

# SPORTSCAR<sup>®</sup>



## FIRESTORM

Johnny O'Connell survives a ferocious season to clinch his fourth SCCA Pro Racing title



### PRO RACING WRAP

Behind the scenes look at Pro Racing's 2015 battles

### COMING TO GRIPS

Spec Racer Ford gets a new tire for 2016 and beyond

### SECRETS TO SOLO

Multi-time Solo Champ Sam Strano reveals his secrets

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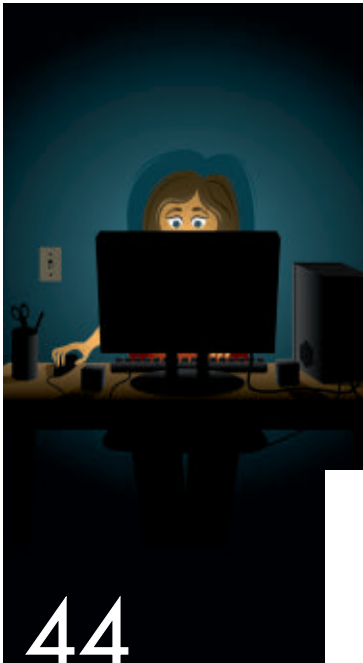
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Melissa K. Smith

Dave Green

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

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**COVER PHOTOGRAPHY**  
Richard Prince/Cadillac Racing  
**ADDITIONAL PHOTO ELEMENTS AND PHOTO ILLUSTRATION** Sean Rice













Al Unser Jr. debriefs between runs at the Tire Rack Solo National Championships. Unser went on to finish second to Mari Pozzi in the Classic American Muscle Traditional class piloting a 1965 Chevrolet Camaro.

**DATE** | Sept. 8, 2015

**LOCATION** | Lincoln Airpark, Lincoln, Neb.

**WHAT** | SCCA Tire Rack Solo National Championship

**PHOTOGRAPHER** | Perry Bennett





During qualifying for the Spec Miata feature race at Cal Club Region's PCRRRC, a competitor used every inch of racing surface – and then some – sending cones flying.

**DATE** | Oct 17, 2015

**LOCATION** | Auto Club Speedway, Fontana, Calif.

**WHAT** | Pacific Coast Road Racing Championships

**PHOTOGRAPHER** | D.E. Baer







## CAT JOINS MAJORS SCHEDULE

The CAT National, hosted by the Milwaukee Region at Road America on July 30-31, 2016, was recently added to the U.S. Majors Tour Northern Conference schedule. For additional information on Majors racing as well as specific details about this race, visit [www.scca.com/majors](http://www.scca.com/majors).



John W. Wilmoth

# 15-race Formula 4 calendar unveiled

SCCA Pro Racing has announced the dates for the inaugural FIA-certified F4 United States Championship Powered by Honda season. The 2016 calendar features five tripleheader race weekends to decide the season-long Championship.

The entry-level, cost-contained, open-wheel series has generated significant interest since its September launch, with chassis manufacturer Crawford sending, to date, over 90 purchase agreements to teams, drivers, and schools.

The cars: which will meet the FIA price cap of \$45,000 for the chassis, including paddle shifters, data acquisition, and camera. The Honda engine will carry a one-year lease price of \$6,600. Tires will be priced at approximately \$250 apiece, with a maximum allotment of six Pirelli tires (three front, three rear) per race weekend. Cars will begin delivery to customers in January.

At the September launch, the series announced a prize plan of \$1,000 to win each of the three weekend races, with an additional \$1,000 prize to the "weekend champion," the driver who scores the most points in the three-race event. \$500 and \$250 go to the additional podium finishers in each race of the season. A cash prize is also up for grabs for the top-three, season-long championship finishers.

More information on the F4 United States Championship Powered by Honda can be found at [www.F4USChampionship.com](http://www.F4USChampionship.com).

## 2016 FORMULA 4 RACE SCHEDULE

DATE	TRACK
May 27-28	Lime Rock Park, Conn.
June 10-12	New Jersey Motorsports Park, N.J.
Aug 13-14	Mid-Ohio Sports Car Course, Ohio
Sept 17-18	Road Atlanta, Ga.
Oct 8-9	Homestead-Miami Speedway, Fla.







## Mark Donohue Award Winner

Calvin Stewart was named the 2015 winner of the Road Racing Drivers Club's Mark Donohue Award. Stewart won the award after a thrilling victory in Formula 500 at the SCCA National Championship Runoffs presented by Garmin VIRB at Daytona International Speedway in late September.

The award is presented annually to a driver who displays outstanding performance, competitiveness and sportsmanship during the SCCA Runoffs. The award is named after RRDC member, and former president, Mark Donohue, a familiar name in SCCA and other road racing circles. Donohue won his first SCCA National Championship in 1961, before moving on to become one of the most famous United States-born racecar drivers in history. He won the Indy 500 while also scoring numerous wins in Can-Am, Trans-Am and IROC (International Race of Champions).

Stewart, in the No. 7 Novarace LLC/Sabbathruch.com NovaKar Blade F600/Suzuki, started the race from the second-place starting position. However, he wanted to lead from the drop of the green flag. Stewart was the official lap leader during each of the 14 laps, but withstood a back-and-forth battle with Matthew Strand for the top spot. Drafting tactics on the long

## CAM RULES UNLEASHED

The 2016 installment of the CAM, Classic American Muscle Solo category, have been released. The category is engineered to attract automobile enthusiasts who are interested in muscle car events such as Goodguys, Ultimate Street Car Association, or similar organizations. A number of more modern sports-based cars have been added for the new season.



straights and high-banks of Daytona played a huge role in deciding the ultimate winner in the class. The win came in Stewart's fifth attempt at the event.

Additional information on the Road Racing Drivers Club and the Mark Donohue Award can be viewed at [RRDC.org](http://RRDC.org). 📍

### CELEBRATION

Calvin Stewart's impressive Runoffs drive (ABOVE) resulted in him being awarded the Mark Donohue Award.

## GREENPOWER YOUTH EDUCATION

SCCA has pledged its support of GreenpowerUSA, a program aimed at getting school-aged children interested in STEM (Science, Technology, Engineering, Math) subjects by using motorsports competition. To get a firsthand look at the program, Lisa Noble, SCCA President and CEO, and Robert Clarke, SCCA Vice President, Business Development, and President of SCCA Pro Racing, were on hand for the most recent GreenpowerUSA competition, Oct. 31, 2015, in Huntsville, Ala.

Members of the Tennessee Valley Region performed event

logistics support. From marshalling to the course to tech inspection, SCCA members provided assistance to the student teams as they pushed their homebuilt cars through the stages of competition.

Students who take part in GreenpowerUSA competitions are required to compete in an electric-powered vehicle of their own making. Each team is provided a basic kit of parts to construct the racecar, with each class allowing for different enhancements to be added.

The program is broken into three classes, based on age. One of the

benefits of this program is that it allows students to put their book knowledge to the test in a hands-on way. Students not only build the racecars, but also drive and work on the cars during the competition. In addition, some students are tasked with promoting the activities of their team. This gives students a holistic perspective of what it takes to run a motorsports enterprise. In addition, it allows students with a diverse background the opportunity to take part in the program.

For additional information on the GreenpowerUSA program, visit [Greenpowerusa.net](http://Greenpowerusa.net). 📍

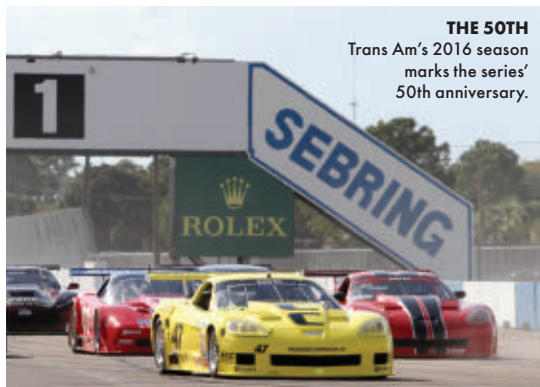


## CONVENTION LOOMS

Registration for the 2016 SCCA National Convention is off and running. The convention returns to the South Point Hotel and Casino in Las Vegas, Nev., taking place Jan. 21-23. Full registration costs \$325 and includes the Hall of Fame Banquet dinner. Register at [www.scca.com/convention](http://www.scca.com/convention).



courtesy South Point Hotel and Casino



Chris Clark

**THE 50TH**  
Trans Am's 2016 season  
marks the series'  
50th anniversary.

## TRANS AM'S GOLDEN ANNIVERSARY

In March 1966, 44 cars took to the track at Sebring International Raceway in what was the first running of the then entitled "Trans-American Sedan Championship." On March 6, 2016, the Trans Am Series will take to the track at Sebring once more, 50 years later, to commence the 2016 Trans Am Championship and a year-long celebration of Trans Am's past, present and increasingly bright future.

The Trans Am Race Company has officially announced a 12-event schedule for the 2016 Trans Am Championship, the 50th Anniversary Season of the Trans Am Series, with many of the same venues from 2015 returning for the upcoming season along with the Series' return to Watkins Glen, its first appearance at the legendary track since 2013.

"The 2016 Trans Am Championship is a celebration of 50 years of Trans Am Racing," says John Claggett, President of The Trans Am Race Company. "We see this schedule as a perfect mix of Trans Am's past, present and future. It has the historic tracks that Trans Am has called home for most of its existence: Mid-Ohio, Road America, Road Atlanta, Brainerd International Raceway, Sebring, where it all began, and our return to Watkins Glen." 🍷

### 2016 TRANS AM CHAMPIONSHIP SCHEDULE

DATE	TRACK
March 6	Sebring International Raceway, Fla.
April 10	Road Atlanta, Ga.
May 15	Watkins Glen International, N.Y.
June 12	New Jersey Motorsports Park, N.J.
July 3	Brainerd International Raceway, Minn.
Aug. 13	Mid-Ohio Sports Car Course, Ohio
Aug. 27	Road America, Wis.
Sept. 24	Virginia International Raceway, W. Va.
Oct. 9	Homestead-Miami Speedway, Fla.
Oct. 15	NOLA Motorsport Park, La.
Nov. 5	Circuit of the Americas, Texas
Nov. 12	Daytona International Speedway, Fla.

## RESERVATIONS OPEN FOR MAJORS CAR NUMBERS

The beginning of the SCCA U.S. Majors Tour will be here before you know it. With that in mind, Majors car number registration is open. Not only does this allow you to prepare your number graphics for the upcoming season, each driver who registers their preferred number will receive the required series decals, a specially branded Majors hard card, and a \$25 coupon for SCCA Gear. At select events you are also granted access to a special express registration line, and tech. In addition, drivers who reserve a number in 2016 will have the first shot to hold onto that number for 2017 and will automatically be entered into a drawing for a Garmin VIRB, if registered by Dec. 15, 2015. The drawing will be held on Dec. 16, 2015 and the cameras shipped the following week.

Your \$50 reservation payment includes one single- or double-digit number in the conference of choice. Or for \$100, a driver can reserve one triple-digit number, with a mandated leading "1" for all conferences. Both registration fees will be deferred until Jan. 1, 2016. To register, visit [www.scca.com/majors](http://www.scca.com/majors) and select "Series Registration" from the menu on the right. 🍷



Barbara Photos

### NUMBERED

The Majors series allows competitors to lock in their car number for the entire season.

## Mazda Road to Indy Shootout Expands

The Mazda Road to Indy USF2000 Scholarship Shootout was already an unprecedented event – one that will bring together champions from around the world to vie for a \$200,000 Mazda scholarship to join the Cooper Tires USF2000 Championship Powered by Mazda in 2017. With the addition of three more series that will be able to offer their champions an entry to the shootout, the list expands in international scope and completes the racing championships that will be designated as Official Feeder Series of the Mazda Road to Indy.

India's MRF 1600 Championship, Mexico's Formula Panam and Canada's Formula Tour 1600 are the latest and final additions to the inaugural event, which already includes the SCCA Runoffs FF and Formula Continental hopefuls. The shootout will comprise 17 champions representing eight countries.

"Mazda prides itself on providing the most comprehensive scholarship and ladder system for drivers in open wheel and sports cars," says John Doonan, Director of Mazda Motorsports in North America. "Now, with the Scholarship Shootout, we can expand the Mazda Road to Indy entry-level opportunity to young champions from around the world. From an aggressive grass-roots program to a well-defined ladder system to the top levels of racing in North America, Mazda strives to help develop superstars of the future." 🍷





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## WORLD CHALLENGE ON TV

Pirelli World Challenge has confirmed a TV package with CBS Sports Network that will include a live race broadcast for the 2016 season, as well as the expanded relationship with Motor Trend OnDemand TV. As in 2015, CBS Sports Network will telecast the remainder of the 2016 Pirelli World Challenge events on a taped-delay basis.



Jay Bonvillian

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Jay Bonvillian

### EVEREADY

World Challenge will introduce an endurance race in 2016 with FIA cars.

## New challenge for World Challenge

WC Vision has announced a variety of new elements to the Pirelli World Challenge 2016 season including a busy schedule, an alliance with SRO, and live television broadcasts.

The 2016 World Challenge Championships will be contested during 11 weekends, spanning coast to coast. "Our confirmed schedule has some of our traditional dates as well as the addition of Lime Rock Park on its historic Memorial Weekend," says Greg Gill, Pirelli World Challenge President and CEO. "Competition Director Marcus Haselgrove and his team have been working tirelessly to streamline rules and forms while enhancing the at-track experience for our competitors."

Haselgrove announced competition and technical changes for the 2016 season: GT/GTA and GT Cup races will begin with rolling starts, and the plan to integrate more GT4 homologated platforms like the Maserati GranTurismo and the KTM X-BOW in the GTS class.

Pirelli World Challenge officials previously announced the alliance with the SRO Motorsports Group and the Blancpain GT Series featuring GT3-based sports cars and the series' doubleheader event set for the 2016 season opener. This partnership will see the first GT3-only endurance race in North America with a six-hour race at the Circuit of the Americas scheduled for March 5, 2016. ●

## PIRELLI WORLD CHALLENGE 2016 COMPETITION SCHEDULE

DATE	TRACK
March 3-6	Circuit of the Americas, Texas
March 11-13	Grand Prix of St. Petersburg, Fla.
April 15-17	Grand Prix of Long Beach, Calif.
April 22-24	Barber Motorsports Park, Ala.
May 19-22	Canadian Tire Motorsports Park, Canada
May 27-28	Lime Rock Park, Conn.
June 23-26	Road America, Wis.
July 29-30	Mid-Ohio Sports Car Course, Ohio
Aug. 26-28	Utah Motorsport Campus, Utah
Sept. 16-18	Sonoma Raceway, Calif.
Oct. 7-9	Mazda Raceway Laguna Seca, Calif.

## Membership Drive Contest

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

### MEMBERSHIP REFERRAL LEADERS FOR OCTOBER 2015

NAME	REF	REGION
Warren Leach	123	San Diego
Brian Ghidinelli	61	San Francisco
Gayle Jardine	37	Cal Club
J. Burchardt	21	SW Louisiana
Jim Nowlen	18	Milwaukee
Richard Meyers	17	Detroit
Mike Holzinger	16	Iowa
Mary Shiloff	16	Detroit
Sydney Davis	15	Houston
Cindi Clark	14	Las Vegas
Karen McCoy	14	Oregon
Linda Rogaski	14	San Francisco

*There are 2,360 additional members with at least one referral.*

### REGION LEADERS

*(Category based on 2014 year end membership)*

REGION	GROWTH
<b>Jumbo Regions (800+):</b>	
Oregon	16.3%
Philadelphia	15.3%
Milwaukee	11.1%
<b>Large Regions (401-799):</b>	
Indianapolis	31.3%
St. Louis	15.9%
Kansas City	12.4%
<b>Medium Regions (200-400):</b>	
Continental Divide	25.1%
Alabama	20.4%
Fort Wayne	18.9%
<b>Small Regions (&lt;200):</b>	
Arctic Alaska	85.7%
Southern Illinois	70.2%
Lake Superior	65.4%





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## ROSE FESTIVAL RACES

The non-profit Friends of Portland International Raceway (FOPIR) have been named as the new promoter for the historical Rose Cup Races, and will assume oversight starting in 2016. The Rose Cup Races has also changed from its most recent June date to July 29-31, 2016.



