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SPORTSCAR

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THE AUDIT BUREAU MEMBER
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COVER PHOTOGRAPHY Sean Rice







Scott Fraser celebrates as he crosses the finish line during the CAM Challenge, where he took a commanding win behind the wheel of a genuine 1966 Shelby Cobra 427.

DATE | Sept. 6, 2015

LOCATION | Lincoln, Neb.

WHAT | CAM Challenge

PHOTOGRAPHER | Perry Bennett



The infamous Bob Tullius Group 44 Jaguar XJ-S Trans Am car emerges to make a run at this year's Goodwood Festival of Speed. This was not the first time the car has appeared at Goodwood, and undoubtedly won't be the last.

DATE | June 25-28, 2015

LOCATION | Goodwood House, West Sussex, England

WHAT | Goodwood Festival of Speed

PHOTOGRAPHER | Jeff Bloxham / LAT



THE PRO COURSE

The 2016 Runoffs will utilize Mid-Ohio's "pro course" configuration. The pro course is the 13-turn, 2.258-mile circuit that continues straight from Turn 1 to the approach to the track's famed Keyhole turn. This configuration was utilized for the Runoffs from 2003-'05.



Chris Clark



2016 RUNOFFS QUALIFICATIONS

The qualification process and course configuration for the 2016 SCCA Runoffs presented by Garmin VIRB at the Mid-Ohio Sports Car Course, with race days Sept. 23-25, have been released. Qualification through the U.S. Majors Tour remains essentially unchanged from 2015. A driver must notch a minimum of three separate race weekends and post at least three individual race finishes. In addition, these drivers must fulfill at least one of the following requirements: finish in the top 10 in class Conference point standings for a class with fewer than or equal to 20 participants, or finish in the top 50 percent of the class conference point standings for classes with more than 20 participants (a new addition for 2016); finish in the top 50 percent of class Nationwide points; or earn a Nationwide point total greater than, or equal to, the point target set in 2015.

Drivers may also qualify through a Divisional racing pathway, which involves participation in four qualifying events.

A flowchart showing the Runoffs pathways, including the Nationwide point targets, can be seen at SCCA.com/RunoffsQualification. As in the past, the previous SCCA National Champion from each class will be granted a provisional invitation to defend their title in that same class. 🏆

FORMULA LITES GETS A BOOST

Honda HPD introduced attendees at the December 2015 Performance Racing Industry show to the next generation power plant for Formula Lites series Crawford Composites racer. The current K24 engine will be phased out at a later date in favor of the K20, sourced from the European Honda Civic Type-R. This turbocharged four-cylinder engine offers increased flexibility and efficiency, as it can be tuned

to produce anywhere from 160hp to nearly 400hp.

"This integration is another example of how HPD endeavors to support the grassroots racing community," says Jeff Barrow, Commercial Motorsports Manager for Honda HPD. "We're committed to find ways to contain costs for U.S. racers, while providing powerful and reliable engines to ensure great racing. We've kicked off engine development and will be providing

A CITY CELEBRATES

Winning the Runoffs is a big deal in anyone's book, but it's a rare occurrence when a city recognizes someone's successful SCCA National Championship effort. Consequently, it was a pleasant surprise when Kerry Jacobsen, the 2015 SRF National Champion, was honored by his hometown of DeLand, Fla., with a billboard celebrating his feat.



Courtesy Kerry Jacobsen

WE'RE BACK

The Runoffs returns to the sentimental favorite, Mid-Ohio, in 2016 – where the competition is always tight.

Jeff Loeve



GLENN MCGEE WINS 2015 MAZDA ROAD TO 24 SHOOTOUT

Alison Merion



GAME DAY

Glenn McGee utilized the iRacing route for Mazda's shootout, and will pilot a Global MX-5 Cup car in 2016.

After two days of intense competition at the Carolina Motorsports Park in November, Glenn McGee won the 2015 Mazda Road to 24 Shootout. The \$100,000 scholarship that came with the victory is the

largest prize in grass-roots motorsports. Launched in 2006 as the Mazda Club Racer shootout, the Mazda Road to 24 Shootout has annually promoted one talented grass-roots racer into the professional ranks.

McGee became the first shootout winner to come from the world of iRacing. But while McGee earned his access to the shootout as an iRacing sim racing champion, he also trained on the track with 2015 MX-5 Cup Champion John Dean II in an MX-5 Cup car prior to the competition in the hopes of gaining an edge.

By winning the shootout, McGee has earned the resources to compete in the 2016 Battery Tender Mazda MX-5 Cup. For 2016, this will be in the new Global MX-5 Cup car. The 2016 MX-5 Cup season will begin the weekend of April 29-May 1, 2016, at Mazda Raceway Laguna Seca. 📍

Derrick Walker becomes SCCA Pro Racing President

SCCA Pro Racing has named Derrick Walker as its newest president, handing the operations for the sanctioning body to the respected motorsports veteran beginning Jan. 1, 2016. Walker replaces Robert Clarke, who will serve as SCCA Pro Racing's Chairman of the Board. Clarke will also continue as the SCCA's Vice President of Business Development.

Walker most recently served as President of Operations and Competition of the Verizon IndyCar Series, after spending more than 40 years in racing in roles including mechanic, engineer, operations manager, and team owner.

"I have always been impressed by the work that SCCA Pro Racing has done over the years, and know that racing in the United States would not be where it is without it," says Walker. "I'm looking forward to joining SCCA Pro Racing at a great time, to make a difference for Pro Racing and the motorsports industry."

Walker Motorsports ran its first race in 1991 at the Indianapolis 500, where Willy T. Ribbs became the first African-American

driver to qualify for the "Greatest Spectacle In Racing." The team has operated continuously in open-wheel racing and evolved into a competitive team in the IMSA WeatherTech SportsCar Championship.

As President of SCCA Pro Racing, the Scotland-native inherits a healthy company that sanctions and works closely with Pirelli World Challenge, Battery Tender Mazda MX-5 Cup, Trans Am, and more. 📍



LAT / Michael Levitt

TAKING OFFICE

Derrick Walker brings with him a wealth of professional motorsports knowledge.

TUNING IT

A new engine platform will offer the Formula Lites car room to grow.



Courtesy Formula Lites

regular updates throughout the spring."

"We're always looking at new opportunities to make the series more competitive and increase performance," says Ryan Arciero, co-owner of the Formula Lites series. "We're looking forward to giving our teams another reason to bring more drivers into the series." 📍

CALDWELL JOINS WORLD CHALLENGE

WC Vision, producers of Pirelli World Challenge, has announced that David Caldwell has joined the series' Competition Department as Director of Operations. Caldwell previously served as Pirelli World Challenge technical program manager for General Motors, leading the programs to multiple championships.



Jay Bonvillian



Jeff Loewe

UP FRONT

Jason Hohmann prepared James Devenport's second place finishing Norma M20FC for P1 at the 2015 Runoffs.

Hohmann honored as Mechanic of the Year

Jason Hohmann, of Patterson, Calif., was selected as the SCCA Club Racing Mechanic of the Year, as chosen by the technical staff from submissions received prior to and during the 2015 Runoffs presented by Garmin VIRB, at Daytona International Speedway.

A number of stories support Hohmann's commitment to his craft and the drivers to whom he provides support. Nearly every person who nominated Hohmann for the award mentioned his focus on well-prepared cars, while also providing superior customer service during a race weekend.

Hohmann has been at the helm of Bulldog Motorsports since 2007. Both he and his wife play integral parts

in the success of the business. Chris Garcia, who also nominated Hohmann for the award, is one of the organization's employees. He describes Jason's dedication to "keep his racers racing" and palpable family atmosphere.

For this special recognition, Hohmann was awarded with a plaque to commemorate his achievement, a monetary prize, and SCCA-branded merchandise. 📍

2016 SCCA BOARD ELECTION RESULTS ANNOUNCED

The results of the SCCA Board of Directors elections that were held in five of the SCCA's geographic Areas are in. Three new board members were elected, with two incumbents rejoining the Board for a second three-year term in office.

Area 5 Director Bruce Lindstrand, of Darien, Wis., and Area 7 Director Dan Helman, of Huffman, Texas, will both serve second terms in their respective seats. Both directors ran unopposed. Bob Dowie, of Chester, N.Y., will replace Dick Patullo, who completed his pair of terms, in the Area 1 seat. Dowie ran unopposed. Jim Weidenbaum, of Portland, Ore., will take over directorship of Area 13 from Todd Butler, a two-term office holder. Weidenbaum captured 234 votes to John Taylor's 178. Arnie Coleman, of Colorado Springs, Colo., will take over the seat vacated by Bill Kephart, who completed his maximum of two terms. Coleman garnered 198 votes running against Stan Czacki (130 votes) and John Copple (107 votes).

Election ballots were received through Nov. 16, 2015, and counted by Mize, Houser & Company, Certified Public Accountants.

Contact information for your Area Director can be found in the *Calendar* section of *SportsCar*, or at SCCA.com. 📍

THE 2016 SCCA BOARD OF DIRECTORS

AREA	DIRECTOR
1	Bob Dowie
2	Terry Hanusheck
3	Lee Hill
4	Steve Harris
5	Bruce Lindstrand
6	Peter Zekert
7	Dan Helman
8	Arnie Coleman
9	Brian McCarthy
10	John Walsh
11	K.J. Christopher
12	Tere Pulliam
13	Jim Weidenbaum

Membership Drive Contest

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

MEMBERSHIP REFERRAL LEADERS FOR NOVEMBER 2015

NAME	REF	REGION
Warren Leach	125	San Diego
Brian Ghidinelli	64	San Francisco
Gayle Jardine	38	Cal Club
J. Burchardt	21	Southwest Louisiana
Jim Nowlen	18	Milwaukee
Richard Meyers	17	Detroit
Sydney Davis	16	Houston
Mike Holzinger	16	Iowa
Mary Shiloff	16	Detroit
Cheryl Babbe	14	Arctic Alaska
Cindi Clark	14	Las Vegas
Karen McCoy	14	Oregon
Linda Rogaski	14	San Francisco

There are 2,450 additional members with at least one referral.

REGION LEADERS

REGION NAME	GROWTH
Jumbo Regions (800+):	
Oregon	15.8%
Philadelphia	14.4%
Milwaukee	10.9%
Large Regions (401-799):	
Indianapolis	30.0%
St. Louis	15.4%
Kansas City	11.0%
Medium Regions (200-400):	
Continental Divide	22.4%
Alabama	20.9%
Fort Wayne	17.9%
Small Regions (<200):	
Arctic Alaska	125.0%
Southern Illinois	70.2%
Lake Superior	69.2%

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THE BUZ IN CLUB RACING

Legendary team owner and driver Buz McCall is returning to his roots for 2016, taking on the Touring 1 class in the Southeast Conference with his Round 3 Racing Porsche Cayman S. McCall has competed in World Challenge and IMSA, and been a successful team owner in Trans Am and NASCAR.



Mark Weber

SPORTSCAR

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THE CLUB BOARD

JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

One more lap around the sun...

I like calendars, and am constantly carrying around a paper one (mostly because the batteries never die, and updates just need a pencil). Right about now I start thinking, "Do I have any time in the next 11 months that doesn't involve cars or racing?" Well, no, but that's not a bad thing. I guess re-staining the barn and workshop will be a 2017 project.

2016 brings some big changes to the Club's Board of Directors. The ideas and energy that Bill Kephart, Todd Butler, and Dick Patullo brought to the board in their six years of service were incredible. We have a stronger Club - with solid footing for the future - because of them. We'll miss them as they step down from the Board. Joining the 2016 Board in their place are Jim Weidenbaum, Arnie Coleman, and Bob Dowie, and they're already fully engaged in the work of guiding and growing the Club. Be confident that, while we might not always agree on every little bit of Board business, we're collegial, productive, and definitely enjoy each other's company.

There was lots of *new* in 2015 - Track Night in America, Bracket Enduro, RallySprint. Every one of those is intended to introduce our Club to people who might not have had a reason or need to join us before, or who had left because of changes in our programs. Our SCCA staff

in Topeka, Kan., and our Regions supporting these events are pioneering and prospecting, but that's what we all have to do to grow a new base of members and events. In many cases, we've allowed members to slowly filter away to other organizations because we didn't meet their needs or interests. Yes - we're the absolute best at *serious* competition, but we must also offer something fun to the *less-than-serious* participant. We're committed to making sure we have a full spectrum of events in place.

There will be more that is *new* for 2016. Why? Because sitting on our hands, isn't a good strategy. We're going to invest in resources to give to our Regions and staff in order to grow programs, events, and, ultimately, memberships. We can control our future, and our Board of Directors is committed to making change happen, rather than watching change happen around us.

Finally, I want to give props to the SCCA Foundation. The Foundation supports our outreach efforts, as well as our inside needs, like historic preservation. Funding our SCCA Street Survival teen driver events, support of the U.S. Formula SAE program, the moving of our own SCCA Archives to a library/research center that can now organize and provide access - all these are because the SCCA Foundation helps make them happen. You'll hear more from the SCCA Foundation in 2016, and it'll be about how *you* can help them continue their good work. ☺

FIA's Outstanding Official Award goes to SCCA member

Adrian Fawdington was awarded the FIA's Outstanding Official of the Year Award for 2015. While currently residing in England, he is also an SCCA member who has worked numerous races in and around the Central Florida Region.

Fawdington has been involved in motorsports for more than 45 years. His history with SCCA dates back to 2004, and he currently holds a National Flagging and Communications license. As a result,

Fawdington can often be seen as a corner captain at professional and amateur racing events in the U.S.

When comparing the events he works in the States and those in Europe, especially the amateur ones, Fawdington said there are some noticeable differences. "What I love about the American events is the all-inclusive atmosphere and clean, respectful racing with little judicial compliance," says Fawdington. ☺

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CALVERT DYNAMICS EXPANDS EFFORT

Calvert Dynamics has expanded for 2016 with its two-car GT and GT Cup Pirelli World Challenge program, in association with Phoenix Performance. Andrew Davis joins the team in a 2016 Porsche 991 GT3R in the GT Class, while Preston Calvert begins his sophomore GT Cup season in a Porsche 911 GT3 Cup entry.



Richard Coburn



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

You are family

The SCCA has been my family since 1971. Not biological - but nonetheless a strong influencer of my personal value system and a support system in many ways. As a very young woman with a not-so-great home life, the Club gave me a feeling of belonging and structure. My SCCA family taught me the values of loyalty, self-discipline, responsibility to a greater whole, perseverance, and pride in accomplishment, as well as a sense of fun and fairness. There are so many more real life lessons. In essence, the Club - you, my fellow members - made me who I am today.

Friendships forged in the early 1970s still hold today. Some of them are indelible and my heart lifts when I see those familiar faces. Present day friendships are equally important and far from those '70s roots. I'm lucky to have had the chance to build a lifetime of these relationships with people of like interests, common goals, and who care for each other. You are my clan.

Note that there is not a single word there about cars or operations or competition. Those things are the "flypaper" that hold us together, but the other ideals or principles of life bring in the family element.

As a part of this wonderful extended family, it's important to me that I do whatever I can to ensure the continued success of the Club for you - providing opportunities for you to make your experience in the Club interesting, as well as providing opportunities for personal growth and accomplishment. Many of us feel this way, whether we support by shagging cones or flagging, crewing,

or driving, doing work for our Regions or volunteering to help our local communities at a Street Survival. We all want the best outcome - one that makes our events and sport a better place. A better place, not just for us, but for everyone who contributes.

My "Noble" family calls this the "One Big Pot." Family members put in their best, they make sure everyone else has what they need and, in turn, are freely given what they need to succeed. It's a wonderful ethic and is very alive in our Club.

Not feeling it? Well, like every family, you have to be a contributor to make the relationship successful. The Club provides many opportunities to do so. It can be as easy as stopping in the paddock to strike up a conversation or lending a helping hand. There is so much more that will make your experience richer - whatever you give comes back tenfold plus. In essence, the sum of the whole is greater than its parts; another saying that holds true for us.

This month's issue highlights the accomplishments and influence of the wonderful Berry family who have had such an impactful influence on our Solo program. I'm resisting the urge to list names of other families who are SCCA through and through, but I'd like to encourage you to send me some of your suggestions for families who have had a positive influence on your SCCA life so we can recognize them in future *My SCCA Life* stories. I know there will be many, and I can't wait to read each of them. That is the Club that I want to belong to! ●

U.S. F4 flies toward inaugural season

The FIA-certified F4 United States Championship Powered by Honda continues to gain momentum, with Crawford Composites continuing to build the chassis that the entry-level open-wheel series will race in 2016. Max Crawford, the Director of the Racing Division for Crawford Composites, recently sat down to discuss the current status of the car.

