

SPORTSCAR[®]



FLYING HIGH

Cameron Lawrence has taken off in Trans Am 2, and there's no sign he's ever coming down



WHO WILL WIN?

Our extensive preview of the 2015 Solo Nationals

ON TRACK

Coverage from the historic June Sprints and Rose Cup

TIRE TECH

Winning on track begins with smart tire choices

SEPTEMBER 2015
U.S. & CAN \$5.99
SCCA.COM



200 TREADWEAR STREET AND ST CLASS TIRES



BF Goodrich
g-Force Rival

BF Goodrich
g-Force Rival S

BRIDGESTONE
Potenza RE-11
Potenza RE-11A

BRIDGESTONE
Potenza RE-71R



DUNLOP
Direzza ZII
Star Spec

Hankook
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BF Goodrich
g-Force R1
g-Force R1 S

Hankook
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

KUMHO TIRE
Ecsta V710

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

ARE YOU READY FOR NATIONALS?



tiresack.com/trailer



tiresack.com/brakefluid
tiresack.com/storage



REBATES AND SPECIAL OFFERS

tiresack.com/specials

GET A MAIL-IN REBATE OF

\$60

With the purchase of a set of four select Goodyear[®] tires.

Offer Valid 7-1-15 to 8-31-15

GOODYEAR
MORE DRIVEN

YOKOHAMA

HIT THE ROAD WITH A

\$60



VISA[®] PREPAID CARD

with the purchase of four
GEOLANDAR G055, GEOLANDAR H/T G056
or GEOLANDAR A/T-S tires.

OFFER VALID AUGUST 1 - 31, 2015

KONI

25% OFF

SHOCK VALUE SALE

OFFER ENDS AUGUST 31





FF10 15 16



A HUGE SELECTION OF OVER 1,100 DIFFERENT WHEELS



ENKEI
RACING SERIES



Enkei Racing RPF1
bright silver, black (15 16 17 18),
gold (17 18), special brilliant coating (17)
14 15 16 17 18

Enkei Racing PF01
black, bright silver (15 16 17 18),
black w/mach. lip (17)
15 17 18



NEW

ENKEI
TUNING SERIES



Enkei Tuning TS9
matte silver, black, platinum grey
17 18

Enkei Tuning TX5
platinum grey, black
17 18

Enkei Tuning TSP6
gunmetal, hyper silver
17 18



O.Z. Allegerita HLT
COLOURS
available in 9 finishes
16 17 18

O.Z. Formula HLT
black, gold (17 18), matte grey
17 18 19

Advanti
RACING



Advanti Storm S1
matte grey, black, titanium mirror
15



Sparco Pro Corsa
light grey, black
17 18

sparco



Sparco Assetto Gara
SPECTRUM
available in 11 finishes
14 15 16 17 18

Kosei



Kosei K4R
light grey
15 16 17



Kosei K8R
silver, light grey (15 17)
15

BRAKES



SUSPENSION





RACE PROVEN STREET LEGAL™
Brake Pad Technology



NEW

HIGH PERFORMANCE STREET RACE

HIGH PERFORMANCE STREET PADS

Ideal for street car owners who race their vehicle at autocross, open track and time trial events. These pads perform well on the road or the track.



HIGH PERFORMANCE STREET 5.0

HIGH PERFORMANCE STREET PADS

A new generation of performance street pads for increased stopping power and lower dust levels.



HPS

HIGH PERFORMANCE STREET PADS

A unique Ferro-Carbon compound derived from motorsports technology offers much improved braking over O.E. and replacement pads.



LTS

LIGHT TRUCK AND SUV PADS

Designed for full-size light trucks and SUVs. Provide superior stopping power and longer pad life without excessive noise and dust.



HP Plus

AUTOCROSS AND RACING

Designed for serious street and autocross enthusiasts for sport driving in autocross, Solo II and many "track day" applications.



SD

SUPER DUTY TRUCK PADS

For severe duty professional truck fleets and trucks/SUVs frequently towing heavy loads under high inertia and repetitive braking.



PC

PERFORMANCE CERAMIC PADS

Ceramic compound for ultra-low dust and quiet performance of O.E. ceramic pads, but offers greater stopping power.



Motorsports Pads

BLACK, BLUE, HT AND DTC SERIES. FOR TRACK USE ONLY

For temperature ranges and recommended use, visit www.tirerack.com.

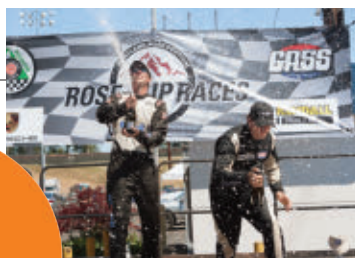
For more information and up-to-date pricing, call or visit www.tirerack.com/hawk

FREE SHIPPING

For all brakes, suspension and other parts and accessories on all orders over \$50. Visit www.tirerack.com/freeshipping for details.



Chris Clark



Wayne Flynn

48



Irina Bouzelkova

42



30

CONTENTS

FEATURES

- 22 FLYING HIGH**
Cameron Lawrence sits on the verge of a skyrocketing motorsports career
- 30 THE ROAD TO LINCOLN**
We take our annual shot at picking the winners of the Solo National Championships
- 42 THE SPRINTS**
Coverage of the Chicago Region's crown jewel, the June Sprints
- 48 THE RACE FOR THE CUP**
The 55th running of the Oregon Region Rose Cup at Portland International Raceway
- 50 REDEMPTION**
For Amy Ruman, the June 14 race at NJMP marked another turning point
- 52 BAG IT**
Tires are a wear item, but a few simple steps can help extend their shelf life
- 54 INTO THE GROVE**
Tips for picking the right tire for your RallyCross adventures
- 58 UPHILL BATTLE**
The right lubricants can help ensure miles of trouble-free use



Rupert Barrington

54

DEPARTMENTS

- 10 CLUB LIFE**
News from around SCCA and the world
- 14 THE CLUB BOARD**
Board of Directors Chairman John Walsh
- 16 CLUB VIEW**
SCCA President and CEO Lisa Noble
- 18 MY SCCA LIFE**
Tim Hardy's SCCA story
- 20 POBST POSITION**
Racing Champ Randy Pobst speaks
- 60 FIRST GEAR**
Up-and-coming young members
- 62 VOLUNTEER INCENTIVE PROGRAM**
The men and women who make it happen
- 64 MARKETPLACE**
You want it, someone has it
- 69 CARS FOR SALE**
Your next racecar is here!
- 72 CALENDAR**
Thousands of events you need to attend
- 78 TOY BOX**
Essential tools, accessories, and gear
- 80 MAILBOX**
We get lots and lots of letters
- 82 CONTACT PATCH**
Words to live by...or something...

COVER PHOTOGRAPHY Chris Clark

SPORTSCAR

SEPTEMBER 2015
VOL. 73 | ISSUE 9

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2015, Sports Car Club of America, Incorporated.

All rights reserved. Reproduction without permission is prohibited. SportsCar (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. SportsCar assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS
#540410)





Tim White battles worsening conditions as the rain pounds down during his Saturday runs at the Toledo round of the ProSolo National Series.

DATE | June 27, 2015

LOCATION | Toledo, Ohio

WHAT | Tire Rack ProSolo National Series

PHOTOGRAPHER | Perry Bennett

SCCA MOMENT

Multi-time SCCA National Champion Randy Pobst pilots his Pikes Peak Racing Nissan GT-R up the hill during Friday's test session at the PPIHC. Flip to pg. 20 to read his race day adventure.

DATE | June 26, 2015

LOCATION | Colorado Springs, Colo.

WHAT | Pikes Peak International Hill Climb test day

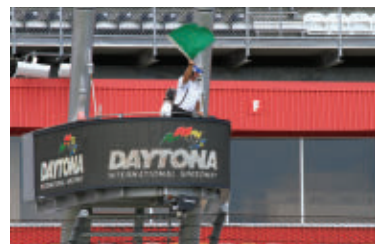
PHOTOGRAPHER | Rupert Berrington



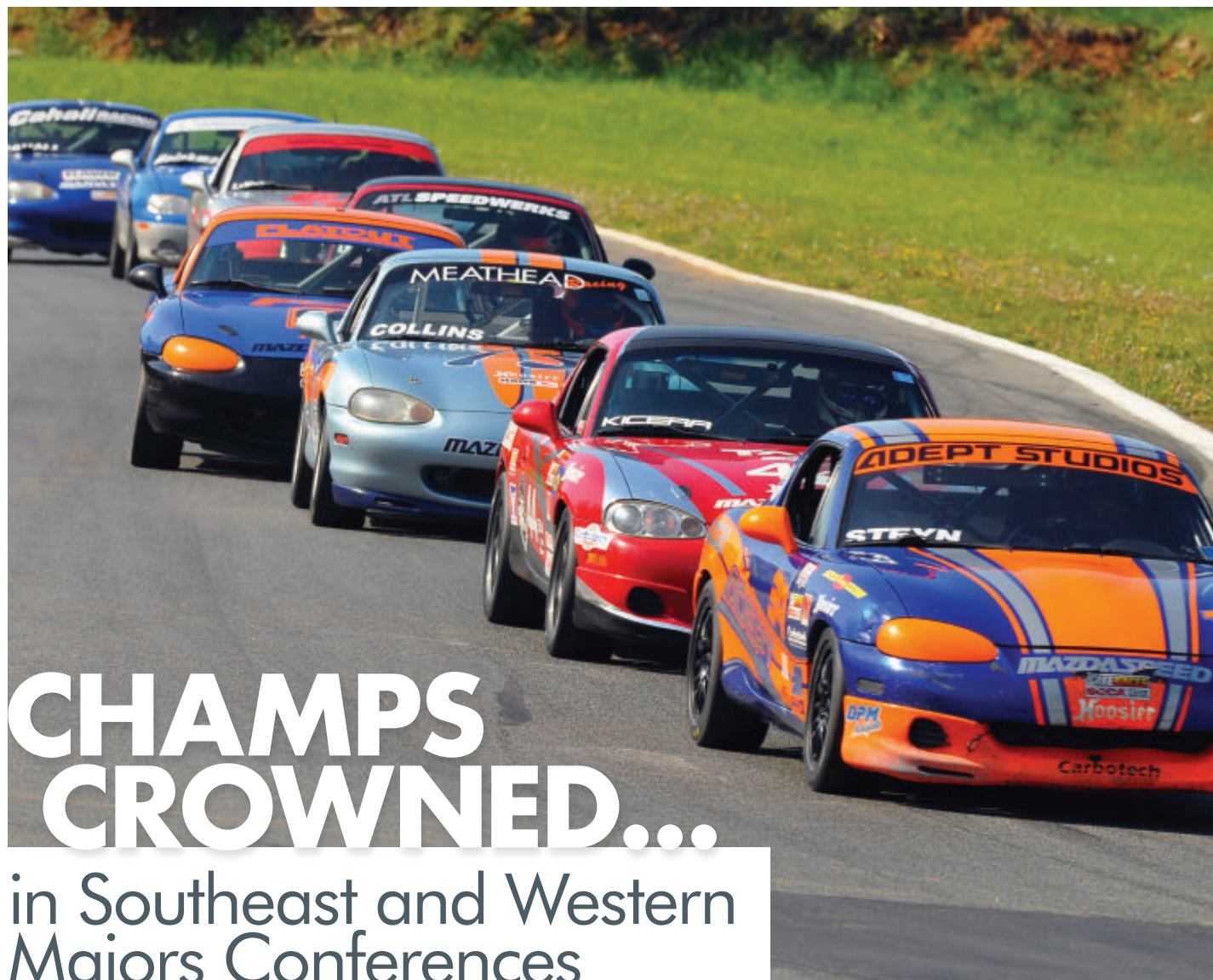


REGISTRATION NOW OPEN

Despite what we said in last month's issue, National Championship Runoffs presented by Garmin VIRB registration is now open to drivers and workers. But also keep in mind that the Runoffs is also a spectator event, so don't forget to bring a friend.



Dave Green



CHAMPS CROWNED...

in Southeast and Western Majors Conferences

The two Conferences of the U.S. Majors Tour that kick off the racing season in January are also the first two to wrap up their championships. The Southwest Conference's first race took place Jan. 9-11 at Homestead Miami Speedway in Homestead, Fla., and just three months and 12 races later, the Conference action concluded at Summit Point Raceway in W. Va.

A Spec Miata photo finish highlighted the final day of racing action on the final day of racing, when Danny Steyn clinched the Southeast Conference Championship with his

first win of the season after four previous runner-up finishes. The finish was so close between Steyn and Tyler Kicera that it necessitated a visual ruling, with the judges on the start/finish stand noting that Steyn was ahead at the stripe, although Kicera's timing transponder hit 0.005sec before Steyn's.

In other championship battles, Alex Mayer earned his second-straight win of the weekend in Formula 1000 to force a tied point total with Michael Crowe. Mayer earned the season title based on his four wins to Crowe's three.

The U.S. Majors Western Conference closed out its 2015 season amid hot weather at Oregon's Portland International Raceway over the Independence Day weekend after kicking off the action on Jan. 16-18 at Auto Club Speedway in Fontana, Calif. While a number of class championships were locked up prior to the final rounds, others were hotly contested.

In B-Spec, Derrick Ambrose had dominated the points throughout the season, but a late charge by Eric Boucher brought it down to the wire. B-Spec National



Rupert Berrington

SIGN UP NOW!

With the Tire Rack Solo National Championships imminently around the corner, competitors are reminded to register for the event-specific contingency programs they wish to participate in. As always, registration for the many generous programs is required prior to the event.



Ken Brown

DOWN TO THE WIRE

Danny Steyn (39) claimed the SM title in the Southeast Conference with a photo finish win at Summit Point.

champion Kyle Keenan tossed a wrench in the works winning both Portland rounds, but his absence early in the season took him out of the running. As the dust settled, Boucher claimed the Conference honors.

Joe Huffaker put an exclamation point on a spectacular season with a pair of wins at Portland, which also saw him claiming the F Production Conference title.

For complete Conference point standings, visit www.scca.com. 📍

Courtesy/Bondurant



STRAP IN

Jon Nottage and a guest will soon be behind the wheel of a Bondurant school car.

SCCA Foundation Raffle

Jon Nottage was the big winner of the SCCA Foundation's "Get Behind the Wheel" raffle. The grand prize included a trip for two to the Bob Bondurant School of High Performance Driving, where Nottage and a guest will experience the three-day Forza Motorsport Grand Prix Road Racing Class. Additionally, the prize includes \$5,000 cash to cover travel expenses.

The SCCA Foundation, the charitable arm of the SCCA, would also like to thank everyone for their contributions to the raffles. These raffles greatly assist in the Foundation's continuing support to the Tire Rack Street Survival program, the Formula SAE program, and its efforts to secure the historical preservation of the Club's history and memorabilia. 📍

Formula SAE hits Lincoln

Some 1,087 college students took part in the Formula SAE competition in Lincoln, Neb., on June 17-20. A lot has changed since the first Formula SAE event took place in 1981 when only four teams attended in Austin, Texas - this year, 90 teams (67 in the internal combustion category, 17 bringing electric power) competed.

The concept behind Formula SAE is that a fictional manufacturing company has contracted a design team to develop a small formula-style racecar. The prototype racecar is to be evaluated for its potential as a production item. The target marketing group for the racecar is the non-professional weekend autocross racer. Each student team then designs, builds, and tests a prototype based on a series of rules

designed to ensure onsite event operations and promote clever problem solving.

The Formula SAE program promotes careers and excellence in engineering as it encompasses all aspects of the automotive industry including research, design, manufacturing, testing, developing, marketing, management, and finances. Formula SAE takes students out of the classroom and allows them to apply textbook theories to real work experiences.

Autocross plays a major role in the competition, with many schools electing to return each year to the Tire Rack Solo Nationals Championships presented by Garmin VIRB at the same location. This program and competition also acts as an outreach for future Club members, as each of the participants at the SCCA-staffed Formula SAE event were presented with an SCCA membership. 📍

RUNOFFS ENTRIES EARNED

Washington DC Region's George Winkler (RIGHT) took home a free National Championship Runoffs entry as he secured the T1 Majors Southeast Conference championship. Meanwhile, SRF competitor and San Francisco Region member Paul Raby claimed the free Runoffs entry for his Western Conference performance.



Kent Brown



Rupert Berrington



Rupert Berrington

HIGH TIMES

Past SCCA Pro Rally Champ Jeff Zwart (ABOVE and LEFT) recorded this eighth win at Pikes Peak, while Northwest Region SCCA member Dominic Dobson (BELOW) made his first run up the mountain and was rewarded with the Unlimited Division win.

ON THE PEAK

The Pikes Peak International Hill Climb is the second oldest motorsports race in America, dating back to August 1916 and, for a century, drivers have raced to the mountain's summit on public roads. Although the road has been widened in places and has been completely paved, the venue is still no less treacherous.

On June 28, 2015, a number of SCCA members made the climb, with a several logging notable results. Dominic Dobson took his 2010 Radical SR8 to the top fastest in the Unlimited Division with a time of 10:15.289. This was Dobson's first year taking on the mountain. Meanwhile, David Donner was fastest in Time Attack 2 with his 2014 Porsche 911 Turbo S, completing the climb in 10:15.289. This was Donner's 22nd attempt at Pikes Peak and his fifth win. Jonathan Frost tackled the mountain as a rookie and emerged the victor in the Pikes Peak Open class in his 2014 Palatov D2RS with a time of 10:21.978.

A pair of *SportsCar* contributors also made the climb, with Jeff Zwart claiming the Time Attack 1 class win in his Porsche GT3 Cup Turbo, marking his eighth win. Everyone's favorite columnist and past SCCA National Champion Randy Pobst took on the mountain, but his race did not go as planned. 🚫



Rupert Berrington

Clifton Hill Climb

For the first time since 1989, racers will take to the roads of Clifton, Ariz., as Arizona Region hosts the Clifton Hill Climb. The Clifton Hill Climb dates back to the 1960s and runs about two miles of the challenging Ward's Canyon road. Set to take place over Labor Day weekend, Sept. 5-7, the event is limited to just 60 drivers.

Club Racing and some Solo classes are invited to participate, however, both the driver



and the vehicle must have a minimum of a Time Trial license and logbook. For more information, or to register, visit www.azscca.com. 🚫



made to **win**



SL TECH MID PRO

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

The new PUMA SL Tech Mid Pro shoe culminates the ultimate recombinant design of the Future Cat Hi Pro L with the Future Cat Mid P Pro features into the most desirable driving shoe for professionals today. The PUMA SL Tech Pro is constructed of premium full-grain leather, an oil-resistant rubber outsole, a form-designed Velcro closure offering customized comfort and fit in a Mid-top platform, and a 25% weight reduction over other conventional designs. Unique multi-panel, internal seam, pre-formed leather construction with high toe box creates the ultimate durability, fitment, and comfort for long driving stints. Newly paneled backing of the shank at the Achilles tendon improves fire protection while ensuring freedom of movement front to rear at the ankle without sacrificing the necessary ankle protection from side-to-side.



An anatomical shaped foot plate, UNI Chassis midsole, and 'split heel' construction maximizes foot support, sensitivity, and agility in driver's footwork.



AVANTI SUIT

FIA APPROVED (8856-2000)
SFI 3.3/5



PODIO GLOVE

FIA APPROVED (8856-2000)

Authorized Centers
Air Power Racing | UT | 801-475-9380
Driver's Edge Autosport | BC | 604-298-5531
Framor Safety | MX | (52)555276-0558
Performance Speed Tech | TX | 817-512-4780

Spring Mountain Motorsports | NV | 775-727-6363
Track First | OH | 234-380-5978
Wine Country Motor Sports | CA | 707-935-7223
Wine Country Motor Sports | CO | 303-799-6606
Wine Country Motor Sports | FL | 561-748-5328

To find a dealer near you: **(714) 847-1501**
or find us on the web at: **puma.subesports.com**

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA
www.subesports.com

Subé Sports

Per *Fastrack*, the Club Racing Board is currently seeking member input regarding the use of automatic, continuously variable, and dual clutch transmissions in Club Racing. Meanwhile, the Solo Events Board is looking for member feedback regarding a proposed change to the Street Touring Ultra wheel and tire limitations. Offer your input at crbscca.com and sebscca.com.



SPORTSCAR
THE OFFICIAL PUBLICATION
OF THE SPORTS CAR CLUB OF
AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

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 Enriken, 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

are welcomed by *SportsCar*. All materials
are subject to our standard terms and
conditions. *SportsCar* is not responsible
for unsolicited manuscripts, photos and
drawings, and such materials will not be
returned unless they are accompanied
by a self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
17030 Red Hill Avenue, Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services

(800) 770-2055



RACER MEDIA &
MARKETING, INC.



**THE CLUB
BOARD**

JOHN WALSH

CHAIRMAN, SCCA
BOARD OF DIRECTORS

Last Place, different class...

An idea has jelled. A plan has formed. I'm headed to Lincoln, Neb., again for the Tire Rack Solo National Championships presented by Garmin VIRB, but this time closely pursued by a competition car (a Mazda Miata on a trailer, about 7 feet behind me). After 2014's last-place finish in BS, I'm angling for last place in a whole new class: CSP!

The 2014 "Director's Solo National Challenge" was a hard-fought battle at the bottom of the barrel, won (by popular acclaim, not by any particular rules set) by Area 9 director Brian McCarthy for finishing second to last in his class, besting the rest of us last-placers. Hey, a win is a win, but this year will be different.

After more than a year of badgering local friend Mike Toombs about how I'd tow his Solo car to Lincoln if he wanted to be an "arrive and drive" guy, he relented, decided he'd attend, and told me he's up for the tow. I'll be his tire warmer in a sticky-tire Miata, and I'll get a chance to find out if we like the same road food. I've always been a lone wolf when towing to races, and hopefully we won't suddenly discover that we can't stand each other's company somewhere in the wilds of Indiana. Pray for us.

Last year I had it good - co-driving Matt Feeney's beautiful-handling BS Corvette, with great coaching from Matt and from Dave O'Maley. This year I'm a little bit more challenged. Sure, I have hundreds of hours on race

rubber, but Solo competition is way different, and I've never run a Solo on sticky tires.

This stuff is hard and, as an old road racer, I'm still trying to come to grips with how fast Solo course elements come at the driver. There aren't hundreds of yards between corners, and there's no "pack a lunch for that long back straight." That next cone is right here, *right now*, and likely stuck in my wheel well. Again. Crap.

I'm looking forward to it though, and I plan to be there from Monday through Friday night. Make sure you say hi.

On to other subjects: success stories. Congratulations goes to our folks running Track Night in America driven by Tire Rack (TNiA), as it's a growing success and shows that we can do new things and engage new people in our programs. TNiA is receiving lots of buzz in the motorsports press and is generating interest from businesses in supporting the program. That's a win for our Club and our members - and our future members.

