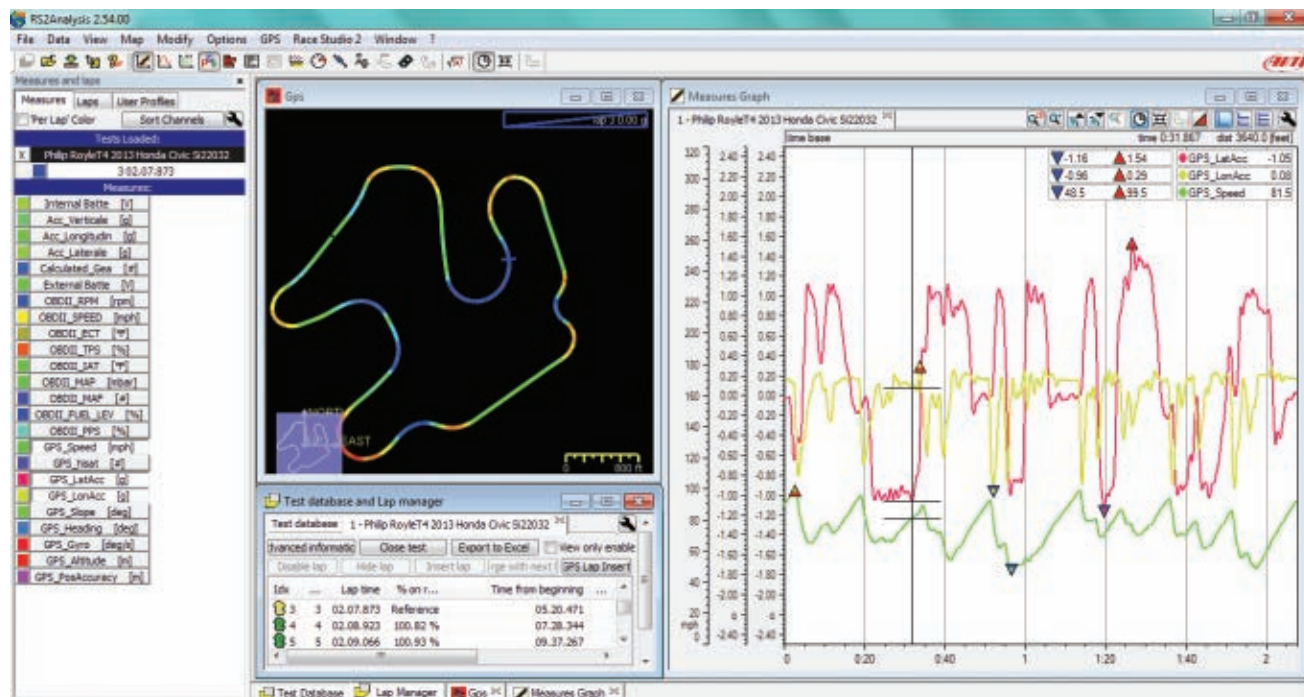
Since alignment is also dependant on driving style and preference, we dialed back from Niffenegger's recommendations, setting our car with almost no toe-out. We also discovered 33psi was a solid cold pressure up front, while 48psi cold was optimal in the back.

WEIGHT WATCHERS

Minimum weight was an issue in our build, but in a good way. Empty, our racecar weighed 2,700lbs, so when finishing a race with a half tank of gas and with the driver we would need an additional 280lbs to hit the original minimum weight of 3,125lbs. In March 2015, the car's minimum weight dropped to 3,025lbs, although with it the engine was given a restrictor. So, where to bolt the weight?

Some read Touring's rules as only allowing the mounting of additional weight in the passenger footwell, but the specific GCR wording reveals the true answer. GCR 9.1.9.2.E states, "Some vehicles may be required to carry specific amounts of ballast," and "All specified ballast shall be securely mounted in the passenger footwell of the vehicle." It turns out, "specified ballast" would appear as a line item on a vehicle's GCR spec line.

"Ballast must be mounted in the specific location," confirms Club Racing Board member and liaison to the Touring advisory committee Kevin Fandozzi, "but you aren't using ballast. Your weight can be added as you see fit to meet minimum weight." Consequently, our post-March 2015 setup involved mounting 75lbs in the trunk, 60lbs in the passenger footwell, and 50lbs on the passenger side rear seat, using our Intercomp scales to determine optimum placement.



POWER PLAY

Let's talk restrictors. In early 2015, the Club Racing Board adjusted some of the Touring 4 cars, and in doing so our 2012-'13 Civic Si dropped 100lbs, lost the catalytic converters, and picked up a 52mm flat plate restrictor (which HPD supplied as part of the Honda Racing Line program). Dyno tuning the engine with the

Hondata FlashPro, we discovered the restricted 2.4L motor began to run out of breath just before 6,000rpm, with power falling on its face come 7,000rpm. Considering we rev the K24 motor

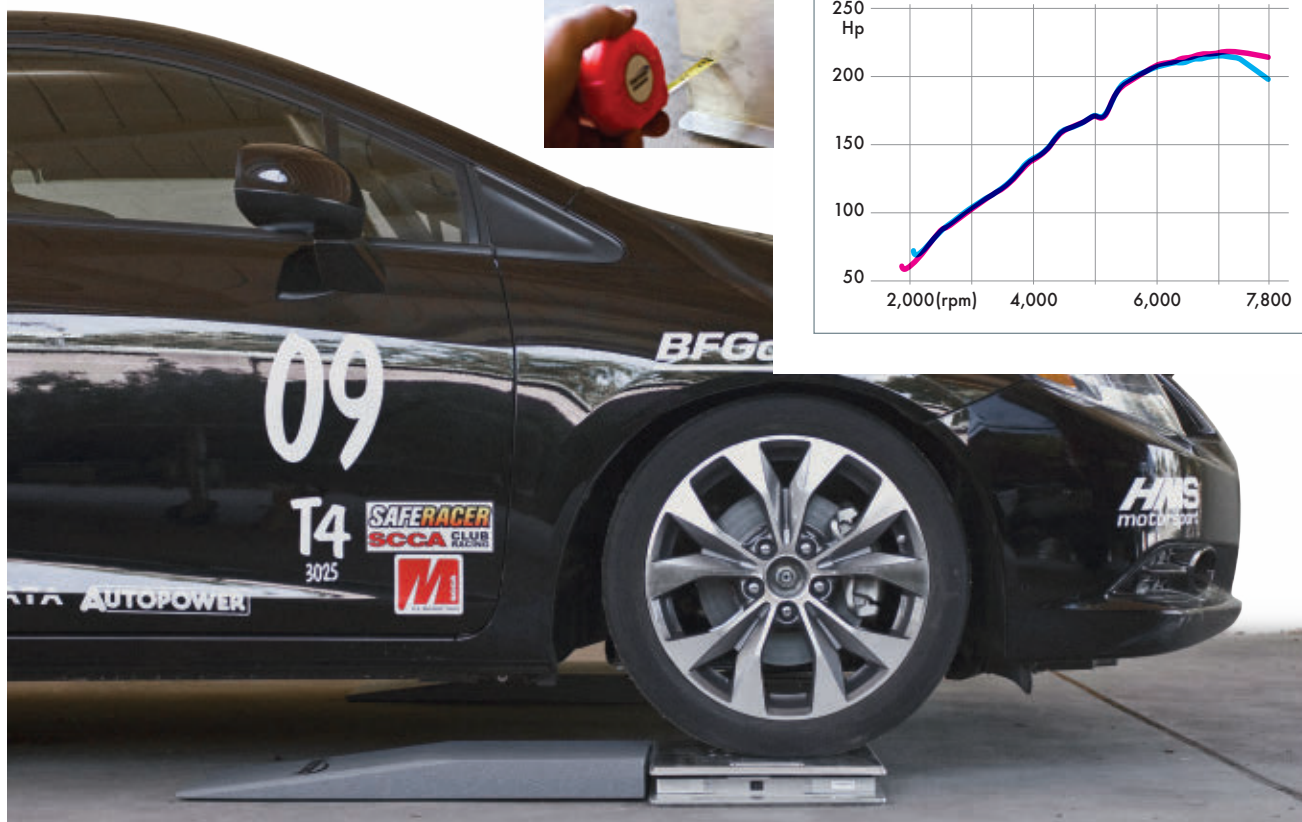
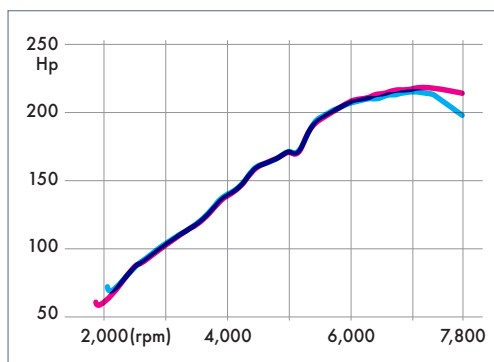
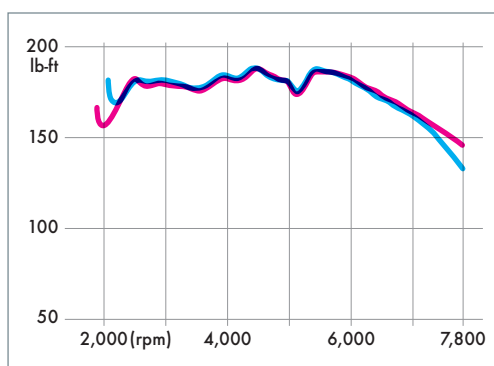
to 7,800rpm during a race, this is a significant hit to our usable power. The peak power loss, however, was mostly offset by the weight break.

