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In the shop with racing icon John Morton as he talks motorsports, and why he can't quit



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14 15 17



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light grey, silver (15)
15 17



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



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



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17 18 19



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15 17



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15 16



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MARCH 2016
VOL. 74 | ISSUE 3

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
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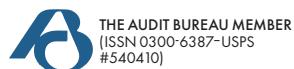
Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

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

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

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COVER PHOTOGRAPHY Sean Rice

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Reigning SRF3 National Champion Kerry Jacobsen (39) edges two-time Runoffs winner Brian Schofield (61) for the win at the opening round of the Southeast Conference U.S. Majors Tour. The margin of victory was a scant 0.004sec at the stripe.

DATE | Jan 9, 2016

LOCATION | Homestead-Miami Speedway, Fla.

WHAT | SCCA U.S. Majors Tour

PHOTOGRAPHER | Mark Weber







Nine drivers emerged from a group of 23 semi-finalists to take part in the Mazda Road to 24 Shootout. Drivers faced challenging conditions at Carolina Motorsports Park, and following two days of competition, Glenn McGee claimed the top prize and will compete in the SCCA Pro Racing-sanctioned 2016 Battery Tender Mazda MX-5 Cup.

DATE | Nov 8-10, 2015

LOCATION | Carolina Motorsports Park, S.C.

WHAT | Mazda Road to 24 Shootout

PHOTOGRAPHER | Alison Merion

THE RACK IS BACK

Tire Rack returns once more as the title sponsor of the SCCA National Solo program. Now in its 17th year, the partnership is essential to SCCA's Solo success as the program traverses the nation with its Tire Rack-sponsored Solo Championship Tour, ProSolo National Series, and the Match Tour.



JEFF LOEWE

A total of 24 Tire Rack SCCA National Solo events are set to take place throughout 2016, including an 11-event Tire Rack ProSolo schedule, eight traditional Tire Rack Championship Tour events, and five Tire Rack Match Tours.

The season kicks off, as it has traditionally done, with the Dixie Region Championship Tour event, March 4-6. Starting this year, the event has been moved to Spence Field in Moultrie, Ga. This location

has been used by the Region several times; the removal of some fencing at the site will allow competitors to enjoy larger, more challenging courses and better pavement on the Dixie Tour.

The Tire Rack Match Tour, in its fourth year, will be the second series of events to roll from the start line at the Oceanside Showdown in San Diego, on April 1-3. The Tire Rack ProSolo series is the third to begin the 2016 campaign, with an initial stop at El Toro, Calif., on April 8-10.

Wrapping up the season, the Tire Rack ProSolo Finale will take place Labor Day Weekend, Sept. 2-4, at the Lincoln Airpark in Lincoln, Neb., while the 2016 Solo season will be punctuated with Sept. 6-9 Tire Rack Solo National Championships, also at Lincoln Airpark.

Additional information on the Tire Rack National Solo Program can be found at www.scca.com. 

2016 SOLO GOOD TO GO





SAFERACER RETURNS

SafeRacer, serving the racing community with thousands of performance and safety-related motorsports items, has returned as the title sponsor of SCCA's National Club Racing program and SCCA's First Gear program. SafeRacer is also the official safety provider of the SCCA, offering SCCA members a 10-percent discount.

TIRE RACK CHAMPIONSHIP TOUR

| | |
|-------------|--------------------------------------|
| March 4-6 | Moultrie, Ga. |
| April 22-24 | Crows Landing, Calif. |
| May 27-29 | Lincoln, Neb. |
| June 24-26 | Washington D.C. |
| July 1-3 | Bryan, Texas |
| July 8-10 | Packwood, Wash. |
| July 22-24 | Wilmington, Ohio |
| July 29-31 | La Junta, Colo. |
| Sept. 6-9 | National Championship, Lincoln, Neb. |

TIRE RACK PROSOLO CHAMPIONSHIP

| | |
|----------------|-------------------------|
| April 8-10 | El Toro, Calif. |
| April 29-May 1 | Crows Landing, Calif. |
| May 6-8 | Wilmington, Ohio |
| May 13-15 | Washington D.C. |
| May 27-29 | Lincoln, Neb. |
| June 3-5 | Mineral Wells, Texas |
| June 10-12 | Swanton, Ohio |
| July 15-17 | Packwood, Wash. |
| July 29-31 | Wilmington, Ohio |
| Aug. 5-7 | Blytheville, Ark. |
| Sept. 2-4 | Finale at Lincoln, Neb. |

TIRE RACK MATCH TOUR

| | |
|------------|-------------------|
| April 1-3 | San Diego, Calif. |
| May 13-15 | Bristol, Tenn. |
| June 10-12 | Topeka, Kan. |
| June 17-19 | Birmingham, Ala. |
| July 15-17 | Wampum, Pa. |

Jeff Loeve



New Challenge for RallyCross

The schedule for the 2016 SCCA RallyCross National Challenge has been rolled out. The three events will essentially take the experience of the RallyCross National Championship on the road to three different parts of the country.

The season will start out west at the Desert Empire Fairgrounds, in Ridgecrest, Calif., April 15-17. The next stop will be at Gravel Mountain, in Frostburg, Md., July 8-10, with the last event held at Colorado Off-road Extreme, in Deertrail, Colo., Aug. 5-7.

Each event will be a stand-alone, two-day affair. There is no season-long point structure for the National Challenge.

"With the change from a Divisional-based to a geographical-based system, the National Challenges will become closer to

the RallyCross National Championship," says Steve Hyatt, Chairman of the RallyCross Board. "This means RallyCross competitors will get the feel, look, and procedures of the highest level of RallyCrossing."

The 2016 RallyCross season will be concluded with the RallyCross National Championship, at the site of the National Balloon classic, in Indianola, Iowa, Sept.30-Oct.2. 📍

2016 NAT'L RALLYCROSS SCHEDULE

| | |
|-------------|--|
| Apr. 15-17 | Ridgecrest, Calif. |
| Jul. 8-10 | Frostburg, Md. |
| Aug. 5-7 | Deertrail, Colo. |
| Sep.-Oct. 2 | Nat'l Championship, Nat'l Balloon Classic, Indianola, Iowa |

The passing of Paul White

Paul Wayne White passed away at the age of 76 on Sunday, Dec. 20, 2015, after a 17-year battle with Parkinson's disease. During the best of his years he lived a most interesting life at the heart of SCCA Formula Ford racing during what some consider the peak era from 1969 to the 1980s, with his bold exploits forever changing the class worldwide.

Paul was instrumental in the creation of Automotive Development and the company's groundbreaking SCCA National Championship-winning 1973 ADF MKII Formula Ford, and later Swift Racing

Cars and the company's game-changing 1983 DB1 Formula Ford, DB2 S2000, and the DB3 FF2000.

Paul attracted an amazing number of collaborators. His partner in Automotive Development was the late Jules Williams - the first man to win an SCCA Formula Ford National race and a master FF engine builder. Automotive Development's designer was David Bruns, and Team AD's team manager was none other than Mike Hull, today's Managing Director of Target Chip Ganassi Racing.

For FF class certainly wouldn't be the same today if it weren't for Paul's brilliance. 📍

RIGHT PHOTO, WRONG CREDIT

In the January issue we inadvertently supplied the wrong photo credits for the features on the SCCA Pro Racing-sanctioned F1600, F2000, and Atlantic Championship Series 2015 season wrap-ups. The correct attribution goes to Nikole Kniffin of Kniffin Photography. Please accept our apologies for the error.



Nikole Kniffin



Courtesy Cadillac Racing

Michael Cooper Joins Cadillac Racing

MOVIN' ON UP
Michael Cooper's past Pirelli World Challenge success caught the eye of Cadillac Racing.

Michael Cooper will join Cadillac Racing as a teammate to four-time series champion Johnny O'Connell for the 2016 Pirelli World Challenge Series GT Championship. The 26-year-old Cooper is the 2015 World Challenge GTS Drivers'

Champion, posting four wins and two additional podium finishes in the No. 10 Blackdog Racing Chevrolet Camaro Z28 to win the driver title. Cooper will pilot the No. 8 Cadillac Racing ATS-V.R, starting with the season opener at the Circuit of the Americas in March.

"Back in 2009, Johnny saw me drive at the CTS-V Challenge where, then-GM president Bob Lutz challenged civilians to try and beat the CTS-V around a racetrack," Cooper says. "After seeing my effort, Johnny said, 'This is the type of kid you hope pursues racing.' Being Johnny's teammate just six years later makes me feel like my racing career has really come full circle."

O'Connell is enthusiastic about Cooper joining the team.

"I remember clearly the first time I saw Cooper drive - I was impressed enough to let his father know the kid has very good skills," O'Connell says. "To have watched him progress through the ranks, observe his speed and race craft, speaks volumes to the fact that you can still make it to the top based on talent." 🍷



Waste Management Winter RallySprint

The Waste Management Winter Rally is now the Waste Management Winter RallySprint for 2016, reflecting a new format and a the introduction of SCCA as the sanctioning body. The event is part of Feb. 18-21, 2016, Wellsboro Winter Celebration, headquartered at the Tioga County Fairgrounds in Whitneyville, Pa.

"Our RallySprint was originally designed to provide a path to competition in regional stage rallying and give teams a taste of full stage rallying like the Waste Management Susquehannock Trail Performance Rally," says David Avery, event chair. "Its other purpose is to provide training for volunteers organizing and running stage rally events like STPR.