Also, Area Director elections for the National Board of Directors are coming up. Several long-serving directors are timing out and, while they'll be hard to replace, I'm confident that you, the electors, will select qualified members for our Board. As you're voting, remember that our role is to set strategic direction for the Club and to provide oversight that ensures the Club remains healthy for another 70 years and beyond. I've said this before: Send us your best! ☺

SCCA racer takes international win

Bob Bramlage made the leap from SCCA Club racer to International race winner as he piloted the No. 83 TRG Aston Martin alongside teammate and Pirelli World Challenge competitor Derek DeBoer at the 2015 Le Mans Festival race on June 13, 2015. In the highly competitive GT4 class, Bramlage and DeBoer brought home the win in only

the pair's first visit to the circuit. While DeBoer is a regular in the TRG-AMR competing in both World Challenge and IMSA, Bramlage relied on a more grass-roots background, as a long-time SCCA and SVRA competitor who has competed in a wide range of vehicles, recording a top-five finish at the SCCA National Championship Runoffs in 2010. ☺

GoPro®
Be a *HERO*.



RICK KELLY
Photo by: Rick Kelly

THIS IS YOUR LIFE. **BE A HERO.**



OVER **60** ACCESSORIES +
APP & SOFTWARE





LAT/PHOTO

SCCA ALUM SCORES INDYCAR WIN

2005 Formula Atlantic Runoffs Champ Graham Rahal scored his second career Verizon IndyCar series race victory at the MAVTV 500, at Auto Club Speedway in Fontana California. Rahal still holds the record as the youngest Runoffs National Champion in SCCA history.



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Time for the championship season!

It's time to coordinate vacation and travel schedules, hotels, and test days. Time to prepare yourself and your car. Time to look for that last ounce of, well, whatever it is that you need to excel. And it's time for that last look in *SportsCar* to see who will be your toughest competition come the big event - *SportsCar's* infamous *Who Will Win?* championship previews.

Starting with this month's Tire Rack Solo National Championships installment of the *Who Will Win?* series (starting on pg. 30), and then followed up in the next issue with a National Championship Runoffs preview, the next two issues will attempt to predict the winners; the two issues that follow will report the results of not only the events, but also the amazingly popular RallyCross National Championship. This is my favorite time of year! The stories have yet to be written, underdogs can still prevail, heroes still conquer, and new legends will be born. Anything could happen!

While competition is key, these championship events are also an opportunity for us, as members, to enjoy the best that the SCCA has to offer. How?

- As event volunteers making it all happen by doing the jobs we do best. In addition to our great SCCA programs, our members operate many other motorsports events in the United States. You can be a part of this group of registrars, timers, flaggers, grid workers, and tech workers.

- As competitor crewmembers. Our drivers need support, and many of our members help with preparing cars in advance as well as at the event. These crewmembers are some of the most talented and skilled in motorsports, but there is always room for someone who wants to help out and learn.
- By bringing our family and friends out to watch the action - enjoy a tailgate party, a walk around the paddock, and observe the action. This is *your* Club, and these events should be something we all have an interest in supporting and being part of. These events offer some of the best competition anywhere, and they are *fun*!

The SCCA is a Club of doers, and during our championship season, *participate* is what we do. For many of us, these competitions are a reality whether we are in the driver's seat, up in Timing and Scoring, on a corner station, or working in the pits as crew. Others can dream about being a part of motorsports, but we actually do it! We are a part of the action. And it becomes a real part of us, of who we are.

Our efforts and those of our fellow Club members bring a sense of personal accomplishment and a sense of being a part of a much bigger community. It's an incredible accomplishment to make one of these events come to life, and you can be a part of it. I invite you to participate in whatever way interests you. Having our Club members support and enjoy these wonderful events makes *this* the Club I want to belong to! 🍷

Membership Drive Contest

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

MEMBERSHIP REFERRAL

LEADERS FOR JUNE 2015

NAME	REF'S	REGION
Warren Leach	104	San Diego
Brian Ghidinelli	36	San Francisco
Gayle Jardine	33	Cal Club
J. Burchardt	14	SW Louisiana
Sydney Davis	13	Houston
Karen McCoy	11	Oregon
Mike Holzinger	10	Iowa
Jim Nowlen	10	Milwaukee
Colin Fiedler	9	Milwaukee
Shawn Smith	9	Allegheny Highlands
Annie Steinke	9	Kentucky

There are 1,800 additional members with at least one referral.

REGION LEADERS

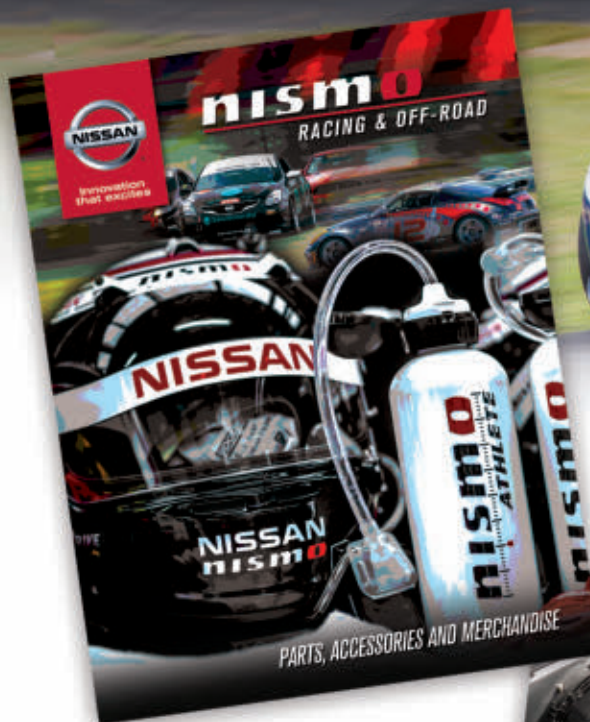
(Category based on 2014 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Milwaukee	15.0%
Oregon	10.7%
Florida	9.4%
Large Regions (401-799):	
Kansas City	19.8%
St. Louis	19.0%
Indianapolis	15.3%
Medium Regions (200-400):	
Northwest Ohio	16.5%
Western New York	16.3%
South Bend	15.9%
Small Regions (<200):	
Lake Superior	50.0%
Southern Illinois	47.4%
Indiana Northwest	27.0%



Innovation
that excites

Performance by the Book



The all-new NISMO Racing and Off-Road catalog features an expansive line-up of parts, accessories and branded merchandise. From JDM badges to high-compression cylinder heads, suspension kits to apparel, you'll find current and hard

to find items all in one place. The catalog is available online at nissanusa.com/performance or you can pick up a printed copy from your local Nissan Dealer or Infiniti Retailer.

Hard to find JDM Parts



Proven Competition Parts



Genuine NISMO Parts



nismo
RACING & OFF-ROAD

Purchase parts from your local Nissan Dealer or Infiniti Retailer or order online at parts.nissanusa.com.

NISMO, "JDM" and Competition Parts are sold "AS IS" without warranties, express or implied. Use on public streets or highways may violate laws and regulations relating to motor vehicle safety or emissions. See your Owner's Manual for proper vehicle operation. Damage caused by use of this part also excluded from warranty coverage. See warranty booklet for details.

Nissan, the Nissan Brand Symbol, "Innovation that excites" tagline and Nissan model names are Nissan trademarks. ©2015 Nissan North America, Inc.

TIM HARDY

CONTINENTAL DIVIDE REGION
SCCA MEMBER SINCE 2012

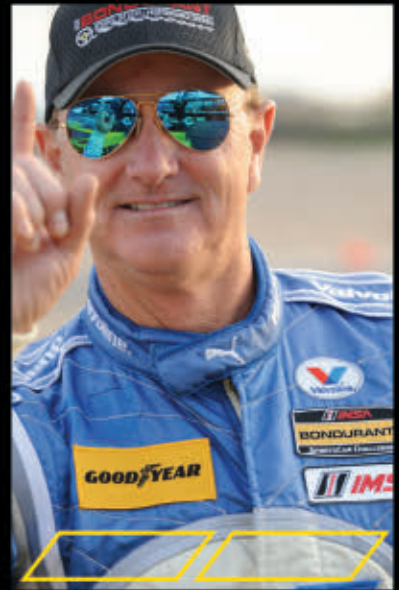
“My first experience with racing was at an SCCA Rallycross event, and it turned out to be a great event that thrills me even 10 years later – but the real fun was the way we started. My friend Greg and I were still in high school when he got wind of a cheap dirt racing event that we could enter and do our best to imitate rally pros; all we needed was to find a suitable car to share. The struggle was real, though, as we had a very limited budget and our only source to find a car was the local paper. With many nervous phone calls and all of the good deals already taken, we found one car that was still available.

The first adrenaline rush of many started with a 20-minute drive to inspect the car. We didn’t know it yet, but the two of us were standing in front of the car that would hook us on racing for life. That machine was a running Volvo 740, complete with almost a full tank of gas, an automatic transmission, no rust, silver paint with clear coat fade, and a leaky rear main seal – all for the sweet price of \$250. The sellers chuckled when we told them we were going to race it.

With the help of my dad, we fixed and prepped the car, all the while convincing him to race with us. Being teenagers with power tools we immediately decided to start stripping the car down and modifying it before even racing it once, and quickly placed ourselves into the Modified 2WD class. Needless to say, the three of us were not very fast through what looked like a sea of cones back then, but you couldn’t wipe the smiles off our faces after a run in the beloved Volvo of fury.”

IMAGE Rupert Berrington





**BONDURANT: SETTING THE STANDARD OF PERFECTION
AGAINST WHICH EVERYTHING ELSE IS MEASURED.**

- 3 to 1 INSTRUCTOR RATIO
- 80% SEAT TIME
- RIGHT SEAT INSTRUCTION
- SCCA CERTIFIED SCHOOL SINCE 1968

LET'S BURN SOME FUEL

bondurant.com
800.842.7223





47
years

RATING ★★★★★

BOB BONDURANT®

SCHOOL OF HIGH PERFORMANCE DRIVING



The Official High Performance Driving School of Chevrolet



Proudly located on the Gila River Indian Community.

POBST POSITION



The greatest thrill I've had in 30 years of automotive competition." Remember my description of the Nürburgring as causing all other circuits to pale into kiddy go-kart tracks? This one makes the 'Ring feel like child's play: The Broadmoor Pikes Peak Hill Climb by Gran Turismo. Never has so much adrenaline coursed through my veins, and I've done the event twice before!

This competition is a throwback to racing as it was at the time of the birth of the SCCA, 70-plus years ago. In fact, many early SCCA events were hill climbs. The Club still sanctions the Pennsylvania Hill Climb Association competitions, like Giant's Despair and Duryea, which originated, like Pikes Peak, early last century.

Young as I am, I've always raced on closed courses, always with safety features like guardrails and tire walls – which are very nice if something goes wrong. But deep inside there has always been a yearning to race on the open roads, just as they are, like the old Mille Miglia, or Targa Florio, when men were men (...and women, like Denise McCluggage, God rest her legendary and recently departed soul). I enjoy the concept of self-reliance in that. Striking out like an intrepid explorer, going boldly where almost no one has ever gone before. Personal responsibility. Motorcycle rider Carl Sorensen tragically lost his life heading up Pikes Peak this year, yet his family courageously said he loved the event, and supported his choice. You read the road, you take your chances; driver versus mountain. If you crash, we will come help you, but it's all your fault.

So why, attentive readers might ask, is it such a thrill, if I've competed at Pikes Peak twice before? Well, by several cruel twists of fate, I've never done the top before, and that's where the gods live.

In 1995, practice was canceled due to snow and ice above the tree line, and so the race was also shortened – first time in 80 years. Three years ago the tow vehicle expired on the way up, and I couldn't talk the team into letting me drive the racecar up with a gas can and a tire gauge. Then the big turbo Audi A4 threw the crank pulley practicing the middle, and we missed the upper section again, and the darned race. This year, the clouds parted, some snow melted (there was 16 feet in places), the PPHIC.com team pried the

road open, and we drank the intoxicating elixir of high altitude, high speed at 14,000 feet. X-Game stadiums got nothing on this extreme sport, kids.

The hill climb is 13-plus miles and a 156 corners (very similar in both specs to the 'Ring, BTW), and stacks steep switchbacks like pallets at Home Depot, but over the last three and a half miles from Devil's Playground to The Summit, the road opens up. Our Pikes Peak Racing Nissan GT-R has over 600hp and tops out fourth gear five times on the way up. That's in excess of 120mph – on a narrow, dusty, frost-heaving two-lane, with a mountain on one side and blue sky on the other for guardrails. And blind corners that look

very much alike, yet some flat-out and others hard braking; you just have to know which; along with Alpine weather as moody as a manic-depressive off their meds. And extremely rough pavement that's under the frozen snowcap half the year. And vast vistas that make it feel

like I'm on Delta, but don't dare to view; because, you know, you go where you look.

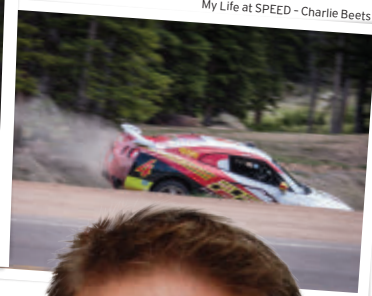
Compared to road racing, there is very little practice and, at the same time, the curves go on forever. At this speed, it's a sizeable challenge just to remember where you are, and huge consequences for getting it wrong (prophetic). Most of us drivers have had a close call or two, what I call "messages from the mountain gods." I dropped into a ditch on just the second run of the first test day this year, and thanked those gods for the gentle warning; only a flat tire. The hardest lessons are the best, and I sure know that turn now.

Looking for ways to improve my practice times (which, incredibly, were identical to the 10th, three runs-in-a-row, with rival David Donner in a 911 Turbo), I flashed on my own words above. There's a steep, bending fourth-gear Stairway-to-Heaven sweeper right with several radius changes that forces my throttle foot to lift. I realized I was looking at that blue sky outside, waiting, hoping, for these two poles to appear while my heart pounded with fear. Next attempt I set my gaze to the inside edge, and lo and behold, stayed down on the gas, with way less fear. I saw the meaningful part of the turn, the inside edge, revealing the future of the corner, and looking way

"The hardest lessons are the best, and I sure know that turn now"

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



My Life at SPEED - Charlie Beets

more assuring than the clear mountain air to the left. The Peak teaches the teacher: eyes in.

That was what led up to this year's Pikes Peak race day - and race day, as we all know, can be very different from practice. So on race day, the stock car ahead of me lost fluid on track, and we waited 30 minutes for cleanup, and I took off feeling out the grip.

A third of the way up, all's well and the GT-R is fast time so far, predictable and powerful in the thin air. I wave to the crowds exiting Ski Area, thinking, "I got this." Rookie's Corner next, nailed it, late apex, and power-down for...well...*shoulda* been, The Sump. But, my tired brain (2 a.m. wakeups for sunrise practices all week) fast-forwards to the *next*, similar, curving blind straight. I'm flat-out when the whole world goes hard right. Wrong corner. Oops.

Hero quickly turns into zero as Godzilla and I shoot straight and leap, Dukes of Hazzard-style (minus that flag, of course), *into* The Sump, soaring over 100 feet across and 20 feet below - a lawn dart into the mud at 77mph, skipping into erosion control at the far end.

The poor PPR GT-R is banana-ed, but I'm fine; the car was safely prepped, and I could not have picked a better spot to launch off The Peak. Overall? Lucky, very lucky. Next year: sleep, oxygen, curcumin, and caffeine. 🍷



Wrong corner



Philip Tucker

FLYING HIGH

With a pair of Trans Am 2 titles under his belt, Cameron Lawrence sits on the verge of a skyrocketing motorsports career

WORDS Jeff Zurschmeide IMAGES Chris Clark

The great baseball coach Tommy Lasorda once said that there were three types of players - "Those who make it happen, those who watch it happen, and those who wonder what happened." Lasorda would surely agree that Trans Am racer and defending TA2 class Champion Cameron Lawrence is a player who makes things happen.

That baseball reference is no accident. The fact is, Lawrence had to choose between pursuing a career as a professional ball player and pro racing, and there's little doubt that success would have come to him in either profession.







"I started racing when I was 6, doing quarter-midgets in Orlando, but even before that, I was playing Tee-Ball," Lawrence says. "I raced from the time I was 6 until I was 13. Then they tore down the quarter-midget track and I focused on baseball until I was in high school. I played every single day! Then my dad suggested we try out SCCA racing. My first road course race happened with SCCA on my 18th birthday. That's when I stopped playing baseball and transitioned back into racing."

Lawrence took to racing as avidly as ball playing and, after just four years in racing, at age 22 he's defending back-to-back TA2 championships against some rough competition.

"At first it was a hobby to do with my dad, then it turned into a lot more than that," he recalls. "My first car was an Oldsmobile Achieva. It was an old Hacker brothers ITS car. I had that for about a year and then we bought a GTA car that was actually an old American Speed Association car that had been converted to road racing. I ran that car

in 2010 and 2011, and then we did our first Trans Am race with the car."

Lawrence's first Trans Am race was the 2011 season finale, and it was a game-changer for the young racer.

"It was just me, my dad, and my brother in our 24-foot trailer," Lawrence remembers. "We did the Trans Am race at Road America and came in third behind Mike Skeen and Ricky Sanders. It was my first pro race! So we tried to do it again in 2012,

but we ran into some issues in the first two races. That's when I started racing with Mr. Miller."

Mr. Miller is Mike Miller, who raced in the SCCA Pro Racing-sanctioned Trans Am series for Jack Roush in the 1980s. Miller also has Formula Atlantic, Can-Am, and NASCAR experience on his driving resume. Since joining TA2 in 2012, his Miller Racing team has been dominant in the class.

"2012 was my first full season, when I started with Miller Racing," Lawrence says. "I got my first win in Trans Am out of the last race in 2012 at Road Atlanta, and then

"It was a hobby to do with my dad, then it turned into a lot more"

C. LAWRENCE



FOCUS

(ABOVE) Cameron Lawrence was on track to become a professional baseball player, but a renewed interest in racing changed his focus. (LEFT) On track, Lawrence has become the man to beat in TA2.

We didn't just redesign the turbocharger. We redefined it.



Our EFR-7163 performs like no other turbocharger because it's engineered like no other turbocharger.

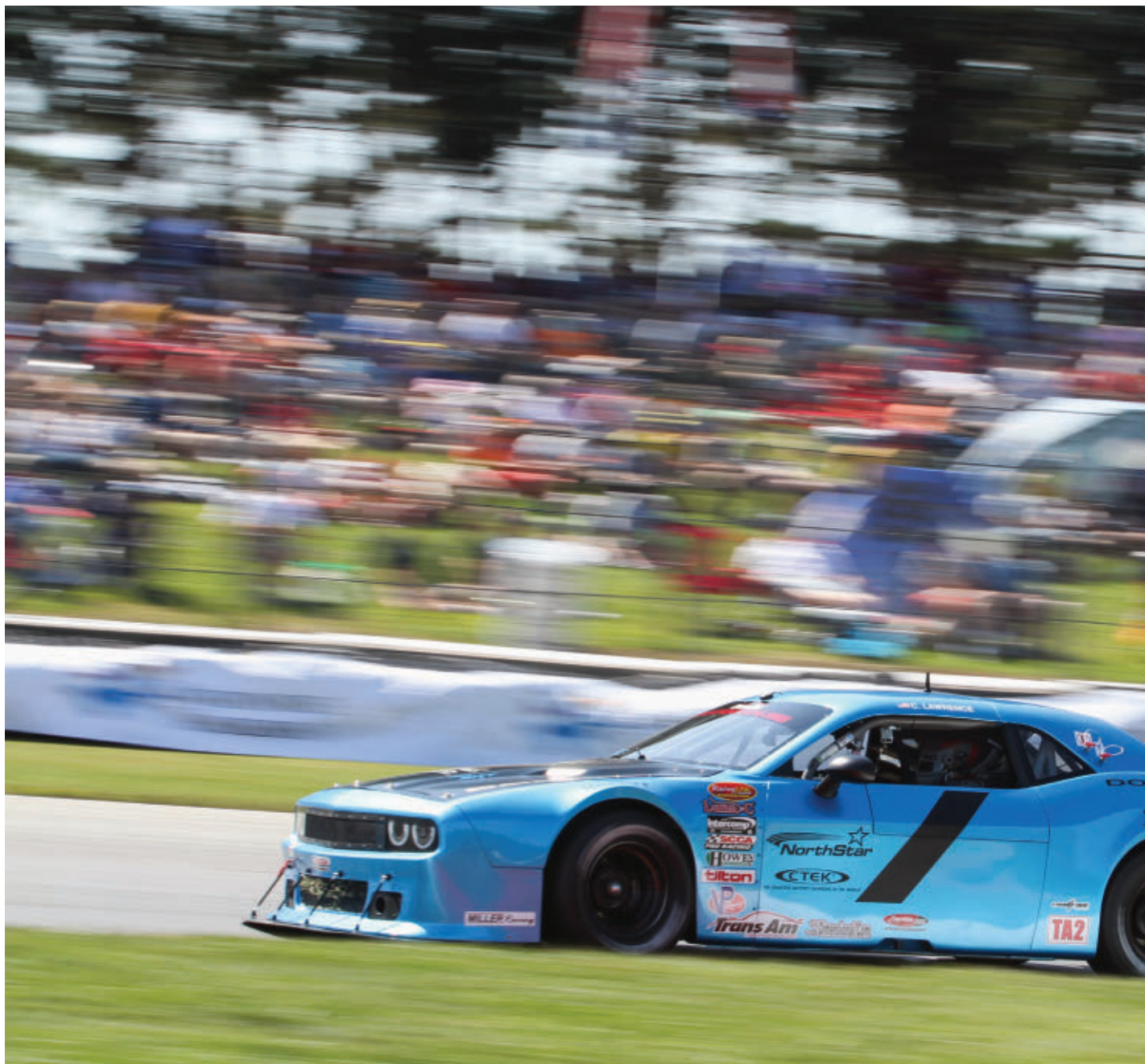
Compact and responsive to throttle inputs, the 7163 packs the power of up to 550 HP into a B1 size turbo that fits easily into a tight engine space. And that's just for starters. The 7163 also features our unique Mixed-Flow Turbine (MFT) Gamma-Ti turbine stage. MFT delivers greater turbine flow but with lower inertia than a conventional radial-inflow wheel. What's more, the 7163's all-aluminum bearing housing reduces the weight of the unit by nearly two pounds! It's the same race-winning technology inspired by and shared with turbochargers running in the Verizon Indy Car® Series.

Out-racing your competition starts with out-thinking them.



borgwarnerboosted.com

 **BorgWarner**



2013 just took off. We won eight out of the 10 races that year."

For Lawrence, 2013 was the kind of year every racer dreams about. He drove his Camaro to the win right out of the gate in the first race at Sebring, and then won every race from Watkins Glen in June through Daytona in November. In just his second full year in the series, Lawrence claimed the 2013 championship with more than double the points of the second-place finisher.

The 2014 season came fast, and with it, a gamble. If there were a first rule for pro drivers, it would be to never change your racecar midseason - especially if that car carried you to a decisive championship the year before. But that's what Lawrence did.

"We ran the first half of 2014 in the Camaro, then we switched over to a Dodge Challenger for the second half of the season," he says.

The transition to a new car cost the

young racer some momentum. He was on pace to win 10 out of 11 events that year, but was shuffled back in the races at Mid-Ohio and Brainerd. But by September's race at Lime Rock Park, Miller Racing had the Dodge sorted and Lawrence returned to the top step of the podium. He took the 2014 TA2 championship with seven wins in 11 races.

Still piloting the Challenger in 2015, Lawrence is clearly the man to beat in TA2,



BIG MOVES

A change from his proven Chevrolet Camaro to the new Dodge Challenger (LEFT) in 2014 was a big risk, but it didn't take long for the Miller Racing squad to get it sorted and find victory lane.