Put everything together and our out-of-the-box race results have exceeded even our own expectations. In the Western Conference U.S. Majors Tour this season we logged a win, a pair of seconds, and a pair of third-place finishes, setting a track record along the way. Data pulled from our AiM Sports Solo data system also shows we're on target for the car's full potential, and our lap times agree - we've got an easy to build, easy to tune, and easy to drive racecar on our hands. Not too shabby for a racecar built in one month. 🍅



TUNE IT

(ABOVE) The addition of a restrictor plate necessitated a trip to the dyno for some tweaking. (RIGHT) While the restrictor did not make a significant change to the torque curve, we did find our K24 motor laboring in the upper rev range. (BOTTOM) moving weight around in the car allows you to essentially corner balance a car that may not have ride height adjustments. (BELOW) Always double check your alignment when making chassis adjustments.



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ON THE MOVE

The SCCA Archives heads east to the International Motor Racing Research Center, and now the SCCA Foundation needs your help | **WORDS** Philip Royle

In April, an archive containing much of SCCA's 70-year history was shipped from a storage facility in Indianapolis, Ind., to the International Motor Racing Research Center in Watkins Glen, N.Y. The goal: to make our Club's incredible motorsports history accessible to world. But that part comes later – right now is the hard work.

Shifting the SCCA Archives 600 miles east was no small undertaking. "We moved just over 900 file boxes of material, and there were 27, five-drawer file cabinets weighing nearly 1,000lbs a piece," SCCA Foundation Board member Raleigh Boreen tells us. "The SCCA Archives currently takes up 1,600-1,700 sq-ft of space."

Some 22 years ago, Peter Hylton took on the role of SCCA Archivist and moved the files from Virginia to Indiana. He spent two decades sorting through the archives as well as adding images and memorabilia. "At one point, [the SCCA Archives] took up just over 3,000sq-ft of space stacked five feet tall," says Boreen. "Pete and his group did a great job getting the archive under control."

Hylton, then a professor at Indiana University – Purdue University Indianapolis, had students organize and digitize portions of the archive, scanning just shy of 2,000 images, "but three years ago, Hylton said he couldn't be involved anymore because he was moving to Scotland to teach,"

Boreen explains. That's when the SCCA Foundation set forth to find a permanent home for the SCCA Archives.

"We needed to get the archives somewhere the SCCA membership had more access to it," says Boreen. "Bev Heilicher and Dennis Dean came back with some proposals, and the International Motor Racing Research Center at Watkins Glen looked like the best place. The people there are SCCA members, and they have a real passion for this."

The Racing Research Center already housed a number of motorsports archives and was eager to take on the task. "The Racing Research Center has more than



700 individual collections, ranging from photographs to driver and team documents to simple racing souvenirs," says Racing Research Center president J.C. Argetsinger, who was son of Cameron Argetsinger, who was founder of racing in Watkins Glen and at one time the Executive Director of SCCA. "The Center has 3,720 books and more than 4,500 videos and DVDs. We also have about 250 different racing periodical titles, most full-run. Additionally, our collections comprise fine art, posters, drivers suits, model cars, and other oddities, including one of Chris Economaki's typewriters and his tape recorder."

The center also houses the archives for



Courtesy Motor Racing Research Center

National Speed Sport News, the first incarnation of IMSA, and the Road Racing Drivers Club, but "the SCCA Archives is the largest, individual collection under the management of the Racing Research Center," Argetsinger says.


With the SCCA Archives at the Racing Research Center, the sorting has already begun. "Our plan is to look at the archives and determine what is going to deteriorate first, then tackle that," Boreen explains. "We'll look at the movies and the photos

THE START OF SOMETHING GREAT

Currently, the SCCA Archives could be in better shape, but with help from the SCCA Foundation, the Motor Racing Research Center, and your donations, these bent boxes will transform into historical treasure.

we have, and really get our arms around it. There are things that are going to take two to three months, and other things will take two or three years."

All of this, of course, costs money - and this is where you come in. The SCCA Foundation has resources enough to cover initial expenses, but will soon need help. "In order to do this right, we might have a person there spending 40 hours a week on the archive," says Boreen.

The SCCA Foundation plans to reveal more about its forthcoming fundraisers in early 2016, but if you would like to make a tax-deductible donation now, go to www.sccafoundation.com. 

Every time we perform a test in the magazine, we receive reader questions about our procedures. In the case of our most recent Solo tire test, the question that arrived most in our inbox was about tire pressure optimization. So here's how we did what we did.

When asked, nearly all tire manufacturers offer a starting pressure recommendation, so we always request starting pressures and alignment suggestions from the manufacturers. A manufacturer's pressure recommendations, however, will only get you in the ballpark; manufacturers are making recommendations based on generalities, not your particular car setup and surface conditions.

In some of our testing, we also use a car with a proven performance record. In those cases, we take into consideration the pressures used on that car in Solo competition. If you're starting from scratch, ask a competitor with a similar car and setup what pressures they run.

Once equipped with a starting pressure and a car with a set alignment, a series of test runs through the Solo course allows us to learn the course and scrub tires - at the same time, we use a probe pyrometer to check tire temperatures at the tire's belt package. We then adjust tire pressures to optimize the contact patch as needed. If the outside of the tire is the hottest spot (which is typically the case), we increase tire pressures in no more than 2psi increments, then retest. If the middle or the inside of the tire is the hottest, we decrease tire pressures. We continue this process until the inside-to-outside temperature spread is no more than 50 degrees F, with an ideal spread closer to 20 degrees F. Follow these steps, and soon you'll know your Solo car's ideal tire pressures, too. ●

UNDER PRESSURE

How we prepare for our Solo tire tests

WORDS Jason Isley IMAGE Philip Royle





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SOMETHING DIFFERENT

(MAIN) For the first time this season, someone other than Cameron Lawrence took the TA win – this came at Lime Rock and the honors went to Tony Ave. (RIGHT) Prior to the race, fans were welcomed on the grid.

TURNING POINT

Trans Am travels north to Lime Rock Park, where the points race gets a shakeup | WORDS Clark Trexler, edited by Philip Royle | IMAGES Chris Clark

Paul Fix and Tony Ave shared the spoils with overall victories at Lime Rock Park over the May 23-24 weekend, as the Trans Am Series held two independent races, the 3-Dimensional Services Muscle Car Challenge and Next Dimension 100.

For Fix, the victory marked his third in a row at the Connecticut track where he showed his East Coast dominance with yet another flag-to-flag T-class victory. "I love Lime Rock," said Fix. "I've been racing here since the '80s; it's a home track to me. When you get into a rhythm here, you can have a fantastic time."

Despite the great run, Fix knows the realities of a season-long points race. "Amy [Ruman] still has a lead on us, and I'm still a little deficient on points, so we're going to keep focusing on getting better and better and keep on in our pursuit of the championship."