Wayne Flynn



## PRO VIEW

### ROBERT CLARKE

SCCA PRO RACING PRESIDENT AND SCCA  
VICE PRESIDENT OF BUSINESS DEVELOPMENT

# Professional and Affirmative

Since its beginning in 1963, SCCA Pro Racing, or "Pro" for short, has sanctioned some of the most competitive and inspiring professional motorsports in the U.S. Pro was the home of such storied series and brands as the USRR, Can-Am, F5000, and Trans Am, which lured some of the most recognizable names in global motorsport - Penske, Haas, Hall, Redman, Follmer, McLaren, Hulme, Donohue, Andretti, Scheckter, Hobbs, Posey, EFR, Brabham, Villeneuve, and the list goes on and on. Pro was undeniably professional. But as seems to be the trend in professional motorsports, those series had their ups and downs - Pro took its own hits but remained constant throughout the years.

Fast forward to today. Pro just concluded one of its most successful seasons ever. The Pirelli World Challenge and Trans-Am series enjoyed record grids. The Battery Tender Mazda MX-5 Cup presented

by BFGoodrich Tires was as competitive as ever, and the series is now eagerly anticipating the introduction of the brand new race prepped version of the 2016 Mazda MX-5 production car for next season. On Pro's open wheel front, the F1600, F2000 and Atlantic Championship Series all had another competitive and fun filled season, Formula Lites was welcomed into the fold, and Pro had the distinct pleasure of sanctioning the first all electric FIA Formula E events at Miami and Long Beach.

The 2016 season is shaping up to be even better in many aspects as Pro is working to strengthen and expand its relationships with World Challenge, Trans Am, MX-5 Cup, and other series programs. As a collective group of office and field staff, Pro is committed to improving the quality of its services and fulfilling the visions of the series it supports, and itself. Pro has truly lofty goals.

At Circuit of the Americas in September, Pro announced the formation of an F4 United States Championship. While the creation of another open-wheel ladder series is being questioned even before its inaugural event at Lime Rock in May, it actually will become the fertile grounds of Pro's future. Just as F4 is the initial rung of the open-wheel ladder, Formula 4 will serve as a ladder for Pro itself. If you look beyond F4's racing product skin, which is quite compelling in and of itself, there's much that it offers - view F4 as a comprehensive development program and not just a car or

series. All that Pro experiences and learns from F4 will have application throughout its operations - developing expertise in event management, presentation, marketing and promotion, driver development on and off the track, and in working with the FIA.

Beyond standing for "professional," Pro also stands for being affirmative. Pro's latest offering, GreenpowerUSA powered by SCCA (GpUSA), is best matched with this meaning. As a partner of GpUSA, Pro will be the exclusive sanctioning body of events in the U.S. GpUSA is about the future of motorsports, developing our next generation of drivers, crew, and fans. Through GpUSA's STEM motorsport-based educational curriculum, GpUSA will serve as a valued and highly needed educational program that will inspire our nation's youth to pursue STEM-focused paths in their education and professional careers. Undeniably affirmative.

Professional and affirmative - two words that truly describe SCCA Pro Racing's vision and commitment for the future. ●



LAT

## PROLIFIC HISTORY

The legendary SCCA Pro Racing Can-Am series created many racing heroes.

# TRANS AM AND AEM JOIN FORCES

The Trans Am Race Company and AEM Performance Electronics have announced a partnership that will see AEM become the official and exclusive provider of ECUs (engine control units) for the Trans Am Series' TA2 class starting in 2016. In turn, AEM will assume the presenting sponsorship of the TA2 class, entitled TA2, powered by AEM Performance Electronics.

TA2, Trans Am's fastest growing class, has surged in popularity over the past two years - propelled forward by a focus on cost control and parity with

an emphasis on driver competition. The racing platform features purpose-built racecars with manufacturer relevant bodies and engines - a platform that has resonated with both competitors and the racing community - with car counts nearing 40 entries in TA2 alone.

Come next year, every TA2 car will be fitted with a locked AEM Infinity ECU compatible with all four engines currently featured in TA2. "We are extremely excited to play a strategic role in Trans Am's burgeoning



Chris Clark

**UNDER CONTROL**  
A new standardized and sealed ECU will help maintain balance in TA2.

TA2 class!" stated AEM President Greg Neuwerth. "Our Infinity ECU personifies what TA2 is all about - competitiveness combined with affordability." ●



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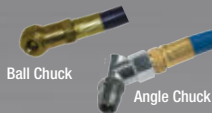
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Part # 360070 0 to 60 x 1 PSI

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Part # 360066 0 to 30 x 1/2 PSI  
Part # 360067 0 to 60 x 1 PSI

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Part # 360063 0 to 30 x 1/2 PSI  
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## HANNA ZELLERS

SOUTH BEND REGION  
SCCA MEMBER SINCE 2013

**"F**or me, racing started before I was born. My dad loved racing. He raced Formula Ford in the 1980s. For their honeymoon in '95, my parents did a Skip Barber Racing School at Indianapolis Raceway Park. That experience also sparked my mom's interest, which soon turned in to more Skip Barber weekends.

In 1996, their hotel caught on fire and everyone was evacuated during one of the weekends they were supposed to race at Grattan. My mom decided not to compete that weekend due to being exhausted and not feeling well. A few weeks later she found out she was pregnant with me!

My dad bought me my first kart when I was 8 years old. I raced karts until I was 16. When I turned 17, my dad thought a good transition would be a Spec Miata. It was fun meeting and racing with so many talented drivers in the class. Being the new girl wasn't always easy. Here comes this young girl to a class

with some seasoned veteran drivers, so I knew I had to earn respect - and so many drivers made me feel welcome! The Miata taught me how to be more aggressive with passing.

Earlier this year, my dad bought me a Formula Enterprise racecar. It was a big move going from a sports car to a formula car, and it took me a couple of races to figure things out, but I'm happy with how this past season went.

The SCCA has provided me with the ability to do what I love without bankrupting my family, and I'm currently working on sponsorship to further ease the burden. I'm also thankful for all the friendships I've made at SCCA races. The SCCA exists for people who love to race either on a budget or as the next step in their career, and I'm ready and thirsty for that next step!"

IMAGE Danny Steyn Photography/Adept Studios





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## POBST POSITION



## AN OLD RACING TALE

I have long paraphrased Steve McQueen, saying, "Racing is life, magnified." Those of us who are drawn to this sport are looking for more from our experience here on Earth. More adventure, more risk, more reward.

Let's take 1990, for example. I crashed at the first two races of my pro series that season with TC Kline Racing in a Firestone Firehawk Honda CRX Si. It was my sixth year in road racing. One thing I had not yet fully developed was my spider sense for high-risk drivers, but one can never predict everything on track. It just happens.

First race was the Miami Grand Prix street course, run partially through a park downtown. I remember locals offering to clean my rental car windshield at a traffic light (please just go away). IMSA GTP cars were still in their heyday at the time, and Firehawk was an opening act. Getting in about an hour into the three-hour race, I took over in good shape from Peter Schwartzott and was working my way to the lead. I caught another CRX with a strong engine driven by a local guy from South Florida who was going well, but looked a little erratic... fearless, really. Not a good sign on a walled street course with little room for error.

He was fast enough that it took me a while to get by cleanly. His apex speed was low in a couple of the corners and, at one point, I held back and got a run on him, about to go right by. Well, he sees me gaining, and mirror drives me off to the right. I resent the block, and keep my foot in it even as he leans on my fender (see my column *Whose Line on the Straights* for opinions learned in this kind of school of hard knocks). He's getting more and more

Philip Tucker

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



sideways, yet keeps coming over to block. I begin to realize, to my amazement, that he has no qualms about spinning himself around the front of my car on this narrow, fast, Jersey barrier-lined straight. Then blaming me, no doubt. Danger Ranger.

Well, I came to Miami to win the race, not a pissing contest with a slower driver who just proved he's willing to crash his car and mine for a position; all or nothing. I back off and he does a little death wiggle, and we rush on to the next corner. Before long, I find a way by and set off after the leader, an Oldsmobile 442, the front-wheel-drive Quad 4-powered version, not the V8 muscle car.

The Olds is driven well, quicker on the straights, but no match for the featherweight CRX with that terrific multilink front suspension of the day in the tight confines of the inner-city intersections. Pretty soon I'm looking for a way by him and into the lead of a race I was beginning to expect to win. Then I fail to hang back to capitalize on my higher apex speed potential, and he holds me up onto the long straight. He's gotten away a bit as we brake and turn for the less-than-90 kink on the other end. Just after I turn in, my CRX snaps sideways, and I catch it with counter steer, but the sudden oversteer tightens my line. The apex is a concrete wall and I glance off, still OK but now heading straight at the exit, also four-foot-tall concrete - ka-BOOM! Pre-HANS device, a thick tire wall saves my skinny neck, but we are done.

I wore sackcloth and ashes for weeks, wondering why the Honda suddenly over-rotated like that, at the same time knowing they can do that. TC fixed the CRX and had it for the next race at Road Atlanta.

A few days before the race, I get a call. A mutual friend knows the Danger Ranger, and gives me the inside scoop. He *hit* me. I say, "No way, I was past him." I assumed. I never looked back. Well, he caught me while I was dealing with the Olds. And drivers like that are often faster behind us

"TC could have - and maybe should have - fired me on the spot, and maybe ended my career right there"

than they are ahead, following the lead. Angry? Heck no, I was so relieved. It wasn't only my lack of talent!

So, it rains for qualifying at Atlanta. No prob - that helps me. Juggling drivers, TC switches me to a different CRX just before. "Exact same setup," he says. Well OK, I figure, then I can still flat Turn 12 in the wet, like the other car in practice, and coming down the hill *first lap*, I do. I get very sideways. Hint, cars with the exact same parts often don't drive quite the same - maybe try that the second lap?

It's a full lock, full throttle, fourth-gear drift onto the pit straight, in front of God and everybody on the pit fence on the cliff above the track, yeee-oowww! I catch it, recover the steering, and am almost breathing a sigh of relief when it jiggles and I go left into the tires. Arrrrgh! Wrecked again! This is why they sometimes put a white ring around the top of the wheel, so you can find straight again. I didn't. Coming back from all that correction, and especially with the power on, it's hard to feel.

TC could have - and maybe should have - fired me on the spot, and maybe ended my career right there. Well he didn't, gaining heroic status in my books. The small and dedicated crew pounded it back straight, and we went on to win that rainy race, and the championship in the end - after many more dramas that long summer.

I cannot tell you how horribly bad I felt after that second big hit in as many races, but it made it feel that much better standing at the podium with the driver's championship six months later; even though I selfishly forgot to mention my talented teammate Peter's name, as if I'd driven it all myself.

Such experiences magnify a life experience. The pain is more intense, but so is the pleasure, in much the same way that driving the peaks and valleys of the mountains is so much more gratifying than droning across the Great Plains. ●



#### HARD KNOCKS

With a little more experience under his belt, Randy Pobst now knows who to race, who to avoid, and how to succeed on street courses.

# PRO POWER

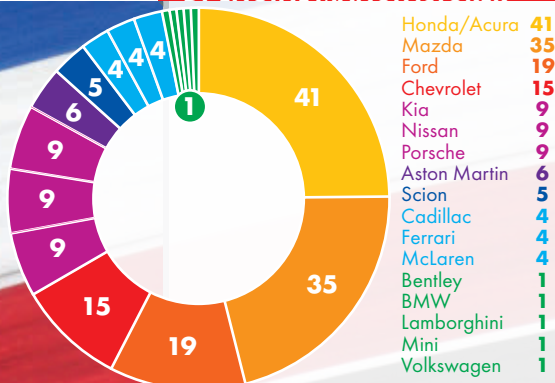
The 2015 SCCA Pro Racing season saw the return of some old favorite series, the addition of a new one, and great racing throughout

IMAGE Jay Bonvouloir





## SCCA PRO RACING POINTS WINS BY ENGINE MANUFACTURER



This issue celebrates the champions of many of SCCA Pro Racing's sanctioned series. Those who endured the grueling travel, long hours, and the highs and lows that come race after race - and finished atop their competitors - are interviewed on the pages that follow. What series are these, you ask?

The Pirelli World Challenge series is flying high, still enjoying the influx of FIA GT3-spec cars in GT, and great interest from manufacturers and privateer teams alike in GTS. The three Touring Car classes also saw a wide range of models battling for the win, and the overall championships.

The Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires saw a brilliant season-long battle for the title, and its accompanying \$200,000 Mazda Road to 24 Scholarship made for an awesome season-ending battle to the flag. And, in a unique twist that showcases the series' popularity, the season champion is electing to return to the series for 2016!

On the open-wheel side of Pro Racing, Formula Lites joined the ranks, with its 12-race schedule comprised of doubleheaders at six spectacular locations. The Honda-powered Crawford chassis offers an incredible value, from both the performance and operational aspects, not to mention the racing was topnotch.

The 2015 season also featured the return of the hotly contested F1600 Formula F Championship Series, F2000 Championship Series, and Atlantic Championship Series. All of these saw some of the finest open-wheel competition on these shores and beyond.

Sadly, Trans Am fans will have to wait another month, as the series had not wrapped its 2015 season as this issue went to print - but Trans Am's 2015 season could likely make history, as the gender gap could be broken. Stay tuned for that.

So, flip the page and read about the peaks and valleys that make professional racing the rollercoaster ride it is, all from the mouths of those who held on until the very end and walked away victorious... ☺

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There are very few things that can scare a professional racing driver, but fire is one of them. When you're securely belted into your car, the time it takes to respond to a fire and get yourself out can feel like an eternity. On top of that, a fire generally means your racecar - and your season - are reduced to ashes.

Johnny O'Connell survived such a fire at Barber Motorsports Park, the second round of this year's Pirelli World Challenge GT competition, and he came back to win the championship. It was O'Connell's fourth consecutive championship in World Challenge GT, driving the No. 3 Cadillac Racing/Cadillac ATS-VR GT3.

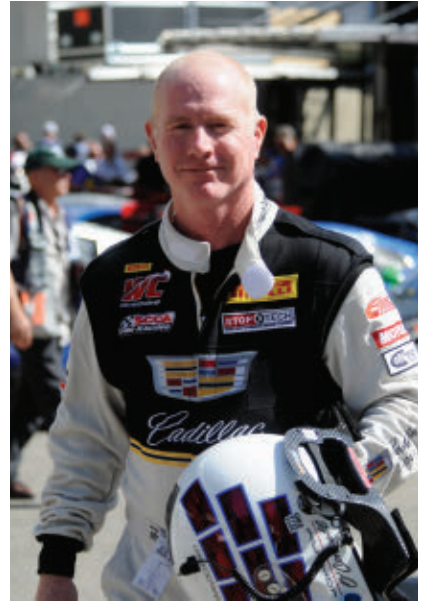
"We were just starting to get comfortable

when we burned the car to the ground," O'Connell says. "We had what we thought was a good car at Long Beach, only to get wrecked out, and then bad luck hit at Alabama and burned up the car."

The car went up in just moments, and O'Connell had to act fast to get free of the blaze.

"It was a fuel pump that started leaking. It ignited in the cockpit all around me - the in-car video is pretty spectacular," he recalls. "By that time, there was so much fuel throughout the car, and I tried to hit the master [kill switch] on the way out but I only got the ignition switch. It gets hot real quick."

A lesser team might have called the season a total loss at that point, but



# ON FIRE

As Johnny O'Connell claims his fourth consecutive Pirelli World challenge GT title, he names it as his most significant

WORDS Jeff Zurschmeide | IMAGES Jay Bonvouloir



O'Connell's Cadillac Racing team just kicked themselves into high gear. "What people don't know is how much pressure was on the team at that time - just to get on the podium, much less to win,"

O'Connell explains. "So we had to go to our mule car that we had used in testing.



#### BACK IN BLACK

Johnny O'Connell (LEFT) bounced back from early season difficulties, namely a troublesome Long Beach Grand Prix (MAIN) and a devastating fire at Barber Motorsports Park (ABOVE), to back up his GT Drivers' Championship.



It was not as good as our racecar, so to pull that out and win both races at Mosport in Canada was the pivotal moment for us. We proved we could do this - that we could fight back."

O'Connell plans to return to World Challenge to contest the 2016 season and go for his fifth straight championship. "I'd love to take this car to Europe or Asia, but I don't know if that will ever happen," O'Connell muses. "But you can look at the depth of talent in World Challenge and I think it's as good as anything you can find in the world. I could go on and on about the world-class guys I got to compete against this year. I think this championship and what we achieved is probably my most significant victory ever." 🍷

#### THE WINNERS

Colin Thompson (BELOW) took the inaugural GT Cup title, while Frankie Montecalvo (TOP RIGHT) won GTA.