As it stands, in early December, 97 purchase agreements have been sent out to teams and individuals wanting to become part of the new series. A total of 30 of those agreements have been returned to Crawford, finalizing a commitment to buy a chassis.

"The response we've had is phenomenal," Crawford said in December. "Our hope was to sell a total of 12 cars in the first year. Right now, we've sold 30 cars in three months, and we're still six months away from racing."

Crawford got a leg up on the development of the Formula 4 car with the 2015 build of the SCCA Pro Racing Formula Lites chassis. While the chassis will be subject to changes to fit the worldwide Formula 4 model and earn approval from the FIA, some of the test data collected as part of the Formula Lites program will help designers by giving them a real-world picture of the performance.

Included in the price of the chassis is the Honda power plant. The engine will be a version of the 2.0L Honda K20C Type-R engine, turning out an FIA-mandated 158bhp. "From Jan. 11-15, we are doing the FIA-mandated crash test," said Crawford. "Once that crash test is passed, we will start assembling cars."

On-track testing of the F4 car is set to begin in late December or early January, with delivery of the first cars taking place in late January. ●



LAT / Scott LePage

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KEVIN RUCK

OHIO VALLEY REGION

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“I definitely got my original gear-head interests from my dad, who owned various classic cars and motorcycles when I was growing up. The biggest constant, though, was our family vehicles always being Hondas – and, as a teenager, I found myself into the budding Honda sport compact scene, learning how to turn these mundane cars into potent machines.

During all of this, I never missed a World Challenge, Grand-Am, or SCCA Runoffs event at Mid-Ohio, where these production-based racecars battled it out on track, and I found myself wanting to experience racing for myself. My dad and I began running track days once I turned 18, and soon after I discovered SCCA Solo, became a Club member, and never missed an event – but I still longed to be on track.

Eventually, I found a 1985 Honda Civic ITC car with a straight body, stout cage, trailer, and tons of spares for \$3,500! Perfect for a 20-year-old engineering student! We dove in and quickly discovered a learning curve that was steeper than I ever imagined. I vividly remember being six seconds off the pole – set by someone in the same car as me – and thinking, ‘What else could that guy possibly be doing that I’m not? I put gas in my car and set the tire pressures and everything!’

Eventually, you come to the ugly realization of how little you actually know, and it wasn’t until my focus became more about what else I could learn and do, did success really start to come in Club Racing. Fifteen years later, the 2015 Runoffs was my 200th SCCA Club race. It was also the second time I’ve been fortunate enough to win a Runoffs gold medal.

After all those races, however, the memories that resonate most are more about the people I’ve met along the way and the great relationships I’ve developed. Going to an event nowadays is just as much about catching up with these good friends as it is about the competition. I wouldn’t trade that for anything, and it’s why there aren’t many places I’d rather be than at the racetrack.”

IMAGE Anthony Bristol





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POBST POSITION

MY ROAD TO GLORY

Here's the story of a critical early step in my twisted path to professional driving: The very first time I broke the lights on a Solo course and unleashed the surly bonds of speed limits and sensible transportation, I was so wired I banged on the dash of my very clean Datsun 510 two-door on those ultra-short straights, cracking it. "Go, go, go" I shouted! I have relentlessly chased every opportunity to get on a closed-course, flat-out, ever since. It saved my life.

In college I majored in accounting, but my heart was not in it. Should have done PR with a minor in mechanical engineering. It was a struggle sometimes. I'd read a simple textbook line three times and still it wouldn't sink in: amortization of depreciable assets, and all that. Every weekend, I would spend every measly dime crisscrossing Florida to make three sweaty 40-second runs. You people frying in the sun for two hours, chasing pylons just to feed your g-speed drug addiction for a few seconds of bliss; you're beautiful, I love you all!

I finally graduated after slogging through six distracted years of college, and stood at the ceremony wondering what was next. I got minimum wage work driving delivery to survive, and spent my time in pitiful attempts to get to an SCCA Driver's School instead of pursuing gainful employment in the career of my major - pretty much floating along, lost. Then I got a call from Howard Duncan. Yes, that

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



CAREER STARTER

One of Randy's first paying motorsports gigs came in the form of a promotional autocross in the early 1980s.



same Howard Duncan, the current SCCA Senior Director of Rally/Solo. This was 1982. Howard, did you choose that "Senior" title?

Seems someone at Dodge called SCCA with the idea to run an autocross competition for college kids at Daytona Spring Break for three weeks straight. Howard was the Florida Solo chairman, and he knew I was a young, hardcore cone-head with no real job. Perfect! If not for autocross, Dodge, and Howard, where would I be right now? I shudder to think, but cardboard boxes under a bridge somewhere come immediately to mind.

It was The Dodge National Collegiate Driving Championships, and I was event manager. We were given a tiny lot, right on the beach, between one-and-a-half star Daytona hotels, and our hero cars, four brand-new Shelby Chargers. We even had a visit from the gregarious and legendary marketing genius Mr. Shelby himself! In the bleak automotive landscape of the early 1980s, Carroll's any-port-in-a-storm, Dodge Omni-based, front-drive sporty cars weren't all that bad. Wonder if the few survivors will ever be worth much? I mean, just a few years ago, who would have guessed a 1967 Porsche 911S would pull down a hundred grand?

Our staff was a few stalwart corner workers and all my good Solo friends from Central Florida Region, like Danny and Sharron Shields, who are still on the scene. We set up a first-gear kidney bean course lined with solid walls of giant cones on both sides, barely wider than the car, so that getting a little wide meant slapping that thick orange forest of plastic, enough to get all but a few to surrender and get out of the gas.

Speaking of those few who didn't: What is Spring Break all about (which never crossed the mind of a naive, young, squeaky-clean Randy)? Alcohol. Mass quantities, of course. Fortunately, we never hurt anyone, but one car went far enough to end up perched atop the barrels that encircled the site. The team did their best to search for blurry eyes and stinking breath at registration, and by the end of this epic autocross, we'd put over a thousand examples of America's future in the driver's seat.

"Our staff was a few stalwart corner workers and all my good Solo friends from Central Florida Region"

One way we survived was the creation of a radio-controlled shutoff switch, which could kill the car if the driver went off the deep end, and believe me, a few did. It ran in waves. There would be long periods of calm, then one rogue would leave the line floored in a smoky burnout, mowing down oversized pylons right from the start, and the next 20 drivers would ramp it up, too. I learned a lot about crowd control. Crush the crazies with witty, embarrassing humor. Never mean, but not something the next driver would want to experience, either - like a comedian shooting down a heckler. Snuff the run with the remote, open the door in the midst of a killing field of downed cones, and announce on the sound system, "Not a winner today, folks, but thanks for driving the new Dodge

Shelby Charger!" Then the *walk of shame* across the lot. The actual winner got a Shelby to drive for a year - not a bad prize.

The event was such a success that the next fall it turned into two full-on road show circuses, visiting college campuses nationwide, this time with the new Daytona Turbo. My first full-time job on the road was event manager, master of ceremonies, and roadie all in one, with my partner Russ Marlow. It was a grind; setting up the whole show, riding herd on the kids driving, chasing participants when needed, tracking down spotty volunteer help, then packing it up and hauling to the next campus, weeks at a time, with hardly a break. Sometimes after hours on the mic, the name would come out Day-tuna Torbo.

We surely earned our \$350 a week. Heck, I made more on the per diem. Russ and I would share a room, saving a lot. Every penny I made was going into savings. I had a plan. Not much of one, mind you, but that was a racing fund I was building, no question.

In a major breakthrough, our event coordinator Renée back in Detroit helped convince Dodge to let me keep a Daytona over the summer, and we won our ProSolo class championship and got a third in the Solo National Championships, too - no small feat. By the time I burned out on the road halfway through season two, I had over \$20,000 1984 dollars in my account, seed money for my entry straight from Solo into pro racing with the 1985 Firestone Firehawk Compact series and Volkswagen Cup, and away we went. All thanks to Solo. Rock group Steely Dan summed it up best: "No need to ask me why, just blow a kiss and say good-bye..." 🍷

FAMILY MATTERS

With a plethora of Solo National Championships, the Berry Family Racing secret to speed is probably not what you'd expect

WORDS Erin Cechal | IMAGES Sean Rice

What is the best thing parents can pass on to their children? Intelligence? Strength? What about community? Tom and Theresa Berry have certainly passed on a knack for Solo to their three daughters - Christine, Heather, and Lisa - but what they've really gifted their offspring with is the Solo community.

What started out with Tom taking part in his local autocross, grew to Theresa joining him, then Christine, then Heather and Lisa, and even the girls' significant others have joined Berry Family Racing. It may have stopped with Tom and Theresa though, had SCCA not selected Cal Club Region to test out the then-experimental Junior Karting program.







"Howard Duncan approached my dad and said, 'Can you guys be a starter Region for this new program and give us some lessons learned that we can give to the other Regions to help them grow the program so it can be more family friendly?'" recalls Christine. "I thought it was really neat because it gave me something to do. We didn't have a choice of whether we were going to an event or not, so it gave me the ability to participate and not just sit in a parking lot and play with toys."

Christine was one of three girls in the area who took part in that first year of the Junior Karting program. Even though she didn't win a single event, she was hooked.

"The Junior Karting program has been excellent," Tom states. "For years, when the girls were very young they would come and hang out, and it'd be fun, but it was more like 'Dad's sport'.

However, when they started the Junior Karting program, it became more of a family sport. Everybody was involved and interested first hand in what was going on."

Theresa was equally thrilled to have her daughters taking part in the program and, to this day, has the issue of *SportsCar* featuring her daughter and the girls who founded the Junior Karting program. It was even Theresa who gave the go-kart its first test-drive in a local parking lot. She had a little too much fun and bent the axle. Mom was not allowed in the go-kart after that.

"She had a little too much fun and bent the axle. Mom was not allowed in the go-kart after that"

TOM BERRY

Just like parents keep tabs on their child's close friends long after graduation, Theresa has kept her eye on the kids who used to compete against her daughters, which is easy since now Theresa has to race against them.

"These kids Christine's age, they're getting married now," Theresa says. "The moms, we used to trade off who was watching the kids, because we were all driving. Even now, to watch Matt Ellam [2015 B Modified Solo National Champion] or Nicole [Nagler] Wong [2015 STSL Solo National Champion] win at National events it's like we're all a part of that. We all grew up together."

In 2011, Christine married Marshall Grice, whom she met through the Formula SAE program at CalPoly Pomona. It wasn't long after Marshall's introduction to the family that he was behind the wheel of Tom's Corvette. It was not a graceful debut.

"Sometimes in the L.A. area, we do fun runs at the end of the day," Christine explains. "I asked my dad, 'Can Marshall from the Formula team drive our car,' which at the time was a 1996 Corvette. It was a BSP car. It had a really difficult-to-operate clutch. Marshall hopped in and immediately stalled it three times before he even got up to the start line."

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Marshall fit in easily with the Berrys as he was a natural gear head and an enthusiastic Solo up-and-comer. Marshall's engineering prowess has been a big help to Berry Family Racing. Even though both of the family's cars are kept at Tom's and Theresa's house, you'll often find Marshall in their garage.

"When we first started, I ran my ideas past him, got his approval, and we'd go work in his garage," Marshall says. "As time went on, he said, 'You don't have to keep asking me for permission; if you think it will make it faster, you can do it.' It transitioned from questions into notifications, like, 'Hey, I'm going to be working on your car this weekend.'"

Tom heaps praise on Marshall's engineering ability and for bringing data acquisition to Berry Family Racing. More often than not, if you approach Tom for setup tips, he'll direct you to his son-in-law.

"When it comes to setting up our primary racecar - the Mitsubishi Evo - he is, in my opinion, nothing short of brilliant," Tom declares.

It is interesting to note, however, that Tom never mentions Marshall using data acquisition to expose his speed secret to the rest of the family. The moment resulted in a term known as 'Tom flat.'

"We call it 'Tom flat,' because he'll tell us he went through something flat"

CHRISTINE GRICE

"Data acquisition has been really nice because I specifically remember riding with Dad and not being able to figure out what he was doing, but him telling me, 'I was going flat through that section,'" Christine explains. "Then I'd try, and go flying off the edge of the course and wonder how he did that."

"Once Marshall helped figure out what kind of data acquisition would be good for our normal autocross cars, we started looking at the data and it turns out a lot of places where Dad was saying, 'I went through that flat,' he *wasn't* actually going through it flat, which is why it wouldn't work. We call it 'Tom flat,' because he'll tell us he went through something flat and we'll say, 'Are you sure it was flat, or was it *Tom flat*?'"

With everyone participating, doesn't the competition and rivalry pull the family apart? No way, they all say, and that's where the community comes in. When one of them wins, they all win. When someone needs help, everyone pitches in. When your daughter is trying to beat the top time that you've set, you cheer her on.

"Heather came back a couple years ago to run in a local event," Theresa recalls. "It was a car she'd never driven, and she beat me! As the mom, I had to suck in my pride quite a bit. You want your kids to excel, but you want to win, too. It doesn't matter if I win, though, because someone in my family is probably winning, so I'm always a winner."



MEET THE FAMILY

Tom and Theresa (OPPOSITE PAGE) are the driving force behind Berry Family Racing. Daughter Christine and her husband Marshall Grice (TOP and ABOVE) helped bring a new level of engineering to the program, but everyone in the family – and extended family – contributes, including daughters Heather (TOP RIGHT) and Lisa (RIGHT), and Lisa's boyfriend Tony Scopelli (MIDDLE RIGHT).

Dad also needs to suck up his pride when his daughter is faster than him. It isn't too difficult when he's beaming with pride. A good sense of humor helps, too.

"At the ProSolo Finale last year, I think it was, I had beaten his time," Christine says. "He won his class, but I had a better time than him on course, so he wore a skirt at the banquet when I received my award and went up on stage and informed all the guys he raced against:

"Don't forget you all got skirted!"

Berry Family Racing has grown to include non-blood-related members. The extended family was invited to join the team not by being the fastest drivers in the paddock, but because they are fun, helpful, hard-working people.

"When we go to a race, there's the five or six family members plus three or five other people who hang out with us and race our second car," Tom explains.

"That's really a lot of the fun of it. We all go out to dinner afterward and do silly things like the ceremonial removal of the wristband and pile them up on the table for the server to clean up. It's a great, fun, family-type atmosphere that's not actually limited to just our family."



Rupert Berington

FAMILY CAR

Berry Family Racing has utilized a number of cars over the years, but this Mitsubishi Evo is the most recognized.

The family extends to the greater Solo community at large when you consider the lengths everyone goes to, to support the sport. Tom, Christine, Lisa, and Marshall have all taken up roles in course design. Tom has spent

more than a decade as the ProSolo chairman when it comes to the L.A. area, Marshall is involved in the Modified Advisory Committee, and Tom and Theresa help out with the awards banquet.

"We're involved," Tom says. "We don't just show up, race, and go home. Our whole group contributes to the organization."

Yes, Tom and Theresa Berry have three fast daughters who all pursued science degrees and are successful away from

Solo, but they've also raised three kids who have learned the value of community and the lessons of selflessness and giving back. They've introduced their family to a sport that keeps everyone close-knit, even when the kids move away. If your local sports leagues aren't doing the same, maybe it's time you checked out a Solo event. 🍷



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Perry Bennett

TOOLS OF THE TRADE

Owning the right tools is essential to winning, but quite often the most important tool comes in the form of trackside support (RIGHT).

TEAM WORK

Sometimes the fastest way to the front of the field is by finding the right track support team

WORDS Jeff Zurschmeide
MAIN IMAGE Clark McInnis

If you look around the paddock at the National Championship Runoffs for the last few years, you can't help but notice that the number of independent racers towing their own cars to the championship is shrinking. More and more, drivers are choosing to hire prep shops for at-track support and for car prep throughout the racing year. To give you a better idea of what to expect and how to choose the best possible team, we talked to a number of team-based drivers and the team owners who are putting those drivers on track.

This story has its roots in a conversation

that took place at the 2015 National Championship Runoffs presented by Garmin VIRB. A driver who prefers to remain anonymous was having a hard time at the event and was extremely dissatisfied with the service provided by the team he had hired.

"I'm not a mechanic," he told us. "I don't have the knowledge or the tools to maintain my own car, and I don't even have a truck and trailer. I work a lot of hours, so I don't have time to take care of my car even if I could. I can either have the money to go racing, or the time, but not both."



That's the typical profile of a driver who needs team support, and this driver hired a team from a local prep shop to provide Runoffs support.

"They said they had expertise with my car, and that they had gone to the Runoffs before," he continued, "but there were several incidents where they just didn't know about common issues. For example, they refused to pump out my fuel tank before qualifying, and they told me to risk it - that the worst that would happen would be I'd lose a qualifying session. That wasn't acceptable to me."