"The rally will use the same course, on Waste Management property in Duncan township, which has been used since 2011," he adds. "It is a short rally that consists of one stage run five times, covering a total of 44 stage miles that are also used as part of STPR's stages."

Stephen Hyatt, SCCA's RallyCross chair, points out the new RallySprint format gives the competitors and workers all the experiences of a full performance rally without the expense. "The SCCA...has been looking for a way to offer a middle ground between its RallyCross program and the STPR-type full-performance rallies, which the Club gave up in 2002," Hyatt says. "With this new RallySprint format...we have significantly reduced the insurance liability for both the competitor and organizer, thus opening the door for more affordable rallying." 🍷

A SPARKLING PARTNERSHIP

Mazza Vineyards and the SCCA have formed a partnership naming Mazza the official sparkling wine of the SCCA U.S. Majors Tour and the National Championship Runoffs presented by Garmin VIRB, handing each podium finisher a bottle of wine with a custom label at all 27 Majors events and the Runoffs in 2016.

Mazza Vineyards was founded in 1973 by Bob and Frank Mazza, in the borough of Northeast, Pa. Since that time, the vineyard has gained prominence within the region, counting several awards to its credit. The business has also grown to the point where the Mazza family has moved into producing other high-end spirits and beers. Mazza Vineyards is the family's flagship brand, while Mazza Chautauqua Cellars and Five & 20 Spirits and Brewing are the newer New York state-based brands.

"I am very excited to be part of the SCCA family," Bob Mazza, Founder and principal at Mazza Vineyards, says. "I have been involved in sports car racing since the early 1990s when I raced a Porsche. My interest then shifted to open-wheel

racing. So, I followed the SCCA ladder system, starting in Formula Vee then moving up to Formula Continental before founding a Toyota for Pirelli World Challenge competition. It's rewarding to give back to the Club that has given me so much over the last 20 years."

"With the addition of Mazza Vineyards as the official sparkling wine of the Majors Tour and Runoffs, this is another example of what the top level of amateur racing provides its competitors," says Eric Prill, SCCA COO and Vice President. "With Mazza creating custom bottles for the podium finishers of the Majors and Runoffs, it provides another keepsake which each driver can save to mark his or her achievement and success." 🍷



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PARITY IN A SPEC WORLD

Prompted by a member letter, in the January *Fastrack*, the Club Racing Board wrote that it is seeking feedback regarding parity for 1994-'97 Spec Miatas. The CRB poses the question of weight and/or restrictor plate adjustments, and possibly more. Sound your opinion at www.crbscca.com.



Irina Bouzenkova

SPORTSCAR
THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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

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EDITORIAL CONTRIBUTIONS
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EDITORIAL/ADVERTISING OFFICES
RACER Media & Marketing, Inc.
17030 Red Hill Avenue, Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
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Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

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THE CLUB BOARD

JOHN WALSH
CHAIRMAN, SCCA BOARD OF DIRECTORS

What's new? Actually, a lot!

You might think that an SCCA Director is constantly bombarded with questions about the Club's management and finances, as well as the operation and development of the Club's competition programs - and mostly, that's true. But around this time of year, the question most asked of SCCA Directors is, "Do I need a new helmet this year?" Sometimes I wish I sold helmets so I could just say, "Yes!"

In this issue, you can read all about the new Snell standards, and I'll bet there are helmet vendors lined up to sell you a new hard hat. Maybe you won't need one until the end of 2016, but plan early, as I predict helmet painters will have a healthy backlog of projects into the coming fall and winter. Happy shopping!

In the Sports Car Club of America itself, there's a lot going on these days. The Club - members, Regions, and headquarters staff - continues to work on new ways to have fun with cars. The days when conversations quickly devolved into, "Well, we can't really do that," are over. We're dedicated to finding ways to take crazy sounding ideas and make them operational.

Want to go wheel-to-wheel racing for fun, but have no stomach for the rules-bound Kabuki of traditional road racing? If "No license necessary, and no such thing as illegal cars" sounds good to you, welcome to SCCA Bracket Enduro. Miss the days of stage performance rally? Try SCCA's RallySprint at a lower cost and time commitment (the article on pg. 56 covers more on that topic). Want to introduce your friends to the racetrack without having them tie up an entire weekend? Track Night in America is designed for you - and for them!

There are some who think the anarchists have taken over the SCCA. Well, think back to the 1950s and '60s, when motorsports was a much more freewheeling enterprise (pun intended). We're just returning to our roots! You already know that "normal people" think we're crazy, and they hope we grow out of this "playing with cars" phase. Let's never do that, and instead work hard to keep this Club great! 🍌

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 DECEMBER 2015

| NAME | REF | REGION |
|------------------|-----|---------------|
| Warren Leach | 125 | San Diego |
| Brian Ghidinelli | 68 | San Francisco |
| Gayle Jardine | 38 | Cal Club |
| Matthew Brickell | 24 | Kansas City |
| J. Burchardt | 21 | SW Louisiana |
| Jim Nowlen | 18 | Milwaukee |
| Richard Meyers | 17 | Detroit |
| Sydney Davis | 16 | Houston |
| Mike Holzinger | 16 | Iowa |
| Mary Shiloff | 16 | Detroit |

There are 2,550 additional members with at least one referral.

REGION LEADERS

(Category based on 2014 year end membership)

| REGION | GROWTH |
|----------------------------------|--------|
| Jumbo Regions (800+): | |
| Oregon | 14.3% |
| Milwaukee | 10.1% |
| Central Florida | 9.5% |
| Large Regions (401-799): | |
| Indianapolis | 26.5% |
| St. Louis | 16.2% |
| Kansas | 10.2% |
| Medium Regions (200-400): | |
| Alabama | 20.4% |
| Hawaii | 19.4% |
| Continental Divide | 19.0% |
| Small Regions (<200): | |
| Arctic Alaska | 135.7% |
| Lake Superior | 76.9% |
| Southern Illinois | 68.4% |



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LAWRENCE, NOT ROBINSON

In the February 2016 issue Trans Am season wrap-up, we inadvertently credited Gar Robinson with the TA2-class win, starting from the pole at the season-opening Sebring round on Feb. 27-Mar. 1, 2015. In reality, it was the past Trans Am 2 Champion Cameron Lawrence who won from the pole, with Robinson finishing in second.



Chris Clark



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Driving. Motorsport. Its our SCCA Mission!

Diving. Motorsport. It is a theme you are going to see a lot of in the future. It is what the SCCA is about. Taken separately: We are definitely about **Driving** - and about **Motorsport**.

With the great new energy in the Club and our programs, we are showing that the SCCA is the future, and indeed is **Driving. Motorsport**.

This is our Mission: for the Sports Car Club of America and our members to turn our abilities toward making us the strongest SCCA ever, making us the organization that can build the future of motorsports. Driving. Motorsport. I hope you find it as thrilling as I do to think of our Club in this way.

How? Through introducing people to our new enthusiast programs such as Track Night in America Driven by Tire Rack, Starting Line, Bracket Enduro, Classic American Muscle, Targa (stay tuned for more on this), and Club Racing Experience. And

through building pathways for people that get involved in those programs to easily move into our core competition programs.

How? By giving our Regions and their members the tools to make the best events happen. Technology that makes at-event registration and reporting easy and efficient. Rules that promote competition and make sense to enforce. A registration system that makes it possible for competitors to access their results and participation from a single source. Access to Region website creation and the administrative support that make it possible for even the smallest Regions to communicate with their members. This will also provide our members a consistent experience as they move from the National website to Region websites.

How? STEM education, science, technology, engineering and math - it is the science of our sport. Our new

association with Greenpower USA will give our members the opportunity to work with kids in classrooms across the country and to share their expertise about car setup, mechanics, driving skill, and more. And we will be assisting Greenpower in operating some of their events. We have the knowledge to teach the science of motorsport through STEM curriculum in classrooms - we have the knowledge to support young competitors as they learn racecraft and the knowledge to help operate at events.

Our Club and our activities, races, and programs become a part of life for us. Because of that, we are the ones who can make the connection real and enduring, make motorsport strong in the United States - see it multiply.

All of motorsport is searching for ways to bring in the next generation of fan. More than fans, we need participants. When someone participates, it becomes real and a part of them - especially in this sport. This is something our 67,000-strong membership already knows. SCCA members can be found in the ranks of most every series as drivers, crew, and even the leadership in those series. Our workers are found most every weekend working, not just in SCCA events, but in most professional and amateur series in the country. We are actively using our great SCCA training to make motorsport in the United States the best it can be. That's a lot of knowledge, passion, and skill to be proud of, and that we can share, too - I think that makes us unbeatable.

Let's get out there and accomplish **Mission SCCA!** 🎯

SPREADING KNOWLEDGE

One of our challenges is to make it easier to get involved in our core programs of road racing and autocross. It may seem intuitive to us, but from the outside it can be daunting. We have to get information to new people in ways that are understandable; from where to go, what to do, and how to do it. Starting Line and TNiA are addressing this in our enthusiast programs, and the core programs will be able to use some of the lessons learned.

Runoffs Participation Revision

The January edition of *Fastrack* noted a rule change regarding the naming of National Champions at the Runoffs where fewer than 10 drivers participate on track in one class at the title event.

The proposed new GCR rule will read: "A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on-track session at the current year's Runoffs will name a

National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion."