THE ROAD AHEAD

With two TA2 championships to his credit and a solid plan for getting a third, it's not surprising that Cameron Lawrence is looking to the next step in his career. "Racing in TA2 led to my getting to run a Viper this year in TUDOR, and some other opportunities I've had – it has shown people what I'm capable of," he says. "My goal is to move up; I'd love to be a factory driver in TUDOR. Or I could go back to my roots and do some NASCAR stuff."

and with it comes a giant bull's eye for his competitors. With tremendous growth in the Trans Am series and the TA2 class, there are now many drivers out to test themselves against the champion.

"We definitely have a target on us after winning two championships and switching to Dodge," he says. "This year we've had

"We definitely have a target on us after winning two championships"
C. LAWRENCE

three wins in the first three races, but the last couple races at Lime Rock and New Jersey, we've been taken out. So it's been a struggling year. We got spun at Lime Rock, and almost totaled the car at New Jersey. I don't think anybody really wants to see us win again, and they're making it difficult. It's almost like 'Aim for Cameron.'"

With a potential target on his bumper and a field full of good drivers who want to take that championship, Lawrence needs to swing for the fences. "We're working on our own car to make ourselves faster and try to stay out of the mayhem back in fourth, fifth, and sixth, where people will do anything they can to get toward the front. We're doing what we can to try and stay ahead of everybody, but the competitors also have to decide to race smart and fair."



Some of those drivers gunning for the TA2 title this year also come with an impressive list of Trans Am wins; with drivers like Tony Ave coming to TA2, Lawrence has had to take a hard look at his strategy for the balance of the year. "I used to have the advantage of having more seat time and an upper hand in terms of knowledge of the track, but the competition has gotten a lot better and people have gotten around to the various tracks more, so that's kind of gone away," says Lawrence. "There are a lot of really good cars right now, so it's really about just trying to be smart, stay out of the way, and try to run up front as much as we can."

With the new paradigm in the class, Lawrence has adopted a mature racer's attitude. "We're running for points now," he says of the remainder of the 2015 season. "We'd like to collect as many wins as we can, but the way things have gone [midseason], it's not worth throwing the car away trying to go for second or a win," Lawrence reveals. "If we're in the top three, that's great, but we're points racing, so the

top five is our goal, and to see how far we can go safely."

As the Trans Am series grows back to its former glory with a multi-class system, new drivers are being integrated into the series faster than ever before. The TA2 group itself has seen as many as 38 entries this year, and never fewer than 18 - and almost half the field in any given race are rookies.

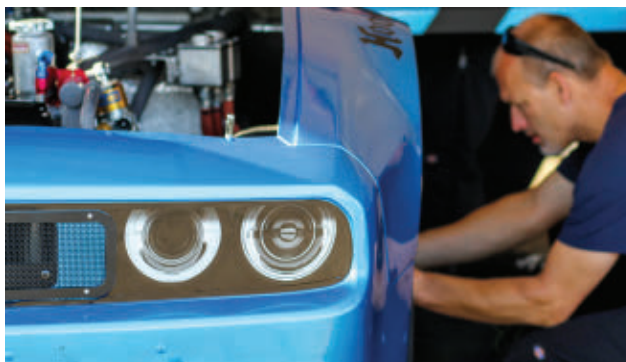
"I love the TA2 program," Lawrence confesses. "It's great

racing - we're getting a really good car counts, and TA2 is pretty close to a spec class with cost control limits and bringing more people into the class in mind. It's been a really good formula for racing, and I think it's showing with the car counts and the growth that it's had the last two years.

How will the season shake out for Lawrence and his TA2 team? With back-to-back TA2 titles, Lawrence is far from a rookie and he knows what it takes to close the deal on a championship. That said, he's not shy about winning races, either, so the rest of the field better beware. 🏆

"It's been a really good formula for racing, and I think it's showing"

C. LAWRENCE



BRIGHT FUTURE

Cameron Lawrence (ABOVE) has the world ahead of him, already being called upon to pilot the Viper effort at the Rolex 24, where his team won. The spec nature of TA2 (LEFT) has helped to create tight racing and large fields.

The Science of Going Faster

Variable Speed Shock Dynamometers

3HP Motor

2,000lb Compression/Tension Load Cell Standard

Available in Two Speeds:

Standard Speed: 0.5 to 19 in/sec

High Speed: 0.5 to 55 in/sec

28" or 40" Eye-to-Eye Masts

Adjustable Stroke: 1.0", 1.5", 2.0" or 2.25"

Type K Thermocouple Sensor

Runs on 220V Power

Scotch Yoke System

USB Connection

Includes Intercomp's Shock Analysis Software

User friendly, easy-to-operate software allows you to load & view previous shock tests, overlay 20 graphs, display measurement units independently, and offers a wide range of graphing options including live data display/live graphing.



Variable Speed 3HP Shock Dynamometers

High Speed

Part # 102092
28" Masts

Part # 102092-40
40" Masts

Standard Speed

Part # 102093
28" Masts

Part # 102093-40
40" Masts



**Laptop
Included!**

**More Podium-Proven Spring &
Shock Test Equipment**

Coil Spring Tester

Part # 100061
2,000lb (1,000kg) Capacity

Part # 100059
5,000lb (2,500kg) Capacity



Coil-Over Spring Tester & Compressor

Part # 110060



intercompracing.com

+1 763-476-2531 Worldwide

Intercomp
advanced weighing technology ... by any measure





THE ROAD TO LINCOLN

No one knows who will claim championships at this year's Tire Rack Solo National Championships, but that doesn't stop *SportsCar* from guessing

WORDS Paul Brown with Kristi and Keith Brown, Jeff Cashmore, Danny Kao, Ken Motonishi, Matt Murray, and Erik Strelnieks

It's that time again. Yup, *SportsCar* has once again gathered its gaggle of guessers to ponder the outcome of the 2015 Tire Rack Solo National Championships, which takes place Sept. 8-11 at Lincoln Airpark in Lincoln, Neb. And, if history has anything to say about our predictions, more than half will be wrong, so take this entire story with a huge grain of salt - after all, we are attempting to *predict the future!*

So, how did we reach our conclusions? A team of eight who have their ear to the Solo course, so to speak, waded through a list of thousands of Solo competitors to arrive at the ones most likely to win in each class. Our team occasionally comes to a unanimous decision, although to be chosen as *SportsCar's* pick doesn't require unanimity. A unanimous pick generally means nothing, as well, as our unanimous picks have a rather iffy accuracy record.

Because this story was assembled in June, there are more than a few drivers who hadn't finalized their September plans, so our crystal ball was more than a bit foggy. There were also several classes where we anticipated no entries, or we had absolutely no idea who to pick (BSPL, DSPL, ESPL, XPL, SSML, and FSAE/L come to mind), so you'll find no mention of them in this story. Another oddity is that we'd love to pick Annie Gill for pretty much any class she contends, but since she had (at the time of this writing) reportedly narrowed her choice down to a half dozen classes, we were forced to leave her out of our predictions entirely.

But enough excuses, let's get to our picks, and we'll see you in Lincoln in September!

STREET

Super Street has the distinction of being the only class that has a twin (Super Street R), with the primary difference being tire choice, although that does not seem to be diluting the talent. Our panel thinks **Pat Salerno** is the most likely to come out on top in a GT3, over car owner Brian Connors and fellow Porsche pilot Charles Kim. Jake Dawson was fastest on one course last year in his Lotus, and since the car is considerably faster this year, he might have been the prudent pick.

SSL seems like an easier pick, as **Jocelin Huang** has been fast this year, finding success even in the incredibly tough ProSolo ladies classes. The only snag we see would be if Learic Cramer were to show up.

Super Street R is the evil twin of Super Street, but on R-compounds - the last bastion of near-Stock vehicles running on such tires. Not much has really changed for the top class from the days of an entire Stock category, as it is still arguably the most talent-heavy class we'll see at the Solo Nationals. We like picking **Sam Strano** and, at the risk of jinxing him, we're doing just that. He seems due, and a new diff in his C6 Corvette might be just what he needs to add to his extensive collection of championship jackets. Josh Luster might put together two consistent days, G.J. Dixon has been the one to beat for a number of years in the borrowed GT3, and if Grant Reeve can stay clean he could be lethal. And we'd be crazy not to mention Tony Savini, who recently moved up to the big-boy Corvette class from his FRC.

SSRL should be one of the tough Ladies classes, though we expect the most recent recipient of the Driver of Eminence award, **Shelly Monfort**, to extend her streak. Stephanie Reeve has been quick enough this year that it would not be a major surprise if she starts a streak of her own.

A Street is perhaps the deepest class we will see in the Street category. Just about every apparent contender is in some sort of C5 or newer Corvette, but that still leaves plenty of diversity. Vivek Goel, Mike Johnson, Ryan Otis, Glen Hernandez, and James Yom will be in the mix, but **Mark Daddio** is the one true alien.

A Street Ladies should be fun. Lacey Otis will try to repeat last year's win, but **Kandy Johnson** won't be suffering from tires that don't work at Lincoln.

B Street has strength both on the East and West coasts and, as with many classes, we don't really get to see how they compare until September. Brian Coulson has been quick in the Craner Corvette, but Paul Kozlak has a number of jackets to his name (mostly won when he isn't picked, so here's a chance for that), his wife Lynn can beat him, Alex Muresan, Jason Kuks, and Mike Wood all may end up chasing **Evan Schickel** for the win. We hear that Ryan Buetzer may end up here in the Solstice he has won in many times before, even though he's just another alien who makes us forecasters very nervous when we don't pick him.

INTERVIEW

CHARLES KIM SUPER STREET

Charles Kim is a physician. He's been married to Jocelin Huang. She kept her maiden name because too many "Dr. Kims" in the household would be confusing; she's also a physician. Charles has been doing some SCCA Club Racing for the past couple of years, and since they live in Minnesota, they ice race in the Solo off-season.

As a physician, he was inclined to look for formal training rather than take a figure-it-out-yourself approach, so his Solo experience began with an Evo school where Mike Johnson was instructing. He says he still hears Mike's voice in his head when he's driving. Nick Barbato has also been a mentor since then. That was in 2008, when he was driving an S2000 in B Stock. That continued for five years until the S2000 was demoted to Club Racing duty in T3, which Charles describes as "STR with Hoosiers and a cage." They decided to switch to a WRX, but that lasted just a year before that car got demoted to an ice racer.

For Solo, they bought a Porsche GT3 from Ann and Andy Hollis, and they've been competing in it for the past two years. Though he has been to the Solo Nationals every year they have been competing (Charles says they "figured they would want to know what we didn't know as early as possible"), last year was the first time he finished in the trophies. That amounted to a third place, after leading the first day.

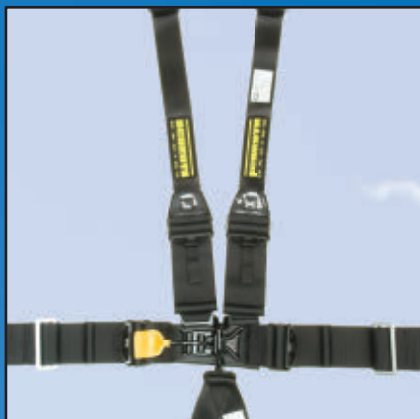
He says that Club Racing and ice racing have helped him with his Solo driving, improving his overall car feel and chassis balance. But those aren't the only things that help him. "One of my biggest inspirations is Jocelin and her ability to deliver under pressure in ProSolo competition," says Charles. "I've been taking lessons from her this year!"



SUPER STREET
Pat Salerno - Porsche GT3

Perry Bennett

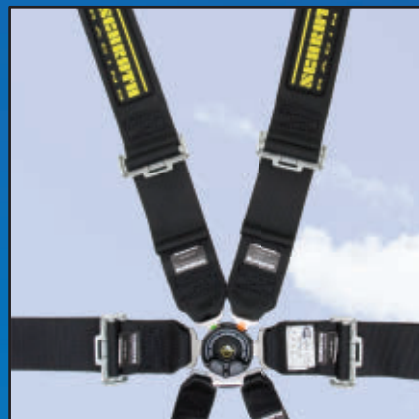
LatchLink III-6H



Enduro Profi II-6



Clubman III



SAFETY THROUGH TECHNOLOGY

SCHIROTH®
RACING

Wide range of standard applications and hardware as well as custom made solutions to fit your specific application. Large choice of end fittings and belt lengths.

IMPORTED BY HMS MOTORSPORT • 855-825-2828 • WWW.SCHROTHRACING.COM • @SCHROTHRACING
100 FERNCROFT ROAD, UNIT 208 DANVERS, MA 01923 • 119 BEVAN DRIVE MOORESVILLE, NC 28115

WHO WILL WIN?



D STREET
Max Hayter – Subaru WRX

B Street Ladies has a number of contenders, but we expect to see **Barbara Leroy-Boehme** come out on top over Suzanne Segal. This is one of the places we might see that Gill entry, which could very well make us wrong.

C Street will have a new champion this year as the 370Z got promoted to B Street. A solid bet is **Chris Fenter** in an NC MX-5, though car owner Chris Harvey could be his toughest competition. Andrew Pallotta has been awfully quick in an RX-8, and David Ogburn seems the class of the Scion field and will show us what that car can do on the TRD suspension package.

CSL should see **Linda Duncan** on top in the Lawson BRZ. Becca Nell will be chasing her in a 350Z, though if Rachel Kerswill returns to defend her championship all bets are off.

D Street might be a Subaru fest, or Ron Williams may spoil the party in his Mini. Weather may make this pick easier with the all-wheel-drive Subarus hoping for rain, but even if it's dry we expect last month's *SportsCar* cover model **Max Hayter** to come out on top over Dennis Sparks and Ian Stewart.

D Street Ladies may or may not be interesting. The Gill entry could end up here, but **Jordan Towns** has been fast wherever she goes, and Laura Campbell could keep it interesting.

E Street has returned to the age-old MR2 vs. Miata battle, though it's a newer generation of both these days. So far the MR2 seems to have the edge, and **John Ryan** looks like the class of the field. Paul Brown and defending Champ Eric Peterson will join him in the battle of 2003 Spyders.

E Street Ladies should have at least three contenders, so there will be a jacket to be won. Jennifer Bedell and Chris Peterson will co-drive the Peterson MR2, but unless **Meredith Brown** gets too cone happy, she should win.

F Street is a rather odd mix of American muscle and German driving machines. Chris Cox, Dick Rasmussen, David Feighner, and Kevin Youngers will field Mustangs. David Corsaro will try to repeat in his Camaro. But we think that barring an unrecoverable check engine light issue, **John Laughlin** will show that switching to the BMW was the right call this year.

F Street Ladies will likely see **Jackie Mutschler** successfully defending last year's win. Lorien Feighner seems like her toughest obstacle.

Perry Bennett

E STREET
John Ryan – Toyota MR2 Spyder



Last year **Mark Scroggs** surprised us with his **G Street** win. This year it won't be a surprise, even though it sounds like Trevor Jones has returned after a short visit to HS. Brian Burdette may have made the transition to FWD quickly enough to be the class spoiler.

Laura Harbour took **G Street Ladies** last year in the venerable Celica. We haven't seen a reason to pick against her, though Gwen Habenicht will be in a Focus this year, and that Gill entry might end up here so we aren't completely confident with this one.

H Street really ought to be the realm of the new Fiesta, but **Greg Reno** is stubbornly showing that the Mini isn't dead yet. Sam Karp will be trying to put the Fiesta into the winner's circle.

H Street Ladies looks pretty sparse at the moment, but we may see **Holly Schwedler** here to join Reno in keeping the Mini at the top.

With Kim Whitener off to the Open class, **Street Touring FWD Ladies** looks like Michelle Miller's domain in the family Mini.

Street Touring Sport is the result of combining STS and STC from previous years. They always seemed to be running about the same times, and the resulting class continues to show that competitive balance. Andrew Canak is the defending champ, Mark McKnight, Adam Barber, and Jason Frank are all worthy picks, but **Kinch Reindl** is due.

We hear that Lily Liu will not be making the trip to Lincoln, which leaves **Street Touring Sport Ladies** wide open. Jamie Yost has been good in the Reindl Civic, and Hilary Anderson will be tough to beat, but we think that **Nicole Wong** will get the car figured out enough to make this her fifth championship in a row.

INTERVIEW

EVAN SCHICKEL B STREET

Evan Schickel is a single guy whose day job is as an engineer at a small consulting firm. This is just his fourth season autocrossing, and will be his first trip to the Solo Nationals. We don't often pick rookies to win, but he has earned that honor with his success this year.

Nick Barbato encouraged him to start autocrossing while they were fellow students at University of Connecticut. He spent the last couple of seasons co-driving a friend's STR car and decided he was ready to take on a real National competition season, but the friend wasn't up for that, so he went car shopping. His mom had given his dad a new Corvette, but while Evan really liked the car, it wasn't available to him as a full-time ride. B Street looked like a likely and affordable alternative, so he found a 1999 fixed roof coupe Corvette and did minimal prep on it (front swaybar, alignment, and a set of Bridgestones), but that was enough. He does have a set of Konis to install before Nationals, which will hopefully not upset his momentum.

He credits the support of the Northern New Jersey Region and its talented group of experienced instructors for his quick rise to fame. "There's a lot of talented drivers who have pushed me, and I wouldn't be where I am without them," he tells us.

STREET TOURING

Street Touring FWD is an evolving class, and after years of being dominated by rather underpowered front-drive cars, it has some new additions that could upset that balance. We hear that Kim Whitener will try to add to the exclusive list of female winners in Open classes, and she's got a good chance of succeeding, although she'll have to beat Michael Heinitz, who has been spectacularly fast in his Acura RSX Type S. But our pick is **David Whitener**, who has become a car-tuning guru and has given up the CRX for a Civic Si. He'll need to overcome a 40hp deficit compared to the Acura, but we believe he can do it.

Street Touring Xtreme is a tough call since both weather and course design could be deciding factors. Kyle Herbst has his BMW 128i looking good, Don Slevin and David Marcus have been winning in Scions, and Charlie Spyksma has a new WRX working well, but we have seen too much speed out of **Craig Wilcox** in his Mini to bet against him.

We have to go with **Mindi Cross** in **Street Touring Xtreme Ladies** this year in her Scion, as she's been getting a lot of seat and development time in the car. Catherine Tran and Lisa Berry could make that pick wrong.



SUPER STREET MODIFIED
Randall Willcox - Mazda Miata

Perry Bennett

WHO WILL WIN?

Street Touring Roadster is always one of the largest classes at the event, with competition depth to match. **Ricky Crow** has been unbeatable in his S2000, but he will face stiff competition from Nick Bjoin, Colin Fiedler, Greg Janulis, Ryan Davies, and possibly G.J. Dixon.

Street Touring Roadster Ladies should be closer this year. Laura Campbell will probably not repeat her five-second win from last year, as **Kyung Wootton** already has more jackets, and with the Mazdaspeed Miata coming along with some development will add to that collection. Julie Fiedler will be there to keep them honest, and this is another class where we might see that Gill entry.

Street Touring Ultra may be the most diverse class we have. Lane Borg and **Jonathan Lugod** will drive some pretty strong Corvettes, while Nick Barbato and Jeff Stuart have their 350Zs working well. We hear Bryan Heitkotter's pro racing schedule will not let him bring his 350Z, so he may be a spoiler in some Tuesday/Wednesday class. Martin Kriz doesn't necessarily need it, but if it rains, this one looks like his to lose over fellow all-wheel-drivers Robert Pendergest, Doug Mikko, and Mark Hill.

We aren't even sure who will show up in **Street Touring Ultra Ladies**. We are picking **Teddie Alexandrova** on the off chance that the 350Z gets to make the trip, but we can't count out Tasha Mikko and Mina Ingraham.

STREET PREPARED

Super Street Prepared will see an interesting mix, with the nimble Lotus led by last year's winner Ryan Johnson, going up against the powerful Corvette, led by multi-time winner **Joe Tharpe**. We give Tharpe the nod, though course design and weather could conspire to keep him from returning to the top of the class. In that case, watch out for Steve Lau, as the Porsche may have the right balance. Also keep an eye on Tharpe's co-driver Andy Hohl, as well as Alex Tziortzis, Rod McGeorge, and Eric Stemler, who continues to develop his C6 Corvette.

Super Street Prepared Ladies ought to be **Donna Marx's** this year. They've had RV and trailer adventures this year, so hopefully the car will just work.

A Street Prepared has been **Tom Berry's** domain for a number of years, after the Evo got kicked up from BSP, which was after it dominated ESP. Son-in-law and part of the engineering team, Marshall Grice is one of his closest competitors, but Aaron Miller has beaten them both in the past. We hear Geoff Clark has stepped up to ASP from STU, and Bill Rogerson may be up to a repeat performance from last year. The Stan Whitney/Su Brude Cayman has shown signs that it might be up to the challenge of running with the boost buggies, so this is definitely a class to watch.

It will be a shock if **Christine Grice** doesn't win **A Street Prepared Ladies**, unless the class is too small for championship status so she hops to SML, or maybe the team figures out a way for her to run Open, in which case put her on the watch list there.

B Street Prepared may be seeing another turbo car trying to get kicked up to ASP, or that's the word we get from locals watching **Steve O'Blenes** and Mazdaspeed Miata owner Anthony Porta develop that car.

C Street Prepared seems to see constant change among the top competitors, so even when several of them leave they are replaced with just as much talent. We're picking **Billy Davis** to successfully defend his current championship, but it won't be easy with Julian and Brian Garfield, John Hunter, and Neal Tovsen with a whole lot more seat time and a year of development.

C Street Prepared Ladies will have no lack of depth, despite defending Champ Gretchen Austin not planning to make the trip. **Katey Lacey**, Lisa Garfield, and multi-time winner Sue Eckles will all be in well-developed Miatas. This one is a coin flip, as we can make all sorts of good arguments for picking any of them. Our sources tell us that Denise Cashmore may be co-driving with Lacey, which would make this class just that much tougher.



Perry Bennett

E PREPARED LADIES
Denise Kugler - Honda CRX

You Snooze, You Lose.

Summit Racing Equipment has plenty of go-fast components like performance upgrades, suspension kits, tires, and much more—all designed for faster lap times because a fraction of a second can make all the difference.

Rely on us to answer your questions and recommend solutions 24/7.



MADE
IN THE
USA

MADE
IN THE
USA

Race Mirror

Eliminates Blind Spots!

Keyword: AAF Race Mirrors

AAF-ALL76404 / \$14.99 each

High-Temp Brake Duct Hoses

Extremely Flexible and Pliable!

Keyword: AAF High-Temp Hose

as low as / \$37.99 each

Hoosier
RACING TIRE

ELIGIBLE FOR
FREE
SHIPPING!

Sports Car DOT Radial Tires

Faster Cornering Speeds!

Keyword: HOO Sports Car

as low as / \$236.97 each

MADE
IN THE
USA



MADE
IN THE
USA

AN Hose End Wrench Kits

Make Pluming a Breeze!

Keyword: SUM Hose End Wrench Kits

as low as / \$45.97 kit



Wilwood
DISC BRAKES

MADE
IN THE
USA

Aluminum Master Cylinders

Reliable Stopping Power!