Fix's victory closed the gap on points leader Ruman to 12, removing nine points from his deficit.

In the 3-Dimensional Services Muscle Car Challenge, it was TA2-class driver Tony Ave who emerged victorious in the 23-car field,

capturing his first win of the year and first career victory in the TA2 class. Ave, a two-time TA champion, transitioned to the TA2 class at the beginning of the 2015 season and has, until now, worked toward building momentum on the season.

"This class is super competitive," said Ave. "There are 10 or 12 guys who are all really good, and they all have about the same plan. We run bias ply tires so you want to wait until the end, and it just worked out that I was able to pick my way through when other guys had trouble."

"We're going to keep focusing on getting better and better"
PAUL FIX



Ave was followed past the checkered flag by 20-year-old Dillon Machavern, who celebrated his 20th birthday by securing the third consecutive, second-place finish of his rookie year.

Featuring alongside the TA class was TA3, with both the International Group and American Muscle Group participating. Ernie Francis Jr. claimed his second consecutive victory in the American Muscle Group by a wide margin. TA3's International Group saw Randy Mueller taking the win.

This event also stood as Leg 1 of the 3-Dimensional Services Triple Shot Showdown, a select, three-event segment of the 2015 Trans Am Championship that highlights Lime Rock Park, Road America, and the Mid-Ohio Sports Car Course. Drivers who accumulate the most points throughout the three events will be awarded additional silverware for their performance in the midseason showdown. ●

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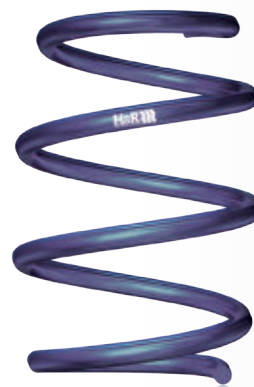


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Could a Race Data Specialist be the answer to equality across the classes in SCCA Club Racing?

DATA DRIVEN

WORDS Jim Wheeler,
Chairman, Club Racing Board

IMAGE Philip Royle

One of the more difficult jobs that the Club Racing Board has to do is to deal with the constant requests for competition adjustments. We rarely make adjustments unless there is an error in how weights and restrictors were calculated, or when there is data available to show that an adjustment is necessary.

There has been an effort made, by SCCA Staff and by the CRB members to use the AiM Sports Solo data boxes whenever we can. The biggest problem is that there is never enough manpower at the races to locate the cars for which we need data,

install the boxes, and retrieve the data boxes at the end of each session. To fix this, I have put a letter into the system (number 16791) asking to establish a new specialty for data acquisition and analysis.

This would be a specialty, just like Timing and Scoring and Flagging and Communications, and would be indicated on membership licenses. This would also be a very good job for a young SCCA member to have on their resume.

A Race Data Specialist would receive

"The biggest problem is that there is never enough manpower"

the AiM Solo boxes from the SCCA before an event, and would be responsible for data acquisition at the direction of the CRB. Logging of the cars that have the boxes, their lap

times, and other information, as well as analysis of the data, would also be part of the job.

Please drop a letter into the system at www.crb-scca.com and comment on what you think of the idea and what you think the job should entail. 📧

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**DEBUT WIN**

Gary Donaghue and Keirnan McElichny claimed the AWD Open win (LEFT), while Jesse Whitsell and Ian Smith took the 2wd Limited class (BELOW).



RallySprint debuts in New England, and this may be the start of something big

WORDS Scott Beliveau

IMAGES Rachel Hudon Photography

Based on the safety record of the New England Region RallyCross program and the wealth of stage rally workers in the area, NER had the privilege of hosting RallySprint's pilot event. For volunteer workers and some 25 teams, May 9, proved to be a near-perfect day with sunny skies and an incredible Team O'Neil SCCA RallySprint in Dalton, N.H.

Chairman Scott Beliveau put together the "A Team" of captains to ensure the event ran smoothly. Matt Kennedy was the Controls Captain, Roger Borlase led the group of HAM operators, Kathy Moody oversaw registration and was Assistant Chair, James Kramelich led the Spectator Team, Ryan Connary rounded up the Sweep Team, Jackie Manock supervised scoring, and Don Taylor was the head Scrutineer and service area policeman. All have previous experience working stage rallies. Travis Hanson and Wyatt Knox of Team O'Neil were instrumental in pre-event preparation, especially in developing the Jemba-style notes for the stages.

Affordable seat time was the motto of the event. It was designed to give the local rallyists a chance to run on roads that are very similar to those that would be found on an actual performance rally. It was also a chance for new folks to get on course and try out their cars for

the first time. Being a one-day event also meant that most teams didn't need to stay in hotels and run up restaurant bills. SCCA member teams paid \$160 for the day of grins.

"Thanks to all the organizers, workers, and competitors for making the Rallysprint a great event," driver Anthony Burden said after the event. "[I'm] looking forward to doing that again in the near future. It's a great way to shake down the car and take care of the rally cobwebs! Hopefully, we'll be

"It's a great way to shake down the car and take care of the rally cobwebs"
ANTHONY BURDEN

able to do these a couple times a year!"

For several teams, this was their first event, with cars being freshly built. The roads at the school are designed with linked turns, crests into corners, increasing and decreasing radius turns; all to teach drivers and co-drivers rally skills over top speed. Matt Henry was one of the first timers. "The day proved to be a rather stress-free environment for a first time co-driver," he said. "This allowed me to practice reading notes at pace, while learning the best way to communicate with the driver."

Two different "stages" or courses were run

during the day. In the morning, the 2-mile Brook Road Stage was run four times. In the afternoon, the Long Way Around stage, 2.5-miles long, was run three times. Because of the configuration of roads chosen, competitors ran in two run groups. This allowed the opportunity for two teams to use the same car, and there were four cars double entered.

The organizing team blended car classifications from different organizations into a hybrid of classes to most equitably group similar cars. 2wd Limited was for the smaller engine cars, while 2wd Open grouped the turbocharged, supercharged or over 2.2L motors. All-wheel-drive also had a Limited and Open class, with Open housing turbo Subarus and Evos.

Jesse Whitsell and Ian Smith drove a VW Golf to the win in 2wd Limited. Alan Moody and Tim Chevalier won 2wd Open in a well-built BMW 318. In AWD Limited, Arek Bialobrzeski and Ozgur Simsek took a Subaru Impreza to the top of the leader board. Overall winners and AWD Open class winners Gary Donoghue and Keirnan McElichny used a Mitsubishi Evo to set the pace.

New England Performance Rally, in conjunction with Rally America, donated a paid regional entry to the 2015 New England Forest Rally in July, awarded to the highest placing two-wheel-drive team that has never competed in the New England Forest Rally. The winner was the team of Whitsell and Smith. 🍷

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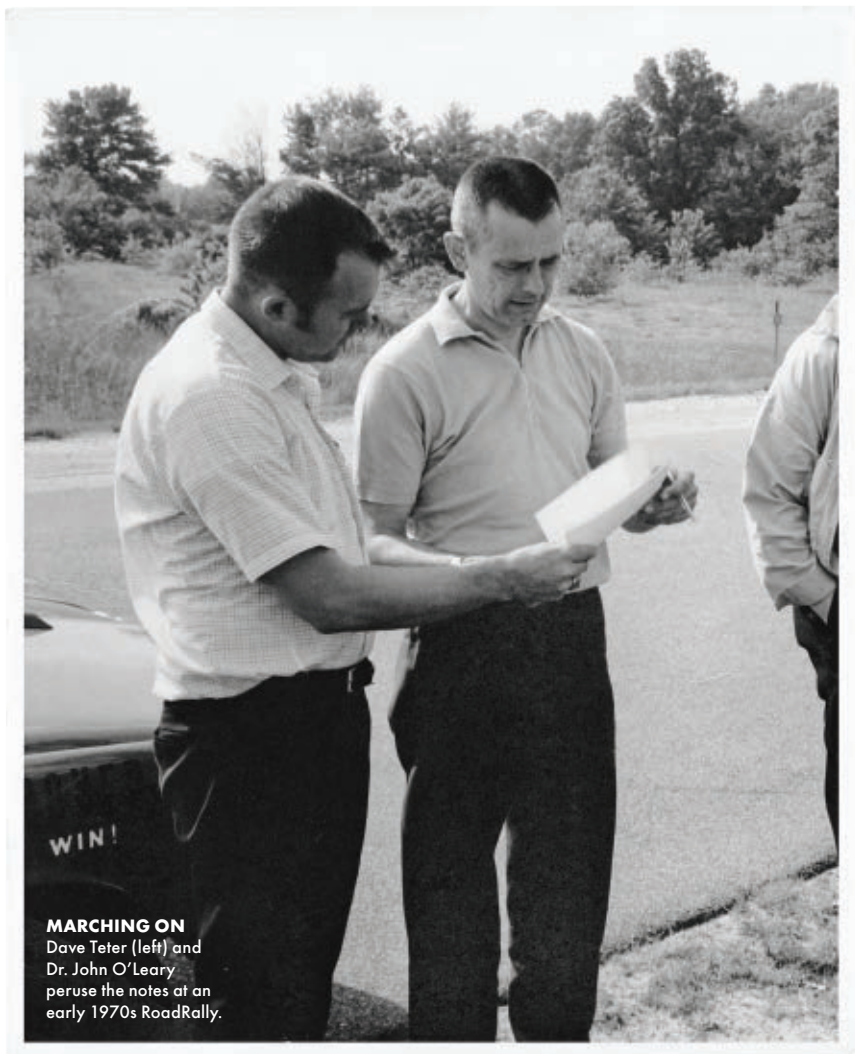
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MARCHING ON
Dave Teter (left) and
Dr. John O'Leary
peruse the notes at an
early 1970s RoadRally.