Prior to the 2016 season, this GCR rule stated: "A class with fewer than 10



John W. Wirth

qualified drivers entered who have participated in at least one on track session at the current year's Runoffs may race as a supplemental class, but will not name a National Champion." 🎯

LESS THAN 10
To date, T3 is the only class not to hit its numbers at the Runoffs.

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NICOLE HECKER

CENTRAL FLORIDA REGION
SCCA MEMBER SINCE 2014

“Racing goes back a long way in my family. It all began with my grandfather, Dick Hecker, who started racing in 1949. His brother, Red, was a flagman, and back then there weren't any flag stations - you stood on the racetrack! Dick would eventually meet his future wife at the track and, in 1953, they got married at Blanket Hill Speedway. Red was run over in the early 1960s, which retired him from racing; Dick continued to race until the mid 1970s. My father, Randy Hecker, started racing in 1980. He would eventually move to Florida and that's where I was born in 1996.

My dad got both him and myself karts, and we raced those until 2011 when he broke his neck. He heard about the SCCA from a coworker and we started going to events. The next thing I knew, I was going through a Driver's School at the end of 2014.

We started the 2015 season running an E Production 1986 Mazda RX-7. Since it was my first year, we didn't expect to be chasing a points championship. However, with the aid of Goldin Brothers Racing and the dedication of my dad, I quickly began winning races and found myself at the top of the Central Florida Region points and the South Atlantic Road Racing Championship points. By the end of my rookie year I had won eight races, graduated high school with 29 college credits, was the Central Florida Region EP points champ, and finished second in SARRC points.

I've gained a racing family from the SCCA and, while I'm currently looking for a sponsor to help ease the financial burden of racing, I'm excited to start another year of competition. I've had a fantastic first year and met a lot of great people, and look forward to many more years with the SCCA.”

“The next thing I knew, I was going through a Driver's School at the end of 2014”



IMAGE Lyn Watts



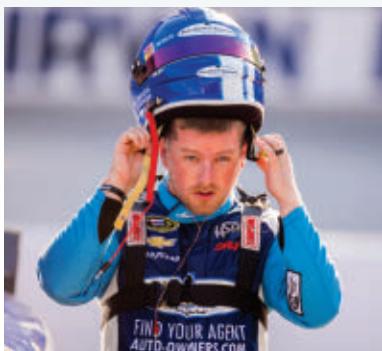
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POBST POSITION



Philip Tucker

SCCA
HALL OF
FAME?Who,
me?

In the spring of 1977, at the tender age of 19, I saw a newspaper ad saying, "Race your own car, five bucks!" A couple of weeks ago, I received a personal call from the president of the SCCA, Lisa Noble, saying, "Congratulations, you are to be inducted into the SCCA Hall of Fame." Shortly after, I see an online press release with a mug shot of this overgrown autocrosser right next to my hero, the genuinely great Roger Penske. Not worthy!

How did this happen? In short, a slavish driving obsession, a strong aversion to doing anything I am not passionate about (see ADD), a lot of help from family, friends, and some terrific racing teams, a violent on-track assault, a monthly column, a generous helping of coincidence, and dumb luck.

My very first fun run in my sweet Datsun 510 opened a Pandora's box of fanatical zeal. Some kind of feel-good endorphins flooded my body, and I became instantly addicted. I didn't have a choice, my friends. My name is Randy, and I am a driving g-force junkie.

From HelpGuide.org: "Life can be a balancing act for any adult, but if you find yourself constantly late, disorganized, forgetful, and overwhelmed by your responsibilities, you may have ADD/ADHD." Bingo! A mild case, I think, but one that has given me what HelpGuide calls "Hyperfocus...a tendency to become absorbed in tasks that are stimulating and rewarding." For hours. This level of involvement on track makes me very different from the type-B nice guy I am in

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

OVERLY ACTIVE

Randy has won pro races (BELOW) and at the Runoffs (1992, RIGHT), yet still enjoys Club Racing (2013, BELOW RIGHT).



the paddock. And it makes me crave being at a track. If you are reading this, you do, too. For me, there was no other choice. I wanted to race that badly, and I loved the cars, too. The towing was another challenge.

I found SCCA through the Solo Nationals in 1980. I knew I was pretty good, and I wanted to compete against the best in the country. They were pretty good, too. Ran 10 times and finished top three virtually every time. Got thrown out of a win once, but that's another column. I was in college, but

“I found the thought of mounting the bully pulpit and preaching my views of the world appealing”

that was just marking time. Autocross was my real life. I found my wife through Solo, too. Linda Pobst was a huge help in my early racing career. It would have been impossible without her.

Others often assume I stepped from Solo into Club Racing, but I did not. I went straight to pro racing from my SCCA Drivers Schools. Volkswagen offered a cheap deal on a new 1985 Golf for VW Cup, and I could also run it in IMSA's Firestone Firehawk Compact Division. My friend Randy Freer traveled all over the country with me as my right hand. What a year. We were a couple of enthusiastic ignoramuses with stars in their eyes. Well, I was, anyway.

I got into SCCA Club Racing a few years later for more track time (that addiction),

and for Linda, who didn't ask. I just assumed. Built the first of several VW Rabbits for ITB, a new category at the time. One of my favorite accomplishments in racing is being crew chief, not driving, for her championship in the Southeast Endurance Championship, the ECR. The last pit stop of the last race was epic, and won it all.

Next I moved into SCCA Nationals, with a Honda and then a Mazda Miata, due to their strong contingency and parts support - which still exists, of course. Ran the Runoffs six times, and qualified or finished first or second virtually every time, including the very first national championship for the now-ubiquitous Miata, in 1992.

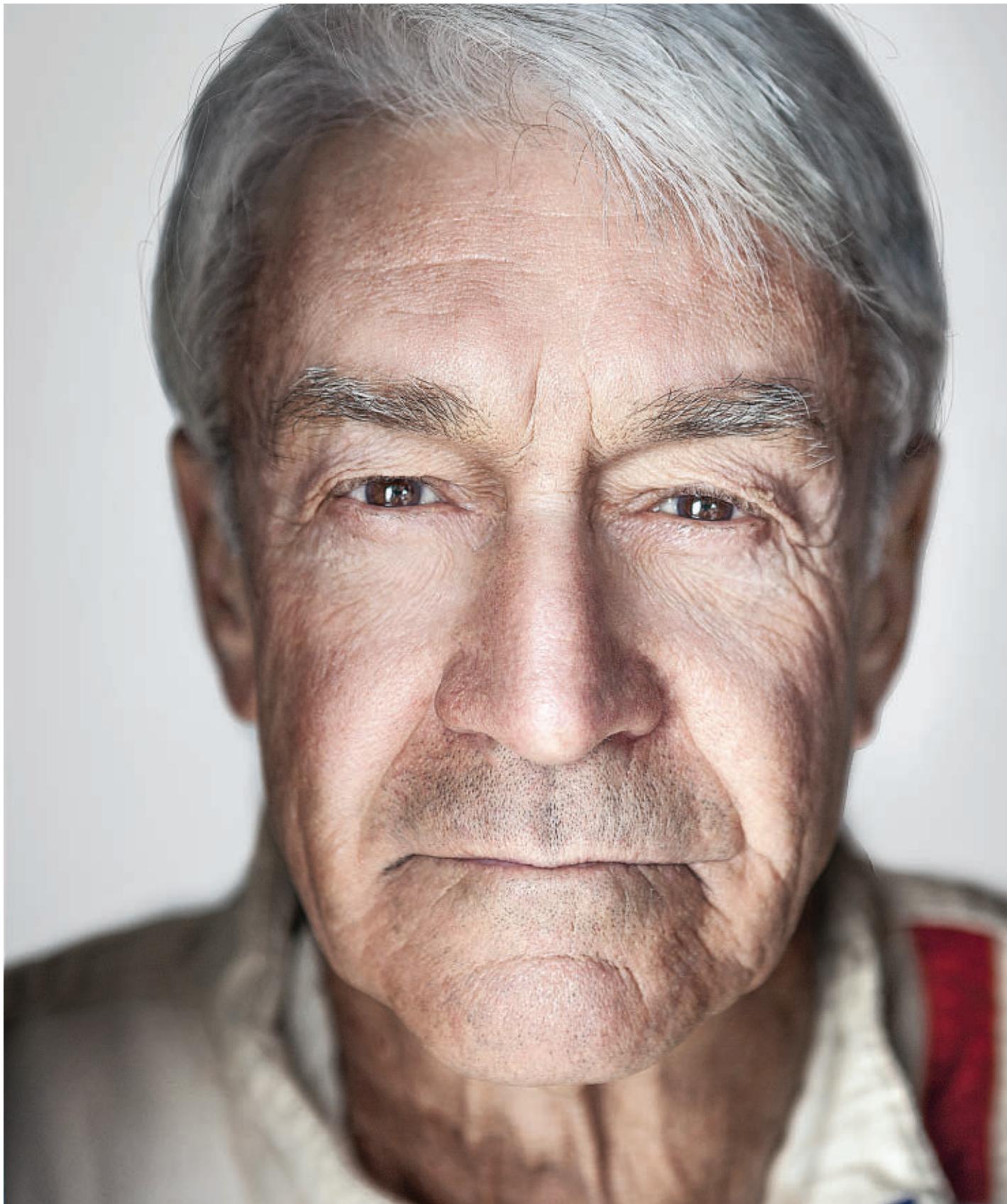
After several years in IMSA's American Le Mans Series, I had the great fortune to be directed into a ride in the SCCA Pro Racing Pirelli World Challenge, thanks to Mitch Wright, car owner Tim Wiens, and team owner Bob Raub at 3R Racing. I always tell Mitch that he saved my career, which he did. That led to the Champion Racing Audi RS6, Driver's Champion in 2003, and then to Craig Nagler's factory-supported Tri-Point Engineering Mazda 6. We ran second, second, and second in 2005, '06, and '07, and then got back with 3R Racing and Jim Haughey's K-PAX in Porsches. After that, the iconic Volvos, earning Driver's Championships in 2007, '08 and '10. I'm so lucky to have been part of these great teams.