#### THOMPSON CLAIMS GT CUP

GT Cup is Pirelli World Challenge's newest class, featuring Porsche 991 Super Cup cars. The class runs alongside GT, but as an entirely separate race. Colin Thompson came to World Challenge with the 2014 IMSA GT3 Cup Challenge championship in his pocket and went on to win the GT Cup class in commanding fashion, taking 16 pole positions and 13 wins in 18 races in his No. 11 PorscheBucksCounty/PennValley Porsche 911 GT3 Cup car.

"It was such an incredible season with Kelly-Moss Motorsports," Thompson says. "Coming off of our 2014 championship and backing it up with another championship this year was really a cool thing for us."

In a season of unqualified success, one event weekend stands out for Colin. "I will always remember the race in Utah as being really big," he recalls. "Alex Udell and I were going through all the fast corners side by side for a few laps in both races. We gave each other just enough room to work with and it was real proper, clean racing. You wish racing could always be like that."



#### MONTECALVO TAKES GTA HONORS

The GTA class in World Challenge, which is essentially a race-within-a-race in GT, offers non-professional drivers a chance to compete. A strong push in the second half of this season put Frankie Montecalvo in position to claim the GTA championship. Montecalvo won seven of the final nine GTA class races in his No. 66 Bayshore Racing Mercedes-Benz AMG SLS GT3, edging out Henrique Cisneros.

"I'm delighted to be taking home the [GTA] championship in my first season as a solo driver," says Montecalvo. "My goal is to earn a factory drive in the future, so that's really important. But for today, I just hope everyone who's helped me get here - Elton and the fantastic DragonSpeed crew, the Jeannettes, and my family most of all - feels that it's been as worthwhile as I do; I'm grateful to all of them."

#### GT BY THE NUMBERS

##### DRIVERS' CHAMPIONSHIP

1	Johnny O'Connell	1,679 pts
2	Olivier Beretta	1,618
3	Ryan Dalziel	1,579
4	J.D. Davison	1,562
5	Kevin Estre	1,426



##### DRIVER WINS

Kevin Estre	4
Johnny O'Connell	4
Olivier Beretta	3
Ryan Dalziel	2
J.D. Davison	2
Alessandro Balzan	1
Chris Dyson	1
Tomas Enge	1
Ryan Eversley	1
Renger van der Zande	1

##### MANUFACTURERS' CHAMPIONSHIP

PORSCHE	95 pts
FERRARI	73
CADILLAC	69
MCLAREN	65
NISSAN	61
BENTLEY	45
AUDI	34
ACURA	14



# THE NEXT CHALLENGE

With multiple SCCA Pro Racing championships to his name, Michael Cooper leapt to Pirelli World Challenge GTS for 2015, and did what he does best | WORDS Jeff Zurschmeide | IMAGES Jay Bonvouloir

Michael Cooper has an impressive record in SCCA Pro Racing. He was the 2011 Mazda MX-5 Cup champion, and he used the Mazda Motorsports ladder system to move into Pirelli World Challenge Touring Car in the Mazdaspeed3. Cooper won the 2012 Touring Car championship, and now has claimed the championship in the hard-fought GTS class, driving the No. 10 Blackdog Speed Shop Chevrolet Camaro Z/28.

"Bringing the new Z/28 into the series definitely presented some challenges in the first half of the year," Cooper recalls. "The overall level of competition was so stout, and with this being my first year in the class, it took some time to get used to that and to learn what it takes to race with these guys."

The Black Dog Speed Shop racing team had claimed both the 2013 and 2014 GTS championships with Lawson Aschenbach, and then changed drivers to Cooper for this year, making a third successful season far from a certainty.

"Winning COTA in round two in the rain was a great morale booster for the team," says Cooper. "After winning two championships, then bringing in a new car and driver, I think that definitely gave the team the confidence that we could fight for the championship - and it did for me as well."

After racing successfully in both Touring Car and GTS, Cooper has clear ideas about the differences between the two classes. "The competition in GTS is

much stiffer both from a driver standpoint and for the level of team preparation," he explains. "The quality of drivers is such that any of the top guys could be in GT. The depth of talent is much greater than it was in Touring Car - which is not to say that there aren't really good guys in Touring Car; but just not as many of them."

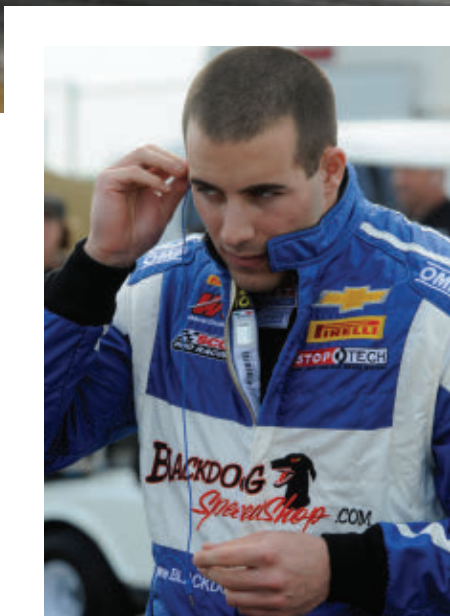
By the end of the season, Cooper had claimed four wins in the Z/28. That wasn't enough to claim the Manufacturers' Championship from Ford, but it certainly put the Ford teams on notice for next year.

Looking into that future, Cooper is circumspect about changing the formula



**HAT TRICK**

The 2015 season saw Michael Cooper (MAIN and LEFT) claim his third World Challenge title in as many classes.



that put him on top in GTS. "I'd like to defend my championship next year, but moving up into GT couldn't be a bad thing, if the circumstances were right," he says. "However, I'm not going to get into a GT car just because it's a GT car. The program that Blackdog Speed Shop puts together in GTS is superior to a lot of the programs in GT."

To that end, Cooper is quick to thank everyone involved in the 2015 championship effort. "I have to thank Chevrolet, Blackdog Speed Shop, David Caldwell, Jim Campbell, Mark Kent, Ray Sorenson, and Tony Gaples," he says. "Without any one of those guys, this championship would have been impossible." 🍷

**BRUTE FORCE**

The Ford camp in GTS seemed like a small army compared to other makes in the class. Thanks to teams like Phoenix Performance and the efforts of drivers like Andrew Aquilante (ABOVE), the Ford Mustang Boss 302 recorded wins and collected enough points to claim the Manufacturers' Championship.

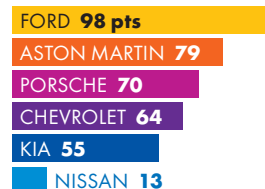
Ford drivers Dean Martin, who finished fourth in the points, and Kurt Rezzetano, who finished fifth, also aided Ford in claiming the title with wins throughout the season.

The Phoenix Performance team, represented on track by Aquilante, Rezzetano, and series Rookie of the Year Preston Calvert, was awarded the team title in GTS.

The value, support, and seemingly clear recipe for speed has long made the Mustang a favorite among GTS competitors.

**GTS BY THE NUMBERS****DRIVERS' CHAMPIONSHIP**

1	Michael Cooper	<b>1,539 pts</b>
2	Andrew Aquilante	<b>1,463</b>
3	Jack Baldwin	<b>1,439</b>
4	Dean Martin	<b>1,385</b>
5	Kurt Rezzetano	<b>1,314</b>

**DRIVER WINS****MANUFACTURERS' CHAMPIONSHIP**

Corey Fergus comes from a family with deep SCCA roots. His father, John Fergus, has a total of 15 SCCA championships to his credit as a driver and now a team owner. Corey has taken over the driver's seat, and he's showing every indication of continuing the tradition with a Club Racing career that culminated in winning the National Championship Runoffs in 2012 – and now he's the 2015 Pirelli World Challenge Touring Car champion in his No. 00 USLED/AxisRoofing/AERO/RSS Porsche Cayman.

"My whole team was my family, which was very, very cool," the younger Fergus says. "My dad was the team owner and my uncle was the crew chief. I had a great family friend as my engineer, and my mom was on the team, too."

Having your folks around makes a huge difference, but there are still challenges to overcome if you want to win in World Challenge. "Our challenges this year were given to us by the series," he explains. "Going into the season, we figured that the Porsche Cayman was the best car to be in because it looked like a well-balanced

platform. But it turned out to be a disadvantage because the series thought it was an over-dog. They penalized us in rpm and in weight. It was pretty evident in the final weekend that many other cars were faster than us, but our consistency proved to be more important."

While struggling with World Challenge's performance equalization system, Fergus credits hard work for his success. "We just kept testing and we really made our car the best it could possibly be," he says. "That Cayman could not have been any better. If

## DESPITE THE ODDS

As Corey Fergus moves from Club Racing to pro, he keeps racing a family business even while he claims the 2015 Pirelli World Challenge Touring Car title

WORDS Jeff Zurschmeide | IMAGES Jay Bonvouloir





we hadn't done all that testing, there's no way I could have won the championship. I really have to give it to the team - big time - for the work they put into the car."

Fergus won only three of the 18 races in this year's Touring Car series, but that was enough for a narrow victory over second-place Ernie Francis Jr., who had four wins - or even Vesko Kozarov, who took seven wins. "We just consistently finished well, and that was good enough to win the championship," Fergus explains. "Overcoming all that and winning



#### CHALLENGERS

(MAIN and BELOW center) Consistency was the key to Corey Fergus taking the Touring Car Drivers' Championship. (LEFT) Considering his seven win record this season, had Vesko Kozarov been able to contest the entire season, the fight for the title might have looked different.



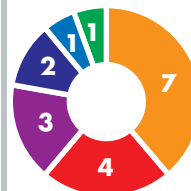
really made this the most meaningful championship I've ever won."

When your crew is your family, you have to be extra sure to say thanks, unless you want cold dinners for a while. "I need to thank all my family for supporting my racing and following me around the country," he says. "I have to thank them for being there and working their butts off to accomplish that with me. It's the most special championship that I think I'll ever win. It was my dad's 15th championship, but his first one as a team owner in a professional series. It was so meaningful to our family because of that." 🍷

#### TC BY THE NUMBERS

##### DRIVERS' CHAMPIONSHIP

1	Corey Fergus	1,654 pts
2	Ernie Francis Jr.	1,621
3	Adam Poland	1,415
4	Vesko Kozarov	1,395
5	John Weisberg	1,154



##### DRIVER WINS

Vesko Kozarov	7
Ernie Francis Jr.	4
Corey Fergus	3
Cody Ellsworth	2
Jeff Altenburg	1
Adam Poland	1

##### MANUFACTURERS' CHAMPIONSHIP

MAZDA 126 pts

NISSAN 84

FORD 7



**TWO IN A ROW**  
(LEFT) Jason Wolfe's season was nearly over as quick as it started, but he got back on track and repeated as the TCA Drivers' Champion. (BELOW) Even though Tony Rivera only contested a partial season, he was able to finish third in the points, logging an impressive five wins.



# KINETIC ENERGY

Jason Wolfe bounds back from early disaster to dominate Pirelli World Challenge Touring Car A's 2015 season

WORDS Jeff Zurschmeide | IMAGES Jay Bonvouloir

Jason Wolfe doubled down this year, winning his second consecutive championship driving his No. 36 Wolfe Trucking/Kia Forte Koup in Pirelli World Challenge's Touring Car A. Wolfe claimed eight victories in 18 rounds of racing. But the season's glorious finish was not by any means certain.

"When we were at Canadian Tire Motorsports Park we got taken out in Turn 1," Wolfe recounts. "We ended up in the wall and totaled the car, so we had to build a new car before the next race. There wasn't much time between the races to get it done. So, at that point, the whole season was kind of looking down."

Wolfe turned to his crew at Kinetic Motorsports to build him a new car before the

next event. "The guys in the Kinetic shop are awesome - I couldn't ask for a better team," he exclaims. "We found a new car the same day and we sent someone to go pick it up. Then we stripped it down and built a new racecar. They got on it quickly and that's the reason we were able to make the next race. They worked all the bugs out of it and it was perfect."

The new car carried Wolfe to the greatest successes of his season. "I really like the Kia Forte; it's a fun car," Wolfe says. "The torque that the Kia had seemed to be a lot better than the majority of the cars in the field, so we could get off the corners a little better. We struggled with a little push, but we were able to work around it. So, when we were at Miller Motorsports Park, we won all three races, and that was the highest point of the

season. We had a goal of sweeping a weekend, and we did that."

Racing with Kinetic Motorsports, Wolfe has a clear path for his career. "Hopefully I'm going to move up in World Challenge, because it's a really good series. I would hopefully stay with Kinetic, and I have a test with them next month. My plan is to move up into a Kia Optima, but we need to do the test and see how it goes."

Of course, there are plenty of people to thank, and Jason is adamant about his gratitude. "I need to thank Nic Jonsson and all the guys at Kinetic. Like I said, you can't ask for a better team. Also, my driver coach Tommy Byrne who got me into the Kia program. And, above all, I need to thank my parents for getting me to this point in racing." 🏆

## TCA BY THE NUMBERS

### DRIVERS' CHAMPIONSHIP

1	Jason Wolfe	1,951 pts
2	Patrick Seguin	1,742
3	Tony Rivera	1,510
4	Emilee Tominovich	1,282
5	Kris Wright	1,190



### DRIVER WINS

Jason Wolfe	8
Tony Rivera	5
Paul Holton	2
Felipe Merjeh	1
Toby Grahovec	1
Elivan Goulart	1

### MANUFACTURERS' CHAMPIONSHIP

HONDA	117 pts
KIA	107
MAZDA	40



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**PUSHING LIMITS**

(LEFT) Johan Schwartz ran a dominant season on his way to the Touring Car B title. (BELOW) Andrei Kisel pushed it to the edge and beyond, claiming third in the season's points.

# BEATING THE ODDS

Johan Schwartz experienced the BOP swing in Pirelli World Challenge Touring Car B this season, and still came out on top

WORDS Jeff Zurschmeide | IMAGES Jay Bonvouloir

One theme that turns up constantly in Pirelli World Challenge is the series' strict policy of adjusting each car's competitive potential after each race. There's no such thing as an easy championship in this series, because every time you win, you can expect a performance adjustment. That happened to Johan Schwartz nine times on his way to winning the Touring Car B championship in his No. 25 TechSport/ZEROCancer/CASGroup Chevy Sonic.

Schwartz started the season in good form at Circuit of the Americas, sweeping all three races at the season-opener weekend. "I had never met the team or been in the car at the time, and I won all three races, including one in the rain," Schwartz recalls.

After such a strong showing at the start of the season, Schwartz was driving his Sonic under a serious handicap. "They kept slowing us down and we were really lacking speed," Schwartz exclaims. "We started with a 37mm restrictor plate, and we went to a 36mm restrictor plate in Canada, and we went all the way down to a 32 for Road America. They put an additional 25lbs, plus the 134lbs that we already had, so we were pretty slow," he says.

With a large handicap, Schwartz dropped to a third-place finish in Wisconsin. "It was one of those character-building moments," Schwartz insists. "Road America is such a horsepower track that we really struggled

with speed. So we raced to get the most points we could, and we hoped that World Challenge would see that the car was not competitive anymore."

But the World Challenge system is finely tuned to equalize competition, and drivers have to deal with that. "You can argue all you want, but you have to do what you can with what you have," he says. "At the end of the day, it's the results that matter, so we buckled down and said that these are the cards we were dealt and we have to get the most out of it."

The magic of the World Challenge system is that it often pushes teams to find speed they didn't know they had. "The low point of my season was Road America, but the high point of my season was the following race at Mid-Ohio where we won all three races of the weekend," Schwartz tells us. "We made the car go a little faster in a straight line by taking all the drag away from the tires. We really just made it roll free by being very neutral on the toe, and made it very good in the corners."

In the end, the World Challenge system made Schwartz a better driver. "Especially when we had the challenge of not having the horsepower,

I was very cautious about driving the car very consistently, paying attention to tire management," he says. "The tires would go away halfway through the race, but we got



that figured out and started going fast. We were very consistent over the long run."

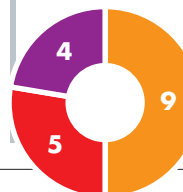
Looking ahead to next year, Schwartz has big plans. "I would love to race Trans Am," he says. "I'm going to run the last two Trans Am races [in 2015]. I would also love to be back in World Challenge and to move up to Touring Car or GTS if I could get the attention of a team. But I got a call from a Trans Am team with a TA2 car, so I'll be doing those last two races. We'll see what that turns into."