Keyword: WIL Aluminum Master

as low as / \$49.99 each

ELIGIBLE FOR
FREE
SHIPPING!

MADE
IN THE
USA



Wilwood
DISC BRAKES

Forged Dynalite Big Brake Front Brake Kits

Track-Ready Performance!

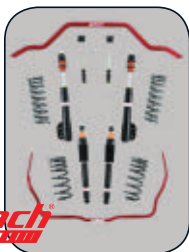
Keyword: WIL Dynalite Big Front

as low as / \$737.49 kit

**FREE
STANDARD
SHIPPING!**

on orders over \$99!
Details at SummitRacing.com

ELIGIBLE FOR
FREE
SHIPPING!



MADE
IN THE
USA

Pro-System-Plus Suspension Lowering Kits

Increase Cornering Speed!

Keyword: EIB Pro-System-Plus

as low as / \$1,169.97 kit

Holley
HydraMat

ELIGIBLE FOR
FREE
SHIPPING!



Hydramat Fuel Pickups

Reduce Air in the Fuel System!

Keyword: HLY Hydramat

as low as / \$149.95 each

MADE
IN THE
USA

QA1

ELIGIBLE FOR
FREE
SHIPPING!



Carbon Fiber Driveshafts

Safer and Lighter!

Keyword: HAL Carbon Fiber

as low as / \$763.97 each

MADE
IN THE
USA

Expert Advice • Huge Inventory • Fast Delivery • World-Class Customer Service

1.800.230.3030 • Tech: 1.330.630.0240 • Int'l: 1.330.630.0230

Call by 10 pm EST: In-Stock Parts Shipped That Day!

Find it at **SummitRacing.com**



Prices good through 9/1/15 • Typographical, description, or photography errors are subject to correction.

Some parts are not legal for use in California or other states with similar laws/regulations.

Please check your state and/or local laws/regulations. ©2015 AUTOSALES, INC. SCode: 1509SC

INTERVIEW

JOHN RYAN
E STREET

John Ryan is an engineer, with his specialty tending toward the more theoretical side of the profession. His wife, a schoolteacher, competes with him but has problems getting the time off to go to the Solo National Championships. Their kids have left the nest, which was a trigger for him to get back into autocrossing after a 10-year hiatus.

John started his competition career in a leased Civic Si, but after two years wanted something a bit racier. That ended up being a brand-new 1996 Neon ACR, which he spent five years in. Local mentors Sam Strano, Tim Aro, and Larry Fine helped develop his skills. His first two visits to Nationals were in the Neon, where he finished just out of the trophies both times.

A 10-year break from Solo was spent trail running and racing bicycles. A happy coincidence got him back to SCCA. He was looking for an affordable rear-wheel-drive car that could carry a bike, and Subaru had just released the BRZ. The Road Tire classes had just been created, and he liked the idea of being able to drive to events on his competition tires.

He made two more trips to the Solo Nationals, the first resulting in another near miss on a trophy spot, but the last year he scored the very last trophy. He took another year off, but the competition itch hit him for this season so he invested in the ProSolo three event package plus a fourth early entry. But there was a problem: he was in a BRZ, and the FR-S had a legal spring package, which would very likely relegate the Subaru to also-ran status in C Street.

Car shopping ensued, and after much research and discussion, an MR2 Spyder for E Street was the car of choice. That car was purchased in April, and the rest is history – two ProSolo wins over the defending champ, and you get picked to win the whole thing.

BMW's have won **D Street Prepared** nine out of the last 10 years, with that anomalous Merkur in the middle of the streak. We're pretty sure the BMW trend will continue, this time with **Eric Campbell** over Doug Rowse and John Vitamvis.

We'll definitely be seeing a change at the top of **E Street Prepared** this year, as two years of domination by Subarus earned them a promotion to ASP. But as fast as **Brian Peters** has been in the John Hogan Mustang, we aren't sure those Subarus would have been a problem for him anyway.

The Kermit Green BMW has a new owner, various competitors have found new, or at least different, rides, but **F Street Prepared** continues on. We'd like to make a crack about the likelihood of the outcome being determined by mechanical issues, but that's practically a given. **Steve Mieritz** looks like the best bet over Nick Myers and Geoff Zimmer. Van Townsend also has his rickety Suzuki working well enough that he may be in the running for a trophy.

F Street Prepared Ladies will be easier for **Lisa Krueger-Burgess** with the departure of Jamie Yost.

STREET MODIFIED

Super Street Modified had been dominated for most of its existence by third gen RX-7s before Matthew Glagola put his Lotus on top last year. We won't count him out, but the arms race continues and all the top cars seem to have gotten significantly faster. David DeRegt will join Glagola in the Lotus camp. Erik Strelnieks, Carter Thompson, Jake Namer, and Brian Johns will all contend in RX-7s, cars sporting a lot more diversity in their power plants than would be apparent from the outside, as some have two rotors and others three. Bob Bundy will bring a turbo Miata, so our panel feels it is time for a supercharged Miata to take the class, which brings us to **Randall Wilcox**.

David White and the Panda coned away what should have been his third championship last year in **Street Modified**, and we really don't expect a repeat of his cone carnage. Aaron Shoe may mount a challenge to that comeback.

Street Modified Ladies will also see the Panda having an easier time this year, but the pilot is new. **Rachel Baker** has really taken to the car (or the car to her).





SUPER STREET PREPARED LADIES
Donna Marx - Chevrolet Corvette

Street Modified FWD ought to see a new champ this year, which will be three for three as this is a very new class. Jinx Jordan blew up his motor earlier this season, but that should be healed up in time for him to try to make our pick of **Brian Kuehl** wrong. Jason Tipple will have one of the most meticulously built cars at the entire event, and if he can keep his runs as clean as the car, will be in contention.

The new motor means **Ginette Jordan** should have no problem with **Street Modified FWD Ladies**.

PREPARED

X Prepared seems like a pretty easy pick. This is the **Fred Zust** class. We're tempted to say, "Unless the car breaks," but he won last year even with a broken car. Andy McKee has more power to play with this year, so he may be able to mount a serious charge.

C Prepared could be really interesting. Like Zust in XP, Mike Maier also is six of seven in his class, but our panel (in a very close vote) thinks **Mark Madarash** will have an engine worthy of the class in time to take the win. Darrell Padberg and Todd Farris are former champs who could make noise in this noisy class.

C Prepared Ladies should see enough competitors to qualify for contingency, which means not only a National Champion but also at least one other trophy position. We're picking **Tracy Lewis** to back up last year's win, but daughter Alyssa, Donna Bartling, and particularly multi-time Champ Brianne Maier should make this one fun to watch.

D Prepared will have a somewhat new look from years past, as the DP/EP/GP re-org added a number of cars, at least one of which may be significant to the results. Chris Dorsey's multi-time EP-winning Corolla is now a DP car, and we think it's very nearly a coin flip between him and **Ron Bauer**. Bauer's Miata has seen some worthwhile development this year, so we give him the nod.

E Prepared will have a new champion. Alan Kugler brings his formerly GP CRX to play, and we are of much the same mind here as we were in DP, where we expect a close battle, but we expect the old guard in the class to prevail. In this case, that means **Tim Smith** in his Civic.

E Prepared Ladies has one of those rare unanimous picks. We expect **Denise Kugler** to prevail over Deanne Caraballo.

F Prepared seems to be very healthy these days. We seem to have as many contenders as we used to see entries, which is great unless you're one of those trying to win. David Montgomery has his 914 and we hear rumors there is a chance Tom O'Gorman will return in it, Henry Bjoin has his BMW, Chris Raglin and Alex Jones will return in the Solstice, John Thomas (yes, the 11 in a row EP then five in FP champ from a few years back) could show up, and Federico del Toro will be there in a Boxster. However, none of that matters, because our pick is **Troy Acosta** in the more powerful than ever Strelnieks Boxster.



FR Sport: Donny Ton



STREET TOURING ULTRA
Jonathan Lugod - Chevrolet Corvette

MODIFIED

A Modified has a history of being hard to pick. We hear rumors about cars and drivers who may or may not show up every year. We're going out on a very flimsy limb and saying that Dan Wasdahl won't come out on top this year - maybe his pattern of winning three in a row followed by a single loss will continue. **K.J. Christopher** has been steadily improving both his car and his driving and will take the class this year. Speaking of rumors, our sources tell us that the Canadians will be coming this year. Yes, Joe Cheng and Gary Milligan have the Vancouver Special running well, after several years of headaches. If we were convinced that Lincoln was not going to be the car's first actual competition, we would probably pick them.

B Modified has a number of contenders. Clemens Burger and Dan Cyr hold most of the recent championships. Dale Bahr will be close, but recent additions Tom and son **Matt Ellam** seem to have what it takes to upset the balance of power.

B Modified Ladies could see some entries, including **Mary Bahr**.

C Modified's spec qualities are being changed with the inclusion of the Honda engine.

Jonathan Clements will solidify that change with Honda power over father Eric Clements, defending Champ Brandon Lavender and former Champ John Engstrom.

C Modified Ladies might garner enough entries to make championship status, in which case we expect a close battle between **Krystal Lavender** and Mari Clements.

D Modified will see pretty much what it has seen for the past eight years: **Mark Huffman** and Jeff Cashmore battling for the win. Cashmore expects to be co-driving his old car with its new owner, but we're bowing to his claims of lack of seat time and picking Huffman to make it two in a row.

D Modified Ladies may have enough entries to achieve championship status, and if so we expect to see **Denise Cashmore** add to her trophy collection over Ericka Pieracci and Susan Anderson.

E Modified hasn't changed for eight years, and we don't expect that to change this year. **Jeff Kiesel** for the win.

For **E Modified Ladies**, reread the E Modified text above, but change the name to **Shawn Kiesel**.

F Modified would be almost as easy to pick as E Modified, but we hear rumors of the latest alien **Darren Seltzer** maybe not making the trip. If he doesn't show, the door is open for Jason Hobbs.

F Modified Ladies will likely see **Michelle Quinn** back in the winner's circle.

K Modified has had the same champion for the past six years. Even a *SportsCar* cover story last year wasn't enough to jinx **Paul Russell**. Tom Harrington gave him his first loss in years earlier this season, and may very well be able to end Russell's six-year run. Larry Macleod and Daniel Wendel have been close in the past, so they can't be overlooked.

Kate Regganie took **K Modified Ladies** by storm last year. We expect her to see a real challenge from fellow FJ graduate Kency Christopher. 🍷

INTERVIEW

DONNA MARX SUPER STREET PREPARED

Donna Marx is an R&D tech for a medical equipment supplier. In the offseason she enjoys photography and has been accused of trying to test the limits of Facebook with her uploads. She and husband Keith have been busy travelling to events this season, and had some major adventures with both their RV and their enclosed trailer. One such adventure saw an RV hitch failure, which gave the breakaway braking system on the trailer a thorough test (fortunately resulting in minimal damage).

Donna has been autocrossing for 14 years, and this will be her 10th trip to the Solo Nationals. She has scored trophies in fourth, third, and second place finishes, and is hoping to see that pattern come to its logical conclusion this year.

Evo schools have helped her a lot, she says, and she credits instructors Jinx Jordan, Mike Johnson, and Sam Strano for their tutoring to get her to her current level. And after seven years in a Super Stock Corvette, the Donna and Keith bought Rod McGeorge's SSP Corvette this January, and have been having fun with it ever since.

Before You Call Me, Try LUCAS!



Auto repairs can be time-consuming and expensive. **Lucas Oil's** 4 Original Products were created to prevent or solve many of the problems that eventually cause breakdowns. Before you spend a fortune on leaks, gear slipping or mechanical issues, try **Lucas**. 25 years of trusted American-Made quality go into every product we make. **Trust Lucas Oil - It Works!**

Toll-Free Tech Line: 800.342.2512



LUCAS OIL
LucasOil.com





THE SPRINTS

Chicago Region's 60th running of the famed June Sprints at Road America

WORDS Tom Schultz IMAGES Irina Bouzenkova

June 13-14 marked the 60th running of the Chicago Region June Sprints, an event run without interruption since 1956. This year, the Sprints returned to the traditional single-race format familiar to longtime Sprints racers, but since this was also a stop on the U.S. Majors Tour, the single race served up double points for the 300 or so racers who showed up to contend the Northern Conference event. While Mother Nature did its part to try to interfere with the racing - most of the weekend was cold and rainy - we all know it takes more than a spot of inclement weather to scare away SCCA's workers and racers.



EVENT COVERAGE

The Spec Miata race was a two-car tussle with Danny Steyn and Todd Lamb quickly breaking away from the pack. They traded the lead several times before Steyn put it away. Steyn explained that the difference was in the tires. "Rain is a great equalizer, but I went to intermediates, and it was the right choice," he said.

FB, P2, and FM started with Tyler Thielmann, the sole FB entrant, starting well back in a split start. The only question was how many laps it would take for him to take the overall lead in his JDR. The answer was six. Greg Gyann and Kelly Toombs fought hard for the P2 lead with the outcome only being determined when Toombs spun five laps from



WINNING

Race winners (from TOP to BOTTOM) STL: Brenton Williams; GT2: Jonathan Start; SRF3: Brian Schofield. (RIGHT) Proper tire choice gave Danny Steyn (39) the edge in SM.

the checker. Gyann had opted for full wets, which he thought was a mistake, but turned out to be the right call. And 17-year-old Joseph Burton Harris came all the way from Australia to run away with the FM win.

Formula Enterprises was a surprise - in that Scott Rettich did not lead all the way. In fact, Ryan Norman led until lap eight when he spun under pressure from Rettich. Norman recovered to take second place some 23 seconds behind Rettich.

Joe Moser took the E Production race, although his cause was helped immensely when Jon Brakke spun to the rear of the large field on the first lap. Toby Grahovic was an early threat, but he fell back into a secure second. Ken Kannard controlled FP with Mike Froh moving up several places late in the race to take a fine second. Greg Gauper overcame an early lead by Matt Brannon to take HP. In GTL, Jim Dentici and Chris Bovis hotly contested the class, until Dentici pulled away in the waning laps. "Chris got away from me early," Dentici recalled after the race. "I was on the wrong tires. But as the track changed, I was able to reel him in."

The Spec Racer Ford race was a very successful race for the Schofield brothers. Brian Schofield won the new SRF3 class, while brother Derek took SRF. Chad Galloway, Bobby Sak, and Scott Rettich all gave Brian Schofield a very hard time for the overall win, each taking turns in the lead, but Brian closed the deal in the final laps to

take the win. Brother Derek also had a lively fight, with Bruce Myers leading more often than not. Derek was finally able to take the lead for good with just a couple of laps remaining. Regardless of finishing position, however, Brian summed up the day's race squarely: "We are all going home smiling!"

The GT1, GT2, GT3, T1, and AS group was a runaway for Cliff Ebben, where he brought his Trans Am series racecar and checked out from the field. In fact, all classes were fairly effortless wins. Jonathon Start took GT2, with Rob Workocki the GT3 winner. To nobody's surprise, Andy McDermid took the American Sedan win, and Mark Boden claimed T2.

The FA, FC, and P1 group was notable for the sparseness of the entry. Only three FA cars entered, down over 20 from last year. Dudley Fleck had an easy run to the finish with J.R. Smart trailing.

Prototype 1 competitor David Locke qualified second overall but was the first in the group to see the checker. It didn't look like it would end that way at the start, however, as Jason Miller jumped into the lead at the green and began to pull away. Anthony Bullock kept Locke in sight with Lee Alexander and Darryl Schoff trailing. Just when it appeared that Miller had everything in hand, his car slowed and Miller pulled off course at Turn 3. Locke was now in command, and not even a quick spin at Turn 6 deterred him. Then with a 26-second lead over Gianpaolo Ciancimino, who had moved up from 12th on the grid, he did it

"I went to intermediates, and it was the right choice"
DANNY STEYN



Own The Track with the **ULTIMATE BRAKE** **Set-Up**



● **Forged Superlite**
Competition radial mount calipers for maximum performance.

● **PolyMatrix and BP Series SmartPads**
Track proven and time tested high temperature race compounds.

● **Forged Aluminum Rotor Hats**
Precision machined with a durable black E-Coat finish.

● **Spec37 GT and HD**
Premium alloy vented directional vane rotors.

EXP 600 PLUS
Super Hi-Temp
Racing Brake Fluid



GO TO WILWOOD.COM TO FIND THE BRAKES THAT MEET YOUR NEEDS

wilwood
DISC BRAKES

POWER. CONTROL. PRECISION.

805.388.1188

www.wilwood.com



again. On lap 10, Locke spun at Turn 12, but only lost 15 seconds of his lead. However, shortly thereafter Ciancimino retired and Locke was home free.

"Jason out dragged me at the start into Turn 1," said Locke of the early going. "He was moving away when he suddenly pulled off. Then the rear of my car began to get loose, and I spun at Turn 6. I got going but spun again, this time in Turn 12. But I survived both incidents to bring it home."

Joshua Saurino had Brena fairly easy run in FC. He led all the way with Jim Victor finishing second.

The T2, T3, T4, STL, and STU group saw the best action in T4. Voytek Burdzy and Toby Grahovic ran very close together, constantly disputing first. There was much feinting, dodging, and attempting as the lead was constantly in doubt. Burdzy led more often than not, but Grahovic was always there. Finally, on lap 11, what some thought was inevitable finally happened - they came together and speared off course in Turn 7. Burzyk got his car under way, but the race was lost; Grahovic was done for the day. James Ebben inherited the lead, a happenstance he readily acknowledged. "Better to be lucky than good," he proclaimed afterward.

Up front, Andrew Longe and Tim Kezman toured the course for an easy one-two win in T2. Their cause was aided immensely when John Buttermore ran into early mechanical trouble. Patrick Womack took T3, with Ron Pawley first in STU and Breton Williams taking STL.

The final race of the weekend was F500

and FV - and wouldn't you know it, after cool temperatures and intermittent rain all weekend, the sun finally came out and temperatures rose. Well, better late than never. In excellent conditions, James Weida led all the way in Formula 500 to take an eight-second win over Daryl Greening. However, the race did have a "might have been" story to be told. Calvin Stewart started 10th on the grid

but rocketed up to second by lap four. He then began reeling in Weida, only to have his car let him down on lap seven. Greening took Steven Jondal for second on lap 11, and the first three were set.

"Then the rear of my car began to get loose, and I spun at Turn 6"

DAVID LOCKE

Formula Vee did not see the usual tight battle, as Michael Varacins once again grabbed the lead at the start and then pulled into the distance. Meanwhile, the Whitsons - Andrew and Ron - were the show as they battled hard for the second spot. Andrew held the place for the first seven laps before Ron passed him. They continued to run close together, but Ron was just able to hold Andrew off at the finish to take second.

So ended the 60th June Sprints. There might not have been fields as big as in years past, but many still believe that nothing short of a National Championship Runoffs win can beat the glory of winning in this premier Club Racing event. And, they might be right. ☺

RESULTS | Chicago Region June Sprints

U.S. MAJORS TOUR | Road America | Elkhart Lake, Wis. | June 13-14, 2015

GT1: (10 starters) 1. Cliff Ebben (Ford) 2:08.301; 2. Dave Ruehlw (Chevrolet); 3. Denny Lamers (Ford); **GT2:** (9 starters) 1. Jonathan Start (Dodge) 2:17.563; 2. John Kachadurian (Porsche); 3. Joe Koenig (BMW); **GT3:** (4 starters) 1. Rob Warkocki (Mazda) 2:29.767; 2. Mike Henderson (Mazda); 3. Ken Nelson (Nissan); **GTL:** (5 starters) 1. Jim Dentici (Honda) 2:48.863; 2. Chris Bovis (Honda); 3. Buford McCusker (Honda);

AS: (6 starters) 1. Andrew McDermid (Ford) 2:27.934; 2. Tom Sloe (Ford); 3. Bill Baten (Chevrolet); **EP:** (13 starters) 1. Joe Moser (Honda) 2:44.698; 2. Toby Grahovec (BMW); 3. Rob Coffey (Honda); **FP:** (8 starters) 1. Ken Kannard (Mazda) 2:51.849; 2. Michael Froh (Mazda); 3. Michael Hart (Turner); **HP:** (5 starters) 1. Greg Gauper (Honda) 2:52.814; 2. Matt Brannon (Fiat); 3. William Trainer (Volkswagen);

STU: (4 starters) 1. Ron Pawley (Lexus) 2:35.535; 2. Ian Girvan (Acura) 2:36.289; 3. Gino Carini (Volkswagen); **STL:** (16 starters) 1. Brenton Williams (Mazda) 2:40.630; 2. Rich Walke (Mazda); 3. Tim Selby (Mazda); **T1:** (2 starters) 1. Mark Boden (BMW) 2:22.277; 2. Alan Kossof (Porsche); **T2:** (13 starters) 1. Andrew Longe (Porsche) 2:28.003; 2. Tim Kezman (Porsche); 3. Gregory Schermer (Porsche); **T3:** (2 starters) 1. Patrick Womack (BMW) 2:37.817; 2. Charles Kim (Honda); **T4:** (6 starters) 1. James Ebben (Mazda) 2:43.297; 2. Voytek Burdzy (Mazda); 3. Ralph Porter (BMW); **SM:** (36 starters) Danny Steyn 2:57.486; 2. Todd Lamb; 3. George Clos;

FA: (3 starters) 1. Dudley Fleck (Swift) 2:08.178; 2. J.R. Smart (Swift); 3. Brian Novak (Swift); **FB:** (1 starter) 1. Tyler Thielmann (JDR) 2:17.867; **FC:** (6 starters) 1. Joshua Saurino (Van Diemen) 2:14.734; 2. Jim Victor (Firman); 3. Devin Lesueur (Van Diemen); **FE:** (12 starters) 1. Scott Rettich 2:41.573; 2. Ryan Norman; 3. Jeff Beck; **FF:** (14 starters) 1. Wes Allen (Swift) 2:54.341; 2. Cliff Johnson (Piper) 3. Scott Rubenzer (Spectrum); **FM:** (8 starters) 1. Joseph Burton Harris 2:20.641; 2. Alan McCallum; 3. Jarret Voorhies; **FV:** (11 starters) 1. Michael Varacins (Speed Sport) 2:44.013; 2. Ron Whitston (Protoform); 3. Andrew Whitston (Protoform); **F5:** (9 starters) 1. James Weida (Scorpion) 0:26.105; 2. Darrel Greening (Red Devil); 3. Steven A. Jondal (Red Devil);

P1: (3 starters) 1. David Locke (Stohr) 2:05.982; 2. Anthony Bullock (Ian); 3. Lee Alexander (Elan); **P2:** (3 starters) 1. Greg Gyann (Stohr) 2:23.297; 2. Kelly Toombs (Van Diemen); 3. Mike Reupert (Nostendo); **SFR3:** (27 starters) 1. Brian Schofield 2:34.942; 2. Chad Galloway; 3. Scott Rettich; **SFR:** (21 starters) 1. Derek Schofield 2:40.569; 2. Bruce Myers; 3. Adam Gottlieb;

FINDING GRIP

Rain did little to hamper the action on track. (TOP) Andrew Longe claimed the T2 win, while Michael Varacins (MIDDLE) assumed his typical Road America position at the front of the FV pack. (LEFT) David Locke spun and left the track a number of times, but recovered for the P1 win.