At the conclusion of the Runoffs, this driver fired his team and sent his car home with a leading national team. "The cost is actually lower and I'm getting a much higher level of service," he said. "My new team has much better facilities and much more expertise with the car. I was getting chronically overcharged - and my new shop gets a lot more done in much less time."

WHY A TEAM APPROACH?

Even drivers with the skills and equipment to manage their own cars often choose to go with a team. Marshall Mauney of Milwaukee

Region has racing experience going back 20 years, including Formula F, Spec Miata, and now Formula Enterprises. He races with the One Formula Racing team based in Illinois.

"I've done it both ways," Mauney says. "I think for someone who is technically oriented and has a relatively simple car, it's not a big deal to do it yourself. When you get to a more complex car, you reach a point where you can't do it all yourself simply because there's too much to keep track of."

Steve Stadel runs One Formula Racing, and he has some insight into the reasons to choose a team rather than the independent route.

"Our big thing is no mechanical DNFs," Stadel insists. "As a prep shop, you don't want a driver losing track time because of a mechanical DNF. If you're looking for a prep shop, you want to pick one that finishes all the sessions. We want everyone to take the green and the checker."

Jim Drago is a two-time Spec Miata National Champion, and he runs East Street Racing. "When the car is at our shop after a race, we're going to do a full nut and bolt, check everything as far as wheel bearings and brakes, take the brakes and hubs apart and check everything, re-lube, and tighten it



Clark Morris

DIY
Even in classes like SRF, it's possible to run competitively without a team to support you at the track. You might, however, find yourself a little more rushed between sessions if you have to do more than fill the tank and change tires.

all back up," Drago explains. "We check the alignment and scale the car. We re-dyno it, and then we clean it. So, when we get to the track, it's ready to go."

The benefits of a team go beyond getting a reliable car. A good team can also help you become a better driver.

"Because we run a spec car, all the team members share data, and that's good," Stadel says. "If you have someone who's faster, you can see why. It's important in my case to have someone who can go over the data and help to make them all faster."

"We go over everyone's data, and generally there are places where everyone can improve," Drago says. "When you've got three fast guys on the team and you compare data, you can see right where you're gaining or losing. It's good for all of us. We can always learn somewhere. If your goals are to run at the front and try to win races and win at the Runoffs, it's very hard to do that as an independent."

CHOOSING A SUPPORT TEAM

You may be sold on the benefits of using a team, but how are you supposed to choose

one? This is a critical decision, and you need to carefully consider every option.

"Obviously, the easiest thing to do is talk to team members at the track," Drago advises. "Look and see if their area is a mess, and see if it looks like a bunch of chaos going on, or do they have everything under control?"

You should also take a look at a team's past performance, and see if it aligns with your goals. "Results matter," Drago says. "If you want to win and run at the front and no one on that team is doing that - or there's one guy out of 10 on the team who can do that, then you'd want to think about that."

Stadel agrees, emphasizing results and preparation. "You need to look for someone who has experience with the type of car you're driving," he says. "You need someone who has the equipment at the track to sort out and change a setup, and you want to consider their finishing record, and their ability to get a car back on the track after an issue."

Mauney evaluates teams on a very personal level. "You want to look at a team that suits your communication style. If you can't work well with the crew and the team owner, you're not going to have a good time.

But if you think the same way and approach problems the same way, a good team almost becomes an extension of yourself," he says.

Mike O'Callaghan's Flat Out Racing is among the leading teams in Spec Racer Ford. Working together with the Pro Drive Racing Team, O'Callaghan has helped put several drivers on the Runoffs podium over the years.

"I think a driver should expect that their car will be prepared much better than they could do themselves, and they should be able to go out on track feeling that their car is in top competitive condition," O'Callaghan says. "The crew should also be willing to put in the time and work their hardest to put a car back on the track in the event of a crash or a breakdown."

But every team owner emphasizes the less tangible human aspects that are nonetheless critical to a driver's success. "There's a social element that's really important to what we do," O'Callaghan says. "I think it should be a fun experience. It should be fun because it costs a lot of money and the biggest thing you're going to take away from racing is the experience."



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MANAGING YOUR BUDGET

When you join a team you are hiring professionals who possess very rare skills and a huge inventory of expensive equipment. The costs may be surprising at first. "There are people who would like to go to a prep shop but they don't feel they have the dollars to do that. I had a driver who felt that the dollars were more than he could afford, so he went on his own. Within a short time he broke a transmission and then lost an engine, and he came back. All that could have happened under my tent, too, but he felt he was better off not racing as much but

being under my tent," Stadel says.

Costs will vary widely depending on the level of service you need and the team you choose. Yet as our anonymous Runoffs driver discovered, a big name team may be more affordable than a budget outfit. The only way to know is to ask.

"For me, since I don't have an infinite budget, I need to be with a shop that has clear pricing up front, and allows us to make those decisions through the season," Mauney declares. "You're going to get what you pay for, and everyone's looking for a different experience."

It's also true that spending a little extra money could yield dramatically improved results at the track. "Just weigh out your options carefully and see what you're really trying to get out of racing," advises Drago. "Sometimes a prep shop could be relatively inexpensive, or very expensive depending on how you value your time. It's going to vary from person to person."

LET THE TEAM WORK

One final point is that some teams offer more of a cafeteria program where you can pick and choose services, but most will want



Richard S. James

DECISIONS DECISIONS

(MAIN) Fixing major racecar damage at the track is a headache, especially when you're doing the work yourself or with just few helping hands. The result can be stress and missed track time. (RIGHT COLUMN) Employing a team with trackside support, meanwhile, means they do much of the heavy lifting while you concentrate on driving.



Jeff Loewe



Jeff Loewe



Dennis Murray



Clark McInnis

you to commit to a program. That protects the team's financial stability and prevents misunderstandings based on incomplete service and maintenance.

"If we're going to take care of a car, I want the car," says O'Callaghan. "I don't want to just be the guy who takes care of a car at the track. The big thing for me is preparation of the cars before we get to the racetrack. We go through the cars pretty deeply to catch the little stuff that's coming up that could go wrong."

Every team owner says the same thing - hiring a team should be a complete package. "Sometimes drivers don't want to

do the prep work in the shop - they want to do it at the track because it's included," Drago notes. "I refuse to do that. When we get to the track, the goal is not to work on the car. So, we try to get everything done before we get there because the track presents enough problems."

The bottom line on working with a team is simple - if you know what you want, find a team that can deliver the level of service you need and be clear about costs and expectations. The result is likely to be a much more satisfying and successful racing experience than you'll get by going it alone. 📍

10 RULES TO PERFECT YOUR TEAM EXPERIENCE

1. Make a budget for your racing season, and make plans for what you will do if you reach the end of that budget midseason.

2. Insist on a contract with fixed terms. Make sure your contract specifies everything the team will do and provide. If you miss sessions because of the team's errors, is there a refund?

3. Agree on the level of support the team will provide at the track. If something needs to be repaired at the track, will it be covered under basic track support, or will you be charged extra? Specify the spares the team will have on hand at the track. Also specify who will buy those spares and their prices if used.

4. Work out the driver services the team will provide at the track. Will the team provide food and drinks? Is the driver expected to pick up the tab at dinner? Is there an RV at the track? Who will arrange and pay for hotel rooms?

5. Make sure your contract includes a time limit for the team to notify you of charges, and specify what charges must be approved in advance.

6. SCCA holds the driver responsible for rules compliance, including crew behavior. Is the team familiar with all of the rules and supplemental regulations?

7. Know how many drivers the team will be supporting. Do the decisions of other drivers to attend or skip an event affect your costs?

8. Understand the team dynamic. Will you have access to team setup knowledge, on-track data interpretation, and coaching from other team members? Ask if the team has leading drivers or other experts who can test-drive your car to help diagnose issues.

9. Learn what the team will charge for an initial inspection and test when you bring your car to the shop for the first time. For that fee, will the team provide you a list of all necessary repairs to make the car safe, reliable and competitive, or is that information contingent on hiring the team to make the repairs?

10. Discuss the level of preparation you want for your car. It can cost many thousands of dollars in parts and labor to run at the front and, if your skills need sharpening, that money might be better spent on coaching and seat time.

BEAT THAT!

The 2015 season was history in the making for the SCCA Pro Racing-sanctioned Trans Am Series

WORDS Jeff Zurschmeide | MAIN IMAGE Chris Clark

Trans Am racing will celebrate its 50th anniversary season in 2016, and the series will look back over a half century of racing glory. But the historic nature of Trans Am is not limited to the so-called glory days of the past. In fact, a major chapter was written this very year, when Amy Ruman became the first woman to win a Trans Am championship.

"We won eight out of 12 races, so that was definitely a stellar year for our team," Ruman says of her run to Trans Am's headline class win. "I was the first woman to win a Trans Am race, and now I'm the first woman to win the championship!"

Ruman began her run at the championship in 2014, winning the last race of the season at Daytona Speedway. It was just her fifth win in Trans Am, but it began a juggernaut that continued throughout the 2015 series.





"It all started out for me right there [in 2014]," she explains. "Then that spiraled into Sebring, Homestead, and Road Atlanta [in 2015]. We won the first three rounds and we were on a four-race winning streak. That kind of got the ball rolling," she says.

Winning from the front is certainly every racer's plan, but Ruman's high point of the year came at New Jersey Motorsports Park, where she triumphed over serious adversity. "We missed the original qualifying session, so we did the second-chance qualifying and got sixth on grid," Ruman recalls. "We went out on the pace lap and I lost the power steering. Before we came around for the

start of the race, I ducked into the pit lane."

While Ruman headed for the pits, the rest of the field took the green flag and started their race. Ruman thought her race was over before it even began, but that's not how it worked out. "The power steering miraculously came back on about halfway down pit lane. So, I got back out right before the TA2 field came around. I started about 20 or 30 seconds behind the TA field, and then went from last to first."

After a rough patch in the midseason, Ruman came back and won the last three events of the season at NOLA, COTA, and again at Daytona.

"Back-to-back wins at COTA and Daytona

this year put an exclamation point on the season," she says.

As always, Ruman is quick to list off the people who helped her punctuate the competition.

"I get to do the fun part - driving and racing and doing what I love to do. Everyone else does the hard work, and their dedication is just amazing; my parents Bob and Barb Ruman, my sister Niki Ruman-Skinner, and Katie and Bobby Skinner. My brother-in-law and crew chief Dave Skinner, and my crew: Mike Edmunds, Bryan Salchak, Eric Conley, and Jerry Waltenberger. I couldn't do it without them."

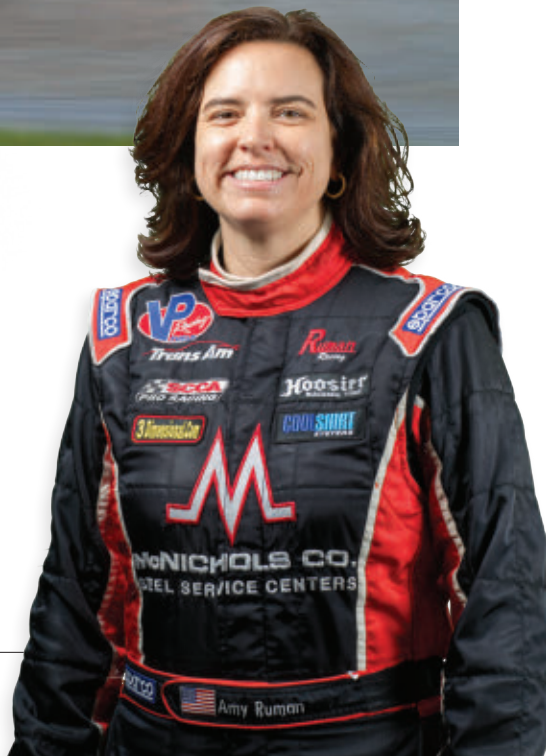


"We won the first three rounds and we were on a four-race winning streak"

AMY RUMAN

She also thanks the Ruman family's longtime sponsor, the McNichols Company, and Pro Motor Engines.

"We had some great motors from PME," she says. "McNichols has been with us and stood by our side for 20 years, and we finally brought home a championship. It's been an amazing ride, and I'm so blessed to be where I'm at today."



ROOKIES AND MANUFACTURERS

In addition to the season champions, Trans Am awards Rookie of the Year awards to the rookie with the most points in each class. For TA2, that honor went to Gar Robinson, who also won the season championship.

In the TA3 International class, Steve Streimer claimed the rookie trophy with a partial season in which he won three of the five races he entered. "I can't say enough to thank Cindi Lux for her great coaching, and Lux Performance for building me a great car," Streimer says.

In the TA3 American Muscle class, the rookie title went to Jason Fichter. Fichter won at Brainerd, and collected two additional podium finishes. "Next year I'm planning to take the same Camaro and run in World Challenge in the GTS class," Fichter says.

On the manufacturer side, Chevrolet dominated the year, scoring 108 manufacturer points to second-place Ford's score of 48. Chevrolet also won the manufacturers' title in TA2 and TA3 American Muscle. Dodge won the title in the TA3 International class.

FOR THE RECORD

Amy Ruman (MAIN and LEFT) is not only the first woman to win a Trans Am race, but she's also now the only woman to win an overall Trans Am championship.

TRANS AM 2

Gar Robinson arrived in Trans Am with a couple years of racing Miatas under his belt, ready to make the jump into the Trans Am 2 class in a Camaro. That might sound like a big leap, but Gar has support from his father, George Robinson, who raced in Trans Am from 1988-'94. The younger Robinson carried his dad's sponsor, 74 Ranch Resort, on the No. 74 Chevrolet Camaro all the way to the championship and Rookie of the Year honors.

Robinson started his year with a win from the pole at Sebring - which turned into a mixed blessing. "Sebring was cool," Robinson remembers. "I didn't qualify very well, but it's one of my favorite racing tracks, so we finished on top. Then we had a bit of a rough patch at Homestead, and that was the beginning of a down period."

After winning right out of the gate, Robinson battled his car's setup and his own inexperience through the midseason. He had some learning to do, and struggled his way back to the podium at New Jersey Motorsports Park, and then made the podium again at Brainerd. He finally won his second race at Mid-Ohio.

"Mid-Ohio was a win I'll remember for the

rest of my life," Robinson recalls. "It was such a hard-fought battle for the entire race, and we came out on top. It was really cool because my dad used the same moves on Tommy Archer back in 1992 and 1993 that I used on Cameron Lawrence."

After a tough time at VIRginia International Raceway in the rain, Robinson delivered a strong finish to the year, winning at NOLA, finishing third at COTA, and then capping the season with a win at Daytona. But it took a lot of work to get there.

"In the first races, we fought the car a little bit. It took some testing and moving some people around to get the car perfect, but after the win at Mid-Ohio, it was like a whole other racing season. I think we got a good idea of how to set the car up and I got a good idea of how to drive. Road Atlanta and Brainerd were really where I learned how to muscle the car around, and how to adjust to the power of the Camaro."

Will Robinson return in 2016? "I'll definitely defend my championship next year," he says. "I would like to drive a TA car, but I think the competition in TA2 is the best. There are a lot of good drivers in that class. I'm excited to come back next year!"

"Mid-Ohio was a win I'll remember for the rest of my life. It was such a hard-fought battle"
GAR ROBINSON

A SEASON TO REMEMBER

Gar Robinson's win at Mid-Ohio (BELOW) set the tone for the rest of the season, with several other strong races in his TA2 Camaro (BOTTOM) putting him in the overall points lead.



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BACK TO BACK

Ernie Francis Jr. (ABOVE and BELOW) returned to the TA3A class after winning the overall title in 2014. He repeated his performance and claimed the 2015 title.



"This year just went really well for us. I don't even know how to describe it"
ERNIE FRANCIS JR.

TRANS AM 3 AMERICAN MUSCLE

It's rare for a driver to dominate a season as thoroughly as Ernie Francis Jr. dominated the TA3 American Muscle class this year. This year, Francis claimed the pole position at every single race, and won eight of 12 races, and easily claimed the season championship.

"This year just went really well for us," Francis says. "I don't even know how to describe it. I didn't expect to be a two-time Trans Am champion, especially at my age."

The season did not start out looking for a repeat of Francis' 2014 championship. The 17-year-old driver qualified on the pole at

Sebring and again at Homestead, but finished sixth in both contests.

"At Sebring, we got off to a good start and we pulled out a lead in the race. But, toward the middle of the race, a piece of the fuel tank shield came loose and wore through the driveshaft. It got cut into two pieces," Francis recalls. "At Homestead, we had a radiator hose burst on us."

After the first two rounds of the series, Francis went on a power run, winning eight of the next nine races. With the exception of Brainerd International Raceway where his car threw a belt - the young driver was unstoppable.