Someone expressed to Clyde Heckler that he was "glad you didn't make signs on utility poles non-existent. I don't know how many times I missed that one." Heckler tried to make that trap work, but the sign he thought was attached to a utility pole was actually mounted on a post a few inches in front of it.

Knowing about William David Teter, it all made sense. Following the lead of his educator parents, and with multiple degrees from West Virginia University, Teter taught engineering graphics and surveying at the University of Delaware. His hobby perfectly displayed that love of knowledge.

He was a co-founder of the Mon Valley Sports Car Club, organizer of the Brandywine Motorsports Club and, of course, a longtime SCCA member. Influential in all of these clubs, his natural ability turned to developing and writing the rules that still govern their events.

Writing rules, though, was clearly not Teter's only skill. He was a four-time SCCA National Rally Champion and winner of the cross-country Great Race time-speed rally. He wrote numerous Appalachian National rallies for Philadelphia Region and won the Robert V. Ridges Memorial Award in 1985.

At the memorial weekend events, Wakemen was thankful for "the participation of [Teter's] son, Drew, the presence of his two granddaughters and daughter-in-law."

Teter often liked to have a martini to celebrate the completion of a rally. At the

"Bruce Gezon was the toastmaster. He was so choked up that he couldn't speak"

JIM WAKEMEN

RALLY 'ROUND A RALLY

The RoadRally community remembers one of rally's greats in the best way possible | WORDS Rick Beattie | IMAGES Courtesy Bruce Gezon

In late March, if you were fortunate enough to be there, you weren't sure whether you were on one of Dave Teter's RoadRallies or at a rally for Dave Teter. Teter passed away last summer. But on March 28-29, with a lot of help, Jim Wakemen, Mark Haas, Jim Minor, and Clyde Heckler organized a South Jersey Region rally weekend celebrating Teter's life in RoadRally. The March Lion and March Lamb were promoted as part of the Dave Teter Memorial Weekend, but for both organizers and contestants, it was more like the other more common definition of rally.

Wakemen and the committee "started [the rally] with the idea of a small remembrance; and it grew into a much larger tribute." The course

was much more difficult than intended, "like a lot of Dave's rallies." The scores proved that.

But with only half the score of their nearest competitors, Steve Gaddy and Chris Bean were able to take first overall on the Saturday March Lion trap rally with 167 points and the Sunday March Lamb trap rally with 61 points.

On the tour events, Mike Freidman and Marc Goldfarb took first overall on the Saturday March Lion with 10 points while on the Sunday March Lion, John Emmons and Lois Van Vleet took first overall with seven points.

Heckler, March Lamb's rallymaster, included many references in the leg slips to traps and signs that Teter had used on the 17 March Lambs he wrote.

late afternoon finish of the March Lamb, and at the suggestion of Bruce Gezon, contestants drank a martini toast to Teter.

Heckler recalled that, following the toast, Jim Crittenden related a story of his receiving the second highest grade in one of Teter's UD classes - a "B." Crittenden credits Teter for his involvement in the sport.

Haas knew Teter for nearly 40 years and "during that time he was a co-rallymaster with [him] on the '83 Appalachian, a rally partner for several Nationals, and mostly, a great friend."

Wakemen was pleased with the decision to have the events. "The weekend brought closure to me and many others."

One of Wakemen's best memories was of Gezon. Gezon had known Teter for more than half a century, first meeting him at a simple eight-photo rally in Philippi, W.Va. "Bruce Gezon was the toastmaster. He was so choked up that he couldn't speak. Seeing Bruce's emotions spoke more about Dave than words could have expressed." 🍷

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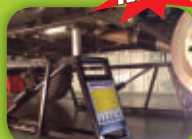
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WORDS James Kearney
IMAGE Ron Coelho

Being a starter involves being on stage alone - or so it would seem. In actuality, you are connected to the entire worker world and backed up directly by the other members of your starter team. All true, but up on the start stand there is but one person holding the green flag. As the field rumbles out of the last turn on the pace lap, whom is everyone in the joint staring at? It is not a place for a hothouse flower.

Kim Kuzma-McFarland grew up in a family that was into auto racing. "We would always watch the Indy 500 on TV. We'd go to local circle tracks. I thought everyone did this stuff." Kim lives in Vancouver, Wash., just across the river from Portland. Her family has long lived in this area. She remembers going out to her Uncle Eddie's farm where he worked on racecars, among other things. She was quite young and wasn't sure what kind of cars they were. But some nascent gene must have been stirred because years later, in 2001, she found herself at Portland International Raceway working a corner in a cold, heavy rain. It was her maiden outing and she loved it, freezing rain and all. "I had a great time. I loved the camaraderie and the bench racing at the end of the day. Trust me; no one missed their chance to talk about what happened in their part of the world."

Kim was a corner worker from 2000-'09. PIR is her home track, just eight miles away from her home, but she gets around to tracks in the Region including The Ridge Motorsports Park and Oregon Raceway Park, where she had worked the weekend before we talked. She has also worked the Long Beach Grand Prix and this will be her fourth year working the U.S. Grand Prix at COTA.

She'd always had her eye on the starter's job, and she jumped at the chance to give it a try. "I was so scared the first time. Everybody is looking at you and they are looking for you to give away when you are going to throw the green."

Drivers are watching for a "tell," some habit or movement that precedes the actual showing of the green. "I still get butterflies, I take it pretty seriously." Kim says she has her own routine but she goes through it before any driver can see her. "On the pace lap I stretch and jump around. I take deep breaths and flex my shoulders to try to relax

a bit. When the cars come toward me I stand perfectly still, I don't even blink. I definitely hold my breath."

Before the pace lap she removed the red flag and picked up the green flag and furled it exactly how she likes it, so it pops best. She hears the crackle of the landline at PIR say, "The lights on the pace car are out." Once, sometimes twice, she hears the words, "The pack is looking good." Finally she hears the call: "Starter, they are your cars."

"It is important to be as explosive as possible," she says. "If the field looks

beautiful, I let them go. But if not, I hold them and hold them. If need be, I'll wave them off."

Kim freely admits that it is a tremendous rush to have control of a pack of snarling beasts. "You know right away

when you've done a good start." She says her start team is an animated group and when it goes well they make some noise. They sometimes make a sufficient ruckus to attract some attention from the crowd. "A spectator at PIR told us that it looked like we were having an incredibly good time. I said you are right, and you can come out and work the next event. He came out and he's still doing it. We need more people and I'm willing to pursue them."