Over the years, I have kept my Club Racing license, and jumped in cars whenever I could. Insatiable. Even in a VW Golf or a Honda Civic, pushing a car fast and well gets those juices flowing.

But what really changed my life and my career? A shocking and violent on-track event in 1998, combined with a call from then-editor of *SportsCar*, Richard James. He asked if I might be interested in writing a column. While I enjoy writing, I am strongly averse to deadlines, like the one I'm late for right now (see ADD). I found the thought of mounting the bully pulpit and preaching my views of the world appealing - but dang, a new idea every month? But, that on-track event was still fresh in my mind, four years later, and that's what pushed the scales toward a "yes." I felt led to tell my story; to expose an ugly underside of racing, but something that is a part of life at all levels: conflict. I was inspired to do my part to reduce it in SCCA racing, by sharing lessons I'd learned on the racetrack.

It's been 12 years now, and *SportsCar* still publishes my humble ramblings. Writing about passing and racing has caused me to think more deeply about it, and to work to communicate it without magic. Like the rule of passing: Don't hit what you can see. I eschew smoke and mirrors. Just say it plain and simple as can be. The better we all understand how it works on track, the less we will crash, and the greater will be the enjoyment and the endurance of our efforts.

None of that would be possible without our legions of race workers and staff. Great folks like Bill Martin, recently passed, who was a strong, capable and friendly supporter of my Central Florida Region most of his life. Hearty and humble thanks to all the good people of the SCCA who make these events happen for me; you're in my hall of fame. 🍷



WILD RIDE

Through 50 years of sweat, tears, and utter determination, National Champion and pro racer John Morton wouldn't change a thing

WORDS Jeff Zurschmeide | IMAGES Sean Rice

John Morton may be the most underappreciated racer in the history of SCCA. Over his half-century of active racing, he has moved from SCCA Club Racing to the top of the professional ranks and back again - several times. Through it all, Morton has maintained the true spirit of the enthusiast driver; the realization that whether you're driving at Le Mans or at a Regional race, it's all about the cars and the competition.



NOW AND THEN

John Morton's 2.5 Trans Am title in 1972 came with a win at Laguna Seca (ABOVE). He still fits the suit, and certainly treasures the trophy.



ON TRACK

John Morton is well known for his Trans Am days in a BRE Datsun 510 from the early 1970s (ABOVE), but he's still an active racer, most notably competing at the 2013 Runoffs (LEFT).



Morton started driving in 1963, in the heart of the first golden age of sports car racing. Originally from Waukegan, Ill., Morton had been attending Clemson University in South Carolina. After driving a few local jalopy races down south, Morton decided to drop out of college, at age 21, to pursue his dream.

"I had written a couple of letters to driving schools in England, but I didn't get any positive responses," Morton recalls. "The Cooper school was out of business and the Russell school didn't answer. I had seen an article in *Road & Track* about Carroll Shelby's school in Riverside, Calif., so I wrote a letter to them. They gave me a date for the school and I drove to California."

That decision, combined with some moxie, shaped the rest of Morton's life. "While I was there in the school, Peter Brock was my instructor. During the week, Shelby came out to test the first Cobra racecar. I asked Peter if he would introduce me to Shelby, and he did. I built up my nerve and I asked him for a job. If he had said no, I was just going to turn around and go back to Illinois. But he said to come see him on the following Monday."

Shelby took the aspiring young racer into the business, and gave him his first job. "Shelby took me downstairs and showed me where the janitorial stuff was," Morton relates with good humor. "That was OK; I didn't expect to be a racing mechanic right away because I really wasn't qualified to be one. I was a janitor for a while and the parts chaser for a while, and I picked up some skills in the shop."

Over the course of the following year, Morton learned the basics of building and setting up racecars. He graduated to fabricating parts for both racing and street Cobras, and the job earned him enough money to buy his own racecar.

"I bought a Lotus Super Seven - Shelby came out to a race to watch Ronnie Bucknum drive, and I almost beat him," Morton says. "So his ex-janitor almost beat his driver in an SCCA Club race! Shelby put me on the list and I ended up getting to drive several races for the team."

Morton drove a Cobra in three 1964 SCCA races with the Shelby American team, including Sebring, Road America, and Bridgehampton in the FIA Double 500. The team also entered Morton's own car, now a Lotus 23, in several more races.

"We were second overall and won GT at Road America," Morton recalls.

After his time with Shelby, Morton raced his Lotus 23 in SCCA Club races for several years. "It was moderately successful, but not what I hoped it would be," Morton admits. "I didn't have any money to run pro races. I ran some of the USRRC races, but I quickly ran out of money, so I went back to Club Racing."

Morton was living in Los Angeles and making a living as a fabricator when the next important chapter opened up for him in 1969.

"Peter [Brock] called me and wanted to hire me. One of his best employees had left and he needed



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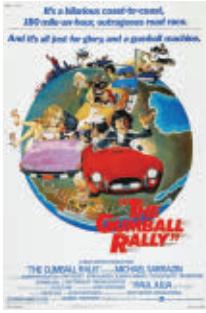
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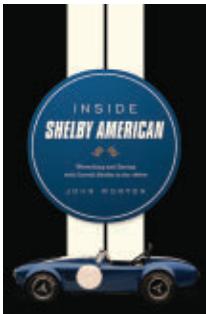
MORTON IN MOVIES

In the mid-1970s, Morton got the chance to work on several notable films and TV shows, including *The Gumball Rally*, *Greased Lightning*, and episodes of *The Rockford Files* and *Fantasy Island*.

"I accidentally backed into the deal with *Gumball Rally*," Morton explains. "I had a good friend in Club Racing who was a makeup man, but he wanted to drive in the movie so he got a job with Warner Bros. to train the actors. We had to teach them all how to drive."

Morton got a cameo in the movie as the passenger in a Jaguar that wouldn't start.

"The next year I worked on another movie called *Greased Lightning*, about the life story of the black NASCAR driver Wendell Scott, played by Richard Pryor."



READ THE BOOKS

John Morton's career has been the subject of two books. The first book is *The Stainless Steel Carrot*, by Sylvia Wilkinson. This book was first published in 1973 and then revised in 2012 for charity. The book primarily covers the BRE era, but the revised edition briefly covers Morton's subsequent career. Morton himself has written a book about his early career titled *Inside Shelby American: Wrenching and Racing with Carroll Shelby in the 1960s*. Both books are available at johnmortonracing.net.



another fabricator. He offered me the job, and I said I'd come if he would give me a chance to try out as the driver when the car was finished. He agreed, so one thing led to another. I did well with the car and became the number one driver for the team."

Morton drove the second of two Datsun 2000 Roadsters for BRE in 1969. After qualifying in first and second place in D Production at the Daytona Runoffs, both BRE Roadsters suffered fuel starvation failures while leading the race.

"The next year we went to the Z-car, which was very successful eventually, but for the first few races it was kind of a disaster," Morton

admits. "We eventually got it going, and won the 1970 and 1971 National Championships with it at the Runoffs."

BRE was also involved in SCCA Pro Racing's Trans Am 2.5 Challenge series, and Morton won the championship in 1971 and 1972 driving a BRE Datsun 510. Those were the final years for the small-displacement Trans Am series, and when the series ended, Brock dissolved his team.

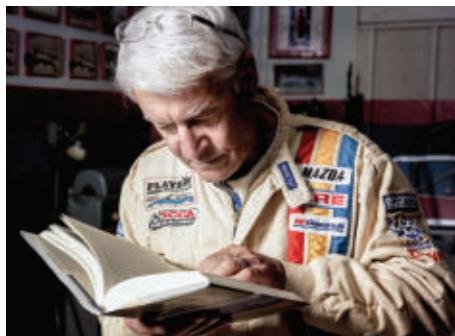
With the end of the Trans Am 2.5 Challenge, Morton again found himself looking for a place to land. However, the next three decades would keep him busier than ever.

"I asked Peter [Brock] if he would introduce me to Carroll Shelby, and he did"
JOHN MORTON



"I languished for a while," he remembers. "I've never been good at directing my own future. I had a tryout in IndyCar with Vince Granatelli, but the day I called Granatelli they had just lost the STP deal, so that went nowhere."

In the mid-1970s, Formula 5000 looked like a promising series. "In 1974, I started running some Formula 5000, but it was very hit and miss. I didn't seem to be able to put anything together," Morton admits. "I was known as a small sedan driver, but I wanted to race in a professional series. I bought a Formula 5000 car, and then the series turned into the Can-Am, so I bought a body for the car and I ran that for a while."



MODERN LOVE
(ABOVE) John Morton's racing history may revolve completely around cars, but his love for motorcycles has led him to owning a treasure of a personal museum. (LEFT) John has a couple of books available now, recounting his tales behind the wheel.