"Our first win at Road Atlanta was huge," he says. "After a couple bad races, it felt good to finally get back on top of it. And then COTA was a hard-fought battle, with a lot of yellow flags that made a good battle at the end of the race."

With the championship already solidly



clinched, Francis experienced his final mechanical challenge at the season finale back in Florida. "At Daytona, we had a piece of track debris puncture the radiator. The engine temperature started rising, and I had to pit."

With all of his on-track difficulties, Francis is quick to acknowledge those who made the overall win possible. "I definitely want to thank my entire team," he says. "Any time the car broke down, it wasn't their fault. I have to thank my dad, because I couldn't race without him. Also my sponsors, Time4Learning and Liquid Performance."

TRANS AM 3 INTERNATIONAL

Lee Saunders did not set out to win the championship in TA3 International this year. Even after he put his Landsearch LLC Dodge Viper on the pole and won the first race of the year at Sebring, he intended to race just a few events this season. Then something happened that might put most drivers in the garage for the year: his father passed away suddenly.

"We ran three races last year, and our original thought was to run maybe six this year," Saunders tells us. "But we won out of the gate at Sebring and my father passed away 11 days later. We had not planned on going to Homestead but, at the last minute, I decided to go and clear my head. I had been in a bit of a funk."

With that motivation, Saunders went to the next race at Homestead and finished in second place, and then he won again at Road Atlanta.

"After Road Atlanta, we got to thinking we'd dedicate the season to my father, Joe Saunders. He's the reason I love cars and racing, and he would have loved to be here for the ride, so we decided to give it a shot."

After a tough race and a fifth-place finish at Lime Rock, he put together a string of four podium finishes before earning the championship with a fourth-place finish at NOLA.

"We thought it was a long shot, but it ended up being a dream come true," he says.

On his way to the championship, Saunders never raced alone. He was accompanied throughout the racing season by his mother, his wife, and their children; making this a true family victory.

"My mom ended up coming to all our races, and my wife Tina. I drug her all over the country with our two kids. She was the one who said I had to give this a try," Saunders insists. "Also, thanks to Kevin Smith with KSR Racing Engines, Lee Carducci at Arrow Racing Engines, and Jamie Kwitek, and, of course, Dodge and SRT and all the crew at the Viper assembly plant. They put together a fantastic car." 📍

"We thought it was a long shot, but it ended up being a dream come true"
LEE SAUNDERS



DEDICATION

Tragedy left Lee Saunders (LEFT AND BELOW) uncertain about his 2015 season. He ended up dedicating the season to his late father and winning the TA3I championship.





DARK AND STORMY

The weather pushed competitors to the limit – and beyond – at this year's American Road Race of Champions

WORDS Paul Brewer
IMAGES Clark McInnis

The 2015 American Road Race of Champions (ARRC) presented by *Grassroots Motorsports* turned out to be a wet and wild weekend in Georgia. Fortunately, the quality of the racing – and after-racing parties in the Road Atlanta paddock – didn't seem to affect the Nov. 7-8 races.

The reality is, the scene for success was set long ago. The ARRC has a history of attracting Club members from far and wide, and this year was no exception, with 19 states – plus Puerto Rico – represented on track and working corners. In fact, many entrants and workers have stated that they have made lasting long-distance friendships thanks to the ARRC.



**EVERYTHING'S OK**

(MAIN) Sometimes racing is racing. (BELOW LEFT) John Carter made the right tire choice and took the FE race win handily, lapping the entire race group. (BELOW MIDDLE) Scott Woodruff claimed the FS class win. (BELOW RIGHT) With wet conditions, workers had their hands full.



The event kicked into gear with qualifying sessions Friday morning on a very wet track, with rain proving to be a constant issue – there wasn't much question about tire choice since Road Atlanta is a testy circuit even under damp conditions. At this track,

rainwater flows across the track at the bottom of the esses and at the entrance to Turn 10A, making difficult sections that much more challenging – and even with full wets, drivers had to be extra careful at these spots.

Friday's only race, the CCPS Carolina Cup, had six classes of racecars and a track that was about 10 seconds slower than when dry. Surprisingly, there was little carnage, and perennial winner Danny Steyn grabbed the gold medal.

A ROOKIE'S PERSPECTIVE ON THE ARRC

Chris Grigalunas broke new ground this year, deciding to enter the ARRC for the first time. So, how did he like the event? "It was a whole lot of fun, and I really appreciate how everybody plays well together – no rubbing, no bumping," he says. "This was my first time here so I didn't know what to expect. It was very good to have people around you who respect you and don't crash into you."

Finishing third in class, the SMSE-class competitor had a solid showing – but there was more to his enjoyment than simply finishing well. "I came to a corner and several cars were very, very close around me, and I thought, 'They're going to hit me! They're going to hit me!' But they didn't hit me! I thought, 'Awesome, let's do this some more!'"





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AS CLOSE AS IT GETS

For 15-year member Lance Snyder, and one of SCCA's hardcore worker force, the ARRC is a must-attend weekend. "For me, it's the Spec Miata race," he says of his favorite class of the weekend. "Year in and year out, those battles within the pack are amazing. No matter how crappy the day is, no matter what the weather is, those guys entertain."

In contrast, Snyder also likes for Formula 500s. "They are a good class – a lot of different cars. I think they are now my favorite formula class."

Snyder was introduced to the SCCA by his father. "I was born and raised in New York and went to Watkins Glen a lot with my dad – we worked Timing and Scoring," he says. "After I got out of the Army I came to a race here at Road Atlanta to see if I still had any interest and have been working corners ever since. That was 15 years ago."

Does he think everyone should volunteer on race weekends? You betcha! "Come on out and we'll train you," he says. "We'll take care of you, you'll have fun, and we'll even get you a beer afterward!"



Saturday dawned with cooler temperatures and – yes – more rain. Group one didn't let that affect their race, which was composed of 13 different classes. The only all-wheel-drive entry had a field day, with C.J. Moses taking the win handily in his T2 Evo.

Group two, the large-bore, open-wheel formula cars, got a break from the rain but still had to run treaded rubber. Their tire width pumped enough water until the track began to see a dry racing line and, when the mist cleared, Alastair McEwan grabbed the top podium position by a healthy margin.

Group three got the green to a steadily

drying track. While Matt Reppert ran away with the overall and ITS class, the ITA race between Owen Schefer and Ted Thorp was epic with three lead changes in the first three laps!

Group four was the small-bore formula cars, and they put on a spectacular race with Sam Lockwood and Laura Hayes taking the top two positions in FF.

The track was now dry enough for slicks, and group five was the one that raised the excitement level – it was Miata time! The race lived up to expectations with three-wide racing into 10A on the first lap. Danny Steyn,

Cliff Brown, Blake Clements, and 15-year-old Michael Carter put on the show of the weekend. Brown dropped out early, and just when the race seemed set for a typically wild finish, the safety car came out, putting Steyn, Clements, and Carter on the podium.

The ARRC weekend had many good races, not to mention racers competing on a less than perfect weather weekend. The consensus was that even with wet feet, slogging through the inclement weather was well worth the trouble, and virtually everyone stated they'd be back next year – rain or shine. ☺



WET AND WILD
(ABOVE) Danny Steyn (39) had a great weekend, winning two races in challenging conditions. (From FAR LEFT) T2 competitor C.J. Moses had the right car for the slick conditions. In T3, David Muramoto had his struggles but still took the class win. Constantly changing conditions meant drivers had to be on the lookout. Post-race impound was serious business, with the SCCA National Office technical staff assisting in compliance checks.

AMERICAN ROAD RACE OF CHAMPIONS

Road Atlanta | Braselton, Ga. | Nov. 7-8, 2015

FRIDAY

CCPS RACE

SM: (14 starters) 1. Danny Steyn 1:53.627; 2. Kyle Webb; 3. Paul Holton; **SSM:** (2 starters) 1. Kevin Beaver 2:00.505; 2. Bill Roland; **ITA:** (1 starter) 1. Ted Thorp 1:54.789; **ITB:** (1 starter) 1. Chip Sweatte 2:04.844; **ITT:** (1 starter) 1. Paul Brewer 2:14.534; **STL:** (1 starter) 1. Michael Tablas 2:09.608.

SATURDAY

GROUP 1

T2: (1 starter) 1. C.J. Moses 1:52.343; **T3:** (1 starter) 1. David Muramoto 1:59.216; **T4:** (1 starter) 1. Thomas Hart 1:57.793; **EP:** (2 starters) 1. Bowie Gray Jr. 1:54.478; 2. Phil Alspach; **FP:** (2 starters) 1. Blake Meredith 1:54.199; 2. Richard Anderson; **HP:** (3 starters) 1. Simon Tibbett 2:01.613; 2. David Lane; 3. Patrick Harris; **SPU:** (2 starters) 1. Jim Coman 1:54.640; 2. Tad Segars; **STL:** (3 starters) 1. Bruce Andersen 1:53.948; 2. Andrew Devoto; 3. Senter Smith; **SSM:** (1 starters) 1. David Wible 2:04.760; **ITB:** (1 starter) 1. C. Michael Powell 2:11.134; **ITC:** (6 starters) 1. Will Perry 2:05.951; 2. Terry Topping; 3. Edward Nicholson; **ITT:** (1 starter) 1. Paul Brewer 2:13.599; **ITX:** (1 starter) 1. Mike Taylor 1:55.600.

GROUP 2

PI: (2 starters) 1. Alastair McEwan 1:38.939; 2. Randy Stanley; **FS:** (2 starters) 1. Scott Woodruff 1:44.790; 2. Craig Haltom; **FM:** (3 starters) 1. Court Dowis 1:51.116; 2. Robert Russell; 3. Quill Briggs; **FE:** (3 starters) 1. Paul Schneider 1:43.835; 2. John Carter; 3. John Mcaleer; **FC:** (2 starters) 1. Marc Stern 1:60.165; 2. Howard Sklar.

GROUP 3

ITA: (7 starters) 1. Owen Schefer 1:49.047; 2. Ted Thorp; 3. Kevin Bailey; **ITS:** (3 starters) 1. Matt Reppert 1:49.499; 2. Harold Corbin; 3. Alexander Schefer.

GROUP 4

FF: (2 starters) 1. Sam Lockwood 1:38.282; 2. Laura Hayes; **CF:** (3 starters) 1. Steve Brooks 1:44.641; 2. Donald Baggett; 3. Chris Forrer; **FV:** (4 starters) 1. Mitchell Ferguson 1:46.536; 2. Sherman Engler; 3. Gregory Bruns; **F500:** (13 starters) 1. Wiley Clinton McMahan 1:39.892; 2. Aaron Ellis.

GROUP 5

SM: (31 starters) 1. Danny Steyn 1:43.732; 2. Blake Clements; 3. Michael Carter; **SMSE:** (4 starters) 1. Jake Bailey 1:47.197; 2. Kevin Beaver; 3. Christopher Grigalunas.

GROUP 6

SRF3: (3 starters) 1. Robeson Clay Russell 1:39.112; 2. Chuck Newman; 3. John Russell; **SRF:** (3 starters) 1. Richard Anderson 1:50.061; 2. Jack D. Johnson; 3. Chris NewMan.

SUNDAY

GROUP 7

SPO: (2 starters) 1. David Daniel 1:48.345; 2. Bill Smith; **AS:** (2 starters) 1. Dainton Brooks 1:51.176; 2. Chuck Reynolds; **GTA:** (1 starter) 1. Randy Walker 2:19.085; **GTI:** (1 starter) 1. Richard Bridgette 2:11.020; **TI:** (1 starter) 1. Ted Hight 2:01.443.

GROUP 8

SM: (5 starters) 1. Robert Roland; 2. Bailey Sigler; 3. Charlie Campbell; **ITA:** (1 starter) 1. Tad Segars.

Note: Group 8 fast lap times unavailable

GROUP 9

SM: (3 starters) 1. Alan Cross/Tiley 1:54.909; 2. Karl Fischer/May; 3. Jarrett Jones/Jones. **ITA:** (2 starters) 1. Kevin Bailey/Sattele 1:54.496; 2. Derek Luney/Luney; **ITS:** (2 starters) 1. Zsolt Ferenczy/Degioanni 1:56.989; 2. James Green/Kirhner; **SMSE:** (1 starter) 1. Jake Bailey 2:04.261; **SRF:** (1 starter) 1. Chris Newman/Newman 2:06.435; **ITX:** (1 starter) 1. Mike Taylor/Osgoogn 1:55.287.

GROUP 10/11

FE: (3 starters) 1. John Carter 1:45.995; 2. John Mcaleer; 3. Joe Reppert; **CF:** (3 starters) 1. Chris Forrer 2:06.675; 2. Brian Farmer; 3. Ben Cooper.



LET THERE BE LITE

The United States RoadRally Challenge returns to Southern California for 2015, but this time with a few twists | WORDS Rick Beattie

The RoadRally teams that gathered on the first weekend in November in Southern California for the 21st United States Road Rally Challenge were greeted with three separate events that got exponentially more difficult as the weekend progressed. Amazingly, this was an event that almost didn't happen – and California's notorious traffic attempted to keep it that way.

The First Friday Niter, a monthly event for Cal Club Region, ended in a tie for first overall in the Tour rally between the Class A team of Mike Thompson and Fred Rosevear, and the Class B team of Bruce Gezon and Steve Gaddy. Class A competitors Bob Morseburg and John Sears claimed first overall and first in class honors on the Saturday Highway Robbery Course event. On Sunday, Morseburg and Sears finished first overall in the single class Turkey Traps GTA.





TURKEY TRAPS FIRST SCORING SLIP

Per Rally Rule 3, the order of execution for NRIs is that each NRI becomes active when every NRI that *it* precedes has been completely executed. Note that it does not say “when every NRI that precedes *it* has been completely executed.” Had it said “precedes it,” you would execute NRIs in forward order of appearance; but with “it precedes,” you execute NRIs in reverse order of appearance. This means that you start with the last NRI, which directs you to turn in your Contestant Evaluation Report. In exchange you would have received a Rallymaster Instruction to fix Rally Rule 3.



ON THE ROAD AGAIN

(TOP to BOTTOM) Saturday's Highway Robbery rally took competitors through the picturesque Angeles National Forest (also RIGHT). Bruce Gezon and Steve Gaddy were frontrunners all weekend. Stu Helfer and Jack von Kaenel filled out forms before heading out on Saturday's rally. Dick Rafter and Jack Rabel stop at the third checkpoint during Highway Robbery.

The USRRC is one of the toughest SCCA RoadRally events – for the organizers. It takes a strong committee with four important members: a chairman and three other people to act as rallymasters for the three events. It was almost canceled this year when no SCCA Region could make that level of commitment. However, in late summer Jeanne English asked the RoadRally Board if she could continue the fall tradition by adding a GTA event to the Friday night and Saturday events Cal Club was already planning. At the August meeting, the RoadRally Board agreed.

With help from Santa Monica Sports Car Club, Joanna Weissen would be chairman; Jeanne English would Rallymaster the previously planned Regional First Friday Niter and the National Saturday Highway Robbery events. Larry Scholnick would write the Sunday GTA. This would be Cal Club's third USRRC.

The committee took to calling the event *USRRC Lite*. Forget about the traditional headquarters hotel. Gezon commented that registration was “done in a parking lot [with] everything taped to car windows.”

The first event was Cal Club's traditional



first Friday of every month rally. This year it was a simple Tour rally - and it almost didn't happen. There was heavy traffic as the result of an accident - an overturned truck - that closed all but one of the four lanes of I-5. Cars were nearly 40 minutes late into the first control but "fortunately the rally included a loop of about 35 miles that could be easily removed," which English did to get cars to the finish near the scheduled time.

Nathan Harris with his navigator Gail Higgins ran this event in Class A. He has been running SCCA events for a dozen years

and enjoyed the rally. "The best part about these rallies were the roads; great driving roads," they commented.

Gezon called the Tour "fun," saying that the "speeds were challenging, being at night." Gaddy, navigating for Gezon, thought it was "fun for the driver."

Of the 11 teams participating, Thompson and Rosevear scored just two points in their tie for first overall with Gezon and Gaddy running in Class B. Jessica and J Toney took Class C with 49 points, while Rob and Dave Goldstein won Class D with 345 points.

Gaddy also liked the Saturday rally. It was "a good course event; not hard logic, but not easy to run clean." That was English's intention.

"My philosophy for [Highway Robbery] was to show that rallies don't have to be hard; that they can be run with a relatively simple set of generals, that the scores will still be separated and, best of all, people will have a good time," she said.

Jeanne received many compliments from the 13 teams who enjoyed the rally. Ty Knudson - who ran the event with Kristina



Knudson – admitted, “We were dead last but had a blast doing it.”