SAFERACER

WE PROTECT. YOU DRIVE.

piloti CASUAL
sparco SHOES



Piloti Prototip GT Casual Shoe

- Featuring a supple leather upper with contrast stitching, the shoe's soft curves and crisp edges evoke the clean lines of a high-performance car.
- A thick, comfortable sole and softly curved heel make it easy to match-speed shift and heel-and-toe.
- Tested by top drivers at Le Mans, our patented Roll Control™ heel features dual-density heel cushioning with an internal midsole, and heel-and-toe reinforcement on the lateral side of the right shoe.

AVAILABLE IN SIZES 7-13 INCLUDING
HALF SIZES FROM 7.5 - 11.5

AVAILABLE IN THESE COLORS
Black, Black/Blue, Black/Red, Black/Yellow

PRICES
STARTING AT **\$90**



ALPINESTARS Tech 1 ZX TOPS AND BOTTOMS

AVAILABLE IN THESE COLORS
Black or Gray
AVAILABLE IN THESE SIZES
XS/S, M/L or XL/XXL

TOPS	\$149.95
BOTTOMS	\$129.95
BALACLAVA	\$69.95
SOCKS	\$34.95



SIMPSON CARBON X TOPS AND BOTTOMS

AVAILABLE IN THESE COLORS
Black
AVAILABLE IN THESE SIZES
SM, MD, LG, XL, XXL

TOPS	\$99.95
BOTTOMS	\$99.95
BALACLAVA	\$69.95
SOCKS	\$39.95

www.facebook.com/saferacer



SAFERACER.COM

Contact us TOLL FREE at
866.781.0997

FREE SHIPPING ON ALL ORDERS OVER \$100
SOME ITEMS DO NOT APPLY.

SAFERACER

SCCA CLUB RACING



THE RACE FOR THE



DRIVING AHEAD

(ABOVE) With SRF3 starting behind SRF for the Festival race, John Black (17) had to stay focused while threading through the field. (MAIN) On the podium, John Black (left) and Patrick Byrne celebrate the close race.

CUP

The 55th running of the Oregon Region Rose Cup sees a new class take feature race honors

WORDS Jeff Zurschmeide IMAGES Wayne Flynn



Oregon Region's Rose Cup races are second only to the June Sprints for unbroken history. Dating back to 1961, the Rose Cup is the signature event for Portland International Raceway, and traditions run strong at this race. But this year, for the first time since the early 1970s, the big guns of GT1, GT2, GT3, and Super Production gave way to the new SRF3 class as the feature race of the weekend.

Weather is always a question mark at the Rose Cup – the steady rains that give Portland its reputation as the Rose City often stretch into June and offer racers an extra challenge. But this year, the skies were blue and temperatures stayed around 80 degrees, offering a perfect setting for a pitched battle on the track.

The SRF and SRF3 cars took a split start, with the SRF group going first, followed at a healthy distance by SRF3. The goal was for the faster SRF3 cars to work their way to the front during the course of the 40-minute race.

Gary Manchester, in the No. 7 Nancy Zieg Interior Design SRF, led the first half of the race, playing cat and mouse with J.D. Barnum and his No. 28 First to Finish Sign and Graphics SRF, while the next-generation cars worked their way to the front.

The field sorted itself out by the halfway point, with past National Champion John Black (No. 11 CSR Performance SRF3) taking the lead and walking away with a 2.442-second margin of victory. The true fight was for the second and

third steps on the podium, where Todd Harris (No. 24 Pro Drive Racing/Flat Out/Harris Motorsports SRF3), Patrick Byrne (No. 02 Explor/Pro Drive

"It was a little bit of a surprise, because I've never done that well at PIR"

JOHN BLACK

SRF3), and Steve Fogg (No. 21 Pro Drive/Flat Out SRF3) traded places almost every lap. In the end, Byrne finished a strong second with Fogg just behind in third.

"It was a little bit of a surprise, because I've never done that well at PIR," said Black. "I'm attributing success to all-new shocks on the car. My shocks were seven years old, and when I put new shocks on, it was like the Holy Grail."

With this victory, John Black joins Monte Shelton, George Follmer, Bob Tullius, Doc Bundy, and Willy T. Ribbs in the long list of Rose Cup winners. 🏆



REDEMPTION

For Amy Ruman, the June 14 race at NJMP marked another turning point | WORDS Clark Trexler, edited by Philip Royle IMAGES Chris Clark

For Amy Ruman, the June 14, 2015, Trans Am race at New Jersey Motorsports Park marked a return to the top step after a frustrating outing at Lime Rock Park just weeks prior. Her victory in the TA class MPT Fuel Systems Cleanse 100 Race marked her fourth of the year. It was a victory hard earned; one that once again saw her run through the entire field having been forced into the pits immediately for a temporary power steering failure - another in what had been a weekend full of mechanical issues for her.

"It was a tough weekend," said Ruman. "As soon as we got here, we were immediately working through mechanical issues; the crew worked hard to try and get us out for qualifying, but, unfortunately, we missed the deadline by five minutes. We went out, re-qualified, and put down a lap that would have been second on the grid if we had done it in the main session.

"Of course, as soon as we got out, the power steering

BACK ON TOP

Amy Ruman had a fantastic start to the 2015 Trans Am season, appearing unstoppable - until Lime Rock Park where her winning streak came to an end. The following round at NJMP, however, saw Ruman return to her winning ways.



failed on the pace lap," she continued. "I went in to pit, and it miraculously came back on - something must have been stuck in the pump. So, we gambled and went back out; and I just buckled down and picked them off one at a time - luckily we came out with a solid win."

Ruman remains undefeated in all Trans Am races on the south New Jersey track. "I think we just gel here," she said. "It's a lot like the tracks I grew up driving in autocross; my dad has the setup dialed in here and engineered the car perfectly for the track. We know where our strong spots are and we capitalized on them where others might not have the best handling cars, so we've made it work."

Also on track that weekend were Trans Am's three other classes. In those, Adam Andretti was victorious in TA2, Ernie Francis Jr. claimed TA3A, and Andrew Aquilante won TA3I during the MPT Industries Weekend of Thunder. 🍷

Apex Performance

Premier Racing Outfitters

COOLSHIRT SYSTEMS

It's the most effective heat prevention system.

Full systems, replacement parts & accessories available



NOW AVAILABLE!

Biro Disc
RACING BRAKES AND TECHNOLOGY

FERODO
Brake Pads

AP RACING

Rotors/Hats

Helmet Dryers



Call To
PRE-ORDER
Your SA2015
Helmet!

SA2015 helmets will be phased in starting on 10/1/15



SCHROTH RACING
Harnesses & Right-Side Nets



NECKSGEN
AHEAD IN NECK PROTECTION

HUNTER



OMP



PFC BRAKES
MADE IN THE USA



Apex Performance
Premier Racing Outfitters

Orders 866-505-2739
Tech 843-299-0997

Visit us trackside, new showroom or online at www.apexperformance.net



Visit us on Facebook to view our track schedule

Ask for your SCCA discount!
(available on most items)

Few things get better with age, tires especially. In fact, from the moment a tire is produced, it has begun aging. That's not to say you have to get a tire fresh from the mold to see the best level of performance, but there are steps you can take to maximize a tire's life.

"There is a difference between race tires and street tires," explains Tim Gilvin of Hoosier Tires. "Race tires do not have a lot of preservatives in them - it's pretty much all natural rubber products all the way through it. From the day it's made, the clock starts ticking."

Manufacturers like Hoosier Tires go to great lengths to preserve tires as they are produced.

"When we store them in our warehouse, everything is climate controlled," says Gilvin. "It's pretty much around 65-70 degrees F year-round."

From the moment you receive a shipment of new tires, there are steps you can take to ensure they will be at their best when you need them. "They can get too hot, and they can get too cold," says Gilvin, noting that Hoosier recommends storing tires between 40 and 90 degrees F at home. "A tire can freeze; that, by itself, is not an issue, but the way it's handled is. If it's roughed up or if you drop it, [a frozen tire] can crack. If it freezes in your garage and it's allowed to slowly come back up to temperature, it will be fine."

Another protective measure is bagging new tires in something as simple as garbage bags. "It's not a bad habit to be in," says Gilvin. "The dark bags help shield from the UV."

Apart from bagging them, you also want to keep the tires in a warm, dry, and dark place. "When properly stored [stable ambient at room temperature, no direct UV exposure, and no ozone exposure - meaning away from items like generators] new tires age very slowly," says Woody Rogers, Product Information Specialist at the Tire Rack, who also explains that "all racers want tires that were made yesterday, but production date seems to have little effect in the first few years."

A used tire, however, does not have as much resilience as a new one. "Once you use a tire and put it through its first heat cycles, the clock really starts to tick," says Rogers. "Those R-compound tires you run at the Solo Nationals or Runoffs and then put in the corner of the garage over the winter will not perform at the same level next spring. Anecdotally, 200-tread wear and other true street tires seem to evolve much less over winter storage."

While there's only so much you can do to minimize the aging of your tires, the things you can do are simple and easy, and will help protect your investment. So, after this year's championship events, toss those competition tires in bags and stack them neatly in your living room. Well, maybe not that last part. 🚫

**"If it's roughed up
or if you drop
it, a frozen tire
can crack"**
TIM GILVIN



BAG IT

Tires are a wear item, but did you know they also have a shelf life? | WORDS Jason Isley IMAGE Philip Royle



INTO THE GROOVE

In RallyCross, correct tire selection is second only to seat time. So, how do you know which tires are right for you?

WORDS Leon Drake, with help from Chang Ho Kim

The old adage of investing in quality tires holds true in just about any motorsport - especially RallyCross. A great RallyCross car with poor tires is a poor car, and a poor car with the best tires can shock the whole field. Tires, after all, have the most effect on grip, and grip is the number one thing you can never have too much of in Rallycross. But picking the correct RallyCross tire is not always a simple matter.

Complications in this regard start early in RallyCross. In the case of rear-wheel or front-wheel drive, the driven wheels may need a different tire than the non-driven wheels, and tire choices are limited by class. In Stock, you can only run DOT-approved tires; competition rally tires are prohibited. You also cannot modify the tread pattern by cutting on the tire, and studs (street legal, not home made) are allowed for ice and snow events only. When you move up to Prepared or Modified classes, rally tires are allowed, although this does not include ATV tires. Those are the basics - let's dive a little deeper.

StockPhoto.com / Greg Alt



DIG DEEP

Fighting for ever last bit of traction can make the difference between winning and losing in RallyCros, so finding the right tires for the surface is essential to success.



Rupert Berrington

A PATTERN FOR VICTORY

In general, how aggressive a tread pattern is, is related to the amount of open area (grooves) to the overall tire contact patch. The more open area, the more aggressive the tire. Tread may also be directional and may even have a specific “outside,” both of which will be noted on the sidewall.

Tread is a series of blocks and grooves. As the grooves get wider, clumps of material get heavier and act together to pull away from the tire as it spins. In mud or soft dirt – and even grass – this becomes very important.

The ratio of open area (grooves) to surface area (blocks) is a delicate balance. On harder ground, more contact gives better grip; in muddy conditions, larger open areas enable the tire to throw off the debris and dig down deep to find traction. Finding the best ratio of block and groove area for a given soil density is the key.

Sidewall construction is extremely important in RallyCross. Stiffer sidewalls are preferred in this sport in order to reduce tread deflection and reduce the chance of damage from rocks or de-beading. Rally tires, therefore, have much stiffer sidewalls than DOT tires and can run with lower pressures.

Stock class vehicles often use snow tires, as those tires have an aggressive tread. Some favorites in this category include the Firestone Winterforce, Bridgestone Blizzak, Dunlop Winter Maxx, and the Goodyear Ultra grip (with or without studs).

Modified and Prepared classes have the luxury of rally tires in addition to DOT. Rally tires are usually heavier than a DOT, but are also more durable – they’re also very hard to find in diameters other than 13, 14, and 15

inches. While it’s often challenging to find them for sale in the U.S., common rally tires include the Yokohama A031, A034, and A035. Companies like Kumho, D-Mack, Michelin, BFGoodrich, Maxxis, Dunlop, Hankook, Silverstone, Bridgestone, and Pirelli also offer rally tires.

WEAPON OF CHOICE

Reading the RallyCross course in the morning and throughout the day as the surface changes is key to selecting the right tire. That said, having a selection of tires at an event may be beyond most budgets, especially when rally tires cost more than \$250 each. Regardless, taking note at one event may help with your next tire purchase.

On your course walk, look for the worst part of the course. That will either be the soft, muddy turn, or the very hard packed one with loose gravel. Remember, grass hides

“If the harder surface below starts to appear, try switching to a less aggressive tire”

moisture. Use your heel, fingers – or even your keys – to find out how deep the surface is and what’s beneath. As the day progresses, if the harder surface below starts to appear, try switching to a less aggressive tire. If it looks like rain is coming, a more aggressive tire would be handy. Remember, swapping tires in the grid between runs is tricky, so have all the tools you’ll need handy.

A “pro” tip for those on a budget in a two-wheel-drive class is to buy two of each type of tire you think you’ll need and then swap the best set for traction on the drive wheels, leaving the other two for the non-driven wheels.

TRICKS OF THE TRADE

Driving in mud requires you to keep the tires spinning, cleaning out the grooves. Don’t be shy, but watch the revs. Also, watch the temperature gauge. In gravel, you can spin a bit, but you want to be on the threshold of traction. On snow, you’ll see the use of

narrower tires to dig in. Studs are great for ice, but contrary to popular belief, they don’t have much of an effect on other surfaces.

Also note that winter snow and ice tires are constructed of compounds designed to stay flexible at

lower temperature, while most rally gravel and mud tires turn into hard plastic below 40 degrees F. Meanwhile, studded tires require about 1,000 miles of driving to seat the studs and bed them into the rubber – if you don’t, they can pull out when used aggressively.

With that said, nothing replaces good old-fashioned seat time and research. If you’re trying to decide which tires are the best for you and your car, compete on what you have, but talk to your fellow competitors and get their opinions – and, more importantly, see what tires the winners are using. Combine all of this knowledge, and it just might be your time to take the win. 🟡

RALLY READY

(ABOVE) On a two-wheel-drive car you may find it useful to run a different tire on the drive wheels. (RIGHT) A competition rally tire offers a very stiff sidewall, often incorporating protection for the bead area, as well as a tread void ratio optimized for a particular surface types.



Rupert Berrington

This is your 8:00am – 3:00pm



This is your 4:00pm – 8:00pm

SCCA 

TRACKNIGHT

IN AMERICA Driven by **TIRE RACK**.com

You, Your Car, 1 Hour on Track \$150 tracknightinamerica.com

The ***FASTEST*** way to get on track

GARMIN
VIRB

HAWK
RESPONSE

 **mazda**

Mobil 1

SAFERACER

SUNOCO

TIRE RACK
.com

**WELLS
CARGO**

Grassroots
Motorsports
THE HANDCRAFTED SPORTS & CAR MAGAZINE
TNIA Media Partner

Partial funding and support for Track Night in America comes from the FIA Sport Grant Program

Much like with your engine, oil is the lifeblood of your transmission and differential. Regular fluid changes help ensure top-notch performance on the track, reliability on the street, and plenty of forward momentum while towing.

When it comes to tow rigs, most experts recommend that no matter how little towing you do, you should follow the "severe duty" service schedule to help extend your vehicle's life. "If I'm towing, I like to change the automatic transmission fluid every 25,000 miles," says Tom Bogner, Director of Motorsports at Lucas Oil. "My tow rig is a 2010 Toyota Tundra and I tow a 24-foot trailer, a pretty standard setup for

the grass-roots racer; even if it's only dumping the pan and changing out that four or five quarts, it's cheap insurance to me. You can't win a race or have fun at the racetrack if you can't get there."

The differential is one of the most abused items on your racecar - constantly under load and quite literally being torn from opposing forces. Add to that the heat generated as the faces of the gears mesh rotation after rotation, and you have a recipe for cooked fluid. The same can be said for the differential in your tow rig - as your truck hunkers down to pull that heavy load, the rear end is seemingly running up an endless hill. Regular

changes to your differential fluid will flush out unwanted debris that is expounded from clutch packs and helps to ensure you have the needed additive package to protect any clutch disks and the ring and pinion itself. "A grass-roots guy should be more concerned with what's in the oil, not if it's breaking down," says Bogner. "I like to drain the oil and see if there is any material in there." ●



UPHILL BATTLE

From transmissions to differentials, rigs to racecars, the right product can help ensure miles of trouble-free use

WORDS Jason Isley MAIN IMAGE Courtesy Ford

SLICK WORK

Engine, transmission, and differential stabilizers add more tackiness to oil, helping the oil climb the gears, carrying the sulfur in gear oil around the bearings, and increasing the shear strength of gear oil.



TRACK TOUGH!



11-Time SCCA Solo Champion Mary Pozzi Relies On ARP

From the critical engine fasteners in its potent Lingenfelter-built LS3 engine to the wheel studs that keep her tires planted, Mary's Gen II Camaro is loaded with ARP fasteners.

With over 4,500 fastener kit part numbers, ARP has what you need to bolster the performance and reliability of your car's engine, drivetrain and suspension. All manufactured in-house at ARP's ISO 9001:2008 and AS9100 registered Southern California facilities.

Check out the latest ARP catalog for fasteners to make your ride track tough!



ARP

automotive *Racing* products



800-826-3045

www.ARP-bolts.com

Get a FREE copy of the
new 2015 catalog online



FORGELINE

CUSTOM BUILT, LIGHTWEIGHT, FORGED ALLOY WHEELS

AMERICAN DESIGNED  AMERICAN MADE



800-886-0093 WWW.FORGELINE.COM

NECKSGEN

AHEAD IN NECK PROTECTION



SFI 38.1 CERTIFIED

ULTRA COMFORTABLE - EASY IN AND OUT
SIDE IMPACT PROTECTION - LIGHTWEIGHT
FITS 2 OR 3 INCH HARNESSSES

855.NECKSGEN
WWW.NECKSGEN.COM



SERIOUS BUSINESS

At just 23 years old, Cody Wollenslegel has made a career racing | **WORDS** R.A. McCormack **IMAGES** courtesy Cody Wollenslegel

Twenty-three-year-old Cody Wollenslegel's name hasn't appeared on a Runoffs or pro racing results sheet, but he's an essential part of an equation for teams that have. His skills enable Cody to earn his living wrenching full time as a lead mechanic in the Pirelli World Challenge series, where at midseason his team's driver, Corey Fergus, is first in the TC class in his Porsche Cayman.

The Fergus family and Cody go way back. Cody crewed for five of the seven gold medals the legendary John Fergus won in Sports 2000 at the National Championship Runoffs from 1999-'11, and was lead mechanic for John's son, Corey Fergus, when he took the S2 win in 2012. When he's not crewing for the Fergus family, Cody offers his services as a fly-in mechanic for a team running in another professional racing series.

John Fergus and his race team

partner and brother-in-law, Randy Hartman, know wrenching talent when they see it, and have played an important role in nurturing Cody's skills to the highest level. "I have known and worked with Cody for 14 years," says John, "first as the youth steward for Ohio Valley Region's kart program. Like my son, Cody is a true track brat. Our families have been involved in racing since they were born. It's no wonder that oil runs through Cody's veins."

Cody's SCCA roots go deep, as his father explains. "I ran in my first autocross while in the Navy stationed at NAS Lemoore [in California] in the early '70s," he recalls. "Within a couple of years I was towing my Lotus Elan to autocrosses, running my tow car in RoadRallies during the winter, helping my friend build his first racecar, and crewing for racecars at Riverside and Laguna

Seca. When I got out of the Navy in 1974, I stopped racing and took a sabbatical from motorsports after I married Becky, and was blessed with a daughter and two sons.

"Then, in 1996, when my oldest son wanted to build a Mustang, I started autocrossing again and also served as Solo Chair for Ohio Valley Region for about six years, dragging Becky along as Solo Registrar. I was on the OVR Board of Directors for several years and was Regional Exec for a year. Since I was Solo Chair, I insisted that the kids have jobs like anyone else. Cody became kart tech inspector with adult supervision, as well as picking up cones and trash with the other kids at the end of the day. Nowadays his normal work assignment is tech inspector and he usually serves as a corner captain during the day."

Cody's introduction to racing started at an early age. "I think I went to my first autocross when I was 3 or 4," he says. "At my first IndyCar race at Mid-Ohio, I was 7 and at my first

SCCA Runoffs I was about 10." By then he already had two years of Solo competition under his belt. "By the time I retired from the Solo Chair," says Craig, "with the help of John



FAMILY FUN (TOP, from left to right) Randy Hartman, John and Corey Fergus, and Cody and Craig Wollenslegel. Cody grew up at the track (ABOVE) and quickly found his place working as a mechanic for many of Fergus clan's Runoffs, June Sprints, and professional racing endeavors.

Fergus we were running nine karts on a regular basis. By then, Cody had become a mentor and driving coach for the younger karters. He started with a very slow kart and a Briggs and Stratton lawn mower engine, and went through three karts on his way to a full race Yamaha-powered Birel. As soon as he got his learner's permit, he also got a Nissan 240SX to run at Solo events. He has also built and autocrossed a Porsche 944, and regularly co-drives with other people."

Both John Fergus and Craig Wollenslegel concur that Cody's background in autocrossing has played a major role in learning how cars work, offsetting his youth in the arcane and demanding world inhabited by auto racing mechanics. "I'd like to have my own shop in the near future," says Cody, "but right now I'm working with two great pro teams and I am still learning." 🏁

Motorsport. Redefined.

- 7.0" TFT LCD panel
- IP65 sealed carbon composite housing
- Display provides configurable combinations of virtual analog pointers, value display bands, digital value indicators for vehicle parameters and programmable full color text warning messages
- Load up to 20 different screen layouts at one time from user configurable templates
- 16 User programmable multi-colour LED's for progressive shift light and warning lights

- Record up to 128 channels
- Sample up to 1,000 Hz per channel
- Single 37 way AS dash display connection
- Deutsch Autosport mating connectors
- 12 Configurable user sensor inputs
- 1 Configurable CAN port - Up to 1 Mb/s
- 1 Configurable RS232 port - GPS
- Data exchange via ethernet or USB
- 211mm x 132mm x 35mm

**STACK
STACK
STACK**

More Information Available at
stackltd.com

SR09 ©Stack Limited 2015



Clean your intake valves like never before. Even in GDI engines.

Power-robbing deposits can build up on intake valves in as few as 5,000 to 10,000 miles. Innovative technology from CRC reaches intake valves at 150x the concentration of premium fuel additives for restored power that you'll notice after just one hour. Get rid of deposits in any gasoline engine, even GDI - no more engine tear-down required.

**150^x MORE
CONCENTRATED
THAN PREMIUM
FUEL ADDITIVES**



Advance
Auto Parts

Reilly AUTO PARTS
PROFESSIONAL PARTS PEOPLE

AutoZone

NAPA

CRC

GET YOUR \$5 REBATE
CRCIntakeValveCleaner.com

©2015 CRC Industries, Inc.