“I was pretty good, with a lot of dedication, but I wasn’t overly burdened with talent”
JOHN MORTON



In addition to driving in Formula 5000 and Can-Am, Morton also raced in the IMSA BFGoodrich Radial Sedan series and worked on developing the new Frisbee Can-Am cars. Based on underpinnings by Lola, the Frisbee cars won the Can-Am championships in 1982, '83, '85, and '86.

“Frisbee was a real low-budget thing I did with Joe Cavalleri and Brad Frisselle. We put together the car, and Trevor Harris was involved in designing it. It was an incredibly good car! A simple car, but very successful.”

As a driver, Morton partnered with Philip Conte as a sponsor for the 1981-'82 Can-Am seasons, and then went to work as a driver for Conte's IMSA GTP team for two years, before changing gears again.

“In 1985, I was hired by Jim Busby to drive for BFGoodrich in a Porsche 962,” he recalls. “I drove for him for two years and then I drove for Bob Tullius in the Group 44 Jaguars in 1987, and also the Nissan GTP cars in 1987 and 1988, then the GTO cars starting in 1989 through the mid-90s.”

In addition to all the rest, Morton found time to get six starts in the CART series, an overall win at the 12 Hours of Sebring, and he raced nine times at Le Mans. Morton claimed a C2 class win at the 1983 24 hours of Le Mans, and a GTS class win in 1994 driving a Nissan 300ZX Turbo.

Morton found his way back to the Runoffs in 2013 for the 50th event, driving a Nissan 240Z in E Production. “The SCCA that year said anyone who

had ever won a championship could race again - so they allowed these old men to run,” Morton jokes.

Morton finished his race in 10th place. As a veteran racer, he'd have liked to do better, but he recognizes the quality of the competition.

“There are some really good drivers out there in SCCA today. It's like a professional series,” he says.

Over the last 10 years, Morton has tapered off his serious racing, but has not retired by any means.

“At my age, I race because I enjoy it. I'm not too concerned because I don't feel like I have to prove anything any more. I drive almost every year at Monterey, in probably the most spectacular cars I've ever gotten to drive. And I've been running some ChumpCar races just for fun. It's gone from a profession to a hobby.”

In addition to his racing, Morton enjoys time in his airplane, and he's gone back to his roots, buying a Lotus Super Seven to fix up and drive. As he reflects on his career, though, he believes he had it easier than aspiring drivers do today.

“Racing has changed so much since I started, and it's interesting to have lived through all that. I was pretty good, with a lot of dedication, but I wasn't overly burdened with talent. If I started racing at 21 today, there's no way I would get anywhere,” he muses.

In the end, though, for John Morton it's still about following his dream. “People ask why I chose such a crazy profession, and I say it was because I didn't want to work for a living.”

IMMORTALIZED IN PLASTIC

Many middle-aged racers today will recall having Tyco slot car racing sets as children, and if you were lucky, you had the BRE set featuring the D Production Datsun 240Z and Trans Am 510 cars, all painted in the correct livery. Revell also created scale models of the BRE cars that Morton drove to victory, and these are still available today.

“I'm proud that there have been numerous toys made of the BRE cars and they're still pretty popular,” says Morton. “Just very recently, Mattel did the 510 and the 240Z in a special collector edition of Hot Wheels. I was involved in that, but my remuneration was 25 models.”



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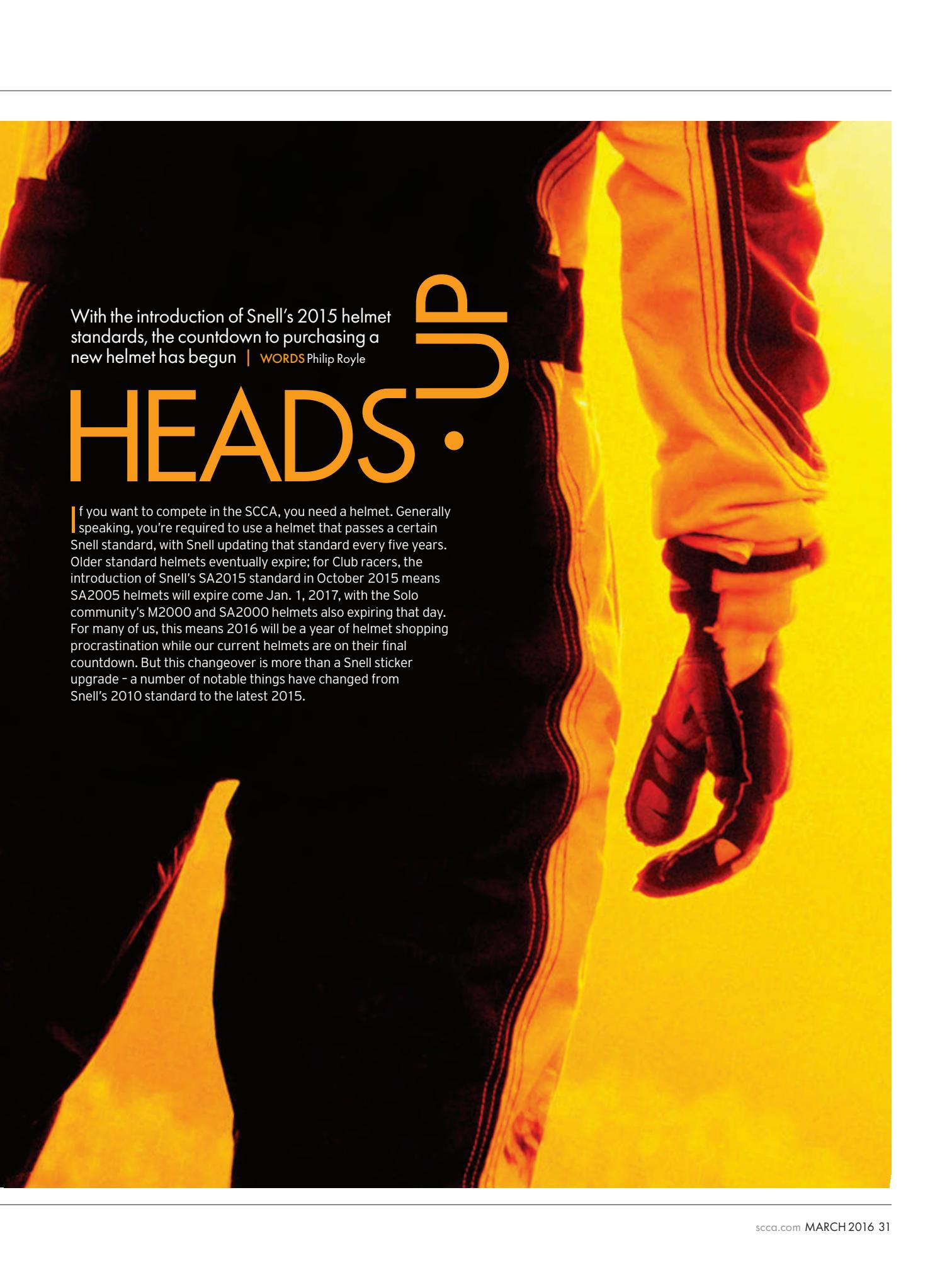
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With the introduction of Snell's 2015 helmet standards, the countdown to purchasing a new helmet has begun | WORDS Philip Royle

HEADS UP

If you want to compete in the SCCA, you need a helmet. Generally speaking, you're required to use a helmet that passes a certain Snell standard, with Snell updating that standard every five years. Older standard helmets eventually expire; for Club racers, the introduction of Snell's SA2015 standard in October 2015 means SA2005 helmets will expire come Jan. 1, 2017, with the Solo community's M2000 and SA2000 helmets also expiring that day. For many of us, this means 2016 will be a year of helmet shopping procrastination while our current helmets are on their final countdown. But this changeover is more than a Snell sticker upgrade - a number of notable things have changed from Snell's 2010 standard to the latest 2015.



THE NEW KID

Roux Helmets may be new to the scene for 2016, but the company is bringing new technology, like a unique helmet removal system (LEFT).

"SA2015 helmets must be equipped with M6 terminals for frontal head restraints," explains Debbie Bishop, Simpson's Vice President of Marketing. "Nut washer hardware for head and neck restraints will already be installed in the helmet. Customers will only have to screw the anchor hardware to the outside of the helmet, making the installation process much easier."

"The biggest change is that all SA2015 helmets must come with the M6 nut installed for frontal head and neck restraint systems, such as used in HANS devices and other systems," agrees Jeff Paulk, the Operations Manager for HMS Motorsports. "But SA2015 also includes 'low velocity' impact testing and 'low lateral' impacts," Paulk explains.

"Head injuries can happen at lower speeds," says Bishop. "The new test puts helmets through multiple impacts at a lower rate of speed with decreased peak G criteria." In addition, Bishop tells us that "new test for SA2015 include low lateral impacts at the intersection of the head forms reference and the transverse planes." In layman's terms...the ear area of the helmet.

There are other, very specific tests, as well. "The peak G criteria for helmets tested on head forms of less than 60cm circumference [ISO A-J] has been raised to 300 G, and the velocity of the first impacts have been increased to 8.5 m/sec," says Bishop. Snell also has a drop test, which Bishop says was increased by 10 percent for SA2015 helmets.