The second rally he ever ran was with Kristina as his navigator. “She did a great job,” he said. “We won that rally in our class. [But on this one], we really did not know what we were doing. I had no idea when I was supposed to cross the hose. We just decided to do it and have fun doing it. We found all the check points and ended up where we were supposed to end up.”

Class S honors went to the Toney’s with 403 points, Class L to Gezon and Gaddy

with 85 points, and Class E and first overall went to Bob Morseburg and John Sears with 65 points.

It would be hard to find anyone to write a tougher GTA rally than Larry Scholnick wrote for the Sunday event. GTAs use none of the typical rally concepts and Scholnick took every advantage.

U-turns are permitted, intersections are not a meeting of roads but of named roads meeting one another, dead ends exist, words in quoted text do not have to be consecutive, and it goes on from there. Understanding

the leg slips could be as difficult as understanding the general instructions. Contestants received 12 points for every trap they did correctly and, sometimes partial, credit, giving a possible maximum score of 384.

Gezon described this rally as extremely hard. “Fun at times,” he said, “but brain-numbing often times.” Although he described it as “a very hard urban gimmick rally,” Gaddy liked it. “This is my favorite type of event and my favorite of them...but most TSD rallyists will disagree.”

OPEN FOR BUSINESS

(MAIN and TOP RIGHT) A number of infamous Southern California routes played host to the 2015 USRRC Lite. (RIGHT, MIDDLE) Patrick Strong and Joe Batwinis pause before heading out of a checkpoint. (RIGHT, BOTTOM) Chuck Hanson and Richard Wetzel review course instructions before beginning Saturday's rally.

USRRC SCORING

Unlike past events, there was not an overall USRRC winner in 2015. The committee felt that the Friday Regional event would be difficult to fairly combine with the other two National events. The events were scored as typical Regional and National events and did not use the increased scoring points of USRRC events.

The eight teams competed in only one class, as the type of equipment wouldn't matter. Morseburg and Sears won the rally with an almost perfect score of 366, followed by Gezon and Gaddy with 330.

Harris and Knudson liked the weekend. Harris ran both the Friday and Saturday events. He has been running events for nearly 24 years, starting with Into the Night Monte Carlo rallies. That was back when there were five organizations writing them. Over the years, he's written, run and worked rallies. For equipment, he uses either an Alfa



2015 UNITED STATES ROADRALLY CHALLENGE

Nov. 6-8, 2015

FIRST FRIDAY NITER

Friday, Nov. 6, 2015

RESULTS: pos/class, driver/navigator (car) total. 1/1A, Thompson/Rosevear (Chevy) 2; 2/1B, Gezon/Gaddy (Chevy) 2; 3/2A, von Kaenel/Helfer (Buick) 4; 4/3A, Morseburg/Sears (Chevy) 6; 5/4A, Harris/Higgins (Nissan) 7; 6/5A, Engen/Tivy (MINI) 30; 7/1C Toney/Toney (Nissan) 49; 8/2C Batwinis/Strong (MINI) 87; 9/6A Jones/Leadbetter (MINI) 103; 10/1D Goldstein/Goldstein (Honda) 345; 11/3C Harrison/Beidelman (Hyundai) 950.

HIGHWAY ROBBERY

Saturday, Nov. 7, 2015

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Morseburg/Sears (Chevy) 66; 2/1L, Gezon/Gaddy (Chevy) 85; 3/2E, Staab/Larouere (Ford) 318; 4/3E, von Kaenel/Helfer (Buick) 332; 5/4E, Thompson/Rosevear (Chevy) 350; 6/1S, Toney/Toney (Nissan) 403; 7/5E, Rabell/Rafter (Porsche) 884; 8/2S, Batwinis/Strong (MINI) 993; 9/3S, Wetzel/Hanson (Toyota) 1060; 10/4S, Harrison/Beidelman (Hyundai) 1099; 11/5S, Stocker/Stocker (Hyundai) 1416; 12/6E, Harris Higgins (Nissan) 1513; 13/6s, Knudsen/Knudsen (Ford) 1634.

TURKEY TRAPS

Sunday, Nov. 8, 2015

RESULTS: pos, driver/navigator (car) total. 1, Morseburg/Sears (Chevy) 366; 2, Gezon/Gaddy (Chevy) 330; 3, Harrison/Beidelman (Hyundai) 244; 4, Toney/Toney (Nissan) 229; 5, Stocker/Stocker (Hyundai) 222; 6, von Kaenel/Helfer (Buick) 213; 7, Wetzel/Hanson (Toyota) 186; 8, Thompson/Rosevear (Chevy) 147.

Pro or an Alfa Elite. Higgins, his current navigator, is a motorcycle rider, "but enjoys the rallies as well."

"It was what I expected," said Harris. "I have known the rallymaster for 12 years. Jeanne [English] is a great rallymaster - the best."

Ty and Kristina Knudson ran only the Course event. His first rallies were also Monte Carlo-style events. He won his class in both of them. "This particular rally was a blast," said Ty. "Kristina and I do not have all the clocks and timers. We really didn't

know what we were doing. [But] the best part about the events I have run was seeing all the back roads I never knew existed. I love to drive. I love to see new places. This combines both of those. I would really like to see more RoadRallies."

So, the 2015 USRRC was far from usual - and still a success. Coming off the 2014 USRRC where the event joined forces with the Coker Tire Challenge, maybe the new face of the USRRC is going to be defined by how different it is from the previous year. 🍷

JUNKYARD DOGS

Gearhead Angela Carlascio reveals the realities of women junkyard shopping

Since competing in any level of motorsports isn't cheap, money can be exceptionally tight when fixing a broken part. While new replacement parts can be expensive, junkyard parts aren't. The trick is finding them in good working or salvageable condition. The problem is that junkyards offer a completely different dynamic for women vs. men. So, while going by yourself to a junkyard shouldn't be a big deal, for women, it can be.

Here's my story. I went, by myself, to LKQ in Tampa, Fla., to acquire parts for my Civic. I had been there before with a friend, so I knew the place. But this time it was different. Why? Well, you enter the facility, sign the waiver, toolboxes are inspected (only take the tools you will need), and pay the entrance fee. When I was with a male friend, the counter rep didn't care who we were. When I arrived by myself, he suddenly cared. Don't get me wrong, he was nice - not overly interested, not offensive, and not flirting - but he was out of character based on my previous visit. There could be a million reasons as to why, but the main one is probably because I'm female and I was there by myself. It caught his attention, and it will also catch the attention of others.

So, does it mean you walk in like Geena Davis in *The Long Kiss Goodnight*? Fun, but no. It means you make eye contact and be polite while keeping conversations short. In general, most will think you're there with someone - but face it, people will ask if you need help. The less helpless you appear, the less attention you draw. If you don't feel safe, leave.

Junkyards are row upon row of vehicles, so ask where to go. The simple act of walking is a safety issue. Take it slow; there are a zillion and one things thrown on the ground that you can trip over. Vehicles are stacked on anything that will hold them up; tires, car parts, other cars. When you go to remove parts, check for stability and secure the car as safely as possible. Unless you're at some fancy junkyard, employees will not be waiting to assist you, so when removing larger items, try to take a partner with you.

Ladies, I'm about to make you mad, but read on. Is what you are wearing going to matter? Yes. Wear long pants, a solid material shirt (not flimsy), closed-toed sneakers or boots capable of traversing random objects, and gloves. Also, wear your hair so it doesn't get caught in anything, and don't wear headphones!

Be prepared. Know what you're looking for, find it, remove it, and leave. If you have a car that's rarely found in a yard, call first.

Personally I enjoy going to junkyards. I like looking at the cars trying to figure out their story. I meet friendly people, but I'm always aware - and you should be too. *You* are the rare find that day. Know this and your experience will be better. Now, find your part, get back to your garage, and get to work! 🚗



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TELEMETRY JUST GOT SMARTER

Bosch Motorsport's LTE60 is a 4G-LTE-based telemetry system that's faster, more reliable and simpler to use – which is exactly what racers want to hear.

In the information age, we expect to know things now. As in, right now. The era of smartphones and data transfer via cellular networks has made that the norm. And the same is true in motorsports, where faster, more consistent data delivered straight from a racecar out on the track to its pit box, hauler, or even back to the race shop can help teams to build a competitive advantage.

But keeping that advantage means staying ahead of the curve when it comes to understanding and implementing the latest in cutting edge technology – which is how Bosch Motorsport has always excelled. Now, using the same data network that powers our smartphones, it's created a telemetry system for its customers that's faster, more reliable and simpler to use.

Bosch's Telemetry System LTE60 is designed for real-time telemetry transmission over a 4G-LTE data network. It permits multiple



Richard S. James

ADDED EFFICIENCY

The LTE60 system's real-time telemetry transmission allows race engineers to work smarter and more efficiently at the track, without time-consuming pit lane data downloads slowing things down.

transmitters and multiple receivers, so not only can the team on the pitwall monitor what's going on with the car, but an engineer at the engine shop could be privy to the same information, too. And thanks to its flexibility and simplicity of operation, teams at all levels of motorsport are finding that it's an essential tool in understanding and enhancing the performance of racecars and their drivers.

"The LTE60 system is different from others in that it uses 4G-LTE

as the communications medium, rather than traditional UHF/VHF modems," says Bosch Engineering North America senior engineer Matthew Anderson. "With that, we've minimized dropouts on track. It's a much more reliable transmission medium and it affords the ability to transmit a lot more data at a faster rate to customers without having to rely on an infrastructure that the customer would have to set up."

For teams in a number of professional motorsports, including Pirelli World Challenge, Bosch Motorsport customers are using the system to obtain more information, more consistently than they've been able to in the past. Those customers are also quick to point out that the full-track coverage the LTE60 system offers makes other systems using standard UHF and VHF radios pale in comparison. With the extended

PRO TEAMS ENJOY BENEFITS OF LTE60

Leading teams in series like Pirelli World Challenge (BOTTOM) use Bosch Motorsport's 4G-LTE-based LTE60 telemetry system (BELOW).



Richard S. James



John Machaquerio / Cadillac Racing

coverage the Bosch system offers, teams can now do diagnosis while the car is still on track.

Better data doesn't just help in improving the car; it can help drivers as well, which makes it a powerful tool not only for the top echelons of motorsport, but also entry level pros and even club racers, too.

"When you start to receive data every 30 milliseconds, you can look at things in a different way," says Anderson. "That can aid in driver training. You get a much better picture of when a driver is letting off the throttle, or when they're getting on the brakes."

Anderson also finds he can start working on calibration for the Bosch M4 ABS system without having to download data once the car comes to a stop. That means when the car comes into the pits, he can upload the new calibration and it can head straight back out. "It can turn a two-day test into a one-day test," he says.

Another major benefit of the LTE60 system, according to many who've used it, is its simplicity and user-friendly operation.

"The system is essentially plug and play," says Bosch engineer Erich Ohlde. "With a traditional UHF or VHF telemetry system, you have to go and set repeaters up if there are geographical blockages like hills or heavy trees. With this system, you plug it in at the pit box and you start receiving data from the car. That's been the number one thing of which engineers on the teams have been appreciative."

Telemetry may seem like the stuff of science fiction to many amateur and entry level pro racers, but a system like the Bosch LTE60 brings its capabilities within reach. And, bottom line, anything that can help racers to improve their performance goes beyond desirable, into the realm of the essential, and ultimately leads to the winner's circle. 🏁



BOSCH TELEMETRY SYSTEM LTE60

The Bosch LTE60 is a 4G-LTE-based telemetry system that can connect to a variety of data acquisition units from Bosch, MoTeC and Cosworth and send it to multiple receivers over an LTE cellular data network. That means a receiver anywhere within LTE coverage can receive the data, and no line-of-sight communication is necessary. It also means that Bosch engineers can update the system in place, rather than removing it.

The LTE60 uses a standard RS232 connector, and transmits data every 30 milliseconds, compared with 100 or 150 milliseconds from traditional UHF or VHF telemetry systems.

The receiver connects to a computer via ethernet or serial.



SIMPLY EFFECTIVE

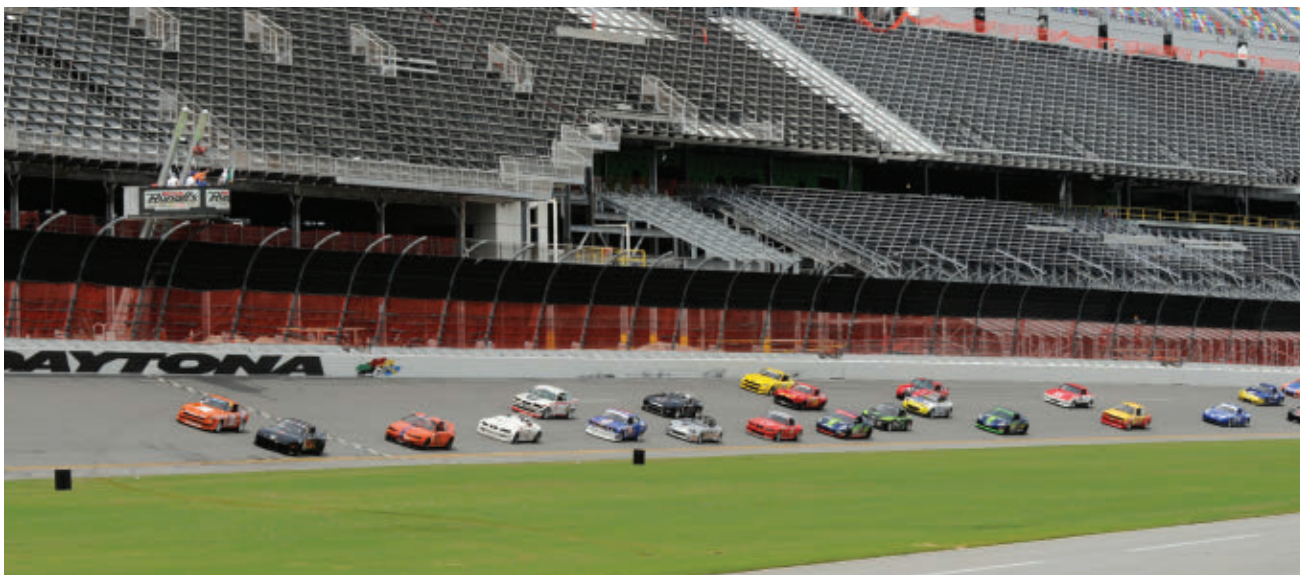
The LTE60 package consists of a sender modem and a receiver modem that are connected to each other via a 4G-LTE cellular network.

REAL-TIME INFORMATION

For more information on the LTE60 telemetry system, e-mail boschmotorsport@us.bosch.com



BOSCH



COMMITTEES IN ACTION

It's the Advisory and Ad Hoc Committees that really make the Club Racing Board, and Club Racing as a whole, work

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

The final Club Racing Board meeting of 2015 was on Dec. 1, the week before the final National Board of Directors meeting, near the Kansas City airport. I left the CRB meeting early to attend Kansas City Region's annual meeting and Board elections. One scheduling problem puts the Kansas City Region's monthly general meeting on the first Tuesday of the month, which is when the CRB has its conference call. Fortunately, Kansas City Region also has a monthly race group meeting and a monthly Board meeting, as well as occasional poker nights and burger, beer, and video nights. There is also a Solo group meeting each month. All these Club social activities certainly fill the off-season. So, leaving out the details on the poker night, here's what's been happening with your Club Racing Board.

With the CRB's Advisory Committees taking on new members in the last year, the Club Racing Board prepared a short guidance memo to outline the various AC's missions. Normal committee activity is driven by the letters sent in by members, and those activities include four basic components.

First, the ACs are responsible for classifying new cars in appropriate classes. This does not mean that every new car has a perfect place in any particular class, nor that every new car classified must be immediately competitive. Second is rules stability. The ACs must make adjustments only for cars that are obviously

"Due to moving the Runoffs every year, the Runoffs venue should not be weighed more heavily than any other track"

misclassified, or cars that have been proven at multiple types of tracks to either need help or need to be brought back to the rest of the class. Due to moving the Runoffs every season, the Runoffs venue should not be weighed more heavily than any other track. Third on the list is to clarify rules and clear up errors or omissions with existing rules. And, fourth, send out "What do you think?" questionnaires to gauge the membership's interest in possible future changes.

ALL THINGS EQUAL

(MAIN) Ensuring parity is challenging in classes as diverse as Production. (BELOW) Formula F is undergoing its own unique challenges.



Mark Weber

The Advisory Committees should not micro-manage each car as to its competitiveness. Given the difference in prep levels, driver ability, and our lack of data, we should not be overly aggressive in adjusting for competitiveness. The overall performance window of each class should be kept as stable as possible.