40+ DAYS

Richard Bittmann	Central Florida
Keith Alan McDonald	Washington DC
Walter G. Michael	South Jersey
Janet C. Berry	Arkansas
Dave Deborde	Reno
Rachel Forman	Washington DC
Carol Deborde	Reno
Ian E. Cook	San Francisco

30-39 DAYS

William Forman	Washington DC
Samantha J. Stoker	San Francisco
Karla Bynum	San Francisco
Rick Bynum	San Francisco
Dale Lee Gogel	Philadelphia
James R. Hooker	Central Florida
Raymond J. Maliszewski	South Jersey
Allen Davis	San Francisco
Louis J. Giallanella	N New Jersey
Jane Newbury	San Francisco
Jim Rogaski	San Francisco
Linda Rogaski	San Francisco
Benjamin Tyler	Cincinnati
Mark R. Smith	Cal Club
Dennis E. Joyce	Central Florida
Lee Stanley	Buccaneer
Michael M. Wolkov	Philadelphia
Robin Ragaglia	Central Florida
Matt Wojtkowiak Sr	South Jersey
Bob Hudson	Atlanta
Paul E. Gilbert	San Francisco
Jeff Olinger	San Francisco
Judi Sievers	Arizona
Lindy T. Toland	Washington DC
Thomas A. Zink	Washington DC
Sydney Davis	Houston

20-29 DAYS

Douglas Auriemma	Central Florida
Rick Bentson	Chicago
Lewis Giesy	Finger Lakes
Fred D. Hummel	Washington DC
Stephen D. Lewis	Blue Mountain
David M. MacGregor	Central Florida
Alec MacPhail	San Francisco
Arthur G. Robbins	Washington DC
Eric Shuman	Cal Club
C. David Teal	South Jersey
Sandy K. Gentry	North Carolina
Chuck Knox	Cal Club
Alexis M. Bushell	Central Florida
Daniel Cain	Cal Club
Linda M. Capullo	New England
Karen R. Cook	San Francisco
Ann Eikenberry	Oregon
Robert Kosky	Great River
Jodi Schanaman	San Francisco
Robert Schmitt	San Francisco
Thomas James Ward	Washington DC
Leland Miller	Central Florida
Richard A. Callaway	San Francisco
Frederick J. Hawley	Western Michigan
Mark Hillyer	Washington DC
Lisa M. Jones	Cal Club
John Robert Kielb	Cal Club
Bob Stone	Chicago
Mark Troemel	Milwaukee
Jennifer Bicket	San Francisco
Robert Brookfield	North Carolina
Tracy Cain	Cal Club

Edward M. Capullo	New England
David Gernert	Susquehanna
Wilma Giesy	Finger Lakes
Sean Norman	Central Florida
Tracy O'Connor	Washington DC
Lance R. Snyder	Atlanta
Mona Gilbert	San Francisco
Elizabeth R. Harrison	Washington DC
Barbara G. Knox	Cal Club
James R. Harrison	Washington DC
Karen S. McCoy	Oregon
Candy Rucker	Cal Club
Peggy Phillips	Cal Club
Michael Cantu	San Francisco
Dorothy Harrington	Neohio
Paula Hildock	Central Florida
Bruce Arthur Saunders	Cal Club
Collins Barber	Central Florida
Angela Slocum	Susquehanna
Ann E. Bowling	Arkansas
Sara J. Brookfield	North Carolina
Tony Jorgensen	Milwaukee
Bernie Novak	San Francisco
Joe Novak	San Francisco
Dustin Stevenson	Atlanta
Dean J. Stoker	San Francisco
Lyn Hodges Watts	Central Florida
Lyn Greenhill	San Francisco
James Herbst	San Francisco
James R. Hildock	Central Florida
Paul H. Einhorn	San Francisco
Karen Cantu	San Francisco
Peter Fairwell	San Francisco
Don Holland	Oregon
Jack Ragaglia	Central Florida
Chuck Phillips	Cal Club
Cornelia M. Bell	San Francisco
Ron Branam	San Francisco
Charles M. Dobbs	Glen
Jamie J. Dzenelowcz	Atlanta
Don Howson	Northeast Oklahoma
Janet V. Toland	Washington DC
J. Ron Gentry	North Carolina

12-19 DAYS

Raymond D. Blethen	New England
Kenneth Gregory Burns	North Carolina
George Carpenter	Ohio Valley
Madison Carpenter	Ohio Valley
Kevin Carter	Colorado
Richard John Dobbs	Detroit
Desiree Faulkner	New England
Joe Gaffney	San Francisco
Scott Goodrich	Oregon
Marina Kraft	Des Moines Valley
Debbie A LaFond	Neohio
Nancy Lewis	Blue Mountain
Vikki Michailoff	Oregon
Scott C. Morgan	Cal Club
Gary A. Sevenans	Kansas
Mark E. Sobol	New England
Gary E. Soiney	Milwaukee
Roger L. Williams	Steel Cities
Roger K. Sund	Atlanta
Karen Abrahamson	Chicago
Steve Balanecki	Detroit
Bradley A. Bastian	Blackhawk Valley
James Blumenfeld	New England
Jerolyn C. Brown	Glen
Bob Browning	Detroit
Leon Burcum	Atlanta

Martin P. Burk	Washington DC
Gary Corsiglia	San Francisco
Peggy S. Dietz	Neohio
Barbara Dobbs	Detroit
Donald Elston	Chicago
Kaye Fairer	North Carolina
Frank L. Foley	Washington DC
Cathy Frasier	Oregon
Gary Lee Frasier	Oregon
Raymond M. Hare	Oregon
Kenneth Harwood	Washington DC
Michael High	Washington DC
John T. McDonough	Philadelphia
David Perlman	New York
Robert C. Schumann	Milwaukee
John M. Stewart	Cal Club
James Trietsch	Oregon
Ashlee Weeks	Atlanta
Michael Brunner	Finger Lakes
Art Jaso	Washington DC
Kathy "Kat" Beimel	Blackhawk Valley
Edward E. Cheek	Blackhawk Valley
Kenneth W. Chrt	Chicago
Erin K. Ebelmesser	Oregon
Marilyn Harwood	Washington DC
Carl G. Hayssen	New England
Ellen Holland	Oregon
Douglas R. James	Oregon
Suzanne J. King	South Jersey
Brent McNaull	Lone Star
Charlotte A. Mohns	Blackhawk Valley
Michael O'Halloran	Central Florida
Kenneth B. Paton	Oregon
Morris A. Pendleton	North Carolina
Thomas N. Roberts	Ohio Valley
Alan Scally	Oregon
Ray Sizer	San Francisco
Donna Stevens	New England
Marsha E. Toombs	Finger Lakes
Bonnie J. Tyler	Cincinnati
Patrick Adams Villaume	New England
Dixie Eckert	Atlanta
Frank Eckert	Atlanta
Michael Berchak	Ohio Valley
Paul Ward Clark	San Francisco
James B. Collins	Oregon
Eleanor Diodati	Central Florida
Dudley Foster	New England
Donald E. Hill	Chicago
Barry W. Kashar	San Francisco
Janet Kielb	Cal Club
Blake R. Montgomery	Central Carolinas
Michael Mo Overstreet	North Carolina
Steve Perkins	Central Florida
Patricia C. Robbins	Washington DC
Lauren Robison	Washington DC
Chad Seel	Lone Star
Gerald P. Shiloff	Detroit
Mary E. Shiloff	Detroit
J.M. Spellman	Indianapolis
Judith "Jude" Summers	Ohio Valley
Charleyne B. Uznanski	Central Florida
Peter T. Uznanski	Central Florida
Diane S. Eckert	Atlanta
Michael Ryan Cantu	San Francisco
Robert Crenshaw	Arizona
Stephanie Danton	Northwest
Krystyn M. Dean	Central Florida
George Dodd	Cal Club
Ric A. Farrar	Oregon
Dorothy A. Huemmer	Washington DC
Milton L. Huemmer	Washington DC

Ralph Hunter	Oregon
Susan J. Joyce	Central Florida
Dorn R. Lynch	Chicago
Tom Masterson	Northwest
Rich Mesick	South Carolina
Cheryl R. Mueller	Western New York
Karen Paul	New England
Carolyn Reider	Blue Mountain
William A. Stevens	Cincinnati
Michael A. Stiller	Washington DC
Ronald R. Tanton	Chicago
Craig Zane	South Jersey
Kyle Diodati	Central Florida
David Jonathan Jackson	Northwest
Everett J. Zane	South Jersey
Leon Borden	Reno
Dawn Danton	Northwest
Lawrence A. Danton	Northwest
Lon G. Hake	Blackhawk Valley
Robert V Holcomb	Central New York
Pat G. Housel	Reno
J. Tom Jones	Cal Club
Dennis J. Kay	Milwaukee
Kimberly D. K. McFarland	Oregon
Janet M. Mahoney	Milwaukee
Lowell McClure	Neohio
Morris L. Soto	San Francisco
Thomas F. Turner	San Francisco
Laura Villalume	New England
Julie Williamson	Atlanta
Nick Voigt	Atlanta
Joshua Ashby	Glen
Cathy C. Barnard	South Texas Border
Gregory Derk	Florida
Alex Diodati	Central Florida
Gina Diodati	Central Florida
Jim Eckert	Atlanta
Sarah Christina Henry	Cal Club
J. Michael Jones	Atlanta
Lizabeth K. Lowy	Milwaukee
Pamella MacGregor	Central Florida
Douglas Miller	Mahoning Valley
David Turner	North Carolina
Sean C. Yahn	Milwaukee
John Bollik	Central Florida
Heather Clark	North Carolina
Cecilia Smith	Cal Club
Oliver D. S. Ybarra	Cal Club
Scott Anger	Milwaukee
Robert William Carnright	Atlanta
Kevin Coulter	Chicago
Matthew Geier	Cal Club
Duane L. Harrington	Neohio
William Miles McGee	Central Florida
Jamey Osborne	Lone Star
Michael D. Stringfellow	Washington DC

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

PAGID RACING

Brake control from green light to checkered flag.



Turner Motorsport's championship winning performance at the inaugural Tudor United SportsCar Series is a testament to the quality and ultimate reliability of PAGID RACING brake pads.

The very same quality brake pads are available for:

- Rally and off road
- Club Racing
- Stock Car
- Late Model
- Time Trial/HPDE
- Vintage Racing



www.pagidracing.com • pagid@braketechnology.com
(239) 540-1229

Pagid is a registered trademark of TMD Friction

bt
Brake Technology

SPORTSCAR MARKET PLACE

SEPTEMBER 2015
BUSINESS CLASSIFIEDS

01 ACCESSORIES | GRAPHICS ▼

I/O PORT EXCLUSIVES!



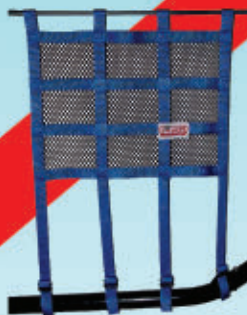
Record your
Radio Transmissions onto
your In-Car Camera!
TVC15 \$199.95
ChatterBox Conversations
Onto your In-Car Camera
TVC-CB \$64.95



**I/O PORT
Seat Back Brace \$129⁹⁵**
Bolt-on...No welding...Adjustable
Fits most race seats.



I/O PORT Tow Straps



I/O PORT Window Net



1-800-949-5712

01 ACCESSORIES | GRAPHICS ▼

ioportracing.com



**AUTOPOWER
SAFETY EQUIPMENT**



PYROTECT



Cool Shirt



PYROTECT

14 Juniper Drive

01 ACCESSORIES | GRAPHICS ▼

**i/o port
RACING SUPPLIES**



Head and Neck Restraint



RACING



ESS Fire Systems

ATL	Longacre
Autopower	Mylaps/AMB
Bell	Prospect
Chatterbox	Pyrotec
Chill Out	Recaro
Cool Shirt	Red Line
ESS Fire Systems	Safecraft
Fuel Safe	Schroth
Kirkey	Simpson
HANS	Traqmate

Lafayette, CA 94549

01 ACCESSORIES | GRAPHICS ▼

PEGASUS

**Exclusive North American
Motorsports Distributors for
Beta Tools**



**C25
'Tank'
Trolley**

A favorite of professional
racing teams since its
introduction in 1969



C25 at Monza, 1974

Beta

*The choice of European mechanics
since 1939*

PegasusAutoRacing.com

Æther Advanced Site Search™

Real-time stock status

Technical information & articles

Pegasus Auto Racing Supplies

2475 South 179th Street

New Berlin, WI 53146

1-800-688-6946 order line

1-262-317-1201 fax line

1-262-317-1200 tech line

Find all your
Fastrack news on

scca.com/fastrack

**iZOOM
GRAPHICS**

*Your Best Source for
Professional, High Quality
Competition Graphics*

*Full Racecar Graphics
Autocross Number Sets
Track Day Numbers
Magnetic • Vinyl • Reusable*

Easy Online Ordering

www.izoomgraphics.com
Phone 918.836.9666

02 FABRICATORS | HARDWARE ▼

GROUND CONTROL

When quality counts...



Trusted...

...for over 30 years as the leader in quality, design, innovation, and customer satisfaction.



Committed...

...as always, to bringing you the best in street and track suspension systems and handling products for your car.



GROUND CONTROL

Suspension Systems
530-677-8600
 Hours: 9-5 • M-F PST
groundcontrolstore.com

02 FABRICATORS | HARDWARE ▼

More Major Races & Championships are Won By Teams Using Hypercoils!

- Available for all Applications
- More Travel
- Less Weight
- Accurate Rates

HYPERCOILS
Precision Suspension Coils

DYNO Tested

(800) 365-COIL
www.hypercoils.com


HvTech Exhaust




New Patented Collector Designs Exhaust Development and Manufacturing All Types of Race Engines Current to Vintage

949.581.2181
www.hytechexhaust.com
 12 Hammond Dr., Suite 203
 Irvine, CA 92618


MC
miataCage.com



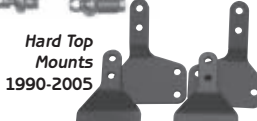
Roll Cage Kits
 Spec Miata Kit
 1990-2005
 Coming Soon 2006



Carbon Fiber Intake 3" & 4.5"



Adjustable Drop Links



Hard Top Mounts 1990-2005

Specializing in parts & accessories... SM, MX5 and RX8


02 FABRICATORS | HARDWARE ▼

Don't know your NAS from a hole in the ground?
We do.




We've been the leading supplier of AN, MS, and NAS Aerospace Hardware and Fasteners to Professional Racing for 25 Years!


AeroCatch®
 The perfect modern replacement for hood pins and body latches.



Ultra Lightweight Racing Mufflers



ITG Air Filters



COAST FABRICATION
We hold racing together.
 Huntington Beach, CA
 Ph: (714) 842-2603

COASTFAB.com

PORTER RACING PACIFIC CROSSLE
 Warehouse distributor and dealer for the following products

panasport **PENSKE** **HAWK BRAKE** **AURORA**

Parts for ALL Formula Fords - U.S.
 Importer for Crossle Cars and Parts

RENTALS: FC-FF-CF
 Swift DB6, Crossle

Trackside Support
 Engine and Transaxle Services
 Complete fabrication and repair facilities

Phone **(209) 722-7373**
 4814 E. Childs Ave. Merced, CA 95340
www.PorterRacing.com

02 FABRICATORS | HARDWARE ▼

MOCAL
oil control systems














Oil Coolers, Install Kits, Oil Thermostats, Take-off Plates, Remote Oil Filter Kits, Hoses & Fittings in -AN, BSP & Metric sizes

BAT importer/distributor
(941) 355-0005
www.batinc.net

MOCAL Stocking Dealers
 Racer Parts Wholesale
 (800) 397-7815
 Pegasus Auto Racing
 (800) 688-6946

50 Years of Serving SCCA Members!

	Aluminum Flywheels
	Hi-Comp O.S. Pistons
	Weber Parts
	Copper Gasket
	Cams
	Headers
	Engines
	Modified Heads
	Titanium Racing Parts
	Racing Clutches
	Stroker Kits

Cranks knife-edged

PAECO Imports
 2400 Mountain Drive
 B'ham, AL 35226
 (205) 823-7278
www.paeco.com

04 SERVICES | RACECAR
CONSTRUCTORS ▼


FORMULA MAZDA
The FM is an open wheel spec race car adaptable to both ovals and road courses. The strong, simple design makes it the perfect race car for both novices and pros alike.

FORMULA CAR CHALLENGE
www.formulacarchallenge.com
Support your Authorized FM Supplier
We Support You

TEXAS MOTORSPORTS
Cresson, Texas
817.512.4752
texasautosports.com
located at Motorsport Ranch

WORLD SPEED MOTORSPORTS
Sonoma, CA
707.535.9761
worldspeed.com

LAKE EFFECT MOTORSPORTS
Spring Lake, MI
816.845.3947
lakeeffectmotorsports.com

MANUFACTURED BY: MOSES SMITH RACING
Cresson, TX
tel 817.512.4752
formulamazda.com

For Official Formula Mazda Parts shop:
formulamazdaparts.com

Download
Fastrack and
stay up to date

Fastracknews
The Official Motorsports News Source

comprent motor sports
Road Racing Preparation & Fabrication

Our Services
Road Racing Preparation
Fabrication & Welding
Transmission Repair
Data Installation & Repair
Ground Up Restoration
Spec Racer Ford Rentals
Part Sales

REPLAY
LIFE & VIDEO
Replay XD
Authorized Dealer

ELITE
IT & VIDEO
Elite/Stoffs Transmission
Importer

ENTERPRISES
SRF & FE/ESR Customer
Service Representative

AURORA
BEARING COMPANY

lifeline
Fire & Safety Systems Ltd.

CHASE
CM

(706) 543-1797
Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia

05 SAFETY EQUIPMENT ▼

comprent motor sports
Road Racing Preparation & Fabrication

East Coast Dealer
lifeline
Fire & Safety Systems Ltd.
Sales & Service for
Lifeline Fire Systems
(706) 543-1797
www.comprent.net

SPORTSCAR
The Official Publication of the Sports Car Club of America


SPORTSCAR

SportsCar is the official publication of the Sports Car Club of America. The SCCA's members include the most powerful and influential people in motorsports. Each is involved in racing, whether as a professional, amateur or rally driver, crew or race official. The SCCA's members and SportsCar readers are real racers, participating in professional and amateur road racing, autocrossing and rallying. SportsCar is the magazine for racers.

For advertising
information, call
800.722.7140

RACING ATL FUEL CELLS



SCCA • ALMS • IMSA
GRAND AM • NASA

FIA APPROVED

STANDARD & CUSTOM
PERFORMANCE FUEL CELLS!

800-526-5330 atl@atline.com
www.atlfuelcells.com

05 SAFETY EQUIPMENT ▼

lifeline
Champions of Safety

ZERO 360 Systems
• Latest Novec™
extinguishant
• Unique remote
discharge
• Ultra light-
weight
• Compact size

ZERO 2000
• Unique foam
extinguishant
• Specially
designed
atomizer nozzle

FIA & SFI Approved
Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING
(714) 847-1501
www.subesports.com
Exclusive N.A. distributor of Lifeline products


RACING KIRK PRODUCTS
A DIVISION OF MARK STEWART ENTERPRISES, INC.

Bolt-in Roll Cages for
SCCA and Club Racing
Completely pre-fit
Weld-in cages

Options such as
NASCAR-style door bars,
X-bracing and
many others

Competition Roll Bars
for Solo I, and
time trials


Headers for many
makes and models



Telephone:
(205) 608-1156
Fax:
(205) 608-1441
E-mail:
info@KirkRacing.com


06 ELECTRONICS ▼

Race Technology
Our data loggers
show you where
you can go faster!




DL1 SPORT
GPS Data Logger

- Simpler to set up and use
- Powerful and accurate
- Integrated accelerometers for grip use measurement
- Expandable with external sensors



DASH2
Race/road ready display

- Fully configurable
- Multiple screens of data




Complete Data Logger +
Display Packages
\$1095 (DL1 + DASH3lite)


Race Technology
www.race-technology.com
Race Technology USA
804 358 7289
ussales@race-technology.com

06 ELECTRONICS ▼

2:12.02
FIND YOUR SPEED



Color Touchscreen
Predictive Lapping
Shift Lights
350+ Tracks
HD Camera Sync



traqmate.com
877.289.0312

06 ELECTRONICS ▼

RACING COMMUNICATIONS

\$85.00



HPDE Instructor/Student Intercom System

- Full duplex "live all the time"
- Microphone kit slides up under any helmet
- Fits under any helmet

2-Way Radio Helmet Kit to HPDE System Adapter Kit
Plus a 2-Way Radio Helmet System into HPDE System with our adapter.
\$99.00

\$750.00



Available while supplies last!

"Starter" Two-Way Radio System

Vertex Standard VX-160 Radios
16 channels • 5 watts

For the Car/Driver
2-way radio, Harness, Helmet mic kit, PTT switch, Foam earpieces, Radio holder, Car antenna.

For the Crewchief
2-way radio, Headset, System tote bag.

Intercoms - Headsets - Two-Way Radio Systems
Two-Way Radios - Helmet Kits - Accessories

800-990-9941
www.racingcommunications.com
3883 Moon Station Road - Kansas City, MO 64114

THE SPORTS CAR CLUB OF AMERICA



HAS ALL THE SCCA
Sports Car Club of America
EXCITEMENT YOU CAN HANDLE

Non-Contact Sensor for Suspension Measurement

- Low cost, never wears out




Also!

- Wheel Load Sensing
- Air-Fuel Meters

For ALL data systems

www.competitiondata.com
(716) 631-2880

06 ELECTRONICS ▼



veracity**racing**data

Order Online Anytime.

Nobody beats our selection. But we don't stop there, we also deliver legendary support. Our website offers tutorial videos, installation pictures, and more.

Prefer personal communication? We are here for that too, so call us anytime (well, almost anytime).

CHASE CAM
SCDS
COMPETITION DATA SYSTEMS
MoTeC
rePLAY
RACE TECHNOLOGY

805.238.1699
paso robles, california
veracitydata.com

scca.com

07 TIRES | WHEELS | BRAKES | SUSPENSIONS ▼

TIRE WARMERS



Go fast right away
Set hot pressures
Save heat cycles
1.866.HOT.TIRE

04 SERVICES | RACECAR CONSTRUCTORS ▼

COME RACE WITH US!



ARRIVE AND DRIVE PROGRAM
LOTUS EXIGE RACE CARS
AVAILABLE FOR LEASE OR SALE

KRUGSPEED
Racing

WWW.KRUGSPEED.COM
Tel: 561.706.3967

DISCOUNTS for members?
VISIT scca.com



07 TIRES | WHEELS | BRAKES |
SUSPENSIONS ▼**RAYBESTOS
RACING
BRAKE PADS**

Corvette C5/C6 **\$113.58***
Mustang ('94-'04) **\$98.19***
Brembo **\$111.89*** *STAG PRICE

388 E Plaza Drive, Mooresville, NC 28115
(800-398-6188)

come by and see us or order online @
www.randallraceparts.com

AVON
TYRES
MOTORSPORT
rogerkrausracing.com

2014 Nat Champions
F.C. 1, 2, 3, 4th.
F.F. Third
GT3 1, 2, 3, 4 th.
P1. 3rd.

Get ready for 2015
GT3 \$1280.00 set.
F.C. \$1054.00 per set.
F.F. \$1080 per set.

F.F. F.C. Autocrossing
A49 Comp 864.00 set.
Ask about new sizes.
Take advantage of F.F.
while they last.