Kim was working a special event for her employer just before the Runoffs, meaning she couldn't get to the Runoffs in time to attend the worker party where her Worker of the Year Award was presented. "I was in the pre-boarding line at Alaskan Airlines with a girlfriend when my phone exploded with the news. We were crying and screaming and jumping up and down. We had some drinks on the plane and I had a permanent grin." 🍷

"It is important to be as explosive as possible. If the field looks beautiful, I let them go"
KUZMA-MCFARLAND

DO TELL

Kimberly Kuzma-McFarland is SCCA's Starter Worker of the Year



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AIMING HIGH

At just 21 years of age, Jonathan Clements keeps his sights set clearly on the goal

WORDS R.A. McCormack
IMAGES Courtesy Jonathan Clements

Twenty-one-year-old Jonathan Clements, son of Solo hot shoe Eric Clements, has always been a young man on a mission, whether playing Little League baseball or winning ProSolo National Championships, he is driven to excel. Asked for one word that best describes her son, Mari Clements says, "Many words come to mind - competitive, fast, hard working, laid back, intuitive, gifted - but *focused* is probably the one word that captures what is most unique to Jonathan.

"When he was 7 or 8 years old, his baseball coach pulled me aside and said, 'I hope you know you have something special.' Even then, his laser-like focus stood out. He keys in on a goal and cannot be distracted. He never entertains the possibility of falling short. Sometimes I think he puts the car where he wants it by sheer force of will!"

Happily for the SCCA, Jonathan shifted his primary focus from baseball to Solo when he was 8 years old and entered the

Formula Junior program, winning his first ProSolo title in 2008 when he had just turned 15. Adjusting his sights to a shifter kart in Kart Mod, he became the youngest ProSolo Super Challenge winner at 16 years, 10 months.

A few years later, in 2013, he notched his second ProSolo National Championship driving a Mondiale Formula F in the R1 class.

This fall at the Tire Rack Solo National Championships, Jonathan hopes to drive a new FSAE car he helped design and build with the student engineering team at the University of California at San Diego - but after that he is going to hang up his Solo aspirations for a while in order to pursue his

"I blame my combat inclinations on the SCCA letting me push the limits"

JONATHAN CLEMENTS

learning how to race in the very controlled SCCA environment is definitely the safest way to do it. If it weren't for the FJ program, I definitely wouldn't be where I am today." 🎯



LOOKING AHEAD

(TOP) Jonathan Clements (working on the car) is looking forward to competing at the Tire Rack Solo National Championships in the FSAE car he helped to design and build. (ABOVE) Clements honed his Solo skills in karts, from the Junior ranks up to Kart Mod. (LEFT) Clements hopes to move on to fighter jets after graduation from UCSD.

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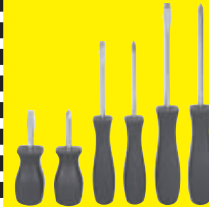


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\$74.99 REG. PRICE **\$129.99**

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/29/15. Limit one coupon per customer per day.

30876608

WOW SUPER COUPON

SAVE \$140

1195 LB. CAPACITY 4 FT. x 8 FT. HEAVY DUTY FOLDABLE UTILITY TRAILER

HaulMaster

LOT 62170/62666
62648/90154 shown

\$259.99 REG. PRICE **\$399.99**

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/29/15. Limit one coupon per customer per day.

30877335

WOW SUPER COUPON

SAVE 45%

POWDER-FREE NITRILE GLOVES PACK OF 100

HARDY

• 5 mil. thickness

YOUR CHOICE!

\$6.49 REG. PRICE **\$11.99**

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/29/15. Limit one coupon per customer per day.

30893482

WOW SUPER COUPON

SAVE 38%

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH

LOT 60343
67338 shown

\$4.88 REG. PRICE **\$7.99**

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/29/15. Limit one coupon per customer per day.

30872374

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• HarborFreight.com 800-423-2567

CALENDAR

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

PRO RACING

WHAT Trans Am
WHEN Aug. 15, 2015
WHERE Lexington, Ohio
The entire Trans Am field heads to Mid-Ohio Sports Car Course in August for mid-season racing.



Chris Clark

PRO RACING



TRANS-AM

gotransam.com
Mar 1 Sebring Int'l Raceway, Fla.
Ruman (TA); Lawrence (TA2); Saunders (TA3I); Napieralski (TA3A)
Apr 12 Homestead-Miami Speedway, Fla.
Ruman (TA); Lawrence (TA2); Streimer (TA3I); Ellis (TA3A)
May 9 Road Atlanta, Ga.
Ruman (TA); Lawrence (TA2); Francis Jr. (TA3A); Saunders (TA3I)
May 23 Lime Rock Park, Conn.
Fix (TA); Ave (TA2); Francis Jr. (TA3A); Mueller (TA3I)
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.



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
O'Connell (GT); Thompson (GTC); Heitkotter (GTA); O'Connell (GT); Trefethen (GTC); (Heitkotter (GTA); Rezzetano (GTS); Baldwin (GTS); Francis Jr. (TC); Goulart (TCA); Nixon (TCB); Fergus (TC); Holton (TCA); Schwartz (TCB); Fergus (TC); Merjch (TCA); Schwartz (TCB)
May 29-31 Detroit Belle Isle, Mich.
Estre (GT); Cisneros (GTA)
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.



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 M'sports Park, Canada
Aug 28 Road America, Wis.
Oct 1 Road Atlanta, Ga.
(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com
Feb 12-14 Palm Beach Int'l, Fla. (non-points)
Kasemets
Apr 10-12 Road Atlanta, Fla.
Kirkwood; Andrews; Mitchell Jr.
May 15-17 Watkins Glen, N.Y.
Mack; Andrews; Andrews
Jun 5-7 VIRginia Int'l Raceway, Va.
Andrews; Andrews; Bamford
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Aug 28-30 NJMP, N.J.
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.

HEATING UP
Competitors turn up the heat in August as the F2000 Championship Series rockets into the final three weekends of its 2015 race season.



Clark McInnis



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.
Bamford; Beasley
Jun 5-7 VIRginia Int'l Raceway, Va.
Beasley; Beasley
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Aug 28-30 NJMP, N.J.
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.



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.
Andres; Andres
Jun 5-7 VIRginia Int'l Raceway, Va.
Andres; Grant
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Aug 28-30 NJMP, N.J.
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.



FORMULA LITES

formulalites.com
May 29-30 Thompson Speedway, Conn.
Neri; Paparelli
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

Jul 11-12 Gingerman, Mich.
Jul 25-26 Road America, Wis.
Aug 22-23 Michigan Int'l Speedway, Mich.

MID-STATES CONFERENCE

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.

All dates/events subject to change

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

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

FOR CHANGES

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

DIVISIONAL/REGIONAL

NORTHEAST nediv.com

Jul 10-11* Thompson Spdwy/New England
Jul 11-12 Summit Point/Washington DC
Jul 18-19 Ro Watkins Glen/Glen
Jul 31-Aug 2 Summit Point/Washington DC
Aug 1-2 Triple NHMS/New England
Aug 7-9 Ro Pocono Raceway/Tri-NEP, Phil, SJR, NNJR
Aug 16 NJMP/South Jersey
Aug 22-23* Palmer Motorsports Park/New England
Sep 5-7 Summit Point/Washington DC
Sep 12-13 Triple Palmer Motorsports Park/New England
Sep 19-20* Ro Pitt Race/Steel Cities
Oct 2-3 Lime Rock Park/New York Region
Oct 3-4 Summit Point/Washington DC
Oct 9-10 Triple Thompson Speedway/New England
Oct 24-25 NJMP/South Jersey
Finger Lakes/Mahoning Valley
(585) 328-2617
Glen (607) 739-2953
New England (508) 561-2188
New York (518) 789-3762
South Jersey (609) 784-5316
South Jersey (May race) (609) 289-5925
Steel Cities (412) 831-0361
Tri-NEP, Phil, SJR, NNJR
(302) 739-1078
Washington DC (301) 572-7444

SOUTHEAST sediv.racing.org

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

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

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

SOUTHWEST sowdivscca.org

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

ROCKY MOUNTAIN coloradoscca.org

Aug 22-23* Ro High plains Raceway/
 Colorado
Colorado, Continental Divide
 anniedew@msn.com

NORTHERN PACIFIC norpacscca.org

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

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

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

SOUTHEAST sedivrac.org

Nov 14 Seminole State College/Central
 Florida
 Central Florida (407) 324-1874

CLUB RACING**WHAT** Regional Racing**WHEN** Aug. 16, 2015**WHERE** Millville, N.J.