Snell releases new helmet standards every five years. While many helmet manufacturers had no problem adjusting to the new standards, it did prove problematic for some. "The SA2015 [standard] is a harder test to pass, and companies that didn't have the M6 nut before needed to add that to their shells and get certified," says Paulk.

With new standards and not inexpensive certification, how do helmet manufacturer's ensure their helmets pass the tests? Stilo, the helmet brand of choice for HMS, made the investment to have an in-house lab with the Snell and FIA certification testing equipment so they could get instant results. "They don't need to wait to send a shell out to see if it passes - they know right away," Paulk explains.

SNUG AND SECURE

How do you know if a helmet fits correctly? There are some tricks. "A helmet should sit flat on the top of the head," says Simpson's Debbie Bishop. "Pressure points should be even around the head for optimal comfort and fit. Cheek pads should be tight, but not to the point of being uncomfortable. And make sure the eye port is suited to your specific vision requirements."

"You want the helmet to be as tight as possible without getting a headache," says Jeff Paulk of HMS Motorsports. "You want to feel it almost pinching your cheeks. The helmet should fit snugly around your head without any [individual] pressure points on your forehead. The top should press firmly on your head and the cheek pads should make contact with your cheeks."

Chinstrap placement is also critical "Make sure the chin strap is tight and as far back on your jaw as possible," says Paulk. "Put your hands on the back of your helmet and try to push the helmet off by rotating forward, then do the same in the opposite direction. When you move the helmet around, the skin on your face should move with the helmet - if not, it's too loose."

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Gone are the days of boring helmets. Carbon fiber helmets like Simpson's Venator Pro are sleek, safe, and border on a work of art.

DRESS TO IMPRESS

We've all seen painted helmets and others with vinyl decoration, but is it safe? "It's OK to paint or decal a helmet," Debbie Bishop, Simpson's VP of Marketing, ensures us – but with a caveat. "A racer should choose a painter who will work with the helmet manufacturer in the process; liners and seals should be removed by the manufacturer prior to painting the helmet. Once the shell design is completed, the manufacturer can reassemble the interior of the helmet and make sure that everything is regulation."

"This gave them a head start going into certification of the ST5 helmet."

Even with that, a new standard also means supply-chain pressure. "With the new SA2015 being release Oct. 1, 2015, most customers held off purchasing a helmet in 2015," says Paulk. "There has been a lot of pent up demand, so supply is struggling to keep up for all manufacturers even if their helmets have already passed the SA2015 standard."

Racers who haven't helmet shopped for the last five or 10 years will notice far more carbon fiber options on the market. "Carbon fiber helmets are extremely lightweight and strong," says Bishop. "Simpson's Venator is a carbon fiber/titanium weave which has an exceptional strength-to-weight ratio."

"Carbon fiber has advantages over composite helmets in terms of weight savings and added impact protection," agrees Paulk, noting that carbon fiber is sometimes the only material of choice. "FIA has a spec called 8860 that is required in many open-wheel and rally car classes. These

helmet require a much more resistant shell and a higher absorbing liner for more violent impacts, which only a carbon fiber shell could pass."

It wasn't long ago that carbon fiber helmets were priced out of reach, with price tags starting well into the quadruple digits, but you'll find that while the premium helmet market still exists, competition has pushed the price of carbon fiber helmets down. So will you be able to find a \$300 carbon fiber helmet? Paulk thinks not in the near future. "You may see a \$300 carbon fiber-looking shell on the market place," he says, "but it's unlikely that it's a true carbon fiber. Most likely it's a fiberglass shell with an outer layer of carbon fiber just for aesthetic reasons."

Something else that's becoming increasingly common are boutique-like helmets from smaller manufacturers, like Roux Helmets. Modern helmet production has made it increasingly possible for smaller companies to launch their own brand of helmets, attempting to build the perfect helmet with targeted price points or specialty features.

For these smaller manufacturers, passing Snell's

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HEAD START

Companies like Stilo have invested in their own Snell testing equipment, making easy work of new testing requirements for their helmets.

latest test standards isn't as difficult as you may think. "We hired a concept artist to get the look of the helmet," explains Toto Lassally co-founder of Roux Helmets and CEO of Speedcom Communications. "Then we went to the helmet manufacturers who make the shells, and have the ability to check if it's going to pass the Snell and FIA standards. When we sent the helmets to Snell to get them tested, we already knew they'd pass the SA2015 standard."

That said, starting your own helmet company and competing against the big boys isn't cheap. "We have over \$2 million into this company already," says Lassally.

Smaller production means companies can offer unique products, which in the case of Roux Helmets are hitting the market in early 2016. "We're the first helmet with the water drink tube built into the helmet," Lassally says. "We're also the first company to include internal water cooling [that attaches to existing systems from companies like Cool Shirt]. In a 145-degree environment, the cooling drops the temperature in the helmet by 50

degrees. We're also incorporating all of Speedcom's top-of-the-line radio equipment in the helmet and have speaker ear cups incorporated."

Arguably, however, the most important feature found on a Roux helmet is the emergency removal system. "We designed the center section of the inner liner so it comes out on both sides of the helmet, and then tucks in on both sides and has dual red pads that pop down. When you pop the tabs down, handles come out - pull out on the handles and it removes the helmet from your head without causing a basal skull fracture. You don't need any equipment to deploy it, and it's easy to figure out."

Regardless of which company you buy your helmet from, it must fit correctly - and the fact of the matter is that some helmets will fit your head better than others (although that's not to say there is one helmet to fit all). The good news is that as of right now, you probably have nine or 10 months to find a helmet that fits perfectly, looks fantastic, has all the features you want, and - most importantly - you can afford. And if all goes well, you won't have to shop for another helmet for at least another decade. 🍷



Doug Jones / Sportscararchive



Frank Briting

TRIAL AND ERROR

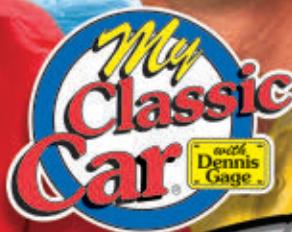
Helmet technology has changed dramatically through the years. While some competitors have come up with their own unique and humorous solutions to specific problems (ABOVE), others, like Dr. Peter Talbot (TOP), were busy incorporating new technology into their helmets. At a 1957 San Francisco Region six hour endurance race, Dr. Talbot (now a member of SCCA's Hall of Fame) strapped a two-way radio system to his helmet to gain the upper hand over his competition. Today, helmet manufacturers like Stilo and Roux offer radios built in.

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BRAKING BAD

Are your brakes turning against you? We take a closer look at the most abused part of your racecar

WORDS Jason Isley

MAIN IMAGE Rick Corwine

Original equipment brake technology constantly improves, but that never stops SCCA members from exceeding the capabilities of those components. From your dual-purpose, daily driven Solo car to your dedicated track toy or tow rig, we make a hobby of abusing our brakes every chance we get. Luckily, there are tricks to maximizing the life of your brakes.



ROAD WARRIORS

Trailers put an extra load your tow rig's braking system. Giving yourself extra distance when stopping, in addition to keeping up with maintenance, will help prolong brake life.



Courtesy Ford

On the track, we've seen drivers enter the pits on a hot lap to collect hot tire temperature and pressure data. While useful for chassis tuning, eliminating the cool down lap is stressful on brake components. In a similar fashion, setting the parking brake after a run on the Solo course is just as painful to your brakes. Then there are the weekend warriors towing down the highway to an event, but still driving the loaded truck as if it were empty.

So, how do you know your brakes are

starting to go? According to Ian Berwick, Motorsports Manager USA for Pagid Racing, you might experience judder or brake fade. "Brake judder, which is usually a surface variation that people think of as warped rotors, is most commonly from imprinting," he explains. "The imprinting is usually taking pad material out of the disc surface. Imprinting occurs when someone parks the car on pit lane and stands on the brakes. It's putting all the pressure on the pad, which basically welds the pad material in the pad to

the material embedded on the rotor - when you release the brakes, it kind of breaks the material free, essentially removing the surface layer from the rotor, leaving a low spot. Now that area of the rotor needs to be bedded again."

Fade is very different. "Pad fade occurs when the compound is subjected to temperatures above its effective operating range," says Wilwood Engineering's Carl Bush. "The pedal remains firm, but the pads lose friction and the vehicle no longer



Ken Brown



Andy McDermid

BUILD IT RIGHT

(FAR LEFT) Big bore GT cars utilize massive brakes to haul purpose-built rockets back down to earth. Using proven components should help ensure a trouble free race. (LEFT) Andy McDermid suffered this brake rotor failure at the 2014 SCCA National Championship Runoffs, miraculously completing the American Sedan race and collecting the bronze medal.

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Perry Bennett

decelerates properly. Pad fade is often referred to as glaze.”

Brake pads can also suffer catastrophic failures. “Brake pad delamination usually comes from a poor retention mechanism holding the brake pad to the backing plate,” says Berwick. “A lot of companies use a boundary layer, or an adhesive layer, and they have big holes in the backing plate, and the pad keys into that. We intentionally avoid that, because we don’t think it works very well - we use brass pins that are welded to the backing plate that reinforce the pad so it can’t separate from the plate.”

Excessive pad wear also results when pads are subjected to sustained

temperatures at the peak of their effective operating range, Bush tells us. “The pads may not be glazing and losing friction, but they may no longer be capable of surviving the event,” he says.

Brake damage is costly once it has occurred because you’re often left replacing parts. “There isn’t really a way to repair judder,” says Berwick. “You can try to re-bed the pads, but this often doesn’t work. On a street car, you can try having the rotors turned, but in a race application, you will need to replace the rotors.”