Schwartz notes he couldn't have succeeded with his sponsors. "ZERO Cancer - The End of Prostate Cancer, John McAleer with the CAS Group, Thomas Koch with Promatec, Tom Noble from West Real Estate, Serengeti Eyewear, and General Motors with Jim Campbell, Dave Caldwell, and John Heinrich," he says. 📍

## TCB BY THE NUMBERS

### DRIVERS' CHAMPIONSHIP

1	Johan Schwartz	2,081 pts
2	Glenn Nixon	1,964
3	Andrei Kisel	1,368
4	Van Svenson	1,326
5	Jason Fichter	1,293

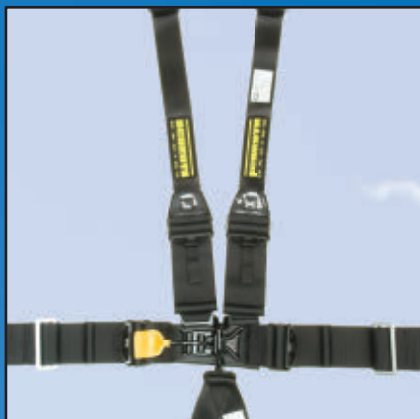


### DRIVER WINS

Johan Schwartz	9
Glenn Nixon	5
Joey Jordan	4



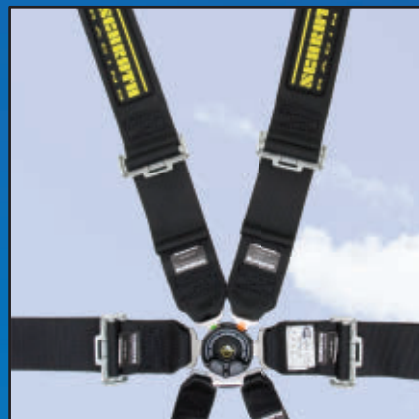
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# DOWN TO THE WIRE

John Dean II wins a final weekend dash to the flag to claim the 2015 Mazda MX-5 Cup presented by BFGoodrich Tires

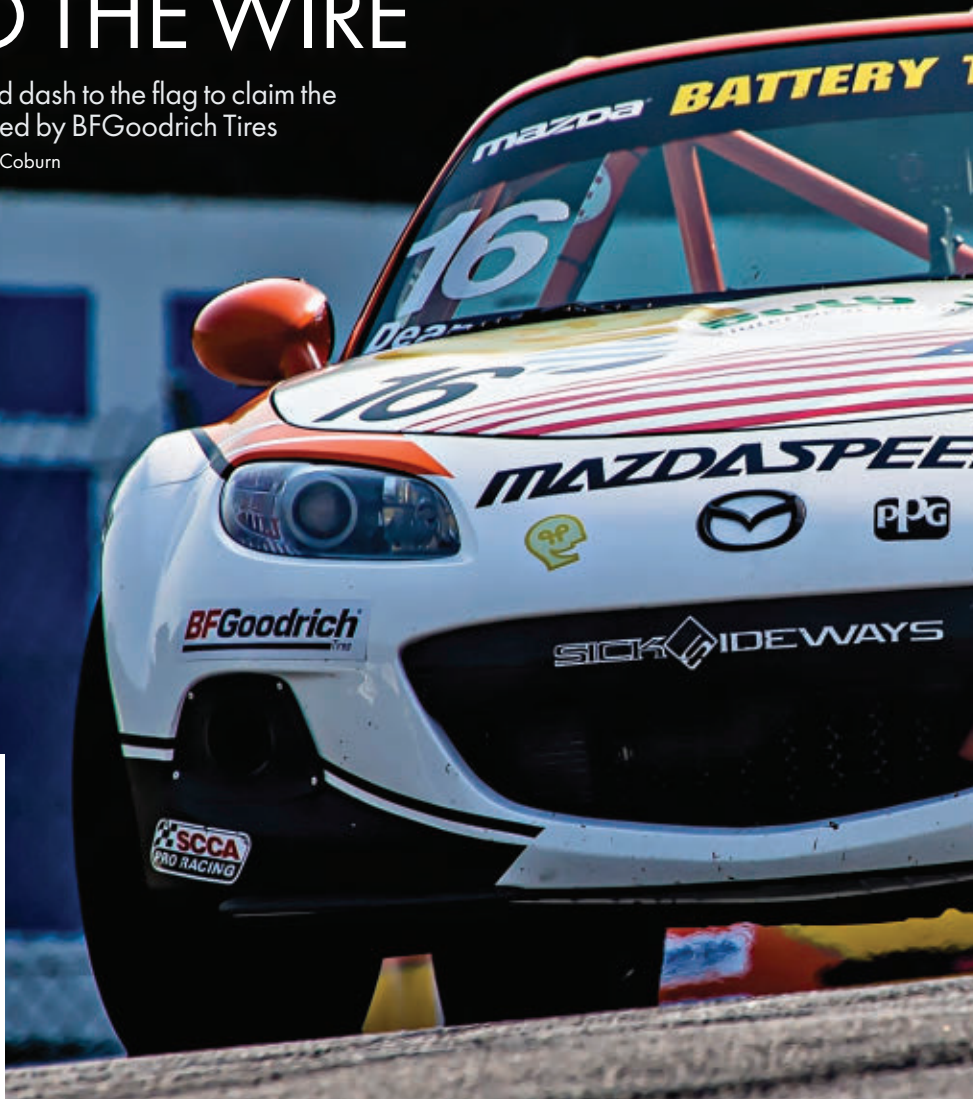
WORDS Philip Royle | MAIN IMAGE Richard Coburn

## STICKING AROUND

(MAIN) John Dean II is taking advantage of the \$200,000 Mazda Road to 24 scholarship by purchasing a pair of 2016 Global MX-5 Cup cars and returning to defend his title. (BELOW) Technical staff ensures these spec cars are indeed spec.



Richard Coburn



The 2015 Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires season came to an end the way all race seasons should: The top two favorites neck and neck in the points, both gunning for the wins on the final doubleheader weekend to score the overall championship and a \$200,000 prize. The racers? Patrick Gallagher and John Dean II, both graduates of SCCA's Club Racing program and experienced MX-5 Cup veterans.

That was the scene heading into the early October 2015 final round at the high-risk and technical Road Atlanta circuit. Everything was on the line, and both drivers were gunning for the title.

"This was my last shot," says Dean of not just that race, but also the entire season. "I would not be able to continue racing if I didn't win the championship."

With only seven points separating the two entering the weekend, Dean threw down the gauntlet in qualifying. "I really knew I was going to win the championship as soon as I took both poles for Road Atlanta," he says. "I didn't have a commanding points lead, but my teammates had qualified right behind me for both of those races. I knew it would be hard for Gallagher to get to me."

In the first race, Dean won the race to the checker in his No. 16 Bulb Jacket/PPG/Sick Sideways Miata gaining those much-needed

points; Gallagher, meanwhile, finished a step off the podium in fourth. "After my win in the first race at Road Atlanta, all I had to do was finish 10th in the second race," recalls Dean - but in the tightly contested MX-5 Cup, anything can happen.

Race two, the final race of the 12-race season that crisscrossed the nation hitting tracks from Sebring to Mazda Raceway Laguna Seca to Canadian Tire Motorsport Park and (of course) Road Atlanta, went well for Dean. The results saw a reversal of the finishing positions: Gallagher first, Dean fourth. The championship went to Dean, with 13 points to spare.

For the championship, Dean was awarded \$200,000 from Mazda as part of Mazda's





Road to 24 Scholarship. Past winners have used that money to move into a variety of pro series, but Dean has opted for a different option: buying two of the new Global MX-5 Cup cars and campaigning the 2016 season, further growing his Sick Sideways full service motorsports business.

"It was an idea I wanted to pitch to Mazda early in the season; plant the seed," Dean says. "When I started talking to them it seemed like they had the same idea, and the details were very easy to iron out. I decided to do it because I wanted the investment to help out Sick Sideways, not just myself. This," he says as a true racer and business owner, "is the best for us in the long run." 🏁

### MX-5 CUP BY THE NUMBERS

#### DRIVERS' CHAMPIONSHIP

1	John Dean II	659 pts
2	Patrick Gallagher	646
3	Nathanial Sparks	597
4	Drake Kemper	562
5	Peter Portante	552



#### DRIVER WINS

Dean	4
Gallagher	3
Copeland	2
Bender	1
Kemper	1
McCumbee	1



#### SKIPPING AHEAD

Robby Foley is using the Skip Barber series to move up to Global MX-5 Cup for 2016.

#### FOLEY CLAIMS SKIPPY SERIES

The Skip Barber MAZDASPEED Pro Challenge Championship shares track time with the MX-5 Cup racers, but they are racing for their own checkered flag. These racers also get their own shot at part of Mazda's ladder scholarship program, which rings in to the tune of \$100,000 for the overall champion, the money to be used to campaign in MX-5 Cup the following season. Past graduates have gone on to win the MX-5 Cup series and then move into other professional racing series; this year's Skip Barber champion, Robby Foley, is planning to follow in their footsteps.

Starting in karts at an early age, Foley started competing in Skip Barber series at the age of 14, moving into the Pro Challenge the following year. In 2013-'14, he finished third in the championship, but everything came together in 2015 for him to take the overall win. "I was thinking championship from the beginning, being aggressive, while not taking too many chances," he says of his season. "The competition was tough this year, for sure. There were four of us at the front that could win on any given day."

He certainly didn't have it easy this year, with the championship coming down to the wire. When did he know he had the championship wrapped up? "Honestly, coming out of Turn 10b on the last lap at Road Atlanta [the final race of the season]."

What are his plans for the future? "Mazda has provided me with the great opportunity to earn my way to the top level of sports car racing, so I am very grateful to be a part of the Mazda Road to 24. Beyond 2016, I hope to continue up the Mazda Road to 24 ladder to the highest levels of sports car racing."



# SEASON DOMINATION

Sam Beasley scores sophomore season success in the F2000 Championship Series | WORDS Monty Mathisen | IMAGES Dennis Valet

After a three-win season in 2014, Sam Beasley came back faster and stronger, stamping his name on the 2015 F2000 Championship Series season with 12 wins in the new Mygale F2000 car campaigned by his family's team, Legacy Autosport.

With Beasley dominating the year, the series showed off his competitive spirit and uniqueness, with Beasley fighting against the latest and greatest young drivers, while series veterans Steve Bamford and David Grant made up single victories. Other front-runners included F1600 graduate, Sam Chastain, John and Austin McCusker, Sam Filgueiras, Trent Walko, and Quinlan Lall.

Mix in savvy veterans like multiple-time SCCA National Champion Dave Weitzenhof

and the arrival of Brandon Dixon, and the F2000 Series continues to attract the best and fastest from across the open-wheel ranks. Multiple chassis attract the best thinkers as well, with some of the brightest engineers making their homes in the F2000 paddock. All cars run on spec Hoosier tires and, while both the Zetec and Pinto engines are legal, the Zetec remains the dominant powerplant choice.

Beasley, driving the silver No. 4, won at every track on the 2015 calendar in a new, in-development Mygale chassis. He explained the best win of the season came from his back-to-front drive at VIR. "Having a mechanical failure on the false grid before race one was definitely a low point for the

weekend," Beasley says. "As a high point, we were able to charge forward and take the win in that same race."

A great driver in great, reliable equipment can be a dominant package, with Beasley pointing to the mechanical grip, saying that was the key. "The car's mechanical grip makes it stand out from the rest," he explains. "It's a fast car with a great aerodynamic package that was developed over the course of the year. It is consistent when it comes to handling, which makes the learning curve shorter on new tracks."

Behind Beasley, the fight for second in the overall championship went down to the wire, with Eric Filgueiras scoring a pole and second-place finish to give him the points



**WINNING**

No one stood a chance against Sam Beasley, who won 12 of the 14 races in the 2015 season.

he needed for the runner-up spot. The Spencer Racing driver from Florida made the move from touring cars to open-wheel this year, campaigning a tried-and-true Van Diemen chassis. "Driving an F2000 car gives you the foundation you need to succeed," says Filgueiras. "If you can be fast and finish consistently at the top in a two-liter car, you can do it in almost any other type of racecar."

Filgueiras moved forward late in the season, while the early races saw David Grant win at Road Atlanta and Steve Bamford triumph at Watkins Glen, signaling a season-long trend that the veteran drivers of the series would have a say in the way things worked out.

Other high points of 2015 included Trent Walko's first full year campaign in F2000, with the Pittsburgh-native driving for Exclusive Autosport in the Spectrum chassis and highlighted by podiums and some close racing with Beasley.

Sam Chastain and his Chastain Motorsports squad added an F2000 program, with Chastain scoring a pair of podiums in a solid F2000 debut year.

Momentum Motorsports and Quinlan Lall book-ended the season, with a win at the non-points exhibition at Palm Beach in February, and a runner-up finish at Pittsburgh in October to close out the year. Lall will most likely race in Europe in 2016.

A win at Watkins Glen was Steve Bamford's first F2000 victory, as he took the Masters Class Championship in a new-to-him Citation chassis. Also in the Masters division, Brandon Dixon arrived in competitive form midsummer, also in a Citation.

Another veteran driver, David Grant, scored his first F2000 series victory, as he took the top step of the podium in the opening race at Road Atlanta in the No. 29 Polestar Spectrum.

John and Austin McCuskers, brothers from Long Island, made their names known with a strong performance in a pair of Dotworks Racing-sponsored cars. John's high point came at New Jersey, with his first F2000 podium, while younger brother Austin found the podium on a handful of occasions.

With seven points-paying weekends and 14 races in the books, 43 drivers took part in at least one race meeting. Series organizers expect a similar schedule for 2016, including the possibility of a non-points weekend in Florida in February.

Beasley adds that he's weighing his options for 2016, but was unsure where he was going to race. "Racing in the F2000 series is a fantastic way to get track time at some of the country's most demanding tracks," he says. "It's a great option for getting the most out of your racing budget." 🏁

**REID CHARGES THROUGH**

Bob Reid took home the Hard Charger award in the 2015 F2000 Championship Series, advancing the most positions over the year, with the contingency check coming courtesy of CellMark Paper. Reid enjoyed his most competitive season yet, racing in the Masters class and moving to R-Sport for 2015 with the No. 12 Metrik chassis.

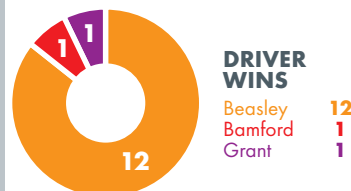
The final tally saw Reid make up 38 spots in 12 starts (he missed two races in New Jersey), with a four-way tie for second place, with four drivers making up 33 spots over the course of the year.

"F2000 was an easy choice for me with single-class racing with deep fields, lots of track time, great tracks, and the opportunity for innovation on the chassis side," says Reid.

"We've had wins with the Citation, Mygale, Spectrum, Van Diemen, and RFR over the past few years which you just don't see anywhere else," he continues. "There is always someone to race with and you have the opportunity to measure yourself against the very best. I think it's also a better place to develop drivers, since with spec racing, the car is for the most part taken out of the equation. Here you learn all aspects of vehicle dynamics, as well as driving skills."

**F2000 BY THE NUMBERS****DRIVERS' CHAMPIONSHIP**

<b>1</b>	Sam Beasley	<b>593 pts</b>
<b>2</b>	Eric Filgueiras	<b>423</b>
<b>3</b>	Steve Bamford	<b>415</b>
<b>4</b>	Austin McCusker	<b>399</b>
<b>5</b>	David Grant	<b>374</b>

**STICK IT TO 'EM**

Sam Beasley (left front) credits his crew and the Mygale chassis for his success.



**NEW GROUND**  
A strong start and consistent finishes gave Australian Scott Andrews (LEFT and BELOW, center) the overall title.

# THOSE LAST LAPS

Australian Scott Andrews conquers F1600 Formula F Championship Series with impressive end-of-race maneuvers

WORDS Monty Mathisen | IMAGES Dennis Valet

In what may be one of the most competitive racing environments around, Scott Andrews scored seven wins in 21 races, leading him to the 2015 F1600 Formula F Championship Series title for Exclusive Autosport in the No. 94 Spectrum/Honda. And, similar to 2014, it seemed every race came down to a last-lap pass.