Rule clarifications usually come from rulings and appeals that point out that a rule could have several different interpretations. This comes up at the Runoffs on a regular basis. "What do you think?" has been used for questions about spec tires for a class (most recently Formula F) and changes that would result in a departure from a longstanding class philosophy (aftermarket rods in Production or disc brakes in Formula Vee).

There are currently about 70 Advisory Committee members, not counting several class-specific Ad Hoc groups. They all spend a lot of time reading letters, talking to racers and researching the issues before making their recommendations to the CRB. The Club Racing Board thanks them all for their hard work. 🍷

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CONE CALLS

If thousandths of a second are important in Solo, two seconds are an eternity, so it's important every worker knows what makes a penalty

WORDS Paul Brown | IMAGE Rupert Berrington

A fairly serious problem has cropped up in recent years at the Tire Rack Solo National Championships. Whether it's truly a new problem or one that has always been there but has just recently received attention is up for debate - but it is still a major issue. We have course workers who do not know the basic rules about cone penalties and DNFs.

While this lack of knowledge might not be such a surprise at a local event, competitors at the Solo Nationals are not so likely to be rank novices. We don't do drivers' meetings at the big show, and try as we might to get information out to each competitor about his or her work assignment, that information can never be complete.

Cone chasers are doing the most important job at the event. Cones missing or out of place mean some drivers aren't driving the same course as the rest. When championships are decided by thousandths of a second, a cone out of place by a few inches can make a real difference. Downed cones give free reruns; extra practice is

unfair to the drivers who don't get that same opportunity. Runs with penalties a driver shouldn't receive, or failing to get penalties they deserve, are unfortunate realities.

The cone rule is pretty simple: Down *or* out. "Down *and* out" is a common saying, but

"Cones missing or out of place mean some drivers aren't driving the same course as the rest"

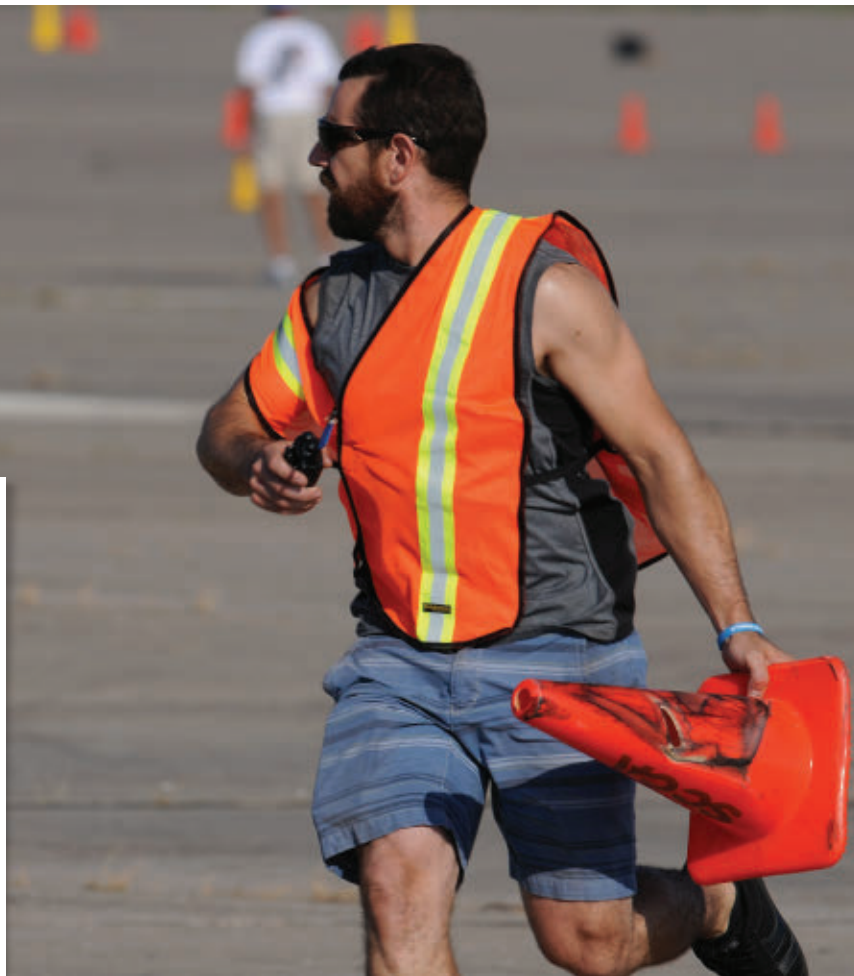
it's not right. If the cone is down, it counts as a penalty. If it is standing up and any part of it is touching any part of the box marking where it should be, it's not a penalty. If the cone's standing up but completely outside the box, it's a penalty. That's all pretty straightforward, and really quite logical.

A DNF comes from a competitor skipping a gate or taking the wrong path through a slalom, and failing to turn around and go

back upstream to get it right. (ProSolo has an "off course" penalty for skipping a single gate, but most of Solo doesn't make that distinction.) A run is either scored as a DNF or it's not. This is also quite straightforward and logical. The "go back upstream" bit is a more recent innovation, but even us old timers have had plenty of time to become accustomed to it.

Course workers who know the standard signals for a cone penalty (hold the cone over your head so the corner captain can acknowledge the penalty), no penalty (baseball "safe" signal), or a DNF (crossed arms over your head) are fairly rare. Finding course workers who can handle being a corner captain and can manage basic radio etiquette is almost a shock.

To fix this issue, we all need to put forth an effort to ensure our corner workers at local events know that their job is important, and what that job entails. It will make for better local events, and we can talk about more arcane issues in both this column and in the Nationals Post-mortem chiefs' meetings. 🟡





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VERMONT BOUND
Rick and Paul Beattie (BOTTOM RIGHT) collected the Class A win at the 49th Covered Bridge RoadRally (MAIN).

COVERED BRIDGE, UNCOVERED

Luck had nothing to do with this win – or did it? | **WORDS** Rick Beattie | **IMAGES** Steve McKelvie

A few months ago I got into an e-mail exchange with a colleague as to whether RoadRallying, like road racing, involves a lot of luck. I'm not convinced it's luck, but there was little evidence that skill was involved in a trip to Vermont on the first Saturday in November with my son, Paul Beattie, to finish first in Class A and first overall with just 12 points on the 49th Covered Bridge RoadRally.

Headquartered at the Lake Morey Resort in Fairlee, Vt., that location allowed trips through covered bridges not usually used on the Covered Bridge event and a run across the uncovered floating bridge in Brookfield, Vt. John Buffum and Fred Mapplebeck ably assisted Ted Goddard in staging a cleanly written, well-planned event.

So, in this beautiful fall setting, with an expert organization, what could possibly go wrong?

It was great until the first leg when we started the course at exactly the same time as the car ahead of us. With the batteries in the shortwave radio nearly dead, we had trouble setting the clock that morning. Either the clock was off a minute or the calculated time was off a minute. Even though Paul insisted the clock was correct, I doubted it was the calculated time.

The radio would work for about three seconds until

it would shut off again. WWV announces the minute about five seconds before the time beep. After about four tries, I found the minute was set correctly. A hand check of the calculated time showed I had added an extra minute.

Just out of the control on the next leg we hit a small pothole very hard, tearing the external sensor off the right wheel. We got it back on the wheel with five zip ties instead of my usual three and everything worked fine, except that we had no idea what the correct mileage was. Luckily, there was a mileage turn just 100 feet ahead. A few quick adjustments and we were on our way with a 7.50-minute time allowance. In my haste, though, I had installed the sensor off center, so it wobbled a little.

On most rallies, transit zone travel time is all-inclusive. On this Covered Bridge, there was a covered bridge in a transit zone that required a pause. We added the pause, only because in reading old Covered Bridge legs slips in the car on the way up, I stumbled across a past event where Goddard added the pause to a transit zone time.

In the afternoon, after crossing the floating bridge, the mileage was short by one-hundredth mile, and I adjusted the computer for both distance and time.

A NOT-SO-SECRET SECRET

Covered Bridge uses CASTs to multiple decimal places. A Timewise 798A will accept speed entries to hundredths of a mile per hour (which is enough) if you contact Timewise and have that feature added.

I usually make the score worse when I do that, but this time I turned a score of one early into a score of one late for no ill effect.

Later in the afternoon, we went off course because I didn't read to the end of an instruction and missed the very important words "and follow."

We found my mistake quickly. I put the computer in park at a landmark, we turned around, and I put it in forward - instead of reverse. I quickly threw it into reverse but I had no idea how far we had driven in forward.

A friend once explained that you can replay the event in your mind and get a good approximation of what had happened. So, when we got back on course, I kept the box in reverse, replayed the event for as long as I thought I had done it wrong a short time ago, and then put it in forward.

It worked like a charm, and we had a mileage turn to confirm we were only a hundredth mile off.

Things calmed down until the last leg of the day. The off-center sensor started to wobble wildly and now the hose enclosing the power wire was bouncing off the car. We stopped twice, I taped the hose to the car with a few dozen feet of blue tape, but it was still a problem.

We kept it between 50-55mph on I-91, noisily completing the event. Taking off the sensor that night, I found only four of the five zip ties I had used to reinstall it.

We all want to believe it's skill, that 30-plus years of experience and those 10,000 reps finally paid off. But on a typical day, any one of those errors is enough to send you to second place and setting the clock wrong or tearing the external pick-up from the wheel will send you to fourth and dropping fast. I can still remember rallies where each one of those errors was enough to keep us off the podium.

So, it turns out my colleague was correct. It really is a lot of luck. Unless, maybe, it was bad luck overcome by 30 plus.... 🍀



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**BIG WINNER**

Australian Joseph Burton-Harris took a chance by campaigning a U.S.-based series, but it paid off when he claimed the Formula Mazda National Championship at the 2015 Runoffs.

THE INTERNATIONAL

18-year-old Aussie Joseph Burton-Harris came to America to gain racing experience, and did he ever | **WORDS** James Heine | **IMAGES** Rick Corwine

Although he did not prevail at the Mazda Road to 24 Shootout, 2015 was a good year for 18-year-old Texas Region member Joseph Burton-Harris, who can count among his 2015 achievements a Runoffs title in Formula Mazda, three U.S. Majors Tour wins, plus a victory at the June Sprints, a first-place finish at the 2015 GoPro IndyCar Grand Prix of Sonoma Formula Car Challenge, and the aforementioned invitation to compete in the Mazda Road to 24 contest.

Among young SCCA members, Burton-Harris might be termed the racer with the longest commute to almost any SCCA event. Born in Reading, England, to a New Zealander mother (Lisa) and a British father (Brian), and raised in Sydney, Australia, where he and his family live, Burton-Harris abbreviated that commute in 2015 by living with his grandparents in Alabama and his team, Moses Smith Racing, in Texas.

Not that travel is foreign to the Aussie. He is a four-time Australian karting state champion and a five-time national champion.

In 2012-'13, he represented Australia in the Rotax World Championships, first in Portugal (seventh) and then in 2013 in New Orleans, where he finished first in the rain by seven seconds in the second heat. In between, he has raced in karting series in Germany and France as well.

"I've always been interested - or I guess you could say addicted - to motorsports as far back as I can remember," Burton-Harris says. "Even when I was a baby I'd prefer a toy car over anything else."

Like many young drivers, Burton-Harris began racing karts at a young age, 8 in his case. By the time he turned 17, it was time to move to cars.

"We had a range of opportunities around the world, whether it be to go down the road to the Formula 1 route in Europe or stay in Australia and do the road to V8 Supercars," he explains. "However, I've always been keen on IndyCar and have always loved the USA." So, to the U.S. and the SCCA Burton-Harris traveled for 2015.



"With the Majors and Runoffs, the SCCA provides a perfect grass-roots racing program to introduce and transition someone like myself from karting to cars," he says.

The decision to opt for Formula Mazda was made with the help of Texas Autosports and Moses Smith Racing, Burton-Harris adds.

"They have helped me transition technically from a kart to a racecar with the aero, tires, suspension," he says. "More than that, they have given me the confidence to move forward in the USA and the way to be a more complete driver on and off the track."

Of his 2015 national title, Burton-Harris simply calls it "amazing." He applies the same adjective to his Road to 24 experience.

If 2015 is a year for Burton-Harris to remember because of his on-track success, 2014 is a year to recall for something different. At the 2013 Rotax World Championships in New Orleans, he contracted a water-borne virus that attacked his central nervous system and kept him bed-bound for much of 2014. The

illness was serious enough that it nearly ended his racing career.

Burton-Harris put his convalescence to good use, however, researching how the human body works and creating a not-for-profit organization, 21st Century Youth LLC (www.21cy.org), dedicated to helping young people overcome adversity and make wise choices about drugs, alcohol, driving, food, and life.

"My passion is for racing, but my purpose is to motivate youth under 21 to be wiser, stronger, and healthier, as they are the future of humanity," he says.

As for this coming season, Burton-Harris says he intends to return to the U.S. for another season of racing, perhaps in Pro Mazda, as well as returning to the Runoffs at Mid-Ohio to defend his title.

"The SCCA has taught me how to drive better than I have ever driven before by

"I've always been interested – or I guess you could say addicted – to motorsports"
JOSEPH BURTON-HARRIS

introducing me to some of the most amazing tracks in the world," he says. "Secondly," Burton-Harris adds, "the SCCA has shown me how, as a driver, we are really part of one big family. The SCCA officials around the country have been amazing, clapping and waving their flags when we win, standing in torrential rain, supporting us to do what we love. I have met some of the most amazing, positive people through the SCCA." 🏁

AUSTRALIA VS. U.S.

With a few exceptions, including, obviously, where the steering wheel is located in road-going cars and the racers based on them, motorsports in Australia and the U.S. is similar, says Joseph Burton-Smith. Yet, there are differences, too, he notes.

"The similarities are close competition, passionate supporters, and a culture of sporting achievement," he explains. "The differences are, the tracks in America are just amazing, and even though we have volunteers in Australia at tracks, the SCCA family is unlike anything I've ever experienced."

As an example, Burton-Harris points to his experience at the 2015 Road Atlanta Majors. A paddock marshal "spent an hour chatting with me knowledgeably about my career and motivating me to keep going."

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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.



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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.

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
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Sep 17-18 Road Atlanta, Ga.
Oct 8-9 Homestead-Miami Speedway, Fla.

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Apr 15-17 VIRginia Int'l Raceway, Va. (with Southeast Conference)
Apr 29-May 1 Summit Point Motorsports Park, W. Va.
May 14-15 Pittsburgh International Race Complex, Pa.
Jun 24-26 Watkins Glen Int'l, N.Y.
Jul 22-24 New Jersey Motorsports Park, N.J.
Aug 13-14 Pocono Raceway, Pa.

SOUTHEAST CONFERENCE

Jan 8-10 Homestead-Miami Speedway, Fla.
Jan 15-17 Sebring Int'l Raceway, Fla.
Feb 27-28 NOLA Motorsports Park, La. (with Mid-States Conference)
Mar 18-20 Road Atlanta, Ga.
Apr 15-17 VIRginia Int'l Raceway, Va. (with Northeast Conference)

NORTHERN CONFERENCE

Apr 30-May 1 Blackhawk Farms Raceway, Ill.
Jun 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 17-19 Road America, Wis.
Jul 9-10 GingerMan Raceway, Mich
Jul 30-31 Road America, Wis.
Aug 13-14 Grattan Raceway, Mich.

MID-STATES CONFERENCE

Feb 27-28 NOLA Motorsports Park, La. (with Southeast Conference)
Apr 9-10 Hallett Motor Racing Circuit, Okla.
Apr 30-May 1 MSR Houston, Texas
May 14-15 Gateway Motorsports Park, Ill.
May 28-29 Pueblo Motorsports Park, Colo.
Jul 2-3 High Plains Raceway, Colo.

WESTERN CONFERENCE

Jan 29-31 Auto Club Speedway, Calif.
Feb. 20-21 Willow Springs Int'l Raceway, Calif.
Apr 8-10 Thunderhill, Willows, Calif.
Apr 29-May 1 Buttonwillow Raceway Park, Calif.
May 28-30 Pacific Raceways, Wash.
Jul 2-3 Portland Int'l Raceway, Ore.