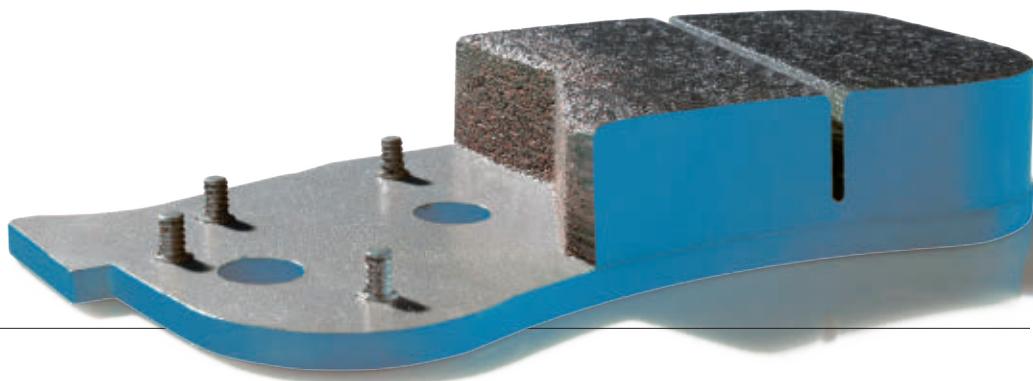
There are tricks to keeping your brakes in tip-top condition. For example, to measure tire temperatures, don’t save it for the last

lap of the track session; do it at a time that will allow you to go back on track and give the car a proper cool down lap. Likewise, as you return to the paddock from a Solo run, use wheel chocks as an alternative to the handbrake. And, finally, as you exit the freeway with your tow rig, stop short of that red light, allowing yourself room to move up so you’re not focusing all of the pad’s heat in one spot.

If you’re simply driving beyond what the pads are capable of, that’s an easy fix as well. “The fix is upgrading to a pad with a higher effective temperature range that will produce a longer wear rate,” says Bush. “Preventing pad fade simply requires a pad

TREAD LIGHTLY

(ABOVE) If you want to debrief in the car after a Solo run, don’t rest your foot on the brake pedal. (RIGHT) Quality pad construction goes a long way when it comes to preventing failures like delamination.



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MAKING DO

Many classes require factory-equivalent brake components. In the case of smaller cars, these brakes are often adequate with only minor tweaks, like brake cooling ducts and proper pad selection.

upgrade to a material with a higher effective operating range.”

Once you’ve selected your pads, don’t skip the bed-in process. Hawk Performance advises adequate bedding to optimize a pad’s performance, durability, and lifespan.

But brake failures come in many shapes and sizes, and sometimes the solution comes in the form of better parts. Multi-time Runoffs Champ Andy McDermid suffered a catastrophic rotor failure at the 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca. “The left front rotor failed on lap four of the race at the Runoffs - the last 16 laps were not fun,” says McDermid. “It was a two-piece rotor - the rotor failed; it was a manufacturing issue.”

A total rotor failure is the extreme of what most of us will experience. Most failures will come in a less catastrophic form. “Distortion or warping can occur for a number of reasons,” says Bush. “Overall, mass or weight, the specific metallurgy of the alloy being used, and the uniformity and quality of the alloy and casting itself, can all contribute to thermally induced distortion or resistance against it.”

The Fix? “Either better quality rotors, or improved heat management to maintain a more stable temperature range during brake cycles,” says Bush.

Back to McDermid’s tale of woe, his solution was along similar lines. “We have made a complete system change,” he says. “We are using Brembo rotors and calipers from Pro System Inc. The Pro System Inc. Brembo-prepped rotors and calipers in concert with Carbotech pads have been perfect. The combination has helped shorten our braking distance, and we are able to get two to three weekends out of a set of front rotors, compared to one or two sessions on the old brand.”

Beyond all of this, brake maintenance is also essential. “Regardless of the durability of each individual component, neglecting routine maintenance is the easiest way to realize on-track failures and DNFs,” says Bush. “A routine maintenance plan should include inspection of the entire brake system between each event. Pads should be checked for wear and damage. Rotors should be checked for cracks and non-uniform surface conditions such as pad smear.” Bush also notes that calipers should be bled and fluid levels topped off, with some vehicles requiring this between sessions. But with a little bit of determination, keeping your brake system up and running isn’t that hard - just remember to never take your brakes for granted. ●

A QUESTION OF MASS

Thermal fatigue and stress cracks are not necessarily the result of sustained high heat. Rather, they are usually the result of repeated or abrupt changes in temperature. “A rotor that has inadequate mass - that is too light for the application - will see high temperature spikes during the braking cycle, but will dissipate that heat quickly because of its inadequate mass that allows the rotor to maintain a more stable temperature during cycles,” explains Wilwood Engineering’s Carl Bush. According to Bush, this is one reason cross-drilled OE rotors are typically ineffective on a track car. “[The holes] remove weight and allow the rotor to see a more extreme range of temperatures during the cycles, which contribute to thermal fatigue and cracking. Solid face rotors, or rotors that may only have a few face cleaning slots, are always preferred for track use over cross-drilled parts.”



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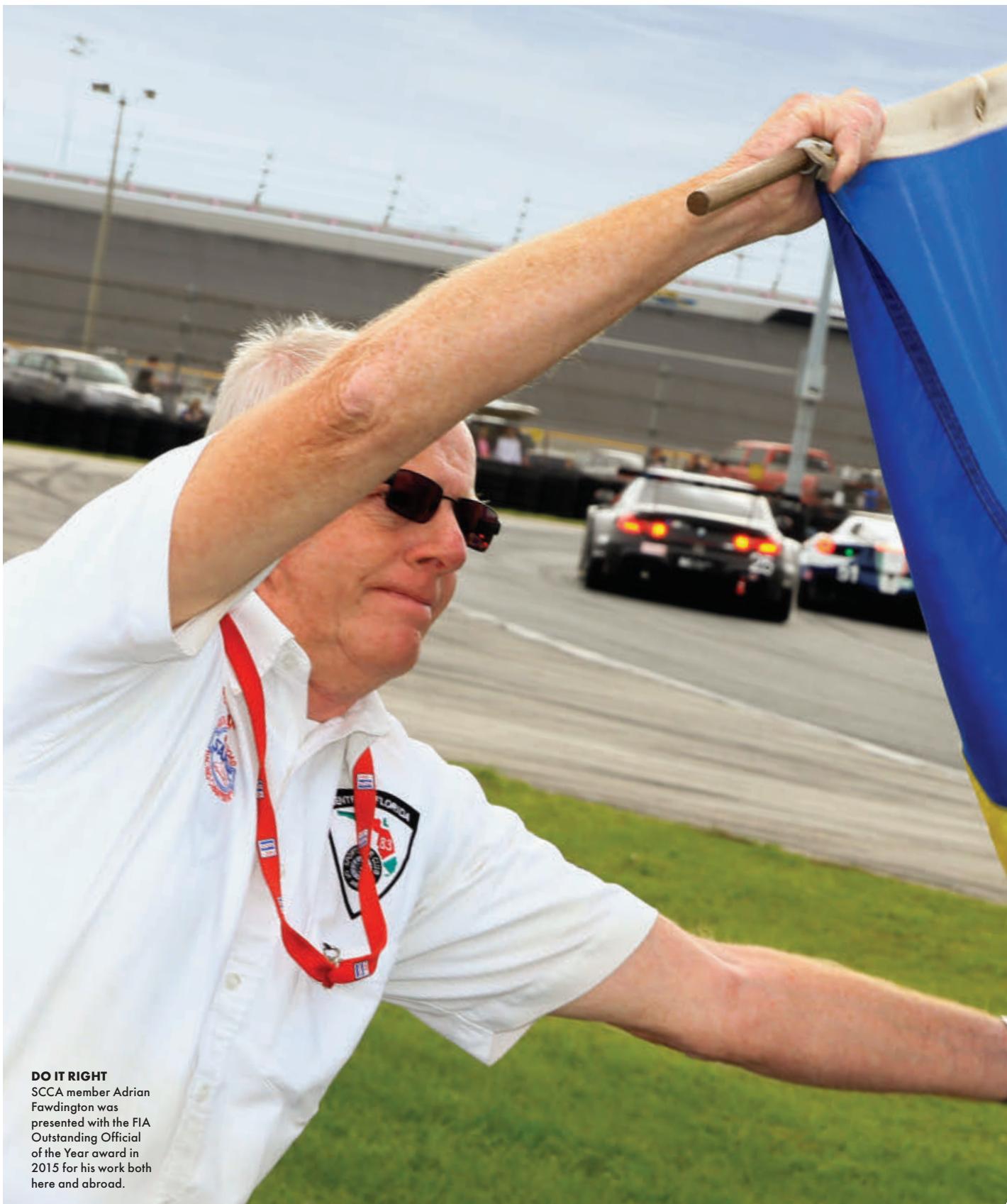
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DO IT RIGHT
SCCA member Adrian Fawdington was presented with the FIA Outstanding Official of the Year award in 2015 for his work both here and abroad.