Andrews, from Australia, dashed to a huge points lead to open the year, winning at Road Atlanta, Watkins Glen, VIR, and Mid-Ohio. The Mid-Ohio weekend included a headline-grabbing and seemingly improbable last-to-first drive.

Andrews points to the midseason weekend at Mid-Ohio as his favorite, with two wins in just over 24 hours in three races. "I managed to qualify on pole, only to be forced to start from last in the first race," says Andrews. "It was one of those rare races where literally everything fell into place [for the win]. Race two was a solid podium, and race three was also a favorite - Mid-Ohio is a notoriously hard place to pass, so I tried to lead every lap, and I believe I nearly did. To come through with a victory like that was an amazing feeling."

His favorite moment was a three-wide move in Turn 4 at the last lap for the lead.

The heat was turned up on Andrews' Canada-based team in the second half of the season, with defending champions Team Pelfrey coming alive, as well as 2014 F2000

title runner-up Skylar Robinson, who found his groove with K-Hill Motorsports' F1600 program along with fast teammate Austin Mack.

It wasn't all younger racers either, as Steve Bamford won the Masters class, and for the second year, won outright when being a fixture at the front of the field.

For Pelfrey, the midseason arrival of Jordan Cane saw the 14-year-old score seven wins in just over half a season of racing. Andrews points to Cane as perhaps his main rival when all was said and done. "He learned the car quickly, and we ran wheel to wheel quite a lot," Andrews explains. "Skylar Robinson definitely picked it up toward the end of the season and we had some good times and close calls on track. I think Austin Mack deserves a mention, too - with a bit more consistency, I think he could've been a factor in the standings."

For Andrews, coming to the U.S. for a full season campaign meant a completely new menu of racetracks. "I study a lot in my own time," he says of learning new courses. "When I'm not working at the Monticello Motor Club as a driver and coach, I am usually watching onboard video on YouTube or from my friends [to learn] an upcoming track. I also like to write down what I would do at each corner, and how I'd like to set the car up for that particular track and discuss it with my engineer." 🏁



## MOVE TO 21 RACES PROVIDES THRILLS

Year-over-year F1600 series competitors received a nice gift from Formula Race Promotions, with the move from a 14-race schedule to triple-race weekends and 21 races in 2015. Track time remained relatively the same, aiming for about three hours per race weekend, with two practices, one qualifying session, and three races. The grid order for the second and third races for each event was decided based on fastest laps from previous races.

### F1600 BY THE NUMBERS

#### DRIVERS' CHAMPIONSHIP

1	Scott Andrews	723 pts
2	Skylar Robinson	648
3	Ben Auriemma	595
4	Jordan Cane	584
5	Austin Mack	579

#### DRIVER WINS

Jordan Cane	8
Scott Andrews	7
Skylar Robinson	3
Steve Bamford	2
Kyle Kirkwood	1
Jack Mitchell Jr.	1
Austin Mack	1







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**RIISING STAR**  
Keith Grant (MAIN and BELOW)  
racked up five wins on his way  
to the Atlantic championship.

# STAR PERFORMANCE

Five wins power Keith Grant to the Atlantic Championship Series title

WORDS Monty Mathisen | IMAGES Dennis Valet

Keith Grant took it to the field, winning the 2015 Atlantic Championship Series title and getting the better of the most competitive grid in recent memory. Driving the No. 40 Swift 016/Mazda for Polestar, Grant took wins at Road Atlanta, VIR, Mid-Ohio, and two victories at the new Pittsburgh International Race Complex, often dueling with his main rival Conner Kearby, who finished second in the standings for K-Hill Motorsports.

Grant, a veteran racer from Tennessee, says his personal highlight of the season was his win at VIR, in a tight field that included aspiring racers Garth Rickards and Keyvan Andres, along with Kearby. "We were all very close in time all weekend and ran closely the entire race," says Grant. "I enjoyed this win more than any other in the season."

While he outraced the trio of K-Hill drivers at VIR, the season focused on his tug of war with Kearby's No. 56. The two raced wheel to wheel in a display of the Atlantic formula at its best, essentially culminating when they touched at Mid-Ohio. Kearby would go on to win, but Grant would bounce back strongly, winning the next three races in dominating fashion.

He calls the season the result of what was a true team effort from the Ohio-based Polestar team. "I may get to stand on the victory podium after a win and be recognized as the series champion, but it was only possible due to the efforts of the entire Polestar team," Grant says. "These efforts came from the mechanics, engineering, and driver coaching that was provided by Polestar."



What attracted a former GT and touring car racer to the Atlantic paddock? "I have driven Spec Racers, GT sedans, Touring Cars, Trans Am cars, and Formula E - all of these cars have been challenging and fun, but none of them corner or stop as fast as an Atlantic," answers Grant. "The cars are a blast to drive and they are always challenging."

One big change for Grant happened in 2014, when he moved from the high-revving Toyota powerplant in the Swift 014 to the more current Mazda-powered Swift 016. "It was larger and safer, providing more room for me as a six-foot, one-inch driver," Grant notes. "When setting the car up and driving it, you must consider both mechanical and aero grip. Each one provides its own challenges, yet results in an exhilarating experience."

Grant looks forward to defending his title in the 2016 season, which series organizer Formula Race Promotions expects to include 14 races over seven weekends. 📍



## ROOKIE RICKARDS SHINES BRIGHT

A strong rookie campaign in the F1600 series in 2014 saw a victory at Watkins Glen and runner-up spot in the championship, with American hopeful Garth Rickards running a partial Atlantic season in 2015.

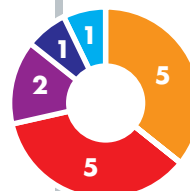
Driving for K-Hill, the 23-year-old Rickards took a commanding win in the season finale weekend at Pittsburgh International Race Complex, in yet another race decided by an exciting battle at the front of the field between him and teammate Keyvan Andres.

"The transition to Atlantic was quite a lot to take in, but after a few sessions I started to get a better grasp on it," says Rickards. "It's much more physical to drive and you have to be a lot more precise with both your footwork and steering inputs. The biggest thing is that everything just happens a lot faster, so getting your eyes and brain up to that speed is the most difficult task. Over all, I thought it was a good transition, and the Atlantic car is a great training tool for the upper levels of motorsports."

## ATLANTIC BY THE NUMBERS

### DRIVERS' CHAMPIONSHIP

1	Keith Grant	561 pts
2	Conner Kearby	519
3	Gaston Kearby	446
4	Bob Corliss	345
5	Keyvan Andres	331



### DRIVER WINS

Keith Grant	5
Keyvan Andres	5
Conner Kearby	2
Garth Rickards	1
Tonis Kasemets	1





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**THE LITE WAY**  
Vinicius Papareli (LEFT, BELOW center) does not need to speak English to express just how fast he is – winning eight of the 12 rounds in the new Formula Lites series did all the talking.

# A NEW FORMULA

Formula Lites draws an international crowd during its debut year, with 16-year-old Brazilian Vinicius Papareli dominating

WORDS Philip Royle

You may not have heard of Formula Lites, but if you're a fan of formula racing, this is a name you'll undoubtedly become familiar with. The series and cars, which share the Formula Lites name, were brand new for 2015, with the inaugural season consisting of 12 races spread across six tracks, starting at Thompson Speedway in Connecticut and concluding in Texas at MSR Houston. As for the Formula Lites cars, they use a state-of-the-art monocoque constructed by Crawford Composites to FIA F3 standards. The 2.4L Honda powerplant mates to a pneumatic 6-speed sequential transmission, which work in turn with the Pirelli tires to propel the 1,150lb formula car quite efficiently around any circuit. These are spec cars, and for \$120,900, Ryan Arciero, one of the managing partners of the Formula Lites series, notes this is a great deal for such a modern formula car racing in a pro-sanctioned series.

Being the first year for the series, and these being brand-new cars, entry counts were not through the roof – but car counts rarely dictate the level of competition. Many

young guns were drawn to the series, including racers with international flair and professional racing aspirations like Jackie Ding, Jose Armids, and Vinicius Papareli.

Papareli, a 16-year-old Brazilian, was quick to make his name known in the series by taking the win in three of the first four rounds. By the end of the season, Papareli logged eight wins and finished on the podium an additional two times, winning the overall title in commanding fashion. But this kind of domination makes sense considering his ultimate goal: "I've had a dream since I was young to be the champion of the Indy 500 and the IndyCar series," he says.

To achieve this, he and Team JDX Racing brought in Raphael Matos as his driver coach. Having won the 2009 IndyCar Rookie of the Year title, Matos was a great choice to lead Papareli. "It feels good to be coaching such young, talented kids like Vinicio," says Matos, noting that he knows Papareli has what it takes to go the distance. "I used to say that it's easier to tame a lion then to create one, and Vinicio is



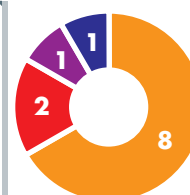
Jeff Jenkins

very much like that. Sometimes we have to calm him down – I was very much like that early on in my career."

So, what attracts Papareli to racing? "The concentration and focus you need to have inside of you is huge," Papareli says. "You have to always be really focused, and if you aren't, you will lose the car or you will make many errors on the track. If you aren't focused, you will not win."

For Papareli's racing future, his 2016 racing plans are unknown at the time of this writing, but based on his stellar performance and commitment to the sport, we have no doubt we'll be hearing from him in again. 📍

## LITES BY THE NUMBERS



### DRIVER WINS

Vinicius Papareli **8**  
Nick Neri **2**  
Jose Armida **1**  
Jackie Ding **1**





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# COMING TO GRIPS

Spec Racer Ford moves to Hoosier tires for 2016 and beyond. So how and why did this happen?

WORDS Jason Isley | MAIN IMAGE Jeff Loewe

With the introduction of the GEN3 Spec Racer Ford, the chassis saw a sizable increase in power, a decrease in weight, and a program that will keep the cars viable for years. But the now more powerful and svelte car was begging for an updated tire package to complement the level of excitement offered by the new powerplant. "The GEN3 picked

up 23sec, and 39mph at Daytona over the original Renault," says Erik Skirmants, President and CEO of SCCA Enterprises. "We really felt that with the advent of the GEN3, and the interest other companies were giving us, it was time to do a from-scratch, best-of-the-best test to see what we could come up with for a tire going forward."

Over the years, the SRF has been adorned with Yokohama, BFGoodrich, and Goodyear tires and, in many cases, a number of different tires from each of those manufacturers. "The only bias ply tire SRFs have run on were the last 10 years on Goodyears," says Skirmants, who is quick to point out that the current move from Goodyears to a different





#### WHEEL MEN

SCCA Enterprises utilized a number of established SRF racers, like Tray Ayers (MAIN), during the SRF tire testing process.

manufacturer has nothing to do the quality of the tire. "The change was not from a dislike of the Goodyear - the Goodyear was a good choice for a problem we had at the time with the Yokohama. The Goodyear worked on the car; it was forgiving."

A request for product was sent out to a number of tire manufacturers sighting specific

criteria for cost controls, distribution, product stability, and marketing partnership. "Number one in our criteria was first cycle drop-off; if there was a first cycle drop-off, you were out," Skirmants explains. "We wanted the active competitive racer to get the most usable cycles. We wanted the guy at the front of the grid to run more cycles than he

runs today before he feels obligated to buy another set. Our lowest goal was lap time.

"We received extremely professional replies from five tire companies, all within our requested parameters, allowing us to focus on only the criteria of performance and cost that affect our customers' racing enjoyment and budget."



Rick Corwin

The initial round of tire testing, in what would be a yearlong process, took place at Texas World Speedway with tires supplied by Toyo, Pirelli, Cooper/Avon, Hoosier, and Goodyear, with a number of SCCA Enterprises Customer Service Representatives (CSRs), and top drivers aiding in the tire testing process. Spec Racer Sports, Flat Out, and MBI were among those that helped with trackside support and cars. Many drivers, including Brian Schofield, Scott Rettich, Mike Miserendino, Keith Verges, Tray Ayres, and Mike Davies, offered driving impressions and data. "The testing process was incredibly thorough and well thought out," says Miserendino.

The first test focused on high heat and an abusive track. Testers spent most of a day getting setups dialed in for each tire. This was followed by two days of long runs. "At the first test, we focused on evaluating basic performance with emphasis on wear, sticker tire, and multi-cycle drop off," says Skirmants. "We also age cycled tires for 45 days and compared them to stickers."

The first round saw mixed results, with some tires failing to meet the multiple heat cycle criteria, and others simply not working well on the SRF. The tire Hoosier initially brought was not working on the SRF chassis. "We initially tried a variant of the R6," says Tim Gilvin of Hoosier Tires.

"We couldn't keep the rear [Hoosier] tires

happy - they were burning up on the SRF," Skirmants added. "After the first test, Hoosier was last, it was not going to work."

Like Hoosier, Toyo's offering also struggled when bolted to the unique SRF chassis.

The team at Goodyear brought two options to the first test, with the tire they had planned to roll out working the best. "It was stable and we kept coming back to it as a great benchmark," says Skirmants.

Cooper brought an off-the-shelf tire that is utilized in the U.K. "They had creative marketing ideas and were really customer service focused," says Skirmants. "It was the wear king; a strong option that was just short of other choices."

Pirelli put in a herculean effort trying to find the right tire for the SRF, and it paid off with a tire that was significantly faster than the rest. "Pirelli had a radically different tire - it got a lot of concerned looks from others until they hit the track two seconds clear of others," says Skirmants. "They tried at least five sizes and five compounds in various combinations, and did three private tests. We were just drooling over the tire but, in the

end, they couldn't meet the wear criteria."

For the second test, the team headed to Buttonwillow Raceway Park in Central California. "The second test was set up as a more shootout style, long-run race weekend simulation with all brands running the same sessions at the same time," says Skirmants. "We again cycled drivers through cars set up for each specific tire; with assistance from each tire manufacturer engineer. Wear and lap time deltas were recorded, and the last session involved a hot changeover to stickers from high-mileage tires to look for possible sticker tire advantages."

#### NEAR AND FAR

(ABOVE) It doesn't matter what part of the country you're in, you can always count on a packed field of Spec Racer Fords at every event. (RIGHT) The change from Goodyears to the new Hoosier radial tire should bring extended tire life, quicker lap times, and reduced costs to the class.



Courtesy SCCA Enterprises



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#### THE HEAVY LIFTING

The tire manufacturers all put forth a great effort, offering great options for the testing.

Prior to the second test, Hoosier went back to the drawing board. "They went to work on their own, without our support, and came to the second test and were immediately the favorite," Skirmants explains. From a driver's perspective, the Hoosier was the right choice. "The Hoosier felt great, was fast, and proved to be durable and consistent through its life," says Miserendino. "Those are some characteristics that are hard to come by."

With its revised entry, Hoosier checked all the right boxes. "We saw wear rates on the Hoosier that were almost double that of the Goodyear - the Goodyear does not necessarily wear out, it cycles out for most of the fast guys," says Skirmants. "If anything, with the Hoosier we saw sticker tires as a disadvantage, they needed a cycle or a scuffing in. With the Hoosier we saw stability of cycling, and stability in wear. We think the fastest guys in the country will get two Majors weekends out of a set. The Goodyears couldn't do that."

Hoosier also made sure SRF drivers would be equipped for racing when the weather is not cooperating. "[Hoosier] developed a new compound for the wet," says Skirmants. "It's about halfway between the formula car and the harder DOT compound."

The switch to the Hoosier for 2016 means a significant setup change for all drivers, as

they will be back on a radial for the first time in a decade, as well as a return to the traditional SRF staggered tire setup. "We're going back to a small front, big rear tire," Skirmants tells us. "We have been running the same size tire all around since 1996; this change helps balance things out a little bit. Switching to the radial also gave us a dramatic improvement in braking."

A detailed setup guide, that will help racers get the most life and performance from the new Hoosier spec tire is in the works. "Hoosier is working with SCCA Enterprises Technical Manager Mike Davies

to build a setup guide," says Skirmants. "It will include the spring rate of the tire, pressure data, and alignment tips."

Not wanting to wait, we got the inside line for the new setup. "Hoosier's sidewalls are pretty stiff, so lower hot pressures work well," says Davies. "Around 26psi hot, 24-28psi would be OK. It's OK to start as low as 14-15psi cold if needed."