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May 28-29 New Hampshire Motor Speedway/New England
Jun 4-5Ro NJMP/South Jersey
Jun 17-18 Lime Rock Park/New England
Jul 9-10Ro Watkins Glen/Glen
Jul 22-23 Thompson Speedway/New England
Aug 12-14Ro Pitt Race/Steel Cities
Aug 12-14 NJMP/South Jersey
Aug 26-27 Lime Rock/New York
Sep 10-11 Palmer Motorsports Park/New England
Sep 17-18*Ro Watkins Glen/Finger Lakes
Oct 7-8 Thompson Speedway/New England
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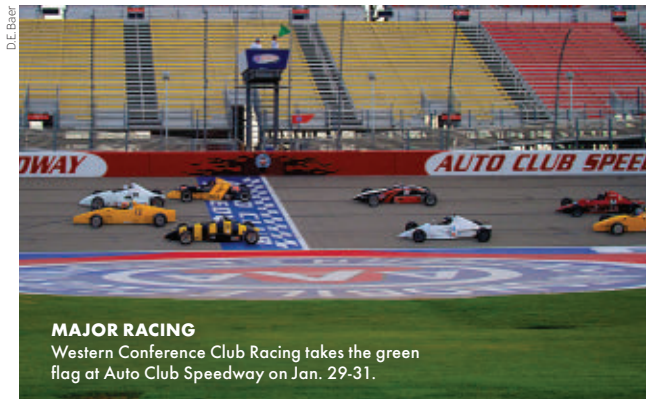
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Mar 5-6# Palm Beach International Raceway/Florida
Mar 12-13# VIRginia International Raceway/North Carolina
Mar 26-27*Ro# Carolina Motorsports Park/South Carolina
Apr 16-17# Palm Beach International Raceway/Florida
Apr 23-24*Ro Roebbing Road/Buccaneer
May 7-8*# Daytona International Speedway/Central Florida
May 7-8*Ro# VIRginia International Raceway/North Carolina
May 21-22# Palm Beach International Raceway/Florida
May 28-29# Carolina Motorsports Park/Central Carolinas
Jun 11-12 Sebring/Central Florida
Jun 26-26*# Homestead/Florida
Jul 2-3*# Roebbing Road/SEDiv
Jul 16-17# Sebring/Central Florida
Jul 23-24*# Road Atlanta/Atlanta
Aug 5-6 Daytona International Speedway/Central Florida



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Will Amy Ruman (23) pick up where she left off when the 2016 Trans Am season kicks off at Sebring?

Chris Clark



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Aug 27-28* Barber Motorsports Park/Alabama, Tennessee Valley
Sep 3-4* Sebring/Central Florida
Sep 17-18* Sebring/Central Florida
Oct 8-9 Sebring/Central Florida
Oct 8-9* Roebeling Road/SEDiv
Oct 15-16* VIRginia International Raceway/North Carolina
Oct 21-22* VIRginia International Raceway/North Carolina
Nov 4-6* Road Atlanta/Atlanta
Nov 12-13* Palm Beach International Raceway/Florida
Nov 26-27* Sebring/Central Florida
Alabama/Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
Florida (561) 654-3396
North Carolina (800) 342-7390
SEDiv (561) 654-3396

GREATLAKES greatlakes-scca.org
May 21-22*Ro Gingerman Raceway/SBR, DET, WOR
Jun 25-26*Ro Grattan/Western Michigan
Jul 16-17*Ro Mid-Ohio/Ohio Valley
Aug 6-7*Ro Mid-Ohio/Cincinnati
Oct 8-9*Ro Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
Ohio Valley (330) 460-6706
SBR, DET, WOR (937) 550-3287
Western Michigan (517) 889-1117

CENTRAL cendiv-scca.org
Apr 23-24*Ro Blackhawk Farms/Chicago
May 28-29*Ro Brainerd Int'l Raceway/Land O' Lakes
Jun 11-12 Blackhawk Farms/Milwaukee
Jul 9-10Ro Blackhawk Farms/Milwaukee
Aug 20-21* Ro Road America/Chicago
Sep 3-4*Ro Brainerd Int'l Raceway/Land O' Lakes
Oct 15-16*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
Jan 15-16* MSR Cresson/Texas
Feb 13-14*Ro Texas World Speedway/Texas
Apr 29-30*#Ro MSR Houston/Houston
May 28-29*Ro Texas World Speedway/Lone Star
Jul 16-17*Ro NOLA Motorsports Park/Houston
Nov 19-20*Ro TBD/Texas
Dec 3-4*Ro MSR Houston/Houston
Houston TBD
Lone Star TBD
Texas TBD

ROCKY MOUNTAIN coloradoscca.org
Apr 30-May 1*Ro High Plains Raceway/Colorado
May 28-29*Ro Pueblo Motorsports Park/Continental Divide
Jul 2-3*Ro High Plains Raceway/Colorado
Jul 23-24*Ro Pueblo Motorsports Park/Continental Divide
Aug 20-21*Ro High Plains Raceway/Colorado
Colorado anniedew@msn.com
Continental Divide anniedew@msn.com

NORTHERN PACIFIC norpacscca.org
Mar 18-20Ro Mazda Raceway/San Francisco
Apr 16-17* Portland Int'l Raceway/Oregon
May 14-15*Ro Thunderhill/San Francisco
May 21-22*Ro Portland Int'l Raceway/Oregon
Jun 3-5Ro Mazda Raceway/San Francisco
Jul 1-3Ro Sonoma Raceway/San Francisco
Jul 16-17*Ro The Ridge Motorsports Park/Northwest
Jul 22-24Ro Mazda Raceway/San Francisco
Aug 13-14*Ro The Ridge Motorsports Park/Northwest Region
Aug 27-28*Ro Portland Int'l Raceway/Oregon
Sep 24-25* Thunderhill/San Francisco
Oct 21-23* Thunderhill/San Francisco
Northwest (360) 479-6082
Oregon (503) 747-3771
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org
Mar 12-13*Ro Buttonwillow Raceway Park/Cal Club
Jun 11-12*Ro Buttonwillow Raceway Park/Cal Club
Sep 3-4*Ro Buttonwillow Raceway Park/Cal Club
Oct 29-30* Auto Club Speedway/Cal Club
Dec 10-11*Ro Chuckwalla/Arizona
Arizona (408) 832-1327
Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS
NORTHEAST nediv.org
Apr 17 Boardman Park/Mahoning Valley
Mahoning Valley (330) 418-3328
SOUTHWEST sowdivscca.org
Feb 20 Lone Star Park/Texas
Texas (817) 907-3585

NORTHERN PACIFIC norpacscca.org
Oct 9 Portland International Raceway/Oregon
Oregon (503) 327-8990

U.S. MAJORS TOUR

WHAT Southeast Conference
WHEN Jan. 8-10, 2016
WHERE Homestead, Fla.
 The race to the 2016 Runoffs starts early when the Southeast Conference hits the track at Homestead-Miami Speedway.



DRIVER'S SCHOOLS
NORTHEAST nediv.org
Apr 2-3 NJMP/South Jersey
Apr 22-23 NJMP/South Jersey
May 27-28 New Hampshire Motor Speedway/New England
Jun 4-5 NJMP/South Jersey
Aug 12-14 NJMP/South Jersey
New England (508) 561-2188
South Jersey (609) 784-5316

SOUTHEAST sediv-racing.org
Apr 9-10 Daytona International Speedway/Central Florida
Jul 16-17 Sebring/Central Florida
Central Florida (407) 568-6902

GREATLAKES greatlakes-scca.org
Apr 23-24 Waterford Hills/GLDiv, Waterford Hills
GLDiv, Waterford Hills (810) 278-1708

CENTRAL cendiv-scca.org
Apr 22 Blackhawk Farms/Chicago
Chicago (815) 790-2209

SOUTHWEST sowdivscca.org
Jan 15-17 MSR Cresson/Texas
Texas TBD

NORTHERN PACIFIC norpacscca.org
Mar 4-6 Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org
Jan 9-10 Buttonwillow Raceway Park/Cal Club
Cal Club (661) 304-9382



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 Vice Chairman **DAN HELMAN**
 Secretary **TBA**
 Treasurer **TBA**

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www.scca.com

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SCCA ACCREDITED SCHOOLS FULL COMPETITION LEVEL

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

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

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

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

MSR Houston
(281) 369-0677 msrhouston.com

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

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

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

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

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

**NOVICE PERMIT / SCHOOL AND
EVENT CREDIT**

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

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

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

NOVICE PERMIT / SCHOOL CREDIT

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

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

Demonte Motorsports
(631) 482-8875
demontemotorsports.com

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

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

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

TIME TRIALS

NORTHEAST nediv.org

Apr 2-3 PDX NJMP/South Jersey

May 28-29 TT Summit Point/Blue Mountain

Jun 11-12 HC Weatherly, Penn./Northeastern Pennsylvania

Jun 25-26 HC Reading, Penn./Blue Mountain

Jul 7-9 HC Laurel Run, Penn./Northeastern Pennsylvania

Aug 6-7 HC Flintstone, Penn./Steel Cities

Aug 12-14 PDX NJMP/South Jersey

Aug 20-21 HC Reading, Penn./Blue Mountain

Sep 2-3 TT Summit Point/Steel Cities

Sep 17-18 HC Weatherly, Penn./Northeastern Pennsylvania

Oct 1-2 HC Trout Run, Penn./Steel Cities

Oct 22-23 PDX NJMP/South Jersey

Blue Mountain (215) 234-0518

Northeastern Pennsylvania (570) 655-0576

South Jersey (609) 784-5316

Steel Cities (301) 729-2407

SOUTHEAST sedivacing.org

Mar 18-20 PDX Road Atlanta/Atlanta

Apr 9-10 PDX Daytona International Speedway/Central Florida

Apr 9-10 TT/PDX Talladega Grand Prix/Alabama, Tennessee Valley

May 7-8 PDX Daytona International Speedway/Central Florida

May 28-29 TT/PDX Carolina Motorsports Park/Central Carolinas

Jun 11-12 HC Robbinsville, N.C./Central Carolinas

Jun 11-12 PDX Sebring/Central Florida

Jul 16-17 PDX Sebring/Central Florida

Jul 23-24 PDX Road Atlanta/Atlanta

Aug 5-6 Daytona International Speedway/Central Florida

Aug 13-14 TT/PDX Charlotte Motor Speedway/Central Carolinas

Aug 27-28 TT Barber Motorsports Park/Alabama, Tennessee Valley

Sep 3-4 PDX Sebring/Central Florida

Sep 10-11 HC Robbinsville, N.C./Central Carolinas

Sep 17-18 PDX Sebring/Central Florida

Oct 1-2 TT/PDX Talladega Grand Prix/Alabama, Tennessee

Nov 4-6 PDX Road Atlanta/Atlanta

Nov 26-27 TT Sebring/Central Florida

Alabama/Tenn. Valley (256) 426-0672

Atlanta (770) 472-0460

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

GREATLAKES greatlakes-scca.org

May 22 PDX Gingerman Raceway/SBR, DET, WOR

Aug 5 PDX Mid-Ohio/Cincinnati

Oct 8-9 PDX Mid-Ohio/Ohio Valley

Cincinnati (330) 460-6706

SBR, DET, WOR (937) 550-3287

CENTRAL cendiv-scca.org

Apr 16 PDX Milwaukee Mile/Milwaukee

May 19 PDX Milwaukee Mile/Milwaukee

Jun 4-5 PDX Milwaukee Mile/Milwaukee

Jul 13 PDX Milwaukee Mile/Milwaukee

Aug 25 PDX Milwaukee Mile/Milwaukee

Sep 15 PDX Milwaukee Mile/Milwaukee

Oct 7 PDX Milwaukee Mile/Milwaukee

Oct 22 PDX Milwaukee Mile/Milwaukee

Milwaukee TBD

SOUTHWEST sowdivscca.org

Jan 15-16 CT MSR Cresson/Texas

Feb 13-14 CT Texas World Speedway/Texas

Apr 29 PDX MSR Houston/Houston

Jul 16-17 PDX NOLA Motorsports Park/Houston

Dec 3-4 PDX MSR Houston/Houston

Houston TBD

Texas TBD

ROCKY MOUNTAIN coloradoscca.org

Apr 30-May 1 CT/PDX/CRE High Plains Raceway/Colorado

May 28-29 PDX Pueblo Motorsports Park/Continental Divide

Jul 2-3 PDX High Plains Raceway/Colorado

Jul 30-31 CT/PDX/CRE Pueblo Motorsports Park/Continental Divide

Aug 20-21 CT/PDX/CRE High Plains Raceway/Colorado

Colorado anniedew@msn.com

Continental Divide anniedew@msn.com

NORTHERN PACIFIC norpac-scca.org

Apr 23 PDX/CT/TT Thunderhill/Reno

Jun 25 PDX/CT/TT Thunderhill/Reno

Aug 27 PDX/CT/TT Thunderhill/Reno

Reno (775) 450-1393

SOUTHERN PACIFIC scca-sopac.org

Jan 9-10 CT Buttonwillow Raceway Park/Cal Club

Mar 12-13 CT Buttonwillow Raceway Park/Cal Club

Jun 11-12 CT Buttonwillow Raceway Park/Cal Club

Sep 3-4 HC Clifton, Ariz./Arizona

Sep 3-4 CT Buttonwillow Raceway Park/Cal Club

Sep 3-5 HC Clifton, Ariz./Arizona

Arizona (408) 832-1327

Cal Club (661) 304-9382

SOLO

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

**TIRE RACK® SCCA SOLO
NATIONAL CHAMPIONSHIPS**
Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO
2016 season to be announced

**TIRE RACK®
SCCA PROSOLO FINALE**
Sep 3-4, 2016 Lincoln Airpark, Neb.

REGIONAL

MIDWEST midiv.org

Apr 2 Mississippi Coliseum/Mississippi

Sep 10 Mississippi Coliseum/Mississippi

Mississippi (601) 906-9367

SOUTHWEST sowdivscca.org

Jan 10 Zephyr's Stadium/Delta

Jan 16-17 Hammond Northshore Regional Airport/Central Louisiana

Feb 21 Hammond Northshore Regional Airport/Central Louisiana

Central Louisiana mb lazsek@bellsouth.net

Delta (504) 487-5044

SOUTHERN PACIFIC scca-sopac.org

Jan 10 Aloha Stadium/Hawaii

Jan 16-17 Arizona Motorsports Park/Arizona

Jan 8-10 Qualcomm Stadium/San Diego

Jan 24 Maui Raceway Park/Hawaii

Jan 29-31 Qualcomm Stadium/San Diego

Feb 7 Aloha Stadium/Hawaii

Feb 13-14 Qualcomm Stadium/San Diego

Feb 28 Maui Raceway Park/Hawaii

Mar 5-6 Qualcomm Stadium/San Diego

Mar 6 Aloha Stadium/Hawaii

Mar 25-26 Qualcomm Stadium/San Diego

Mar 27 Maui Raceway Park/Hawaii

Apr 3 Aloha Stadium/Hawaii

Apr 16-17 Qualcomm Stadium/San Diego

Apr 17 Aloha Stadium/Hawaii

Apr 24 Maui Raceway Park/Hawaii

May 6-7 Qualcomm Stadium/San Diego

May 14-15 Qualcomm Stadium/San Diego

May 22 Maui Raceway Park/Hawaii

Jun 26 Maui Raceway Park/Hawaii

Jul 24 Maui Raceway Park/Hawaii

Aug 28 Maui Raceway Park/Hawaii

Sep 25 Maui Raceway Park/Hawaii

Oct 23 Maui Raceway Park/Hawaii

Arizona (480) 563-2496

Hawaii - Aloha (808) 349-8813

Hawaii - Maui (808) 281-3654

San Diego (619) 922-1472



SOLO SEASON STARTS

Autocross action will soon get hot and heavy. Check www.scca.com for the latest Championship Tour dates.

ROADRALLY

WHAT National RoadRally
WHEN All year long
WHERE A road near you
 Several 2016 RoadRally National and Regional events have already been scheduled – you just need to enter.