New Jersey Motorsports Park
 and South Jersey Region
 partner up for another action-
 packed race weekend.



Ken Brown

GREAT LAKES greatlakes-scca.org

Aug 22 The Tire Rack/South Bend
Sep 26 Fowlerville Proving Ground/Detroit
Oct 11 Magnavox Way Corporate Center/
 Fort Wayne
Detroit (313) 341-5642
Fort Wayne lwdent@wildblue.net
South Bend (616) 610-0042

NORTHERN PACIFIC norpacscca.org

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

DRIVERS SCHOOLS**NORTHEAST** nediv.com

Jul 23 NJMP/South Jersey
Aug 14 NJMP/South Jersey
 South Jersey (609) 784-5316

SOUTHEAST sedivrac.org

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

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

Bertil Roos Racing School
 (800) 722-3669 racenow.com
BIR Performance Driving School
 (866) 511-7606 birperformance.com
Bob Bondurant School
 (800) 842-7223 bondurant.com
Bridgestone Racing Academy
 (905) 983-1114 race2000.com

MSR Houston
 (281) 369-0677 msrhouston.com

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

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

Simraceway Performance Driving Center
 (800) 733-0345 jimrussellusa.com

Skip Barber Racing School
 (800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School
 (800) 391-6891
springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

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

ProFormance Racing School
 (253) 630-5130
proformanceracingschool.com

NOVICE PERMIT / SCHOOL CREDIT

**Bobby Cee's Racer's Edge High
 Performance Driving School**
 (562) 714-1799
bobbycesracersedge.com

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

FAASST Performance Driving School
 East: (877) 266-4429,
 West: (719) 761-1372 faasst.com

Sports Car Driving Experience
 (800) 453-5506
corveteracingschool.com

Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS**NORTHEAST** nediv.com

Jul 18-19 CT/PDX Summit Point/
 Washington DC
Aug 1-2 PDX Summit Point/Washington DC
Sep 12-13 CT/PDX SummitPoint/
 Washington DC
Oct 24-25 CT/PDX Summit Point/
 Washington DC
 Washington DC (301) 572-7444

SOUTHEAST sedivrac.org

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 PDX/TT Roebling Road/
 Bucaaneer

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

GREAT LAKES greatlakes-scca.org

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

CENTRAL cendiv-scca.org

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

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

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

**OFFICERS**

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SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055
 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.scca.com

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Mindi Pfannenstiel

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Senior Director of Solo and Rally

HOWARD DUNCAN

Senior Manager of Club Racing

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Director of Experiential Programs

HEYWARD WAGNER

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SCCA ENTERPRISES

Phone: (303) 693-2111
 14550 E. Easter Ave., Suite 400
 Centennial, CO 80112
www.sccaenterprises.com
 President & CEO **ERIK SKIRMANTS**

SCCA DIRECTORS

Area 1: Dick Patullo
 370 Chapin Road, Hampden, MA 01036
 (410) 566-3643; dpattullo@scca.com
Area 2: Terry Hanushek
 22 St. Johns Lane, Mullica Hills, NJ 08062
 (856) 223-0807; thanushek@scca.com
Area 3: Lee Hill
 4607 Ridgecliff Dr., FL 33511
 (813) 684-4741; lhil@scca.com
Area 4: Stephen Harris
 1619 Chartwell Dr., Dayton, OH 45459
 (937) 438-3005; sharris@scca.com
Area 5: Bruce Lindstrand
 532 Stiles Ct., Darien, WI 53114
 (262) 724-3346; blindstrand@scca.com
Area 6: Peter Zekert
 24 Edgeworth Ave.,
 Maryland Heights, MO 63043
 (314) 724-7098; pzekert@scca.com
Area 7: Dan Helman
 343 Lago Trace Dr.,
 Huffman, TX 77336
 (281) 324-6664; dhelman@scca.com
Area 8: Bill Kephart
 4735 Centennial Blvd.,
 Colorado Springs, CO 80919
 (719) 632-8000; bkephart@scca.com
Area 9: Brian McCarthy
 1048 Millet Way, Sacramento, CA 95834
 (916) 712-5742; bmccarthy@scca.com
Area 10: John Walsh
 244 Mendon Center Rd., Honeoye Falls, NY
 (585) 624-9289 (h); jwalsh@scca.com
Area 11: K.J. Christopher
 310 Via San Sebastian, Redondo Beach,
 CA 90277 (213) 842-2363;
kchristopher@scca.com
Area 12: Tere Pulliam
 10 Northwood Springs Dr.
 Oxford, GA 30054
 (678) 697-9755; tpulliam@scca.com
Area 13: Todd Butler
 P.O. Box 607, Yamhill, OR 97148
 (503) 754-0988; tbutler@scca.com



Jeff Lowe

FOUR MORE
From July through October, Ohio Valley Region will host four Double Regional race weekends at Mid-Ohio Sports Car Course in Lexington, Ohio.

ROCKY MOUNTAIN coloradoscca.org
Aug 22-23 PDX/CT High plains Raceway/Colorado
Colorado anniedew@msn.com

SOUTHERN PACIFIC scca-sopac.org
Sep 12-13 CT Buttonwillow/Cal Club
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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.
Dennis Sparks; Shelly Monfort
May 30-31 Wilmington Airport, Ohio
Kyle Herbst; Kim Whitener
Jun 6-7 Mineral Wells Airport, Texas
Paul Brown; Meredith Brown
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

Jul 17-19 Toledo Express Airport, Ohio

CAM CHALLENGE

Aug 7-9 Grissom Aeroplex, Ind.

REGIONAL

NORTHEAST nediv.com

Jul 5 Monroe Community College/ Finger Lakes
Jul 11 Moore Airfield/New England
Jul 11-12 Bader Field/South Jersey
Jul 11-12 Mid State Regional Airport/ Central Pennsylvania
Jul 12 Monroe Community College/ Finger Lakes
Jul 18-19 Warminster Community Park/ Philadelphia
Jul 19 Moore Airfield/New England
Aug 1-2 Bader Field/South Jersey
Aug 1-2 Mid State Regional Airport/ Central Pennsylvania
Aug 1-2 New Meadows Stadium/ Northern New Jersey

Aug 9 Monroe Community College/ Finger Lakes
Aug 9 Moore Airfield/New England
Aug 29 Moore Airfield/New England
Aug 29-30 Bader Field/South Jersey
Aug 30 Central Pennsylvania Institute of Technology/Central Pennsylvania
Sep 19 Moore Airfield/New England
Sep 19-20 Bader Field/South Jersey
Sep 20 Warminster Community Park/ Philadelphia
Sep 27 Central Pennsylvania Institute of Technology/Central Pennsylvania
Oct 4 Mid State Regional Airport/Central Pennsylvania
Oct 10-11 Broadart Company/Northeast Pennsylvania
Oct 11 Moore Airfield/New England
Oct 11 Warminster Community Park/ Philadelphia
Oct 18 Central Pennsylvania Institute of Technology/Central Pennsylvania
Oct 24-25 Bader Field/South Jersey
Nov 1 Moore Airfield/New England
Nov 7-8 Bader Field/South Jersey
Central Pennsylvania (814) 669-4995
Finger Lakes (585) 455-9607
New England kjbarnes22@gmail.com
Northeast Pennsylvania (570) 881-0474
Northern New Jersey autox4u@gmail.com
Philadelphia (484) 949-4100
South Jersey (856) 534-5301
Western New York dale@thekunzes.com