One of the biggest changes when going from a bias ply tire to a radial is the alignment. "Front camber -3.6 to -3.8 degrees," says Davies. "Front caster +5 to +6 degrees. Front Toe should be zero. Rear



#### TEAM EFFORT

(LEFT) The change from Goodyear to Hoosier will affect every SRF racer, so SCCA Enterprises is working hard to ensure the transition is a smooth one. (RIGHT) Participating tire manufacturers were presented with a commemorative mug by SCCA Enterprises President Erik Skirmants (far right) in recognition of their efforts.

Dave Green





Courtesy SCCA Enterprises

camber -3.0 to -3.3 degrees. Rear toe 1mm to 2mm in per wheel."

The SRF is blessed with a good range of suspension and chassis adjustment, so Davies also points to changes beyond the alignment, including bump steer, swaybar, and shock changes. "Grip is up a little," says Davies. "You could be a touch stiffer than your Goodyear settings. In general, full soft to 0.5-inch front bar and close to the middle rear bar."

The change from the square Goodyear setup to the staggered Hoosiers will also impact ride height and rake. "The fast setup on Goodyears was a slight negative rake," says

Skirmants. "This will put us back to normal rake; it puts the car back in its sweet spot."

"[Set] ride height as you like, with about 0.250-inch positive rake - more if you have slow corners," Davies adds. "One thing to remember, axle angle is important."

The SRF-specific Hoosier tires went on sale Dec. 1, 2015, and will be the official tire for the class starting Jan. 1, 2016, as part of an agreement that will keep the class on the new tire through the 2018 National Championship Runoffs. Competitors will be able to source tires via the normal Hoosier Tire distribution channels, as well as the SRF CRSS. 📍

## CUTTING COST

When Spec Racer Fords roll onto the track in 2016, it will be on the new spec Hoosier tire. That said, some drivers at the pointy end of the field may notice something missing post race: "The SCCA Enterprises Board and I strongly feel the tire contingency programs were nothing more than the average racer supporting race winners," says Erik Skirmants, SCCA Enterprises President and CEO. "Contingency is usually intended to promote one brand over another brand, and since that is not what happens in a spec class, we've long thought the programs were not well thought out. So we asked Hoosier what would happen if we removed contingency from the program, and they reduced the tire price. So, rather than the fast guys getting free tires, everyone is paying a lower price for every tire they buy."



Courtesy SCCA Enterprises



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system, the boiling point is raised and cooling is more consistent throughout the system.

In your daily driver or tow rig, you likely have some type of coolant mixed with water. Coolant helps prevent freezing while also inhibiting rust and corrosion, and it lubricates items like the water pump. But in racecar applications, it's much more common to forgo the coolant, as we tend to avoid racing in freezing conditions, and coolant negatively impacts the cooling system's efficiency.

The problem is, you still need to protect your racecar's cooling system from corrosion. Fortunately, there are a number of cooling system additives that do exactly that. These additives, like Lucas Super Coolant, are formulated to protect your engine and radiator from rust, corrosion, and electrolysis.

*"The problem is, you still need to protect your racecar's cooling system from corrosion"*

A number of these coolant system treatments also boast performance improvements, as they can actually reduce temperatures. According to Lucas Oil, their coolant additive formula "has been proven to reduce coolant temperatures up to 20 degrees F. Lower cylinder head temperatures means advanced ignition and more horsepower."

In addition to protecting the inside of your cooling system, some simple modifications can also help protect the outside. If your racing class rules allow it, a wire mesh placed in front of the radiator can help protect it from debris. Over time, as radiator fins get damaged from rocks or other objects, the radiator's efficacy can suffer. This simple modification can add years of useful life to your radiator. 🟡

# BE COOL

Coolant works great in street cars, but how do you stop corrosion in your racecar's cooling system? | WORDS Jason Isley

For a lot of racers, a car's cooling system is often an afterthought, given little more attention than actually checking the cooling system's fluid level. If it doesn't leak and the car's not running hot, it must be OK. But with minimal effort, you can improve the performance of your cooling system and help ensure it will serve you well for years to come.

A car's cooling system is simply designed to keep an engine in the optimal temperature range for performance and longevity. Since water boils at 212 degrees F, which is smack in the middle of an engine's operating temperature range, we see pressurized systems in place for both racing and road going applications. By pressurizing the



Courtesy Lucas Oil

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# TROLLING FOR ANSWERS

Autocroser Angela Carlascio offers tips for women finding automotive answers online

WORDS Angela Carlascio

Remember last month when I said that just because a man is a man working on a mechanical item, it doesn't mean he knows everything there is about fixing, replacing, or upgrading it? As I noted then, Googling "How do I blah blah blah on such and such a car" will quickly show frustrations, regardless of whether you're male or female. Really, the Internet would be complete awesomeness if it were the end all, be all of getting the answers you need on the first click, but it's not. And, as you weed through ridiculous responses to get to that one glorious answer, you grow frustrated and question any prior knowledge. Again, if you're a woman in motorsports, know that you're not alone when it comes to mechanical frustrations. In fact, frustration knows no gender - but sadly, those on web forums do.

So, as a woman, how do you get answers on forums? When you decide to stop lurking, do yourself a huge favor by not creating a screenname that screams you're a girl. Why? Well, as a former administrator on TampaRacing.com, I've seen that women tend to spend 99.9 percent of their time dodging males hitting on them and 0.1 percent being taken seriously. Because of this, consider your image when you create your screenname. Yeah, double standard, I know, but that's the Internet for you. On forums, I go by "chi town brat." Does that scream female to you? Maybe? That's OK because when I ask or respond to a question, I usually receive helpful information. In other words, I'm treated

like the rest, so the name works. If you find your screen name doesn't work, perhaps change it and try again - don't give up!

Next, research comes first. Try Google, and then use the search function within the various forums. Compare responses and, most of all, make sure what you're looking at is for the year, make, and model of your car or part. There are variances in everything, and sometimes there are even midyear manufacturing changes. Once you find what you need, ask someone you know what they think, or if they've experienced the same. Remember, guys make those calls too. In this instance, you didn't even need to use that screen name because you never posted anything.

Still can't find the answer you're looking for? Then start your own forum thread and, when you do, be yourself. Some tips are to show your knowledge (even if limited) on what you're trying to fix, stay on target, and post pictures of what you're looking at - like in math class, show your work! And, finally, don't get dragged into drama. Respond to the literate and let the illegitimate dig their grave. Also, remember that there's another option on forums: private messaging. Shoot a message to someone who posted a helpful thread or post. Introduce yourself, let them know what you're working on and ask questions.

I've made great friends (and some enemies) throughout the years on forums. It's the e-life. But in my experience, men respect women who are seriously pursuing something, especially when it comes to motorsports. When they don't, show 'em the delete key. ☺



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# DRESS TO IMPRESS

Racing suit technology continuously progresses, and for good reason. Entering 2016, many of these products are more affordable than ever

Racing suit and shoe technology has come a long way. While almost everyone has progressed from treated flame-retardant materials with their racing suits, the dividing line now stands between economy suits and those optimized for ergonomics and weight. The same holds true for racing shoes. Case in point, check out some of the latest offerings from Alpinestars.

Incorporating a new assembly and construction for improved levels of breathability and comfort, the anatomically optimized, multi-layer GP Pro racing suit features advanced safety materials, offering highly effective heat transfer protection. Available in a range of new colors for 2016, this extremely lightweight FIA 8856-2000 and SFI 3.2A/5 standard homologated suit, which has been developed in Formula 1, WEC, and NASCAR, has strategically placed stretch inserts for greater freedom of movement and performance.

The lightweight, multi-layer construction offers improved comfort levels and anatomical fit while giving the garment excellent breathability. A 100-percent Nomex outer layer provides excellent resistance to heat, while a Nomex-based mid-layer offers maximum heat transfer protection, and the Aramid fiber inner liner provides additional heat resistant performance, moisture wicking, and durability.

For added comfort, the GP Pro includes additional shoulder padding for extra cushioning under a HANS device and belts. Anatomical arm, leg, and torso paneling are patterned for optimum driving position fit, while lumbar and back Nomex stretch panels offer unrestricted movement and breathability.

The Stella GP Pro suit offers all of the same protection and features as the GP Pro, while being tailored specifically to fit the body of a woman.

The Tech 1-Z shoe returns for 2016 with exciting new color variations and its innovative closure system. Incorporating advanced performance technologies and premium materials such as supple kangaroo leather, the lightweight Tech 1-Z features streamlined foot shaping, extensive perforation zones and Alpinestars' exclusive rubber compound sole for superb levels of comfort and maneuverability in the confines of the cockpit.

The DuPont Kevlar speed top lacing system integrated with an exclusive Alpinestars proprietary wire closure system strategically envelopes the foot for optimal support and structure. Constructed using high-tensile fibers, the wire system fits precisely and securely around the foot when closed, providing superb levels of comfort and performance fit, regardless of the driving position.

Surprisingly, modern suits and shoes don't break the bank, either. Often, for less than the price of a set of race tires you can purchase a premium suit package that offers not just flame resistance, but also a fit and finish that reduces driver fatigue and, well, looks fantastic. 🏁

## SPEED AND STYLE

Some manufacturers offer unique race suit options, like Alpinestars and its GP Pro (TOP), with the Stella GP Pro variant designed specifically for women (RIGHT). New, affordable shoe technology is also making its way to the weekend Club racer (BELOW).





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**IN A BOX**

Post-race impound at the Runoffs has always been intense, and for good reason – the technical crew guarantees those who finish on the podium are rules compliant (LEFT). The end result, however, is many podium-finishing cars go home in a box (ABOVE).

# THE PROCESS

Racing, especially at the National Championship, extends beyond the racetrack, and many at the 2015 Runoffs were hard at work ensuring things went both smoothly and fairly | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **IMAGES** Clark McInnis

By most measures, the Sept. 21-27, 2015, National Championship Runoffs presented by Garmin VIRB was a huge success. Daytona International Speedway was awesome and there was good racing from start to finish. The Spec Miata race under the lights was a true classic – thanks to Mazda for stepping up to make the night race possible.

During the Runoffs week, starting on Sunday's test day, the Club Racing Board consulted on dozens of issues. The process always started when my cell phone rang – which was frequently. Chief Steward Dennis Dean, one of the Stewards of the Meet (SOM), or Dave Kettler, Chief of Tech, would tell me the class involved and give me some of the basic details of the situation. My next call was to a member of the CRB who had expertise in the class or issue in question. We would then meet with the Stewards and Tech officials to look at the car in question and discuss the problem. A number of issues were also solved well before they needed to be brought before the SOM.

Some issues moved to the first court with the Stewards of the Meet and some moved, finally, to the Court of Appeals. The CRB was extremely pleased with the process. Every action was handled professionally, and it was a joy to work with this group.

*"The Tech crews did a great job of handling the teardowns and compliance checks"*

As a result of these meetings, the CRB has clarified a number of rules that might have been interpreted a couple of different ways. Imagine that – a rule in the GCR that is vague. How could that be? In addition, we conducted the daily town hall meetings with the various categories. For the most part, everything went smoothly.

One place that caused us concern was the post-race impound process. The Tech crews did a great job of

handling the teardowns and compliance checks, but there was a lack of communication from outside the Tech shed. This left the drivers and crews standing in impound, sometimes for hours, without a clue as to what was going on. In the American Sedan race, for example, the top three cars were all found to be compliant fairly quickly, but because

of an on-track incident, the cars stayed in impound all day, without anyone telling the Tech crew, drivers, and race crews what was going on. We need to fix the system so that there is timely communication between the SOM, Court of Appeals, and the drivers. Impound should be a positive experience, not a frustrating one.

Runoffs Chief Steward Dennis Dean is working on this problem from the Steward's end and has asked the CRB for input leading up to the 2016 Runoffs at Mid-Ohio. 📍

## PARITY AND THE RUNOFFS

The unique facility that is Daytona International Speedway brought out some parity issues in several classes at the 2015 National Championship Runoffs. Rest assured, the Club Racing Board will be very careful about making any competition adjustments based on what we saw at Daytona. In other words, there won't be any big changes that would cause unintended parity issues at more traditional tracks like, say, Mid-Ohio.



# GROUND ZERO

We sit down with multi-time Solo National Champion Sam Strano to find out how he selects an autocross car | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

Sam Strano is a multi-multi-time Solo National Champ, including an overall ProSolo title and a Triad, recipient of the Driver of Eminence, a renowned driving instructor, a car setup guru, and also the go-to source for many of us for performance parts. The list of cars for which there is a well-known (and fast) Strano setup is not a short one. So, how does he approach developing a setup for a new vehicle?

The first step is finding a new vehicle that has potential. Some cars are really obvious (the ND Miata will no doubt be a common sight in paddocks and grids for years to come), while other cars don't come from such a shining pedigree (the Fiesta ST is not a successor to a blockbuster performance line). Since he regularly instructs at Evolution Driving Schools, Strano is able to drive a remarkable variety of different cars, with a pretty good mix of near-stock preparation.

How a car is classed is key – the ND Miata, for example, in A Street would not be of much interest, but in C Street, it seems like a good prospect. He studies magazine tests with particular attention to slalom speeds, but watches out for ringer tires that some new

cars come with from the factory. The C7 Corvette, for example, posts some magic numbers, but is riding on OE tires that would make a lot of cars look great. General data like weight, gearing, width, torque, wheel size, and adjustability all have to be considered. He also keeps a close eye on event results of National Solo events for sleeper cars.

Once a car is selected, he puts some decent tires on it, dials in whatever camber is available, and drives the car on the autocross course. “Not all engineers are stupid,” he says – a lot of enthusiast cars are pretty decent from the factory, and doing silly things with wheel offsets, toe-out, or other strange adjustments may mess up what was otherwise a good starting point. At the same time, he keeps an open mind about those settings – don't just automatically start dialing in toe-out, big front swaybar, alternate wheels, or even shocks. Drive the car, he says, and figure out what it really needs. Is wheel spin an issue? Handling balance? How does the gearing really work out? Once he knows where the weaknesses are, he then starts applying parts and adjustments.

So, how to go about selecting a wheel and tire? The Street rules with their +/- 1-inch wheel

diameter allowance gives everyone some options, and more than a few cars already have multiple diameters available. Some cars like the new Camaro, are a no brainer with the -1 wheel since the Camaro's second gear exceeds 80mph, but others, like some Mustangs, might actually benefit from a +1 approach.

If gearing doesn't answer the wheel size question, it might come down to looking at tire options – what sizes are available, and which brands. Strano contends that we have not yet seen anyone take full advantage of the wheel and tire allowance, though we do know of a certain very successful H Street Mini that may have gotten close.

Strano doesn't consider stability control to be all that big of an issue when it comes to new cars, at least with cars that would interest drivers in a sports car club, he explains, even in those rare cases where stability can't be turned off. In the Street category, you pick your car and live with the warts, and just because everyone does things one way doesn't mean it's really the best way, he notes. Remember that statement about keeping an open mind; it's really important whether you want to set up an ND Miata for C Street or an NA for E Street.

Ultimately, Strano is seeking what he calls a 98-percent car – if you get it 98 percent perfect, it's good enough to win. The best news for the rest of us is that he's always willing to share his secrets – so at that point they aren't really secrets, are they? But given equal cars, not many can compete with Strano. 📍



Perry Bennett



## LESSONS LEARNED

Sam Strano (ABOVE) knows what it takes to be competitive in Solo, as he's proved at many Solo National Championships running a variety of vehicles (LEFT AND TOP).



Rick Corvino

goals for 2015 were twofold: to learn a lot and “stay out of trouble.” He did both.

At Daytona, Luo qualified on the pole in a car that “drove like it was on rails.” In the race, he motored away from the remainder of the field, leading every lap and making himself, at 17, the youngest champion crowned at the 2015 Runoffs. Luo describes his experience at Daytona as “fantastic.”

“It was great,” Luo says. “It was probably one of the most fun tracks I’ve ever driven. I used to play Daytona in video games, so it was really cool to actually drive the track in real life. It’s probably one of the most laidback tracks I’ve driven. For half the lap you’re just on the banking with the pedal tight to the floor. It was really, really an enjoyable experience.”

For the FC race itself, Luo expected some tough competition. “I came into the weekend expecting it to be a very good battle, because of how much there was involved in straight-line speed. The way it worked out, and the way we made the whole weekend work out, was a big surprise for me.”

Born in Beijing to a family that includes two sisters and a brother, Luo emigrated with his family to the U.S. in 2002, after his father’s work brought the family to L.A. Although he remains a Chinese citizen, “We just love it here,” Luo says.