James Heine

ROADRALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Jun 12 Roads Scholar/Milwaukee
Feb 27 Tombstone Territory Tour/
 Arizona Border
Arizona Border (520) 529-4115
Land O' Lakes (952) 381-2759

REGIONAL**NORTHEAST** nediv.org

Apr 9 W. David Teter Memorial March
 Lamb/South Jersey
Apr 10 W. David Teter Memorial March
 Lion/South Jersey
South Jersey (856) 228-8249

GREATLAKES greatlakes-scca.org

Jan 9 Son of Sno*Drift/Detroit
Detroit twilighttour@wowway.com

CENTRAL cendiv-scca.org

Feb 6 Yucatan Winter Safari/Land O' Lakes
Jun 12 Roads Scholar Divisional/
 Milwaukee
Land O' Lakes (952) 381-2759
Milwaukee (970) 261-2144

MIDWEST midiv.org

Jan 23 Wolf Moon Monte/St. Louis
St. Louis (314) 922-6120

SOUTHERN PACIFIC scca-sopac.org

Feb 27 Tombstone Territory Tour/
 Arizona Border
Feb 28 Desert Sins/Arizona Border
Arizona Border (520) 529-4115

RALLYCROSS

NATIONAL CHAMPIONSHIP
 2016 event to be announced

REGIONAL**GREATLAKES** greatlakes-scca.org

Jan 2 Crystal Motor Speedway/Detroit
Detroit dtkhavvey@netscape.com

CENTRAL cendiv-scca.org

Jan 2-3 Lake Neshonoc/Land O' Lakes
Jan 9-10 Lake Neshonoc/Land O' Lakes
Jan 16-17 Lake Neshonoc/Land O' Lakes
Jan 30-31 Lake Neshonoc/Land O' Lakes
Feb 2-7 Lake Neshonoc/Land O' Lakes
Feb 13-14 Lake Neshonoc/Land O' Lakes
Feb 20-21 Lake Neshonoc/Land O' Lakes
Feb 27-18 Lake Neshonoc/Land O' Lakes
Land O' Lakes jeremy@thern.com

ANNIVERSARIES**SCCA MEMBERS CELEBRATING 25-65 YEARS****65-YEAR MEMBERS**

Jack K. Stamp 2/1/1951 Wichita

60-YEAR MEMBERS

Andrew K. Nielsen 2/1/1956 San Francisco
 Paul R. Reddix 2/1/1956 Neohio

55-YEAR MEMBERS

Robert C. Tullius 2/1/1961 Washington DC
 Don E. Westerheide 2/1/1961 Texas

50-YEAR MEMBERS

Ronald R. Bashor 2/1/1966 Texas
 Fred L. Cummings 2/1/1966 Milwaukee
 Alfred D. French 2/1/1966 Delta
 Kenneth L. Lawrence 2/1/1966 NE Oklahoma
 Col. Joe Marm 2/1/1966 Washington DC
 Roger Minnick 2/1/1966 E Tennessee
 Eleanor L. Morris 2/1/1966 Mohawk Hudson
 Bobbe V. Orr 2/1/1966 Western Michigan
 Larry Wright 2/1/1966 Cal Club

45-YEAR MEMBERS

Thomas Aquilante 2/1/1971 Philadelphia
 David Bloemsma 2/1/1971 Milwaukee
 Jerry Dykhuisen 2/1/1971 Central Florida
 Robert (Rocky) Entriiken 2/1/1971 Salina
 David Keenan 2/1/1971 Indianapolis
 Roger R. Littell 2/1/1971 Cal Club
 Tony Machi 2/1/1971 Milwaukee
 David Rice 2/1/1971 Oregon
 Dick Salem 2/1/1971 Nebraska
 Michael D. Smith 2/1/1971 Southern Indiana
 A. Swanson Williams 2/1/1971 Washington DC
 Earl Zwickey 2/1/1971 West Texas

40-YEAR MEMBERS

Alan R. Andrea 2/1/1976 Chicago
 Stephen B. Chisholm 2/1/1976 New England
 Edward Erlandson 2/1/1976 Cal Club
 Gary Harkins 2/1/1976 Oregon
 Stephen S. Hobaugh 2/1/1976 San Francisco
 Rod Kent 2/1/1976 Arizona
 Catherine Kizer 2/1/1976 Neohio
 David R. Kizer 2/1/1976 Neohio
 Paul A. Laurenzi 2/1/1976 Western New York
 Jerry L. Oleson 2/1/1976 Colorado
 Bill Ong 2/1/1976 Houston
 Jennifer H. Payne 2/1/1976 E Tennessee
 Chris Robbins 2/1/1976 Central Carolinas
 Garth Worrell 2/1/1976 South Jersey

35-YEAR MEMBERS

Thomas C. Abbott 2/1/1981 Continental Divide
 Ralph Crawford 2/1/1981 Cincinnati
 Peter S. Cunningham 2/1/1981 Milwaukee
 James T. Fitzgerald 2/1/1981 Kentucky
 Linda Haneline 2/1/1981 Cal Club
 Vincent C. Mandile 2/1/1981 Washington DC
 Morton Meltzer Md 2/1/1981 North Carolina
 Gary Merideth 2/1/1981 Central Florida
 Jack Petersen 2/1/1981 New England
 Karen Petersen 2/1/1981 New England
 Paul Pfanner 2/1/1981 Cal Club
 Joseph Ratto 2/1/1981 San Francisco
 Carole I. Shinn 2/1/1981 S West Virginia

30-YEAR MEMBERS

John Haftner 2/21/1986 San Francisco
 Alois Ores 2/19/1986 Northwest
 Edward C. Arthur 2/24/1986 Detroit
 Jerry Bartolomucci 2/10/1986 Steel Cities
 Robert Brookfield 2/24/1986 North Carolina
 David P. Celani 2/6/1986 New England

Burnell E. Cochran 2/27/1986 Washington DC
 Sandra Ann Craig 2/20/1986 New England
 Harold M. Craig 2/20/1986 New England
 Veronica DeGuenther 2/27/1986 Central Florida
 Joseph T. Doyle 2/6/1986 N New Jersey
 Thomas E. Drake 2/25/1986 New England
 Reynolds Dupont Jr. 2/11/1986 New England
 Paul A. Faford 2/13/1986 New England
 Georgette Farrell 2/25/1986 Florida
 Scott Kevin Farrell 2/25/1986 Florida
 John B. Fendel 2/27/1986 Cal Club
 Edward L. Funk 2/19/1986 New England
 Raymond R. Glover 2/20/1986 Neohio
 George Joseph Grosso 2/13/1986 Cal Club
 Chris Harrison 2/13/1986 Arizona
 David A. Hegeman 2/6/1986 Colorado
 Diane Hegeman 2/6/1986 Colorado
 Paul R. LeCain 2/21/1986 New England
 Derek J. Luney 2/24/1986 North Carolina
 Steven McCrory 2/13/1986 San Francisco
 Barbara McCrory 2/13/1986 San Francisco
 Terry McHenry 2/5/1986 San Francisco
 Paul Paparella 2/25/1986 N New Jersey
 Robert Bruce Perry 2/10/1986 Finger Lakes
 William H. Roberts 2/25/1986 Neohio
 William C. Ross 2/21/1986 North Carolina
 Mark Rothermel 2/6/1986 Tennessee Valley
 James H. Rowney 2/5/1986 San Francisco
 Thomas C. Sunday 2/11/1986 Susquehanna
 Vicki Vansteenburgh 2/18/1986 Central Florida
 Larry White 2/26/1986 Rio Grande
 Norma Williams 2/27/1986 Kansas City
 Lindsay S. Wilson 2/13/1986 Continental Divide

25-YEAR MEMBERS

Tracey Pearson 2/28/1991 Oregon
 Andrew Pearson 2/20/1991 Oregon
 Ronald Poth 2/20/1991 Western New York
 Lynn Poth 2/20/1991 Western New York
 Mitsuhiro Kunisawa 2/28/1991 Cal Club
 Taimour Afshar 2/20/1991 New York
 David E. Bacher 2/27/1991 Bucaaneer
 Terry S. Baker 2/20/1991 Washington DC
 Bruce Bellom 2/28/1991 N New Jersey
 Steve Boesel 2/12/1991 Cincinnati
 George K. Daganis 2/20/1991 San Diego
 Gary F. Foster 2/21/1991 Des Moines Valley
 James Kenneth Hobbs 2/19/1991 Northwest
 Phillip P. Hollenbeck 2/12/1991 New England
 John R. Howard 2/19/1991 South Carolina
 Karl A. Hughes 2/21/1991 Central New York
 James William Kant 2/20/1991 Las Vegas
 Deuce J. Keane II 2/12/1991 Central Florida
 Harlan I. Lustgarten 2/27/1991 Blue Ridge
 Arthur A. McDonald 2/12/1991 North Carolina
 Chuck Meyers 2/27/1991 North Carolina
 Kim I. Moyer 2/26/1991 Philadelphia
 Augie Pabst 2/20/1991 Milwaukee
 Victor Rice 2/11/1991 San Francisco
 Katie O. Rocco 2/11/1991 New England
 Paul Rowan 2/12/1991 Florida
 David B. Schroeder 2/21/1991 Des Moines Valley
 Bernice E. Schroeder 2/21/1991 Des Moines Valley
 Fred Sigarto 2/27/1991 Neohio
 Gloria Sigarto 2/27/1991 Neohio
 James Simaras 2/19/1991 Milwaukee
 David C. Smith 2/20/1991 San Francisco
 Catherine Stegeman 2/12/1991 Chicago
 James E. Stockburger 2/28/1991 E Tennessee
 Fran Tabak 2/20/1991 San Francisco
 J. Mark Wendling 2/28/1991 N New Jersey

NEW PRODUCTS

CORSA VW GOLF R EXHAUST

Corsa Performance introduces its cat-back exhaust system for the 2010-'14 Volkswagen Golf R Mk VI. The exhaust system utilizes Corsa's patented RSC technology, designed for an aggressive sound under acceleration and drone-free cruising, and is finished off with twin 4.0-inch Pro Series tips.

www.corsaperformance.com



PILOTI SPYDER S1 SHOE

A proven favorite, the Spyder S1 anchors the Piloti Casual line. Perfect for driving and general wear; the street-friendly style features roll-control heel technology and a streamlined profile for drivers. The tire-tread inspired sole is designed for improved pedal feel, while the reinforced lateral side of the right shoe protects from heat, friction, and vibration.

www.piloti.com

DEATSCHWERKS FUEL FILTER

DeatschWerks introduces its new high-flow, in-line fuel filters. These filters feature a dual-stage, magneto-mechanical filter element, which provides an extra layer of protection by trapping contaminants of corrosion with a neodymium magnet prior to mechanical filtration. The stainless steel filters are compatible with a wide range of fuels including pump gas, race gas, MTBE, ethanol, methanol, and diesel.

www.deatschwerks.com



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www.electromotive.com

DRIVEN SPEED CLEAN FOAMING DEGREASER

Driven Racing Oil has expanded its product line to include Speed Clean Foaming Degreaser. This powerful, foaming, spray degreaser provides grease-busting action for better and faster cleaning than brake cleaner. It is perfect for all automotive, industrial, and home cleaning jobs, and safe on plastic, decals, glass, paint, aluminum, and steel.

www.drivenracingoil.com



BILSTEIN BMW CLUBSPORT SUSPENSION

The Bilstein Clubsport is now offered for the 2015 and newer BMW M3 and M4. This TÜV-certified coil-over suspension system is designed for uncompromising performance for both racing and street driving. The Clubsport features independent rebound and compression damping adjustment, and mono-ball mounting plates.

www.bilsteinus.com



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CHECKERED FLAG

SCCA is about cars. No, not really - it's about friends with cars. This past October, SCCA lost a good friend. Barney Powers was a lifetime member of more than 50 years, and was named SCCA's Sound Control Worker of the Year for 2010. He immersed himself in the Club doing trackside volunteering from instructor to race committees to sound control to joining Cincinnati Region committees. His driving career was started before roll bars, driving cars from H Mod in an Mk VI Elva (which he started to restore last winter) to a DSR Bobsy. Most recently, he piloted a DSR Sorcerer. Most of his racing cars still remain in his shop.

Yet as active a schedule as he had for himself, he would be the first person to put down his own tools to lend a hand to fellow racers. You see, even though in his day he was a capable driver, I truly believe he was really a "fixer" of stuff. Give him something broken or that had the potential to be better, and he'd tackle that project with noted budget efficiency.

Take, for example, his last car: a DSR Sorcerer MK4. Now this was not a modern, carbon-body, go-fast DSR that you would see at the Runoffs, but he truly believed this older chassis had great potential. He flat bottomed the car and

converted it to P2. Careful prep and mathematical calculations were made. Two weeks prior to his passing, Barney (as car owner), with the assistance of some of his southwestern Ohio SCCA friends, entered the car in the last race of 2015 at Mid-Ohio. Michael Crowe was recruited as driver, and crew chief Ron Getter (over 30 years experience) toolled over the car the entire weekend. The results: faster lap time each session, three poles, three wins and a new P2 track record! So, old guys ruled that weekend with an older car, lots of prep and lots of old school knowledge. Did I say old school? Just watch Barney do long math in his head calculating the PSI of springs by wire size and coil wraps, then testing them to be within a few pounds. Amazing.

Yes SCCA is about people, with cars. A lot of people will miss Barney Powers, and SCCA was better for his 50-plus years of involvement. Good last lap, Mr. Powers. What a great checkered flag life.

Ron Getter



UPLIFTING

It was cool to read about Mazda bringing cars to test and develop at the Tire Rack Solo National Championships [Core Support, November 2015]. It shows Mazda values autocross. Undoubtedly, the new MX-5 is

going to be a very popular autocross car, and thanks to Mazda's efforts, it looks like it will be a lot easier to start preparing one for the Street Touring R class. I hope they stick with it and make some of those parts available soon. I patiently await the arrival of my 2016, and have already started my list of modifications.

Eric Cook

RIGHT MAPS, BUT WRONG NAMES

You mislabeled the Tire Rack Solo National Championships course maps [SportsCar, November 2015 issue]- tsk tsk! Other than that, it was a good article.

Bud Bohrer

We sure did. Our apologies.



KEEP ON MOVING

Just finished reading about the Runoffs at Daytona [SportsCar, December 2015]. I was apprehensive at first when the idea of moving the Runoffs to a different track each year came about, but it was awesome to see Club Racing return to such a legendary venue. I was disappointed that the car count was not higher, but I guess with back-to-back years being about as far apart geographically as you can get, that is to be expected.

Now with the Runoffs at Indy in 2017, I find myself motivated to update my car so I can fit into a Runoffs class and make the trek for the first time. I expect it'll be a little overwhelming, but how can you pass up the opportunity to drive over the famed yard of bricks?

Paul Harris

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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

No crew? No problem

While moonlighting as pit reporter at the 2015 SCCA National Championship Runoffs presented by Garmin VIRB, SCCA's Director of Experiential Programs asked me after my race what it was like competing at such a big event without a crew. As I considered my answer to Heyward Wagner's question, a lot of things ran through my mind.

All forms of motorsport are grueling, demanding, and exhausting, but also exhilarating and, frankly, darn fun. For some inexplicable reason, the blood, sweat, and tears are worth every second. For myself, and the multiple hundreds of others who'd shown up at Daytona International Speedway in September 2015 with no dedicated crew, we gave no second thought to the fact that we had no formal teams because we knew we'd be racing alongside our friends, and our friends would band together if the need arose.

I'd traveled to the Runoffs with *SportsCar's* Associate Editor and H Production competitor Jason Isley. Beyond that, both Jason and I had

reserved paddock spaces based on our car's manufacturer; Jason with Toyota and me with Honda. These manufacturer tents are invaluable tools for independent racers, offering shelter, power, lighting, technical support, and often parts. In my case, I struggled in impound twice, but through its at-track support, I utilized Honda Performance Development's Senior Engineer Aaron Hale. Without that backing, the event could have turned into a real struggle.

But the Runoffs is its own monster - most of the season, trackside manufacturer support isn't going to happen. To take its place, you can either do everything yourself, team up with friends, or sign on with a race team. In this issue, we touch on that exact topic, discussing the ups and downs of team support. By no coincidence, this feature follows our cover story about a very successful Solo family who is its own, ever-expanding, team.

While I've never raced under the banner of a trackside team, I've certainly wished I'd gone that route in the past. I've historically seen relatively little mechanical drama during

the U.S. Majors Tour, but I've spent at least two recent Runoffs swapping transmissions multiple times. And, while I had the knowledge and tools to remove and reinstall the gearbox, both times I had to scour the paddock in search of someone to do the internal magic, relying on helpful competitors who were willing to lend a hand. In situations like this, teams with trackside support eliminate the unknown, minimizing stress. Let me tell you, pulling a transmission with no idea of what to do once it's out, and missing valuable Runoffs qualifying time, is stressful.

While race teams do offer security when it comes to facing the unknown at the track, the fact of the matter is that it is possible to



Sydney Davis

THE STRUGGLE

At this point at the 2014 Runoffs, I wished I'd ponied up for trackside support.

succeed in Club-level competition on your own, albeit with a hefty dose of sweat equity and calling upon the SCCA racing family when necessary. So, when I answered Heyward's question, I did so with the honest truth. I wasn't at the Runoffs alone. "It's a community show," I said. "[And] the SCCA community is fantastic." 🍷

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FROM THE ARCHIVES

10 YEARS AGO... FEBRUARY 2006



- Trans Am was heading into dark days. Champ Car, which had previously leased the Trans Am name, opted not to renew the contract. It would be many years before Trans Am would recover.

20 YEARS AGO... FEBRUARY 1996



- SCCA unveiled its Speed Freakz program, designed to attract the 25-and-younger age group into the SCCA fold. The program exists to this day, but goes by the name First Gear.

30 YEARS AGO... FEBRUARY 1986



- A news item called for entries into the 1986 running of the famed One Lap of America. That year, the eight-day, 8,000 mile event was sanctioned by SCCA and featured a \$25,000 prize fund.



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JUSTIN ALLGAIER, NASCAR Driver

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