SOUTHEAST sedivacing.org

Jul 11 Turner Field/Atlanta
Jul 12 Cleveland Reg'l Airport/Chattanooga
Jul 26 Henderson Stadium/Middle Georgia
Jul 26 Deland Airport/Central Florida
Aug 16 Cleveland Regional Airport/ Chattanooga
Aug 22 MCAS Cherry Point/North Carolina
Aug 23 Atlanta Motor Speedway/Atlanta
Aug 30 Atlanta Dragway/Atlanta
Sep 6 Hernando County Airport/Central Florida
Sep 13 Cleveland Reg'l Airport/Chattanooga
Sep 13 Henderson Stadium/Middle Georgia
Sep 20 Deland Airport/Central Florida
Sep 26 Cape Fear Community College/ North Carolina
Oct 3 Atlanta Motor Speedway/Atlanta
Oct 11 Cleveland Reg'l Airport/Chattanooga
Oct 11 Hernando County Airport/Central Florida
Oct 11 Henderson Stadium/Middle Georgia
Oct 24-25 MCAS Cherry Point/North Carolina
Nov 8 Cleveland Reg'l Airport/Chattanooga
Nov 15 Henderson Stadium/Middle Georgia
Nov 21 Cape Fear Community College/ North Carolina
Nov 22 Seminole State College/Central Florida
Dec 5 Cape Fear Community College/ North Carolina
Dec 6 Deland Airport/Central Florida
Dec 6 Cleveland Reg'l Airport/Chattanooga
Atlanta randallprince@gmail.com
Blue Ridge (540) 290-2797
Central Florida chuck.lutz@gmail.com
Chattanooga (423) 883-4548
Middle Georgia raybrake@comsouth.net
North Carolina (910) 622-5513

GREAT LAKES greatlakes-scca.org

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

CENTRAL cendiv-scca.org

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

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
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Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

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

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
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Utah (801) 495-1442

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NORTHERN PACIFIC norpacscca.org

Jul 19 Marina Airport/San Francisco
Jul 26 Fresno Fair/San Francisco/Fresno
Aug 1-2 Mather Airport/San Francisco
 Sacramento
Aug 22-23 Mountain Home Municipal
 Airport/Snake River
Oct 11 Buttonwillow Raceway Park/San
 Francisco, Fresno

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

SOUTHERN PACIFIC scca-sopac.org

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

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James Harty

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NATIONAL

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

REGIONAL**NORTHEAST** nediv.com

Oct 18 Fall Foliage Fling/South Jersey
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Washington DC
 mgobrallymaster@gmail.com

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William R. Bagby 7/1/1955 Houston
 David W. Elder 7/1/1955 Finger Lakes

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 Ronald R. Renoe 7/1/1965 Kansas City

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 Charles A. Billington 7/1/1970 Houston
 Brad Frisselle 7/1/1970 Colorado
 Delmar Lee Johnson 7/1/1970 Colorado

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 Robert A. Cone 7/1/1975 Central Florida
 Missy Coykendall 7/1/1975 Finger Lakes
 Robert K. Iriye 7/1/1975 New England
 Michael H. Miller 7/1/1975 Central Carolinas
 Clark Winthrop Nicholls 7/1/1975 Mohawk Hudson
 Larry O'Brien 7/1/1975 San Francisco
 Eddie Pendry 7/1/1975 Central Carolinas
 Mark Scarborough 7/1/1975 Glen
 Timothy H. Selby 7/1/1975 Milwaukee

35-YEAR MEMBERS

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 Karen Babb 7/1/1980 Northwest
 Michael Bennett 7/1/1980 Neohio
 Jack Burrows 7/1/1980 Washington DC
 Joyce E. Hayward 7/1/1980 Central Florida
 Terry Lee Johnson 7/1/1980 West Texas
 Scott Knuth 7/1/1980 Milwaukee
 Michael S. Moore 7/1/1980 Washington DC
 Emanuel Papandreas 7/1/1980 Northwestern Ohio
 Jean M. Petryshyn 7/1/1980 New England
 Patrick Shelby 7/1/1980 Cal Club
 Brian E. Sill 7/1/1980 Texas
 James C. Sloane 7/1/1980 Oregon
 William Scott Stewart 7/1/1980 Misery Bay, Neohio
 Sharon Dee West 7/1/1980 Land O' Lakes

30-YEAR MEMBERS

Lester L. Bartlett 7/11/1985 Colorado
 David William Brand 7/17/1985 New York
 Frank W. Chambers 7/24/1985 Northeast Oklahoma
 J. Gregory Crandall 7/30/1985 Blue Ridge
 John Cummins 7/5/1985 Washington DC
 Charles Damanski 7/5/1985 Northern New Jersey
 Michael David Evans 7/26/1985 Northwest
 Kipp Gaynor 7/5/1985 Washington DC
 Bill Gendron 7/31/1985 New England

Michael Gunnip 7/8/1985 Oregon
 George D. Harrelson 7/9/1985 Delta, North Carolina
 William Hewitt 7/23/1985 Cal Club
 Clifford A. Johnson 7/8/1985 Kansas City
 David W. Johnston 7/26/1985 Northwest
 Perry King 7/23/1985 Cal Club
 Lars Lindell 7/17/1985 Chicago
 Scott S. McHugh 7/5/1985 Cal Club
 Linda McHugh 7/5/1985 Cal Club
 David B. Paul II 7/11/1985 Chicago
 Jay Pfuehler 7/16/1985 Chicago
 Michael R. Reece 7/5/1985 New York
 James A. Rose 7/5/1985 Washington DC
 Russell J. Ruedisueli 7/10/1985 Detroit
 John W. "Jack" Walbran 7/30/1985 Atlanta, St. Louis

25-YEAR MEMBERS

Steven R. Alferi 7/18/1990 Houston
 Chris Bischoff 7/11/1990 Western Michigan
 Glenn H. Brown 7/31/1990 Central Florida
 Katrina Carmody 7/26/1990 Glen
 Carl Couric 7/31/1990 Dixie
 J. Phillip Cull 7/26/1990 Western Michigan
 Dave Damouth 7/11/1990 Northwestern Ohio
 Gretchen Everett 7/9/1990 Northwest
 Frank R. Formeister 7/25/1990 New England
 Curtis D. Francois 7/13/1990 St. Louis
 Sherry Frevele 7/11/1990 San Francisco
 Paul D. Frevele 7/11/1990 San Francisco
 Joseph D. Gersch 7/18/1990 Houston
 Len Gilmore 7/11/1990 Lone Star
 Linda Goodsell 7/24/1990 Des Moines Valley
 Sherry Grantz 7/6/1990 San Francisco
 Herb A. Harmison 7/10/1990 Detroit
 Esther Marie Harmison 7/10/1990 Detroit
 Rex Howe 7/6/1990 Colorado
 Edward J. Huth 7/10/1990 Blue Ridge
 Edward M. Kruszczyński 7/18/1990 Western New York
 Gary W. Middlebrook 7/6/1990 San Diego
 Geneva Middlebrook 7/6/1990 San Diego
 Darin Minkler 7/18/1990 Arctic Alaska
 Dana Morrison 7/17/1990 Arctic Alaska
 Russell Myers 7/18/1990 Central Carolinas
 Michael P. Peery 7/18/1990 Ohio Valley
 Michael Piotrowski 7/23/1990 Milwaukee
 Tim Reinhardt 7/24/1990 Des Moines Valley
 James P. Roemer 7/27/1990 Milwaukee
 Theresia Spontelli 7/10/1990 San Diego
 Brian P. Sumeracki 7/31/1990 Detroit
 Mark S. Walthew 7/17/1990 Old Dominion
 Mark Zarlengo 7/9/1990 Colorado

CENTRAL cendiv-scca.org

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

SOUTHERN PACIFIC scca-sopac.org

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

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REGIONAL**NORTHEAST** nediv.com

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Sep 13 Frostburg Site/Washington DC
Oct 11 Frostburg Site/Washington DC
Washington DC
 adamkimmett@gmail.com

SOUTHEAST sediv-racing.org

Jul 19 Hollytree Offroad/Tennessee Valley
Aug 23 Hollytree Offroad/Tennessee Valley
Sep 20 Hollytree Offroad/Tennessee Valley
Oct 10 Hollytree Offroad/Tennessee Valley
Nov 22 Hollytree Offroad/Tennessee Valley
Dec 12 Hollytree Offroad/Tennessee Valley
Tennessee Valley leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

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

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 11-80 Speedway/Nebraska
Kansas City doug@formula1blog.com
Nebraska spducharne@mac.com

ROCKY MOUNTAIN coloradoscca.org

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 rylose@gmail.com
Utah gonzalo1975@msn.com