As with many young racers, Luo’s interest in the sport started early. “My dad does a lot of business with some big oil companies, and when we were living in China, sometimes he would get invited to the F1

## AUGIE PABST ON YUFENG LUO

Yufeng Luo had a good season with Pabst Racing. This is what Pabst Racing president and team manager Augie Pabst III has to say about our Luo:

“Yufeng tested in one of our USF2000 cars in the fall of 2014. He showed good speed in his first test, and we were impressed, especially given his relative experience level at the time. At 16 years of age, he signed to drive for our USF2000 team in 2015 and had some great drives throughout the season, where he finished seventh in the points standings. We added the SCCA Formula Continental program for him this past June with the goal of winning the 2015 Runoffs. The team worked very hard to bring a competitive package to Daytona and Yufeng drove flawlessly throughout the week, never putting a wheel wrong.”

# FAST TIMES

At 17 years old, Yufeng Luo was the youngest winner at the 2015 Runoffs and drove a spectacular race – and this is only the beginning | **WORDS** James Heine

Yufeng Luo first came to our attention more than a year ago when our esteemed editorial team of motorsports seers tagged him as a potential podium finisher at the 2014 National Championship Runoffs at Mazda Raceway Laguna Seca. A young Cal Club Region driver (just 16 at the time) moving from a short career in karts to open-wheel competition, he had shown promise with a series of podium finishes in his inaugural Pacific F2000 season and seemed a natural choice for one of the Runoffs podium steps - while we predicted a third-place finish for him, Luo posted a solid top-five.

For the 2015 National Championship Runoffs at Daytona International Speedway, we again tagged Luo for a podium finish in FC, this time on the top step. After a season that included a switch from Dave Freitas Racing to Pabst Racing, four Majors wins in five starts, and a seventh-place finish in the 2015 USF2000 Championship, it was a pretty safe bet.

“I was introduced to the SCCA through the Pacific F2000 series,” Luo says. “After my fifth at the Runoffs last year, I figured it would be good to come back and do it again this year.”

At the beginning of the season, Luo had said his

“races,” Luo says. “He would always bring souvenirs back, whether it would be a backpack or a little F1 car model. They were my favorite toys back then.”

At about age 11, Luo says he broached the subject of racing with his parents. “They gave me the opportunity to drive a go-kart for the first time. When they found out I wasn’t too bad, they supported me. So that’s how I am where I am today.”

“Racing,” he says. “is something I really just enjoy. When you’re driving a racecar, all you think about is driving that racecar. You take your mind off other things.” 🏁



Rupert Barrington

## KEEP IT TIGHT

In the oval section of Daytona International Speedway, Yufeng Luo kept his car down near the yellow stripe and the accelerator planted to the floor. Combined with his in-field prowess, his hard work paid off with a Runoffs gold medal.



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**ON THE MOVE**

Janet Berry and her friends are always on the go, trucking from track to track in time for the next race. Most recently, her hard work resulted in her becoming SCCA's Timing and Scoring Worker of the Year.

with the race. You always know what's going on, who is leading."

But while computers are the great step forward, there is still very much a place for those in the "paper room."

"We have to be able to determine who wins the race even if the power shuts down. And, on occasion, transponders quit working at the most inconvenient time."

Janet tells of a driver who was leading his class but whose transponder failed with one lap to go. Overall he was running mid-pack in a mixed class race. When a racecar suddenly goes off the radar you need backup. Those folks in the paper room do the old fashioned "taping" where car numbers are listed and posted to back up the computers, just in case. Janet was on paper room duty at the Runoffs recently and groaned when I asked her about the famous Spec Miata night race. Talk about a challenge for those spotting car numbers.

Working the paper room is not as exciting as watching the race directly, but as Janet says, "Certain jobs just have to be done." Sometimes the job is like being a

*"You're in the moment with the race. You always know what's going on, who is leading"*

**JANET BERRY**

# GOING PLACES

Janet Berry is SCCA's 2014 Timing and Scoring Worker of the Year

**WORDS** James Kearney **IMAGE** Mark Weber

For a retired librarian, Arkansas Region's Janet Berry gets around. She and a few of her SCCA buddies got to more than 20 races last year. Their motor home wandered the Midwest as far north as Road America and as far west as Mazda Raceway Laguna Seca. Sometimes they are so far afield from home they go directly to another race and pause to take in the sights if they have some down time. "There is always something interesting to see," she notes.

In the late 1990s, her first husband took her to an airfield road course in Stuttgart, some 25 miles southeast of Little Rock, Ark., not far from home. "He said he thought he could do as well as some of them were doing." Sure enough, he bought a car and went Showroom Stock racing. "I'm a terrible spectator. I said, 'I need a job.'"

She worked at registration and later worked corners. She recalls her last day as a

corner worker. "I was working a turn near pit-in at Memphis International Raceway and a red Ferrari spun to a halt and was having difficulty getting re-fired. As he was blocking pit-in, I began pushing him to get him going. With the race noise I didn't hear that he had finally restarted and when he drove away I hit the deck hard enough to warrant a medical exam. It takes a pretty active person to be a corner worker and I'm just not that active a person," she laughs.

The incident led Janet back to Timing and Scoring. She had done some T&S work in the past but describes herself as somewhat math challenged. But by this point, computers had come on the scene in a big way. They may have intimidated others, but as a professional librarian, Janet used them all the time. "I said, 'I can do this.'" Janet has stayed with T&S ever since. "You feel like you're in the moment

detective. Janet once solved the mystery of the phantom racecar when she determined that a car was running two different transponders - the rental customer plugged in his but the owner's was not turned off. That twisted some heads for a while.

Even in the age of computers it's still necessary to be able to determine the proper car number. Every T&S person will tell you that even in the light of day, some racecar numbers are just not easily readable. Janet's personal pet peeve is red on black or black on red. "Depending on the intensity of the colors that are used you may simply be unable to read them," she says. "We often ask one another, can you see that number?" To deal with a problem number she may request they add 1/8-inch or more of an outline of a contrasting color, preferably white or black, depending on the color of the number. For numbers that inherently take up a lot of space, like 88, Janet says the rub is that the driver does not leave sufficient blank space around the number, allowing it to blend into other graphics on the car. T&S has enough on their hands. Give them a break - give them a clear number. 🟡



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David E. Sullivan	Chicago
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Joe Griffin	Chicago
David Heitzenrater	Buccaneer
Steven Hobbs	Cal Club

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*.

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With an SCCA competition license in hand, world-class circuits become your playground. While all too many enthusiasts spend their time dreaming of racing wheel to wheel, SCCA members can turn those distant dreams into breathtaking reality.

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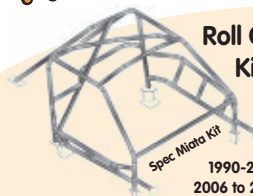
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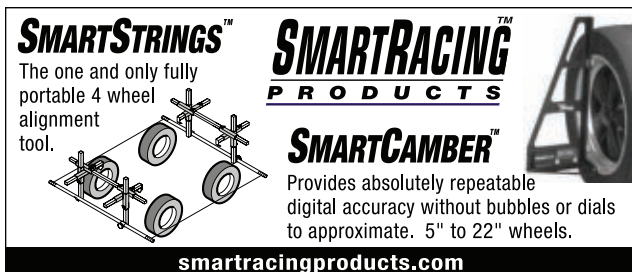


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JBRacingtires@sbcglobal.net  
www.JBRacingtires.net

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canopyguy.com



**800-788-3969**



**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 shares his wisdom and his wit.

See page 20 in this issue!

## BUSINESS CLASSIFIEDS

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\*Contact ad department for exact measurements prior to submission.

**NEXT AVAILABLE:**

**FEBRUARY 2016**

**Reserve space by: Nov 18**

**Materials due: Dec 2**

**Mails: Dec 23**

**TO PLACE BUSINESS CLASSIFIED:**

**CONTACT OUR AD DEPARTMENT**

**Nicole Szawlowski**

949-417-6722

Nicole@racer.com

**Rick Nitti**

949-417-6728

rick.nitti@racer.com

## PERSONAL CLASSIFIEDS

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

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

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

**MINIMUM BILLING: \$39**

**MAXIMUM WORDS: 50**

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## PERSONAL CLASSIFIED CATEGORIES

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**22 OPEN WHEEL | SPORTS RACERS ▼**



**SPENCER PIGOT'S 2014 CHAMPIONSHIP WINNING PRO MAZDA >** 2009 Crawford Composites Chassis, car has won 12 Pro Mazda Championship races and has countless poles and podiums. Comes completely ready to run with a very low mileage engine, spares available. \$75,000 **Contact: Charles Crews (214) 208-2533 charles@juncosracing.com**



**JUNCOS RACING 2007 INDY LIGHTS DALLARA >** This car comes ready to run with an incredible inventory of spares! 4 carbon nose cones, two full road course front wings, oval and road course packages, engine, gears sets, spare brake rotors and pads, Pi Data logger. \$80,000 **Contact: Charles Crews (214) 208-2533 charles@juncosracing.com**



**600 RAPTOR >** Suzuki GSXR, 6-speed, single chain drive. Paddle Shift, AIM data with GPS, Accusump, and spare side pods. Located in Virginia. **Contact: Bill at (540) 312-4628.**



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

**22 OPEN WHEEL | SPORTS RACERS ▼**



**1984 EAGLE INDYCAR >** Fastest Pontiac to qualify at INDY. Two owners, professionally maintained and stored, comfortable car, will accommodate larger drivers. Full spares package including gears, wheels and suspension. Can provide track support for race events. Fully ready to race today. \$116,000 OBO. **Contact: Vince (714) 608-1820 or vince@sabinadrives.com**



**1963 FORMULA VEE AUTODYNAMICS >** Restoration to original design is complete on this perfect vintage, regional, school racer. Prepped for shipping or pick up in Florida. Only \$6557 U.S. **Contact: Dave (813) 758-1772.**

**23 PRODUCTION BASED | GT ▼**



**2005 NISSAN 350Z GT-3 OR GT-2 >** Murillo build, three-time SCCA Southwest GT-3 Champion. Two Murillo built engines. Hewland transmission. Three sets of wheels, spare parts, radios, plus more. Turnkey and ready to race. \$33,500. **Contact: Buddy Troutman at (214) 213-5054.**



**2014 MAZDA2 B-SPEC >** Eight races from new. 6 wins, 8 podiums, Western Conference champion. Best of everything. S-Box Engineering cage installed by Margraff Racing. Cobra Sebring Pro-Fit seat. Schroth Profill belts. Fire system. Sparco wheel w/PTT buttons. Three sets of wheels. New mounted rains. **Email: eric@boucherracing.com** for more info. \$26k.

**23 PRODUCTION BASED | GT ▼**



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



**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.**



**1990 SPEC MIATA >** 2003 build, primarily stored since 2006, last turned a wheel in 2012. Three sets of wheels, Aim system, removable Sparco steering wheel, Butler seat. Price: \$7,500. **Contact: Steve at Stevebottom44@gmail.com or (949) 275-3502.**



**'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.

**28 SERVICES ▼**



**GANESH CYCLONE CY32 >** Automated machining center, 4 axis, 18 tools, matched bar feeder. 50 hours from new, many options, appraises near \$90,000. Interesting trades or BO: cash plus classic, sports, project cars. **Contact: Motordoc@verizon.net**



**CUSTOM GARAGES >** Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **CONTACT: DAN FERGUSON AT RACKANDRUINRACING.COM.**

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# CALENDAR

SPORTS CAR CLUB OF AMERICA JANUARY 2016  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU



## TRANS-AM

gotransam.com

**Mar 6** Sebring Int'l Raceway, Fla.  
**Apr 10** Road Atlanta, Ga.  
**May 15** Watkins Glen International, N.Y.  
**Jun 12** New Jersey Motorsports Park, N.J.  
**July 3** Brainerd Int'l Raceway, Minn.  
**Aug 13** Mid-Ohio Sports Car Course, Ohio  
**Aug 27** Road America, Ga.  
**Sep 24** VIRginia Int'l Raceway, W. Va.  
**Oct 9** Homestead-Miami Speedway, Fla.  
**Oct 15** NOLA Motorsport Park, La.  
**Nov 5** Circuit of the Americas, Texas  
**Nov 12** Daytona Int'l Speedway, Fla.



## WORLD CHALLENGE

world-challenge.com

**Mar 3-6** Circuit of the Americas, Texas  
**Mar 11-13** Grand Prix of St. Petersburg, Fla.  
**Apr 15-17** Grand Prix of Long Beach, Calif.  
**April 22-24** Barber Motorsports Park, Ala.  
**May 19-22** Canadian Tire Motorsports Park, Canada  
**May 27-28** Lime Rock Park, Conn.  
**Jun 23-26** Road America, Wis.  
**Jul 29-30** Mid-Ohio Sports Car Course, Ohio  
**Aug 26-28** Utah Motorsport Campus, Utah  
**Sep 16-18** Sonoma Raceway, Calif.  
**Oct 7-9** Mazda Raceway Laguna Seca, Calif.



## MAZDA MX-5 CUP

mx-5cup.com

2016 season to be announced



## F1600 CHAMPIONSHIP

f1600championshipseries.com

2016 season to be announced



## F2000 CHAMPIONSHIP

f2000championshipseries.com

2016 season to be announced



## ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

2016 season to be announced



## FORMULA LITES

formulalites.com

2016 season to be announced



## CLUB RACING

Date Track/Region  
Phone numbers are for region registrars

## 2016 U.S. MAJORS TOUR

sccamajors.com

## NORTHEAST CONFERENCE

**Apr 15-17** VIRginia Int'l Raceway, Va. (with Southeast Conference)  
**Apr 29-May 1** Summit Point Motorsports Park, W. Va.

**Jun 24-26** Watkins Glen Int'l, N.Y.  
**Aug 13-14** Pocono Raceway, Pa.

\* two events to be added to schedule

## SOUTHEAST CONFERENCE

**Jan 8-10** Homestead-Miami Speedway, Fla.  
**Jan 15-17** Sebring Int'l Raceway, Fla.

**Mar 18-20** Road Atlanta, Ga.

**Apr 15-17** VIRginia Int'l Raceway, Va. (with Northeast Conference)

\* at least one more event to be added

## GOLDEN SEASON

As Trans Am heads into its 50th anniversary season, the series will hit a number of historic tracks, like Road America.