Roger Kraus Racing
Castro Valley, Calif
1-800-510-7223

The Original

Madison Hts, MI 48071 • Carbon-kevlar
brakes

KFP
MAGNUM PADS

• Hundreds of
different brake
pad configurations

A better performance edge...

www.racing-stuff.com

call 248-585-9139

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS ▼

845 - 647 - 7407
WWW.PHILSTIRESERVICE.COM

Spec Miata Wheels

JONGBLOED
Racing Wheels
15x7 +25/+30
Satin Black/Silver Gloss **\$115**

Dynamics
15x7 +25/+30
Black \$115 Silver \$119 Anthracite \$129

momo
\$50 INSTANT
SAVINGS PER SET
15x7 +25/+35
Silver/Black \$129 FREE SHIPPING

D-Force
15x7 +25mm
Anthracite/Black/Silver **\$119**
Wheel & Tire Packages Available
Hoosier • Toyo • BFG • Michelin
Team Dynamics • D-Force
Enkei • Apex • JRW

TOYO TIRES
driven to perform
BFGoodrich

MICHELIN
Hoosier
RACING TIRE

WWW.RACING-STUFF.COM

panasport

street
13" 14" 15" 16"

race/solo
ul 13" 14" 15"
c8 - 13", 15", 16", 17"

Averill Racing Stuff
Madison Hts, Mich

ph.248-585-9139
fax.248-585-9242

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS ▼

**BRAKE
PADS**

PORTERFIELD
RACING BRAKE PADS

Raybestos
The best in brakes

**PERFORMANCE
FRICTION
BRAKES**

HAWK
PERFORMANCE
BRAKE PAD TECHNOLOGY OF CHAMPIONS

Available at
Porterfield Ent
www.racebrakes.com
949-548-4470
(800) 537-6842

**NASA/SCCA
Discounts**

**MOST
ORDERS SHIP
SAME DAY.**

MOTUL

Castrol

COOL IT

GENESIS

titon

RED LINE

STOP-TECH

brembo

Setrab

SWIFT

XRP

ODYSSEY

(949) 548-4470
Fax: (949) 548-7783
Outside Ca: (800) 537-6842
1767 Placentia Ave.
Costa Mesa, CA 92627
www.racebrakes.com
sales@porterfield-brakes.com

07 TIRES | WHEELS | BRAKES |
SUSPENSIONS ▼

**GROUND
CONTROL**

**Suspension
Systems**

530 • 677 • 8600 M-F 9-5 PST
ground-control.com

**USED GOODYEAR AND OTHER
MAJOR BRAND RACING TIRES**

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net
www.JBRacingtires.net

08 FUELS | OILS | LUBRICANTS ▼

www.injector.com

marren

SALES SERVICE

**Dependable, knowledgeable,
price competitive.**
In business for over 24 years
(203) 267-fuel (3835)

09 TOOLS | SHOP EQUIPMENT |
CANOPIES ▼

**Holiday
Canopies**

canopyguy.com

800-788-3969

BUSINESS CLASSIFIEDS

	9"	4.5"	2.125"
1 x	\$622	\$314	\$149
3 x	\$555	\$275	\$132
6 x	\$490	\$242	\$116
12 x	\$418	\$203	\$99

MINIMUM BILLING: \$99

NEXT AVAILABLE:

OCTOBER 2015

Reserve space by: Jul 15

Materials due: Jul 29

Mails: Aug 24

TO PLACE BUSINESS CLASSIFIED:

Call (949) 417-6728, or email
rick.nitti@racer.com

BUSINESS CLASSIFIED CATEGORIES

- 01 ACCESSORIES | GRAPHICS
- 02 FABRICATORS | HARDWARE
- 03 ENGINES | DRIVETRAIN
- 04 SERVICES | RACECAR CONSTRUCTORS
- 05 SAFETY EQUIPMENT
- 06 ELECTRONICS
- 07 TIRES | WHEELS | BRAKES | SUSPENSIONS
- 08 FUELS | OILS | LUBRICANTS
- 09 TOOLS | SHOP EQUIPMENT | CANOPIES
- 10 DRIVING SCHOOLS, AIDS | KARTING
- 11 ARTWORK | COLLECTIBLES | APPAREL
- 12 REAL ESTATE | BUSINESS
- 13 WANTED
- 14 MISCELLANEOUS

PERSONAL CLASSIFIEDS

50 words 1 x \$39 +photo \$64

50 words 2 x \$54 +photo \$100

50 words 3 x \$73 +photo \$134

50 words 4 x \$86 +photo \$164

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

NEXT AVAILABLE:

OCTOBER 2015

Reserve space by: Jul 15

Materials due: Jul 29

Mails: Aug 24

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6713, or email
classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS

20 PRO RACING ▼



FULL ARRIVE AND DRIVE. > SCCA STU, T3 AND PWC TC. Cars available for lease and for sale. 2013 National Champions and 2013 US Majors Tour winners. COME RACE WITH US!
Contact: Alex@Krugspeed.com or (561) 706-3967.

21 OTHER PRO SERIES ▼



1999 TOWNSEND PRO TRUCK > Racecar with spares and tools, complete package. Spare ZZ4 engine, trans, gears, radiators (2), oil pan, brake calipers, hubs, scales, new seatbelts and helmet fresh air system. Upgraded 2004 nose, new paint, spare rims. Capable of 160 mph. Track ready. Very reliable, super-fast and fun. Absolutely no issues. Asking \$25,000. **Call: Brian at (336) 655-6833.**

22 OPEN WHEEL | SPORTS RACERS ▼



RF 99 ZETEC > Chassis 2595. All wide track. Zetec motor. New Aim EV04. Pennon diffuser. Penske 8760s. Bosch fuel pump. Log book. \$42,900 obo.
Contact: Tony Smith (920) 210-2169.



1983 PATRICK WILDCAT MK9B > the very last one built in spectacular unrestored condition. Mk9b drivers included Johncock, Rutherford, Ganassi and Ongais. Sold less Cosworth DFX however, engines available. Asking \$29,997. **Contact: Morris Pagni @ (484) 357-6266 or mspagni@me.com.**

22 OPEN WHEEL | SPORTS RACERS ▼



SRF #135 > Race ready, great shape, sorted and set-up. 2 seasons on complete teardown. Less than 2 seasons on motor, dyno by Hagerman. Trans rebuilt for 2014 season. 7 wins and MARRS Championship winner in 2014. Many upgrades, TracMate, ChaseCam, and new fire system. \$17,500. **Contact: Pete at (856) 630-0943 or PLMaina@CalhounAgency.com.**



ASTRA F 1000 FB #13 > looks like new condition, very little use, Suzuki 08 1000 RLC Microdata dash, Flatshifter Expert Quickshifter, extra set of wheels and tires, Designed Vinyl Wrap, Schroth Indy belts, lightweight fire system, Gear position indicator, bead seat. \$42,500 ono.
Contact: Richard at (303) 350-6066 or speedyrill@aol.com.



DSR P2 > Converted from LOLA 540. Fitted with a GSXR 1000 engine and Quaife limited slip differential. Spare engine with throttle bodies and harness. Spare suspension, uprights, sprockets, brake calipers and springs. Includes 1994 tow vehicle and 20' enclosed trailer. All for \$19,950. **Contact: Roy Maxwell at (214) 232-5095 or (817) 429-2015.**



2014 F PRODUCTION MG MIDGETS > 3 National Championships with 3 different drivers. You could be next! 2 spare AVP engines available, plus many more spares. Can run F Production or GTL. **Call: John at (918) 633-9531. Cars - \$35,000 EACH.**

23 PRODUCTION BASED | GT ▼



CORVETTE BY KATECH > for the Asian Supercar series. Successfully raced in China. Built with all the best, spec sheet and add. photos avail. Fresh engine & drive train LS6, Hutter heads, 540 HP, Exedy clutch, ZR1 6 speed & diff. Data acq. system. Well sorted, ready to race w/current SCCA log book. GT2 / T1 or NASA T1/T2. Awesome track day car. **Contact: Jim at (856) 981-9030 or jimbar22@comcast.net.**



1995 DODGE NEON ACR CHALLENGE > No. 01 of 5 hand built for Challenge series. Only one released to private hands; lead developer of the Dodge Viper. Blueprinted, 5-speed, 4 wheel disks; SCCA specs. Titled, logbooks, timesheets. \$11,995. **Call: Jerry at (805) 844-3272.**



1989 PORSCHE 944 TURBO CUP REPLICA > Recent full rebuild of entire car including engine & trans. 3 sets of 18" wheels and comprehensive spares package. Many class wins in PCA. Full build details and spare list available. \$20k for full package. **Contact: Brian at (386) 631-5051 or xupkid2@hotmail.com.**



GTM VOLVO P1800 > Tube chassis, B23 turbo, fuel injected, SDS engine mgmt., 3-disc clutch, Sanex 5-speed trans., Speedway Super Max OC, 2250lbs, only 2 races. Twins on way must sell. \$38,000. **Email: contreiras@shaw.ca or call (604) 526-5519.**

23 PRODUCTION BASED | GT ▼



MAZDA RX-7 GTU 1990 > Chip Foote autographed. SCCA and NASA. GT2. Custom tube frame, fiberglass body. Restored in 2015. 13B peripheral port dry sump motor, Weber 51, spare slide injection. New Saenz 5-speed. 9" Ford rear-end & axles, third-member assembly. Wilwood brakes. 12 wheels with tires. **Contact: Angel Clemente (787) 531-4445 or autologiccorp@gmail.com.**



2006 NATIONWIDE CHEVY MONTE CARLO STOCK CAR > Set up for road racing. Ronnie Hopkins chassis. Fresh pro motor 726hp, stainless headers, new Holley NASCAR carb, Mid Valley trans, Alcon brakes, new seat and belts, new Goodyear tires. Turnkey ready. SCCA or Vintage. **Call Les at (847) 891-3133.**



'95 BMW M3 RACE CAR > Florida. OBD1 converted S52 "New" used engine, 3.73:1 limited slip, 6 puck ceramic clutch kit, KONI double adjustable shocks, camber/caster plates, roll cage w/ NASCAR bars, much more. \$18,000. **Contact: Mike at (407) 551-2567 or dmikem@earthlink.net** - More info & pictures available.

23 PRODUCTION BASED | GT ▼



2005 NISSAN 350Z GT-2/3 > Ken Murillo build on a Neely/Murillo chassis. 2 Runoffs wins, 4x GT-3 and 1x GT-2 polls. Hewland trans. and Speedway Mini Stock rebuilt. Two KA24 engines, 2 sets of rims. This car is very competitive. **Contact: John at (530) 412-0649 or jblackrsr17@hotmail.com. \$39,999.**



1999 MAZDA MIATA > Car placed 5th for SMT and 1st for ITS (SCCA). Won class in the four hour RDC Enduro. Has a freshened engine and 2015 technical inspections for SCCA and NASA. Car has top-end racing equipment and hard top. **Contact: Ted May at (408) 297-1990 or valayauto@gmail.com.**



1999 Z28 CAMARO > 6 Speed with stock LS1. Last raced SCCA T2. Fresh paint. Custom trailer with electric wrench. Parts car with good transmission and differential included. Spare wheels 16-16" and 8-17". Misc parts, new and used with normal wear and tear. List available upon request. \$22,000 negotiable. **Email: pcwaters@flash.net.**



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

23 PRODUCTION BASED | GT ▼



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

28 SERVICES ▼



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

ADVERTISER INDEX

425 Motorsports	77
APEX Performance	51
ARP	59
Bondurant	19
Borg Warner	25
CRC Industries	61
DEI	77
Forgeline Motosports	59
G-FORCE	77
GoPro	15
Harbor Freight Tools	71
HMS Motorsport	33
Intercomp Racing	29
KIA	84
Lucas Oil	41
Michigan Region SCCA	79
Motovicity	83
NecksGen	59
Nissan	17
PAGID Racing	63
Quick Jack	75
Redline Oil	79
Safe Racer	47
Sampson Racing	75
SCCA	57
Stable Energies	81
Stack Ltd.	61
Steven E. Goldin Insurance	81
Sube Sports	13
Summit Racing Equipment	37
Swain Tech Coatings	75
Tire Rack	2-4
Wilwood Engineering	45

CLASSIFIED AD FORM (maximum 50 words; extra words 70¢ each)

(1) _____ (2) _____ (3) _____ (4) _____ (5) _____

(6) _____ (7) _____ (8) _____ (9) _____ (10) _____

(11) _____ (12) _____ (13) _____ (14) _____ (15) _____

(16) _____ (17) _____ (18) _____ (19) _____ (20) _____

(21) _____ (22) _____ (23) _____ (24) _____ (25) _____

(26) _____ (27) _____ (28) _____ CATEGORY # _____

PAYMENT: Full payment must accompany all orders. Checks (payable to RACER Media & Marketing, Inc.), Visa, MasterCard or American Express accepted. All foreign orders must be paid with international Money Order in U.S. funds drawn on U.S. bank. All advertisements are subject to acceptance by publisher.

MAIL TO: RACER Media & Marketing
17030 Red Hill Avenue, Irvine, CA 92614

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

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

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

SCISSOR SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 11/27/15. Limit one coupon per customer per day.



43533563

SCISSOR SUPER COUPON

FREE

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



LOT 69052 shown
69111/62522/62573

**\$6.99
VALUE**

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 11/27/15. Limit one FREE GIFT coupon per customer per day.



43524557

WOW SUPER COUPON

**PACIFIC HYDROSTAR
1650 PSI
PRESSURE
WASHER**

• 1.3 GPM

SAVE \$50

\$79.99 ~~\$129.99~~

LOT 69488
REG. PRICE \$129.99

43516092

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**32 PIECE
SCREWDRIVER SET
PITTSBURGH**

LOT 61259/90764 shown

SAVE 60%

\$5.99 ~~\$14.99~~

REG. PRICE \$14.99

43491902

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

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

PITTSBURGH AUTOMOTIVE

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

SAVE \$60

\$59.99 ~~\$119.99~~

REG. PRICE \$119.99

LOT 69252
60569/62160
62496/62516
68053 shown

43498201

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**US*GENERAL PRO
44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

LOT 62744/68784 shown
69387/62270/62591

• Weighs 245 lbs.

SAVE \$330

\$369.99 ~~\$699.99~~

REG. PRICE \$699.99

43514130

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 11/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**1/2" ELECTRIC
IMPACT WRENCH**

**CHICAGO ELECTRIC
POWER TOOLS**

SAVE 42%

\$39.99 ~~\$49.99~~

REG. PRICE \$69.99

LOT 69606/61173
68099 shown

43530084

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**5 FT. 6" x 7 FT. 6"
ALL PURPOSE WEATHER
RESISTANT TARP**

**LOT 69136/69248
69128/69210/953 shown**

SAVE 61%

\$2.69 ~~\$6.99~~

REG. PRICE \$6.99

43507554

LIMIT 8 - 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 11/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON

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

LOT 38846 shown
62392/69597/61196

SAVE 55%

\$19.99 ~~\$24.99~~

REG. PRICE \$44.99

43513828

LIMIT 1 - 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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**NEW
700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL
GENERATOR**

LOT 66619/60338/62472/69381 shown

SAVE \$80

\$99.99 ~~\$179.99~~

REG. PRICE \$179.99

43496048

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**CENTECH
CAN AND OBD II
PROFESSIONAL
SCAN TOOL**

LOT 62120
60694 shown

SAVE \$80

\$89.99 ~~\$169.99~~

REG. PRICE \$169.99

43506287

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

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

LOT 47016 shown
67181/62300

SAVE 66%

\$9.99 ~~\$29.99~~

REG. PRICE \$29.99

43514186

LIMIT 8 - 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 11/27/15. Limit one coupon per customer per day.

WOW SUPER COUPON

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

LOT 67847 shown
61454/61693/62803

SAVE \$70

\$149.99 ~~\$179.99~~

REG. PRICE \$219.99

43522040

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 11/27/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**NEW
VEHICLE
POSITIONING
WHEEL DOLLY**

PITTSBURGH AUTOMOTIVE

• 1250 lb. Capacity
LOT 67287/62234
61917 shown

SAVE \$55

\$64.99 ~~\$119.99~~

REG. PRICE \$119.99

43522459

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 11/27/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

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

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

CALENDAR

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



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.
Ruman (TA); Andretti (TA2); Francis Jr. (TA3A); Aquilante (TA3I)
Jul 5 Briarcliff Int'l Raceway, Minn.
Ruman (TA); Machavern (TA2); Fichter (TA3A); Lux (TA3I)
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.

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



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); Merjeh (TCA); Schwartz (TCB);
May 29-31 Detroit Belle Isle, Mich.
Estre (GT); Cisneros (GTA)
Jun 26-28 Road America, Wis.
Enge (GT); Heitkotter (GTA); Dyson (GT); Montecalvo (GTA); Thompson (GTC); Davison (GT); Montecalvo (GTA); Thompson (GTC); Gigliotti (GTS); Aquilante (GTS); Kozarov (TC); Rivera (TCA); Nixon (TCB); Kozarov (TC); Rivera (TCA); Washay (TCB); Altenburg (TC); Rivera (TCA); Nixon (TCB); Francis Jr. (TC);
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)

PRO RACING

WHAT Atlantic C'ship Series

WHEN Aug. 28-30, 2015

WHERE Millville, N.J.

The Atlantic Championship Series, sanction by SCCA Pro Racing, hits NJMP in late August as the season hits the home stretch.



Clark McInnis



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
Andrews; Cane; Andrews
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.



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
Beasley; Beasley
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.
Andrews; Andrews
Jun 5-7 VIRginia Int'l Raceway, Va.
Andrews; Grant
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Kearby; Grant
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.
Paparelli; Paparelli
Jul 24-25 VIRginia Int'l Raceway, Va.
Aug 15-16 Carolina Motorsports Park, S.C.
Sep 4-5 Pike Peak Int'l Raceway, Colo.
Sep 19-20 MSR Houston, Texas



Date Track/Region

Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

Aug 14-16 Pitt Race, Pa.

NORTHERN CONFERENCE

Aug 22-23 Michigan Int'l Speedway, Mich.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 21-27, 2015 Daytona Int'l Speedway, Fla.

DIVISIONAL/REGIONAL

NORTHEAST nediv.com

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

BACK EAST

The Trans Am series returns to VIRginia International Raceway on Sept. 27.



Chris Clark

SOUTHEAST sedivacing.org

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* Roabling 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

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

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

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 sedivacing.org

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

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

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

SOUTHEAST sedivacing.org

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

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

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

Pro Drive Racing School

(503) 285-4449 prodive.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
bobbyceesracesedge.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
corvetteracingschool.com
Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS**NORTHEAST** nediv.com

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

**OFFICERS**

Chairman **JOHN WALSH**
 Vice Chairman **DAN HELMAN**
 Secretary **TODD BUTLER**
 Treasurer **BILL KEPHART**

SCCA NATIONAL OFFICE

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

EXECUTIVE LEADERSHIP

President & CEO **LISA NOBLE**
 Vice President & Chief Operations Officer
ERIC PRILL

Senior Director of Finance

Mindi Pfannenstiel

Vice President Business Development

ROBERT CLARKE

Senior Director of Technology

COLAN ARNOLD

Senior Director of Solo and Rally

HOWARD DUNCAN

Senior Manager of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Senior Manager, Marketing &

Communications **REECE WHITE**

SCCA PRO RACING

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

President **ROBERT CLARKE**

General Manager **STEVE OSETH**

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
 (413) 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 Ridgely Dr., FL 33511
 (813) 684-4741; lhill@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

CLUB RACING

WHAT Regional racing
WHEN Sept. 12-13, 2015
WHERE Buttonwillow, Calif.
Blaze your own road during Cal Club Region's Double Regional at Buttonwillow Raceway Park before the season ends.



DE Bader

SOUTHEAST sedivrracing.org

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 Roebeling Road/Buccaneer

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

GREAT LAKES greatlakes-scca.org

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

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

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

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

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
Brian Conners; Jocelin Huang
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

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 Brodart 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 sedivrracing.org

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

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

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

Apr 26 Hutchinson Naval Air Base/Wichita
Aug 2 Gateway Motorsports Park/St. Louis
Aug 9 Millington Jetport/Mid South
Aug 16 Family Arena/St. Louis
Aug 23 Hutchinson Naval Air Base/Wichita
Aug 30 Family Arena/St. Louis
Sep 20 Hutchinson Naval Air Base/Wichita
Oct 4 Hutchinson Naval Air Base/Wichita
Oct 9-11 Millington Jetport/Mid South
Oct 11 Family Arena/St. Louis
Oct 25 Family Arena/St. Louis
Oct 25 Hutchinson Naval Air Base/Wichita
Mid-South (901) 493-2986
St. Louis (618) 581-9061
Wichita (316) 299-3447



Rupert Berrington

CONE CRUSHERS

It's not too late to hit the 2015 Tire Rack Solo National Championships in Lincoln, Neb.

The Ultimate Track Jack

CALL NOW!
1-888-262-3880

QuickJack™ portable lifts are convenient to use and lightning fast. Small and compact, QuickJack lift frames can raise cars almost two-feet off the ground in mere seconds. Rugged construction and rigid safety lock bars hold vehicles secure. Make those race track or DIY tasks easier and safer with the QuickJack by Ranger Products. For more details visit: www.quickjack.com.

BL-5000 & BL-5000XL
5,000-lb. Capacity



BL-3500
3,500-lb. Capacity



See it on
YouTube

3" Collapsed Height



NEW!

SUV & Light Truck Adapter Set

www.quickjack.com

© 2015 Ranger Products • Ranger Products is a division of BendPak Inc.

***Free Shipping!**

BL-3500
~~\$1035.00~~ **\$895****
While supplies last

BL-5000 **\$1295.00** BL-5000XL **\$1340.00**



QUICKJACK™
By Ranger Products®

*Free shipping on all BendPak and Ranger Products to most areas in the 48 contiguous states.
Limited time only. While supplies last. Use promo code **RCR615.

PERMANENT RACE COATINGS

Ceramic coatings are magic for race engines. Lubricating coatings protect high revving parts from scoring and wear. Permanent thermal heat barrier coatings protect aluminum pistons. Coated domes and valves retard heat transfer to engine block and oil bath. Swain protected engines race faster and longer than unprotected engines. Protect pistons for as low as \$40. See our website and learn how to **race past rebuilds**.

www.swaintech.com

585-889-2790

Scottsville, NY 14546

SWAIN
TECH COATINGS

Finally - Affordable Racing Communications!

Quality Customer Service along with Professional Communication Products have made SRC the Industry Leader in racing communications.

From intro Start Systems through ALMS/Grand Am completely scrambled and digital racing radio communications... Here at Sampson Racing Communications. **We've Got You Covered!**

"We look forward to working with you and your racing team"

Shawn Sampson

SAME DAY SHIPPING...
With thousands of dollars of products on our shelves, it's never a problem.