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Jul 25-26 Chehalis Fest/Oregon
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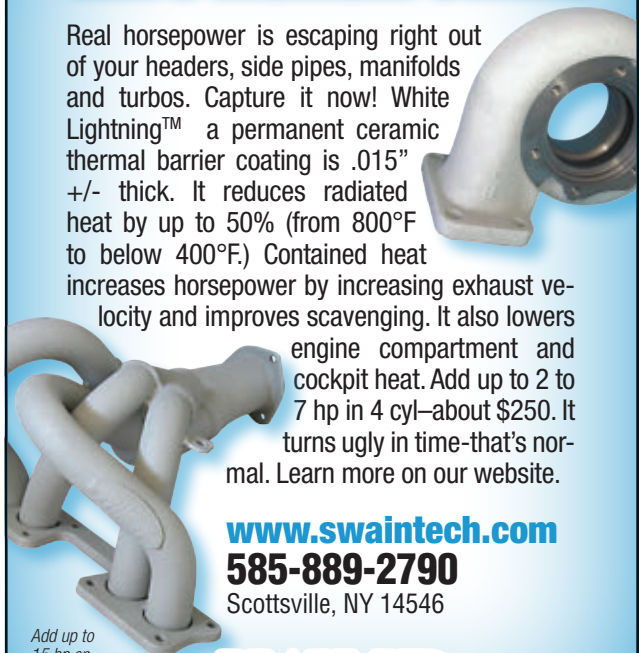
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LINGENFELTER FORGED LSA PISTON

Lingenfelter Performance Engineering has released its forged 4.070-inch LSA piston and ring set for GM LSA, LS3, and LS9 engine blocks. Engineered to clear the OEM piston cooling oil jets and crankshaft reluctor wheel of the LSA engine, the Lingenfelter LSA piston delivers greater strength than the cast OEM LSA pistons. www.lingenfelter.com



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SAFE SIDE OF SORRY

Thanks for the James Wilson *Drive on a Dime* story (*SportsCar*, May 2015). It brought a real smile to my face. Decades ago, I purchased an SSB Nissan NX2000 from James Sofronas. As it was totally street legal, even muffled, I was able to dispense with owning a tow vehicle and trailer. I actually drove to and from the races in my Region!

The NX2000 proved to be a good racecar! It took me to successes both at Lime Rock Park and Watkins Glen, where current SCCA Board of Directors Chairman John Walsh and I were even in the same race group for some events!

It was at The Glen, however, where my trailer-less arrangement worked against me, but not in the way you would think! After being in a race-long, nose-to-tail battle for the last podium spot, my opponent finally made a mistake. As I struggled to fill the opening, she moved to cover it. If our trajectories had continued, it wouldn't have been nice. After the race, I stopped by to congratulate her on prevailing. She remarked at how she had thwarted my pass, adding with a smile, "I knew you wanted to drive home!"

She was a smart racer who used everything at her disposal! She was certainly worthy of her podium finish. For me, I had not so much lost that last podium spot as maintained my record of driving clean races, not to

mention being able to leave the track once more, exactly the way I arrived.

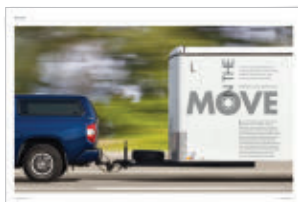
Phil LePore



CATCHING UP

The timeline article (*SportsCar*, July 2014) said Jaguar was the first race-winning car with disc brakes in 1953. I think Crosley won at Sebring in 1950 with a Hotshot fitted with discs.

Chuck Halper



...WHAT YOU PREACH

In the *On the Move* article (*SportsCar*, June 2015) you talk about better, safer towing, yet you illustrate that with a truck towing an enclosed trailer without the use of a weight distributing hitch or sway control. From the looks of the photo, the truck could certainly handle the hitch weight, but it's always safer to tow large enclosed trailers with every safety item at your disposal.

Bob Halstrom

TIRED OF IT

For the last few years, there has been a lot of talk about true street tires vs. R-compounds in entry-level autocross classes. That talk has permeated into

everything, from online forums to Facebook to *Fastrack* and *SportsCar*. Since the Solo Events Board voted to remove R-compound tires and kill Stock in lieu of Street with true street tires, there has been plenty of chatter, but recently all the talk has begun to die down. For my own sanity, I request that as the official publication of the SCCA, you cease the distracting tire discussion and let people get back to competing!

Tony Sandwater

Err, you best not look at pg. 30.



BRAINS!

Your Project T4 Civic Si coverage in the June issue highlights a sore point for me. As a racer of an older, less popular SSC car now in T4, I am already starting at a disadvantage when it comes to horsepower among the SSB cars in the class. With your project, you mention how a Hondata system plugs into the car and simply reprograms the car's stock brain. Doing some research, it looks like not only is that true, but that a Hondata system is just about as good as any standalone engine management system. This is fantastic - for people with cars where ECU programmers are offered. Sadly, my car has no re-flash available for its brain, so I'm left to compete with the stock tune and stock rev limiter. I've written to the CRB requesting piggyback units or standalone ECUs as an option in Touring, but to no avail, so I'm hoping you'll print this letter in *SportsCar*, people like me will read it, and we can drum up some letters to the CRB to help equalize these cars.

J.D. Bowie

MEMBER BENEFITS

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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

It happened one night

In the grand scheme of motorsports accomplishments, I don't have any. Yes, I've competed at the RallyCross National Championship, Tire Rack Solo National Championships, and the National Championship Runoffs, but a glance at the results would categorize me more as a "participant" rather than a competitor. Really, my

only notable success is that I was on target to crack the top six at the Runoffs in 2010 before getting two flat tires. So, imagine my surprise when

six-time Solo National Champion and 2009 Driver of Eminence winner Tom Berry asked me to ride shotgun to offer advice.

It happened while photographing this month's Track Night in America driven by Tire Rack cover feature. Berry had entered the event to gain more experience on the racetrack. While still heavily involved in Solo, it turns out Berry has also been spending time on the track.

We'd completed our cover shoot when Berry asked if I would ride along with him. After receiving approval from the organizers and insisting that there's no way I could offer Berry any advice, I strapped myself into the passenger seat.

Beyond being humbled by being asked for my input, I saw it as a fantastic opportunity to learn from one of the greats in the sport. I've ridden with several Solo National Champions over the years, but none with the number

of trophies Berry has on his shelf - and none of the others wanted my advice.

When I mentioned this, Berry noted that while he might have plenty of experience on the Solo course, he's a novice when it comes to the racetrack. On the flip side, while I'm certainly no John Heinricy, I do have a decade of SCCA Club Racing experience under my belt.

On track, I picked up on a couple of

"I've seen a number of students (myself included) who blindly follow any driving instruction"

things Berry could adjust. "You drive like an autocrosser," was the first thing out of my mouth. Berry's seating position and wheel wielding was familiar, as I'd witnessed similar traits in other top-tier Solo drivers. And when I made my suggestions, Berry's reply was one that only comes from experience: "Tell me *why* that's better?" Ultimately, my suggestions were of comfort and endurance and, as I told him, I have no doubt my suggestions would *not* make him any faster. My suggestions, however, *might* reduce driver and car fatigue during longer track sessions.

Our conversation was an amazing back and forth. Unlike less experienced drivers I've coached during SCCA Time Trials events, Berry questioned each of my



Sean Rice

A WORD OF ADVICE

Solo National Champ Tom Berry took the opportunity to run at a Track Night in America event, and asked me to ride along.

suggestions, but not in a way that said his style was better; he simply wanted to understand my reasoning. This is what I loved the most.

I've seen a number of students (myself included) who blindly follow any driving instruction. Meanwhile, I could all but see the gears turning in Berry's head with each of my suggestions, and he then followed up with additional questions. I truly hope Berry got something useful from my blathering, because I certainly learned a lot from him. 📍

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FROM THE ARCHIVES

10 YEARS AGO... AUGUST 2005



- *Leaving The Line* took a look at the Heartland Park Topeka site that would welcome the Solo Nationals in 2006.
- A garage tech piece covered all of the items you want in the ultimate garage.

20 YEARS AGO... AUGUST 1995



- The June Sprints celebrated 40 years with some 533 cars competing in front of a reported 15,000 race fans.
- Veteran Club Racers offered advice for picking the best car to start racing with.

30 YEARS AGO... AUGUST 1985



- Bill Mitchell took a look at the design and technology being utilized in Trans Am.
- John Morton penned a Hot Lap of Willow Springs.
- We took a look at purpose built Pro Rally tires.



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