## NORTHERN CONFERENCE

**Apr 30-May 1** Blackhawk Farms Raceway, Ill.

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

**Jul 9-10** GingerMan Raceway, Mich

**Jul 30-31** Road America, Wis.

**Aug 13-14** Grattan Raceway, Mich.

\* one event to be added to schedule

## MID-STATES CONFERENCE

**Apr 9-10** Hallett Motor Racing Circuit, Okla.

**May 14-15** Gateway Motorsports Park, Ill.

**May 28-29** Pueblo Motorsports Park, Colo.

**Jul 2-3** High Plains Raceway, Colo.

\* at least one more event to be added

## WESTERN CONFERENCE

**Jan 29-31** Auto Club Speedway, Calif.

**Feb. 20-21** Willow Springs Int'l Raceway, Calif.

**Apr 29-May 1** Buttonwillow Raceway Park, Calif.

**May 28-30** Pacific Raceways, Wash.

**Jul 2-3** Portland Int'l Raceway, Ore.

\* at least one more event to be added

## 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](http://www.scca.com)

## FOR CHANGES

Club Racing: (785) 232-7229

Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Sep 19-25, 2016** Mid-Ohio Sports Car Course, Ohio

## DIVISIONAL/REGIONAL NORTHEAST nediv.org

2016 season to be announced

## SOUTHEAST sedivacing.org

2016 season to be announced

## GREATLAKES greatlakes-scca.org

2016 season to be announced

## CENTRAL cendiv-scca.org

**Apr 23-24\*Ro** Blackhawk Farms/Chicago

**May 28-29\*Ro** Brainerd Int'l Raceway/Land O' Lakes

**Jul 9-10\*Ro** Blackhawk Farms/Milwaukee

**Aug 20-21\* Ro** Road America/Chicago

**Sep 3-4\*Ro** Brainerd Int'l Raceway/Land O' Lakes

**Oct 8-9\*Ro** Blackhawk Farms/Chicago  
Chicago (815) 790-2209

Land O' Lakes TBD  
Milwaukee TBD

## MIDWEST midiv.org

2016 season to be announced

## SOUTHWEST sowdivscca.org

2016 season to be announced

## ROCKY MOUNTAIN coloradoscca.org

2016 season to be announced

## NORTHERN PACIFIC norpacscca.org

2016 season to be announced

## SOUTHERN PACIFIC scca-sopac.org

2016 season to be announced

## STREET SURVIVAL SCHOOLS

2016 season to be announced

## DRIVER'S SCHOOLS

## CENTRAL cendiv-scca.org

**Apr 22** Blackhawk Farms/Chicago  
Chicago (815) 790-2209



Chris Clark





Jay Bonavolante

## SCCA ACCREDITED SCHOOLS FULL COMPETITION LEVEL

**Bertil Roos Racing School**  
(800) 722-3669 [racenow.com](http://racenow.com)

**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)

**Bob Bonduant School**  
(800) 842-7223 [bonduant.com](http://bonduant.com)

**Bridgestone Racing Academy**  
(905) 983-1114 [race2000.com](http://race2000.com)

**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Sport Driving School**  
(888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Simraceway Performance Driving Center**  
(800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

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

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

**NOVICE PERMIT / SCHOOL AND EVENT CREDIT**

**Allen Berg Racing School**  
(888) 722-3220  
[allenbergdrivingschools.com](http://allenbergdrivingschools.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**  
(253) 630-5130  
[proformanceracingsschool.com](http://proformanceracingsschool.com)

**NOVICE PERMIT / SCHOOL CREDIT**

**Bobby Cee's Racer's Edge High Performance Driving School**  
(562) 714-1799  
[bobbyceesracersedge.com](http://bobbyceesracersedge.com)

**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)

**Demonte Motorsports**  
(631) 482-8875  
[demontemotorsports.com](http://demontemotorsports.com)

**FAAST Performance Driving School**  
East: (877) 266-4429,  
West: (719) 761-1372 [faast.com](http://faast.com)

**Sports Car Driving Experience**  
(800) 453-5506  
[corvetteracingschool.com](http://corvetteracingschool.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

**TIME TRIALS**  
2016 season to be announced

## SOLO

**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**  
2016 season to be announced

**TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS**  
Sep 6-9, 2015 Lincoln Airport, Neb.

**TIRE RACK® SCCA PROSOLO**  
2016 season to be announced

**TIRE RACK® SCCA PROSOLO FINALE**  
Sep 3-4, 2015 Lincoln Airport, Neb.

**REGIONAL**

**NORTHEAST** [nediv.org](http://nediv.org)  
2016 season to be announced

**SOUTHEAST** [sedivrac.org](http://sedivrac.org)  
Dec 5, 2015 Cape Fear Community College/North Carolina  
Dec 6, 2015 Deland Airport/Central Florida  
Dec 6, 2015 Cleveland Reg'l Airport/Chattanooga  
Central Florida [chuck.lutz@gmail.com](mailto:chuck.lutz@gmail.com)  
Chattanooga (423) 883-4548  
North Carolina (910) 622-5513

**GREATLAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
2016 season to be announced

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
2016 season to be announced

**MIDWEST** [midiv.org](http://midiv.org)  
2016 season to be announced

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
Dec 5-6, 2015 NOLF Waldron Field/South TX Border  
South TX Border (361) 980-8000

**BACK TO BARBER**  
Will Pirelli World Challenge's return to Barber Motorsports Park in 2016 bring as much tight racing as before? Indubitably.

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
2016 season to be announced

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
2016 season to be announced

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
Dec 13, 2015 Marana Reg'l Airport/Arizona Border  
Dec 20, 2015 Pana'ewa Drag Strip/Big Island of Hawaii  
Arizona Border (520) 425-1948  
Big Island of Hawaii [fdorrhi@gmail.com](mailto:fdorrhi@gmail.com)

## ROADRALLY

A complete RoadRally planning calendar can be found at [www.scca.com/rally](http://www.scca.com/rally)

**NATIONAL**  
2016 season to be announced

**REGIONAL**  
**NORTHEAST** [nediv.org](http://nediv.org)  
2016 season to be announced

**SOUTHEAST** [sedivrac.org](http://sedivrac.org)  
2016 season to be announced

**GREATLAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
2016 season to be announced

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
2016 season to be announced

**MIDWEST** [midiv.org](http://midiv.org)  
2016 season to be announced

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
2016 season to be announced

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
2016 season to be announced

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
2016 season to be announced

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
Dec 4, 2015 First Friday Niter/Cal Club  
Cal Club [ean21@juno.com](mailto:ean21@juno.com)



### 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](http://www.scca.com)

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Senior Manager of Club Racing  
**DEANNA FLANAGAN**

Director of Experiential Programs  
**HEYWARD WAGNER**

Senior Manager, Marketing & Communications **REECE WHITE**

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Main: (785) 357-7222  
6620 SE Dwight St., Topeka, KS 66619  
[www.sccapro.com](http://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](http://www.sccaenterprises.com)  
President & CEO **ERIK SKIRMANTS**

### SCCA DIRECTORS

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(262) 724-3346; [blindstrand@scca.com](mailto:blindstrand@scca.com)

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4735 Centennial Blvd.,  
Colorado Springs, CO 80919  
(719) 632-8000; [bkephart@scca.com](mailto:bkephart@scca.com)

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(916) 712-5742; [bmccarthy@scca.com](mailto:bmccarthy@scca.com)

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(585) 624-9289 (h); [jwalsh@scca.com](mailto:jwalsh@scca.com)

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310 Via San Sebastian, Redondo Beach,  
CA 90277 (213) 842-2363;  
[kchristopher@scca.com](mailto:kchristopher@scca.com)

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

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

## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-65 YEARS

## 65-YEAR MEMBERS

Miles C. Wambough 12/1/1950 Life Members

## 60-YEAR MEMBERS

Karl E. Ludvigsen 12/1/1955 Life Member  
Gerry Mason 12/1/1955 Indianapolis

## 55-YEAR MEMBERS

Robert Brown 12/1/1960 New York  
Charles L. Walter 12/1/1960 Kansas City

## 50-YEAR MEMBERS

Bill Blake 12/1/1965 San Francisco  
Rosemary Gruber 12/1/1965 Southern Illinois  
Arnie Loyning 12/1/1965 Oregon  
Richard C. Raymond 12/1/1965 San Francisco  
D.E. Robertson 12/1/1965 Central New York  
Elizabeth B. Robertson 12/1/1965 South Carolina  
Diana M. Stark 12/1/1965 Northwest

## 45-YEAR MEMBERS

Robert Pasternak 12/1/1970 New England

## 35-YEAR MEMBERS

Weldon P. Corbitt 12/1/1980 Central Florida  
William G. Fox 12/1/1980 Cal Club  
David J. Fredendall 12/1/1980 Cal Club  
Ken Frey 12/1/1980 Northern New Jersey  
James Greenhaus 12/1/1980 Central Florida  
Barbara E. Pamer 12/1/1980 Central Florida  
Jane D. Smith 12/1/1980 San Francisco  
John E. Snow 12/1/1980 Cal Club  
David Trevisan 12/1/1980 San Francisco

## 30-YEAR MEMBERS

Robert D. Axt 12/23/1985 Atlanta  
Elaine F. Bennett 12/13/1985 Neohio  
Harry G. Berzes 12/30/1985 Arizona  
Curtis Castleberry 12/13/1985 Atlanta

Steven Christopher 12/17/1985 Ohio Valley  
Bob Condrashoff 12/16/1985 San Francisco  
Ronda Fergus 12/12/1985 Ohio Valley  
Tim Gavula 12/13/1985 Detroit  
Larry Richard Hall 12/30/1985 Ohio Valley  
Alan J. Mertens 12/13/1985 San Francisco  
Paul A. Mevoli DMD 12/13/1985 Central Florida  
Alan K. Oppel 12/6/1985 Central Florida  
Robb R. Pierson 12/6/1985 Oregon  
Richard E. Root 12/13/1985 Milwaukee  
Gerald B. Street 12/12/1985 Chattanooga  
Don Tucker 12/6/1985 Mid South  
Mark D. Ward 12/6/1985 Florida  
Mark T. Wishart 12/30/1985 South Carolina

## 25-YEAR MEMBERS

Jason Brown 12/18/1990 Central Florida  
Steven H. Burriss 12/12/1990 Cincinnati  
Bob Fairbanks 12/21/1990 Glen  
Patricia Ganz 12/6/1990 Cal Club  
Rick C. Houser 12/6/1990 Cal Club  
Terry Hume 12/12/1990 Finger Lakes  
Ronald Ignatowski 12/18/1990 New England  
Keith E. Jones 12/20/1990 Neohio  
Richard T. Kasson 12/18/1990 Central Florida  
Charles W. Krueger 12/18/1990 Finger Lakes  
Robert E. Lentz 12/10/1990 Washington DC  
Matthew B. Naegle 12/13/1990 Philadelphia  
Robert Plennner 12/20/1990 New England  
Marvin L. Primack 12/21/1990 Chicago  
Stuart A. Reiter 12/6/1990 Buccaneer  
Michael F. Rubino 12/14/1990 Misery Bay  
George D. Russell 12/10/1990 New York  
Alan Ryall 12/20/1990 Central Florida  
Chris Taylor 12/20/1990 Lone Star  
Maria Zeckhausen 12/6/1990 Northern New Jersey

## 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:



SCCA members receive a 15-percent discount on

Nissan Motorsports Parts from **Nissan North America**

**E-Z Up** offers members a 25- to 30-percent discount on all shelters and accessories.



**Solo Performance Specialties (SPS)** offers a 10-percent discount all online purchases of graphics items.



Save 10 percent on **Avis Super Value** daily and weekly car rental rates in the U.S.



Members will get an additional 10-percent discount on all Team FAASST online store purchases from **FAASST Performance Driving School**.

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](http://www.scca.com) and check out the Member Benefits link under the "About SCCA" tab.



Perry Bennett

## RALLYCROSS

## NATIONAL CHAMPIONSHIP

2016 event to be announced

## REGIONAL

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

2016 season to be announced

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

Dec 12, 2015 Hollytree Offroad/Tennessee Valley

Tennessee Valley [leon@dynatorch.com](mailto:leon@dynatorch.com)

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

2016 season to be announced

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

2016 season to be announced

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

2016 season to be announced

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

2016 season to be announced

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

2016 season to be announced

## WALKIN' SHOES

The National Solo season will soon be upon us, so make sure you have good walking shoes.

**NORTHERN PACIFIC** [norpacscga.org](http://norpacscga.org)

2016 season to be announced

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

2016 season to be announced



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Jacket - #4746

Pants - #4747



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The 65-gallon Ultra 3200FA has the power to quickly clean rubber and plastic parts, bearings, bolts, transmission components, and engine parts prior to assembly. The UltraSonic 3200FA professionally cleans using cavitation bubbles induced by high-frequency pressure waves to agitate the liquid. [www.ultrasonicllc.com](http://www.ultrasonicllc.com)

### WHITELINE FORD MUSTANG CONTROL ARM

Whiteline Suspension introduces its adjustable rear lower control arm set for the S197 Ford Mustang. These arms allow you to adjust pinion angle and feature forged ends and newly patented MAX-C bushings, designed to be clocked into position to eliminate wheel hop.

**\$239.80**

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



### WILWOOD SPEC37 BRAKE ROTORS

Wilwood's new UL-16 Spec37 rotors have been developed with its proprietary iron alloy construction to withstand extreme temperatures with the highest degree of resistance against distortion, warping, cracking, and wear. The new 11.75-inch-diameter by one-inch-thick rotors are available in HD plain face or GT asymmetrical slot pattern.

From **\$86.25** [www.wilwood.com](http://www.wilwood.com)

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### AIR LIFT LOADLIFTER 5000

Air Lift's LoadLifter 5000 air spring kit for the Ford F-450 provides a cushion of air and works with the existing suspension to deliver up to 5,000lbs of load-leveling capacity and eliminate sagging and bottoming out. These fully adjustable air springs keep the F-450 stable, level, and comfortable whether loaded or unloaded.

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

### CENTERFORCE T-56 RELEASE BEARING

Centerforce has expanded its catalog to include its new Long Travel Hydraulic Slave & Release Bearing. It allows the slave/bearing to compensate for tolerance variations by offering a longer range of travel compared to a normal push-style bearing. The longer-travel bearing allows the clutch to release longer into its service life as the friction surfaces wear. [www.centerforce.com](http://www.centerforce.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](mailto:sportscar@racer.com). Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.



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<sup>3</sup> The APR may vary and as of 11-1-12, the undiscounted variable APR for Purchases and Balance Transfers is 9.99%-21.99% based on your creditworthiness. The variable APR for Cash Advances is 23.99%. Cash Advance fee: 4% of each advance amount, \$10 minimum. Convenience Check fee: 3% of each check amount, \$5 minimum. Cash Equivalent fee: 4% of each advance amount, \$20 minimum. Balance Transfer fee: 3% of each transfer amount, \$5 minimum. There is a \$2 minimum interest charge where interest is due. The annual fee is \$0 or \$29, based on creditworthiness. Foreign Transaction fee: 2% of each foreign purchase transaction or foreign ATM advance transaction in U.S. Dollars. 3% of each foreign purchase transaction or foreign ATM transaction in a Foreign Currency. We may change APRs, fees, and other Account terms in the future based on your experience with U.S. Bank National Association ND and its affiliates as provided under the Cardmember Agreement and applicable law.

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# CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

## Dedication to the sport

I've said it before, but it's true: I could never be a pro racer. Beyond my skills behind the wheel lacking significantly compared to the likes of Johnny O'Connell, there are just so many aspects of professional racing that are over and above what I'm willing to do. The travel, for instance, is far too intense. Trans Am recently revealed its 2016 schedule and it's not for the faint of heart. Sebring, Road Atlanta, and then Watkins Glen open the year's racing; and yet compared to other series, those guys and gals have it easy. Pirelli World Challenge's GT competitors will be firing into the 2016 season with a run from COTA in Texas to St. Petersburg, Fla., to Long Beach, Calif., to Barber in Alabama - and that's just the first month and a half! So, no, pro racing is not for me. But I am in awe of those who pull it off.

This year we saw Corey Fergus, 2012's Sports 2000 SCCA National Champion,

claim the World Challenge Touring Car title. While he kept at the rigorous schedule, he did so maintaining his roots that clinched both his and his father's Runoffs wins. "My whole team was my family, which was very, very cool," Corey reveals to us in this month's feature celebrating his overall win.

"I respect the champions featured in this issue because of their dedication"

"My dad was the team owner and my uncle was the crew chief. I had a great family friend as my engineer, and my mom was on the team, too."

Even the SCCA Pro Racing-sanctioned F1600 Formula F Championship Series has

a schedule that keeps the weak at bay. That series kicked off 2015 with a round at Road Atlanta followed by Watkins Glen. That might not seem like much compared to World Challenge's coast-to-coast trek, but those tracks are still more than 800 miles apart. In contrast, the farthest I generally travel to a Club Race outside of the Runoffs is 450 miles.

That's not mentioning that some of these pro weekends are not "weekends" at all. Depending on the schedule, you might be qualifying on Thursday for a Saturday race, meaning your 800-mile tow starts on Tuesday, and you're not getting home until the following Monday. Toss in vehicle maintenance, damage repair, and travel to the following race and you quickly see how professional racing leaves little time for another job, let alone family.

A year or so ago, our resident professional racing columnist Randy Pobst penned a column about the realities of pro racing, and he mentioned that he missed many family birthday



Melissa K. Smith

### FAMILY MATTERS

Corey Fergus kept his family team while going pro.

gatherings because - guess what - they were held on weekends.

None of this is to poo-hoo pros. Far from it. The reality is I respect the champions featured in this issue *because* of their dedication to the sport. They're willing to put it all on the line for what they love. That said, I'll be running the Majors next year, thank you very much. 🍎

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## FROM THE ARCHIVES

### 10 YEARS AGO... MONTH 2006



- Andy Pilgrim claimed the 2005 World Challenge GT drivers' title without winning a single race.
- The first RallyCross National Challenge took place at Motorsports Park Hastings in Nebraska.

### 20 YEARS AGO... MONTH 1996



- Only winning one race, Tommy Kendall claimed the Trans Am championship thanks to strong, consistent finishes.
- A solid second half of the season saw Richie Hearn win the Toyota Atlantic title.

### 30 YEARS AGO... MONTH 1986



- Randy Pobst recorded his first Volkswagen Cup win at St. Petersburg, Fla.
- The United States Endurance Cup was all the rage, with 85,700 miles covered by the Showroom Stock-based racers.



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