Dealer Inquires Wanted



SRC Sampson Racing Communications

Order Toll Free (866) 396 7231 • www.SampsonRacing.com

SOUTHWEST sowdivscca.org**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**Aug 8-9** Miller Motorsports Park/Utah**Aug 22-23** Pikes Peak Int'l Raceway/Continental Divide**Sep 26-27** Miller Motorsports Park/Utah**Oct 3-4** Miller Motorsports Park/Utah**Oct 10** Pikes Peak Int'l Raceway/Continental Divide**Continental Divide** (709) 310-8281**Utah** (801) 495-1442**NORTHERN PACIFIC** norpacscca.org**Aug 1-2** Mather Airport/San Francisco**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**Aug 9** Pana'ewa Drag Strip/Big Island of Hawaii**Aug 23** Maui Raceway/Hawaii Maui**Aug 23** Marana Reg'l Airport/Arizona**Border****Sep 27** Maui Raceway/Hawaii Maui**Sep 27** Pana'ewa Drag Strip/Big Island of Hawaii**Sep 27** Marana Reg'l Airport/Arizona**Border****Oct 17-18** Marana Reg'l Airport/Arizona**Border****Oct 25** Pana'ewa Drag Strip/Big Island of Hawaii**Oct 25** Maui Raceway/Hawaii Maui**Nov 22** Marana Reg'l Airport/Arizona**Border****Nov 29** Pana'ewa Drag Strip/Big Island of Hawaii**Dec 13** Marana Reg'l Airport/Arizona**Border****Dec 20** Pana'ewa Drag Strip/Big Island of Hawaii**Arizona Border** (520) 425-1948**Big Island of Hawaii** fdorri@gmail.com**Hawaii** (808) 349-8813**Hawaii Maui** (808) 281-3654**Las Vegas** (775) 727-8733**ROADRALLY***A complete RoadRally planning calendar can be found at www.scca.com/rally***NATIONAL****Sep 19** Oktoberally/Land O' Lakes**Sep 20** Badger Trails/Land O' Lakes**ANNIVERSARIES****SCCA MEMBERS CELEBRATING 25-60 YEARS****60-YEAR MEMBERS**

Thomas P. Payne 8/5/1955 Arizona

55-YEAR MEMBERSR.B. Armitage 8/1/1960 Neohio
Fred Fiala 8/1/1960 Central Florida**50-YEAR MEMBERS**William G. Davis 8/1/1965 Central Carolinas
Howard Kreiss 8/1/1965 New York
H.E. Taylor 8/1/1965 Western Ohio**45-YEAR MEMBERS**C. Michael Powell 8/1/1970 Atlanta
Ernie Smith 8/23/1970 Alabama**40-YEAR MEMBERS**Edward A. Benovengo 8/1/1975 Northern New Jersey
Harold L. Flescher 8/1/1975 Florida
Carolyn S. Kujala 8/1/1975 Rio Grande
Marite Maurer 8/1/1975 Des Moines Valley
Judith A. Olivey 8/1/1975 Washington DC
John Robinson 8/1/1975 Central Florida
Larry W. Shumate 8/1/1975 Washington DC**35-YEAR MEMBERS**Gerald J. Adams 8/1/1980 New England
George Bowland 8/1/1980 Central Carolinas
David L. Crafton 8/1/1980 Cincinnati
Joseph R. Davis 8/1/1980 St Louis
Mary L. Eitel 8/1/1980 Arizona, Nebraska
Karen Frank 8/16/1980 Cincinnati
Martin P. Handberg 8/1/1980 Land O'Lakes
James S. Leithausen 8/1/1980 Colorado
Joseph W. Moran 8/1/1980 Cal Club
Randy Pobst 8/1/1980 Central Florida
Leslie Thomson 8/1/1980 Land O'Lakes**30-YEAR MEMBERS**Pierre D. Brajon 8/19/1985 Florida
Rhonda L. Corbitt 8/14/1985 San Francisco
Michael F. Costley 8/14/1985 Buccaneer
Leslie McGraw Davis 8/19/1985 Houston
Bradley M. Davis 8/19/1985 Houston
Ken Driver 8/6/1985 Northwest, Oregon
William H. Engle 8/7/1985 Kentucky
Loren J. Feldner 8/28/1985 Chicago
Bryan Charles Fritzel 8/20/1985 Susquehanna
Sandy Goldberg 8/5/1985 Northwestern Ohio
Keith Grant 8/1/1985 Atlanta, Mid South
Stephen Harris 8/19/1985 Western OhioBarry A. Haynie 8/9/1985 Washington DC
Peter Koukola 8/19/1985 Chicago
Louie LaPlante 8/28/1985 Northwestern Ohio
John S. Legg 8/28/1985 Washington DC
Alan Leshner 8/6/1985 Susquehanna
Michael F. McKenna 8/14/1985 Ohio Valley
Christopher Morales 8/19/1985 New York
James Randall 8/28/1985 Land O'Lakes
Dallas Rudolph Rich 8/6/1985 North Carolina
Paul Bryan Schafer 8/7/1985 Indianapolis
Robert Warkocki 8/14/1985 Chicago
L. Darren Young 8/1/1985 Cal Club**25-YEAR MEMBERS**John Armstrong 8/15/1990 Detroit
Chip Bailey 8/23/1990 Buccaneer
Terry Banicki 8/15/1990 Central Illinois
Ronald K. Barnard 8/13/1990 South Texas Border
Victor K. Bell 8/9/1990 Chicago
Linda Burdge 8/15/1990 Northern New Jersey
Tom Burdge 8/15/1990 Northern New Jersey
Cheryl O'Connor Chrt 8/29/1990 Chicago
James E. Dwyer 8/7/1990 Land O'Lakes
Marc Feinstein 8/23/1990 New England
Mauri Foster 8/23/1990 New England
Karen Lisa Gilbert 8/30/1990 New England
Scott F. Hearne 8/23/1990 Neohio, NW Ohio
Steven A. Hickham 8/27/1990 Florida
Rosharon Hickham 8/27/1990 Florida
Douglass A. King 8/23/1990 Neohio
J. Andrew Love 8/15/1990 Washington DC
Clark McInnis 8/21/1990 Atlanta
Susan McInnis 8/21/1990 Atlanta
Peter C. Morley 8/23/1990 Land O'Lakes
Flora H. Mummary 8/6/1990 Central Florida, Florida
James A. Neese 8/23/1990 Mohawk Hudson
Douglas Ward Nelson 8/29/1990 Arizona
Sara Beth Niemeyer 8/7/1990 Cincinnati
Robert L. Nisonger 8/27/1990 Detroit
Ken Partymiller 8/20/1990 Central Kentucky
Kevin J. Quast 8/30/1990 Chicago
Janis Lynn Sachtjen 8/17/1990 San Francisco
Andrew Schaufelberger 8/15/1990 New England
Alan Schildwachter 8/30/1990 Central Florida
Mark Byron Schue 8/30/1990 Oregon
James Michael Scott 8/22/1990 Western Ohio
Johnny M. Spiva 8/30/1990 Oregon
William C. Vogeley 8/9/1990 Central Florida
David C. Wingett 8/27/1990 Detroit
Richard Zober 8/30/1990 Philadelphia**REGIONAL****NORTHEAST** nediv.com**Oct 18** Fall Foliage Fling/South Jersey**South Jersey** (835) 228-9249**Washington DC**

mgobrallymaster@gmail.com

CENTRAL cendiv-scca.org**Sep 19** Oktoberally/Land O' Lakes**Sep 20** Badger Trails/Land O' Lakes**Land O' Lakes** (608) 582-4386**SOUTHERN PACIFIC** scca-sopac.org**Aug 7** First Friday Niter/Cal Club**Sep 4** First Friday Niter/Cal Club**Oct 2** First Friday Niter/Cal Club**Nov 6** First Friday Niter/Cal Club**Dec 4** First Friday Niter/Cal Club**Cal Club** ean21@juno.com**RALLYCROSS****NATIONAL CHAMPIONSHIP****Aug 7-9** Indianola, Iowa**REGIONAL****NORTHEAST** nediv.com**Aug 22-23** Frostburg Site/Wash DC**Sep 13** Frostburg Site/Washington DC**Oct 11** Frostburg Site/Washington DC**Washington DC**

adamkimmett@gmail.com

NATIONAL ROADRALLY**WHAT** RoadRally**WHEN** Sept. 19-20, 2015**WHERE** La Crosse, Wis.

Land O' Lakes Region hosts the final National RoadRallies of the season with the Oktoberally and Badger Trails.



Rick Beattie

SOUTHEAST sedivrac.org**Aug 23** Hollytree Offroad/Tennessee Valley**Sep 20** Hollytree Offroad/Tennessee Valley**Oct 10** Hollytree Offroad/Tennessee Valley**Nov 22** Hollytree Offroad/Tennessee Valley**Dec 12** Hollytree Offroad/Tennessee Valley**Tennessee Valley** leon@dynamtorch.com**GREAT LAKES** greatlakes-scca.org**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**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 1** I-80 Speedway/Nebraska**Kansas City** doug@formula1blog.com**Nebraska** spducharne@mac.com**ROCKY MOUNTAIN** coloradoscca.org**Aug 30** United States Truck Driving

School/Continental Divide

Sep 19 Colorado Off Road Extreme/

Continental Divide

Oct 11 Pikes Peak Int'l Raceway/

Continental Divide

Nov 7 Colorado Off Road Extreme/

Continental Divide

Continental Divide ryolse@gmail.com**Utah** gonzalo1975@msn.com

G-FORCE
RACING GEAR

ALL NEW LINEUP

GF Pro Backpack

#1007



SFI 3.2a/5 1 or 2 Piece GF-745 Suit

1 Piece - #4745

Jacket - #4746

Pants - #4747



GF Helmet Bag

#1006



To See All New Products:

www.gforce.com

DEI
DESIGN ENGINEERING INC.

CONTROL HEAT!

WRAPPING HEADERS
Improves performance,
reduces underhood temps
and increases exhaust flow

HT SILICONE COATING
Seals, protects & prolongs
the lifespan of wrap

**STAINLESS STEEL
LOCKING TIES**
Secure wrap to pipes &
great for any high heat area

SAVE 10%

JULY 2 - AUGUST 26, 2015
ON IN STORE DEI PRODUCTS AT

**Advance/
Auto Parts**

800-264-9472 DesignEngineering.com

425motorsports.com
425.747.0777

425
For the DRIVER in all of us...

adidas sparco daktar spinners BELL OMP and more!

NEW PRODUCTS



RACEFAB CHASSIS

Racefab Inc. introduces its new GT1 Trans Am chassis for racers looking to build a top-level competition automobile. The Racefab GT1 Trans Am chassis is available as a roller package for teams looking to build their own high-performance racer on a budget; or you can have the chassis finished off by Racefab.

www.racefabinc.com

LAPIZTA ADDAX

Capturing the coveted components of exotic and powerful racecars, the Addax embodies precision, comfort, and performance. Encased in a bold 48mm coated stainless steel case, the

multifunctional chronograph utilizes precision OS20

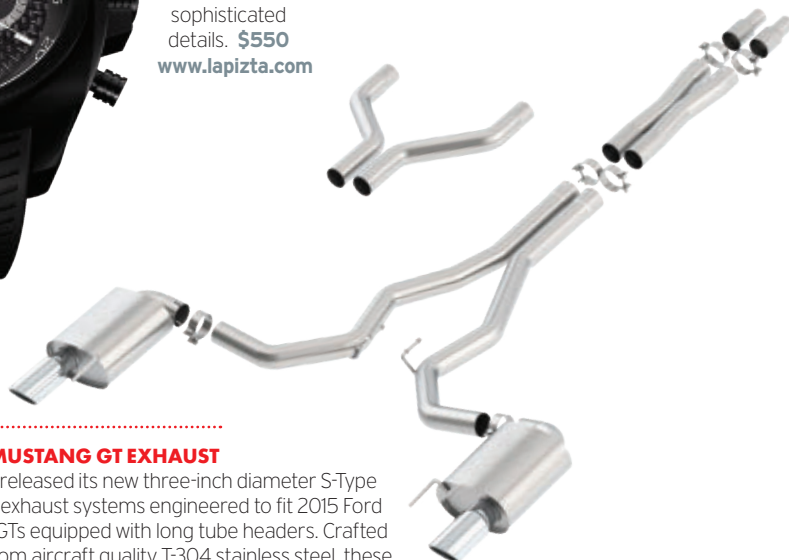
Miyota Quartz movement and demands attention with daring color accents and sophisticated details. **\$550**

www.lapizta.com



BORLA MUSTANG GT EXHAUST

Borla has released its new three-inch diameter S-Type and ATAK exhaust systems engineered to fit 2015 Ford Mustang GTs equipped with long tube headers. Crafted entirely from aircraft quality T-304 stainless steel, these systems scream performance from the first start. The increased flow results in maximized performance throughout the power range. www.borla.com



ROYAL PURPLE MAX-ATOMIZER

Royal Purple developed Max-Atomizer, a premium fuel injector cleaner to clean fuel system components and stabilize ethanol-blended fuel. Max-Atomizer is formulated specifically for direct injection gasoline engines but is effective in all types of gasoline and diesel engines, and it helps to reverse lost engine performance that is the result of fouled injectors. **\$7.49**

www.royalpurple.com



TERAPUMP FUEL TRANSFER PUMP

The TeraPump TRFA01 battery-operated fuel transfer pump makes the task of refueling from most any fuel can a snap, and the three different adaptors allow you to easily top off your racecar with the push of a button. The auto stop feature halts the pumping when the transfer is complete. www.terapump.net



TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS

CP-CARRILLO MOLD MAKING KIT

CP-Carrillo introduces its Mold Making kit. This kit helps negate the need to ship your cylinder head in for measuring when ordering custom pistons by creating a solid mold of the combustion chamber. The kit contains A and B resin mix, stir stick, gloves, instructions, protective pouch, and a return form.

\$35.50 www.cp-carrillo.com



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

PEDAL FEEL WITHOUT THE PRICE



- 604°F DRY, 400°F WET
- MAINTAINS VISCOSITY & LUBRICITY AT EXTREME TEMPS
- SAFEGUARDS AGAINST VAPOR LOCK & FADE
- COMPATIBLE WITH DOT 3, DOT 4 & DOT 5.1



800.624.7958 | REDLINEOIL.COM

WILL YOU BE READY FOR DAYTONA?



registration: wmr-scca.motorsportreg.com



The Majors at MIS
August 21-23, 2015



MAILBOX

WRITE TO SPORTSCAR MAGAZINE:
17030 RED HILL AVENUE, IRVINE, CA 92614
OR E-MAIL SPORTSCAR@RACER.COM



JUST LIKE THAT

The Huffaker name has always meant a lot in the SCCA world, but I have to admit that while I knew some of the incredible Huffaker Engineering story, I didn't quite appreciate the family behind the name. What an interesting and delightful read your July cover story turned out to be. Do more stories like that, please!

David Wildner

RALLY RETURNS

I'm shocked! After the better part of a decade since SCCA canceled its Pro Rally program, the Club is testing out the waters again under the RallySprints name, and I couldn't be happier! While racing in the dirt might not have been the biggest competition segment or most profitable segment of the SCCA, it offered significant contributions to the Club through its public visibility and flash, and I believe it brought far more members into the fold than people recognized.

Daniel Fellows

LIGHTS OUT

The last few years have been about "change" in the SCCA; how to attract new members, jazz up the old guard, and so on. One such change has been the decision to make the National Championship Runoffs a traveling show, moving the venue each year to let everyone have a shot at the big show. I couldn't agree more with that decision, but as a Spec Miata

racer, I do have to question the logic of a Spec Miata night race at this year's Daytona Runoffs. While it sounds exciting, I not only wonder how much the spectators will be able to see, but also how popular this decision will be with first-generation, pop-up-headlight Spec Miata racers like myself when it comes to top speed runs down the long straights.

Randy McDowell



SMALL, THE NEW BIG

I read with fascination the *Old vs. New* feature in the July 2015 issue of *SportsCar*. The idea that newer half-ton pickups are yesterday's three-quarter-ton workhorses was one that had occurred to me, but until I saw all the numbers printed back to back, I had no idea how true it was. Now with half-ton offerings like Dodge Ram 1500's 3.0L V6 diesel, Ford's EcoBoost F150, and Nissan's 5.0L V8 Cummins diesel Titan, the face of racecar towing in the amateur motorsports world is changing big time. As a follow up to your *Old vs. New* feature, I'd love to see an SCCA-oriented shootout between the new lightweight diesel trucks hitting the market as well as how realistic they really are as tow options.

Bill Watkins

ALL CAUGHT UP

I'm a procrastinator, so don't judge me when I say that I finally read the *Drive on a Dime* feature

[*SportsCar*, May 2015 issue].

Since its inception, B-Spec has proven interesting to me. On the professional racing side, the class seems mostly successful – and why shouldn't it? It offers an affordable buy-in for those with professional racing aspirations. The problem is, on the Club side, its offerings fall short, and that has become painfully obvious through the participation numbers. I can't say I know what the answer is to get more amateur-level B-Spec racers on track during Majors weekends, but I do hope we continue to welcome successful professional racing classes into the amateur-racing fold, be it in their own class or through competitively classed alternatives.

Sam Stevens



SET THE HOOK

Track Night in America is a great way to get friends and family involved.

IT BEGINS!

Greetings from a new SCCA member! A few months back a friend invited me to a Track Night in America event. I took the plunge, and couldn't be happier. I all but mailed my SCCA membership application on the drive home from the racetrack, and I have plans to run more Track Nights this year. I attended my Track Night with little knowledge of what to expect, but I've done more reading about the events since then and I'm happy to say that everything I've read so far lines up with my experience: easy, affordable, and stress free! Now my only problem is the same friend who talked me into attending the Track Night is saying he wants to start autocrossing – the madness begins!

Joel Robbins

MEMBER BENEFITS

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



Candlewood Suites Savannah

is offering members a discounted room rates of \$72 per night on studio suites and \$105 per night on one-bedroom suites.



Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.



Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.



Protect Your Home

Receive a \$100 Visa gift card, a free smoke and fire communicator, and free key fob remote from ADT.



Members can receive up to 10 percent off Alamo's already great rental rates.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.

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

Track Gear

Helmets

Apparel & Safety

Race Seats

The largest showroom and inventory in the NY tri-state area. Seats, helmets, suits, gloves, shoes and more all on display to test drive!

STABLE ENERGIES

175 Passaic Street Garfield, NJ 07026

Think Fast... Be Safe.

(973) 773-3177

StableEnergies.com

Logos: BELL, SCHROTH RACING, MOTUL, PAGID, Brey-Krause, RECARO, HMD, Longacre Racing Products, KIRKEY, hams, Traamate GPS data acquisition, Stilb, COOLSHIRT SYSTEMS, OMP, HRC MOTORSPORTS, RSS, S P A TECHNIQUE, R Giro Disc, RACING FUEL CELLS, braille, RACING FUEL CELLS, RACING BRAKES AND TECHNOLOGY, braille.

Is Your Life Insurance Company Charging You Extra for Speeding?

Stop Paying Rated or Inflated Premiums for your Personal or Corporate Life Insurance Coverage

Sample Rates

Male Age 40 - Non-Smoker
10 Year Level Term

Coverage	Annual Premium
\$ 250,000	\$ 297
\$ 500,000	\$ 495
\$ 750,000	\$ 781
\$1,000,000	\$1,023

Final rates may vary due to underwriting status and state of residence



Racers Protecting Racers for over 40 Years

Call us Today for a Competitive Quote

Steven E. Goldin

Phone: 305.790.7600 • Email: race962@yahoo.com



CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

We're a bizarre group

The determined will endure anything – if not to achieve their goal, then simply in an attempt to reach it. It's that single mindedness that sets them apart from the rest of the world and it's what makes us, as SCCA members, one really bizarre group of individuals.

Over the course of assembling this issue, I noticed each story boiled down to unabashed determination. Cover subject and Trans Am 2 superstar Cameron Lawrence has been flying high with back-to-back TA2 titles, but the 2015 season has seen him with not only a bull's eye on his back, but also a slew of mechanical mishaps. His modus operandi has been to run strong, keep up front, and dominate; now his strategy is undergoing a shift of necessity if he's to end up on top once more.

But fighting through adversity is far from exclusive to the professional ranks. In the early pages of this issue, you'll find a photo

that seems to be from the Toledo round of the Tire Rack ProSolo National Series, but it's really an image of SCCA members laughing in the face of Mother Nature.

SportsCar photographer Perry Bennett was on hand and his review to me was simply that these were the "wettest conditions I've ever shot in," he said.

Perry sent me a number of images from that ProSolo, and in them was a photo that summed up the

Club in one fell swoop. It is, in fact, the image accompanying this column: Four SCCA members who aren't about to let a little bit of water dampen their day. Imagine this same photo without the downpour and rain slickers; envision these fellows working a Solo event on a cloudless, 70-degree, slightly breezy day. Their expressions would be exactly the same. You know it's true.

Now, the determination we're accustomed to witnessing throughout the season is about to get that much more

"The determination I've seen so far through the 2015 season has left me quite proud"

intense as we enter the 2015 SCCA National Championship season. As you read this, the RallyCross National Championship will be in full swing during the first week of August in Indianola, Iowa. The new venue will surely toss a few wrenches in the works for those with championship aspirations, but they'll persevere regardless. Then, about a month later, roughly 1,200 of the best autocrossers in the nation – and beyond – will converge on Lincoln, Neb., for a shot at glory during the 2015 Tire Rack Solo National Championships. This issue offers a preview of that mammoth Solo event and the November issue will bring you



Perry Bennett

FIGHT ON

Few would argue that the SCCA is composed of unique, and enthusiastic, individuals.

cone-by-cone coverage, but I would be remiss if I didn't remind you that come Sept. 8-11, you need to head to the newly redesigned SCCA.com to check out the live timing and video stream.

Like the midseason drama pictured in this issue, the RallyCross and Solo Championships have also become known for diverse weather that all will be forced to face, but I'm not worried – the determination I've seen so far through the 2015 season has left me quite proud to be among this bizarre group of individuals. 🍌

twitter.com/sportscarmag

facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO... SEPTEMBER 2005



- We were overrun with Who Will Wins as we doubled up, presenting the picks for the Solo Nationals and Runoffs.
- The June Sprints recorded its 50th running, with 441 starters in the field.

20 YEARS AGO... SEPTEMBER 1995



- Our panel of experts took a crack at predicting the winners of the Solo Nationals. As usual, we managed to luck out on a few.
- The 16th running of the Longest Day at Nelson Ledges featured 168 drivers.

30 YEARS AGO... SEPTEMBER 1985



- The Volkswagen Cup series had just updated to the latest Golf, and thanks in part to a program Jo Hoppen put together that saw the cars sell for a fraction of retail, it was more popular than ever.



Great builds demand **ST SUSPENSIONS.**
Great builders rely on **MOTOVICITY.**



MOTOVICITY
DISTRIBUTION

888.SPEED.16
MOTOVICITY.COM

CALL YOUR ASE CERTIFIED MOTOREP FOR
WHOLESALE ONLY EXPERTISE ON ST SUSPENSIONS



RIO 5-DOOR
SCCA NATIONAL
CHAMPIONSHIP
RUNOFFS B-SPEC

FORTE KOUP
PIRELLI WORLD CHALLENGE
TCA-CLASS
MANUFACTURER CHAMPION

OPTIMA
PIRELLI WORLD CHALLENGE
GTS-CLASS
MANUFACTURER CHAMPION

kia.com



Proud Sponsor Of



OUR RACING HISTORY IS BRIEF, BUT YOU CAN'T TELL FROM OUR TROPHY CASE.

In 2014, every Kia model that raced — Optima, Forte Koup, and Rio 5-Door — won a national championship. More impressively, we did it by besting the likes of Aston Martin, Chevy, Ford, Honda, and Porsche, and in just our fifth year of racing. Might be time to upgrade from trophy case to trophy room.

kia.com/motorsports | world-challenge.com

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