CONTINENTAL DIVIDE

SCCA volunteer and FIA-recognized official Adrian Fawdington tells of a few differences when it comes to working U.S. and European events

WORDS Chris Berg | MAIN IMAGE Dave Green

For Club Racing event organizers in the SCCA, finding the volunteers to staff each position can be a daunting task. But Central Florida Region member Adrian Fawdington has ideas about how to improve that - with impressive credentials to back up his opinions. Fawdington has logged an impressive 45 years in motorsports (the last 12 as an SCCA member) and, in 2015, was named FIA's Outstanding Official of the Year.

In addition to his officiating duties, Fawdington has served as a track manager and promoter, was the founder of the Castle Combe racing club in England, and has been a race series manager and FIA trainer. As for his credentials in the U.S., Fawdington is a Nationally licensed corner captain and routinely works professional events, including the Rolex 24 at Daytona International Speedway and the Mobil 1 Twelve Hours of Sebring. But while he may have his hand in the pro series, Fawdington's true love is with amateur racing.

While there are some big differences between amateur auto racing in the United States compared to that in England, there's plenty of information Fawdington feels should be shared for the betterment of amateur road racing around the world. After all, he says, many of the issues faced here are the same elsewhere, albeit for different reasons.

"During a typical weekend, there may be 10 one- or two-day race events throughout England, at racetracks all over the country," Fawdington says. "These are typically club racing events run by completely separate clubs. In addition, spectators turn out in droves to watch these events. That's one thing that separates the amateur racing over there from over here in the United States.

"The number of events puts pressure on two things: the track owners and the volunteer organizers," he explains. "Track owners and

promoters are motivated to get more paying customers in the gates, while the organizers are also looking to pull in the needed number of volunteers to help the race be run."

At first blush, it's easy to conclude these are different problems. But, after taking the cultural popularity into account, the problem is still the same: getting enough people to a specific facility to host a race. While clubs in England face fierce competition within the realm of motorsports, amateur racing organizations in this country face competition with other hobbies. Often, the other pastimes win out because they can be done closer to home, according to Fawdington.

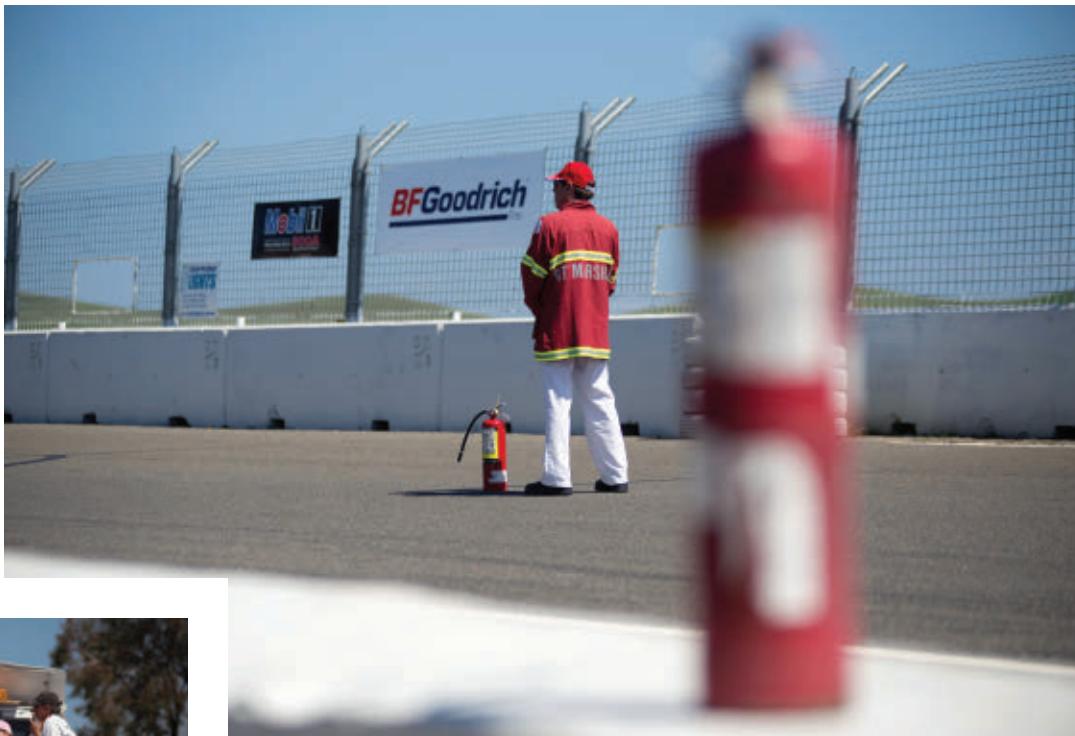
"Many of the events in England are typically one-day events, while most over here last two and even three days," Fawdington notes. "In my opinion, the distance competitors and volunteers must travel is the biggest reason for this. At the [SCCA U.S. Majors Tour] in Florida, we draw participants from several states away. The issue is that, in the United States, you can drive for a long time and be in the next state or two. The same distance in Europe means you may be in a completely different country when you're done. I think that has a lot to do with the popularity [in Europe] - the amount of choice in a relatively small area."

While there are barriers to getting new blood involved in the sport, Fawdington says there is still hope in getting young people involved in amateur road racing in the U.S. He says it's less of a problem of interest, but rather allowing potential volunteers to feel empowered at the track. Fawdington says some of that sea change in thought can be achieved by simply altering how we refer to many race officials.

"We have to change the motorsports culture in the United States in relation to how they view volunteers," Fawdington says. "The

THE ESSENTIALS

Competition in the SCCA couldn't take place without the dedication of hard working volunteers (BELOW). But Adrian Fawdington believes we need to promote real world skills, like correct use of fire extinguishers (RIGHT), in order to get people to come back.



Philip Royce



Philip Royce

"We need to focus on life skills that are learned through being a volunteer official"
ADRIAN FAWDINGTON

first - and easiest - thing that needs to be done is to change the terminology of 'corner worker' to 'volunteer official.' If we are interested in getting more young people involved in the various facets of motorsports, we need to make sure our descriptions are motivational."

Fawdington's verbiage suggestion would also bring the volunteer culture in the United States in line with that of the rest of the world. "Moving away from 'corner worker' would also make racing in the United States more world-centric," he explains. "We are the only country that does not refer to volunteers as 'volunteer officials.' Many countries have large groups that are proud to be known as course marshals.

"When I was in Paris at the 2015 FIA awards ceremony, I was talking to a friend from Turkey who also organizes the Turkish Grand Prix. We had this very conversation about the verbiage used to describe the value of volunteer officials in motorsports. He owns a chocolate factory and said, 'I employ workers in my factory, but I do not employ any workers in motor racing.'

"Competitors, organizers, promoters, and operators should always be aware volunteer officials are unpaid, not because they are

worthless, but because they are priceless."

In addition to a name change, Fawdington points out that the focus when training new volunteers should be less about skills needed to do the particular job, and more on transferrable skills. He says this is one of his core goals when preparing volunteers for the racetrack, whether in his role as an SCCA corner captain or an FIA trainer and coach speaking to an international audience.

"We need to focus on the life skills that are learned through being a volunteer official," Fawdington says. "Coached properly, a volunteer official can learn how to use a fire extinguisher correctly to fight a fire, as well as basic first aid and radio communication. Where are you going to learn the proper way to do that in your daily life? Very few do. That's an example of a transferrable life skill."

During an SCCA Regional race at Sebring International Raceway, Fawdington says he had a successful coaching session with a pair of fresh volunteer officials. He said both officials had a great day and came away more confident in their skills communicating with racers on track.

"One of these workers had a car hit extremely hard, right under her feet," he says. "She ended up being a little shaky after that, but was OK otherwise. It gave me the chance to explain the need to have someone looking upstream and downstream from the direction of traffic. It also allowed me to explain the importance of keeping an eye out for the safety of other marshals. The light bulb went on for her, and she realized there was a little more to this whole thing than just displaying a flag. It allows me to develop others by allowing them to do, and not just telling them how to do the job. That, in turn, is really motivational to me. Learning by doing and not just by telling equals engaging new volunteers."

For Fawdington, it's all about motivating those who come out to experience auto racing, to come back to the track again. "Allowing new volunteers to go home on a high is the key for getting them back out to the racetrack," he says. "Engaging and growing the numbers of young people is vital to the long-term success of the SCCA. Advocate, enroll, embrace, engage, infuse, educate, and empower. ●

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Replacing a perfectly good vehicle part with a higher performance part instead of leaving good enough alone.

Angela Carlascio's women in amateur motorsports journey continues, this time with a disorder that transcends gender | WORDS Angela Carlascio

A true gear head, regardless of gender, knows the definition of upgrade disorder by heart - yet denies having it to no end. They refuse to add up receipts, and then hide the parts from their significant other unless they first had to obtain funding approval. The problem isn't only the cost; it's going overboard. Just because a part can be upgraded doesn't necessarily mean that it should be. It didn't take long for it to hit me. So, how does one manage upgrade disorder?

First, consider performance value. We would all like to believe that if we throw more "performance" parts at a car, we will become faster - and the more expensive the part, the faster we will go. Sadly, the math doesn't add up. Often it is the driver who makes the vehicle go faster - but that's not my lane in *SportsCar*; I'll leave it to Randy Pobst to upgrade that disorder. I'm instead going to give you pointers on the decision-making process.

The key is to find performance parts that complement your driving style. The key word in that sentence is "your." If, for example, you get on the brakes earlier or harder than the guys around you, their tuning route might not necessarily be right for you. Don't be afraid to do what *you* believe will work best for *your* driving style.

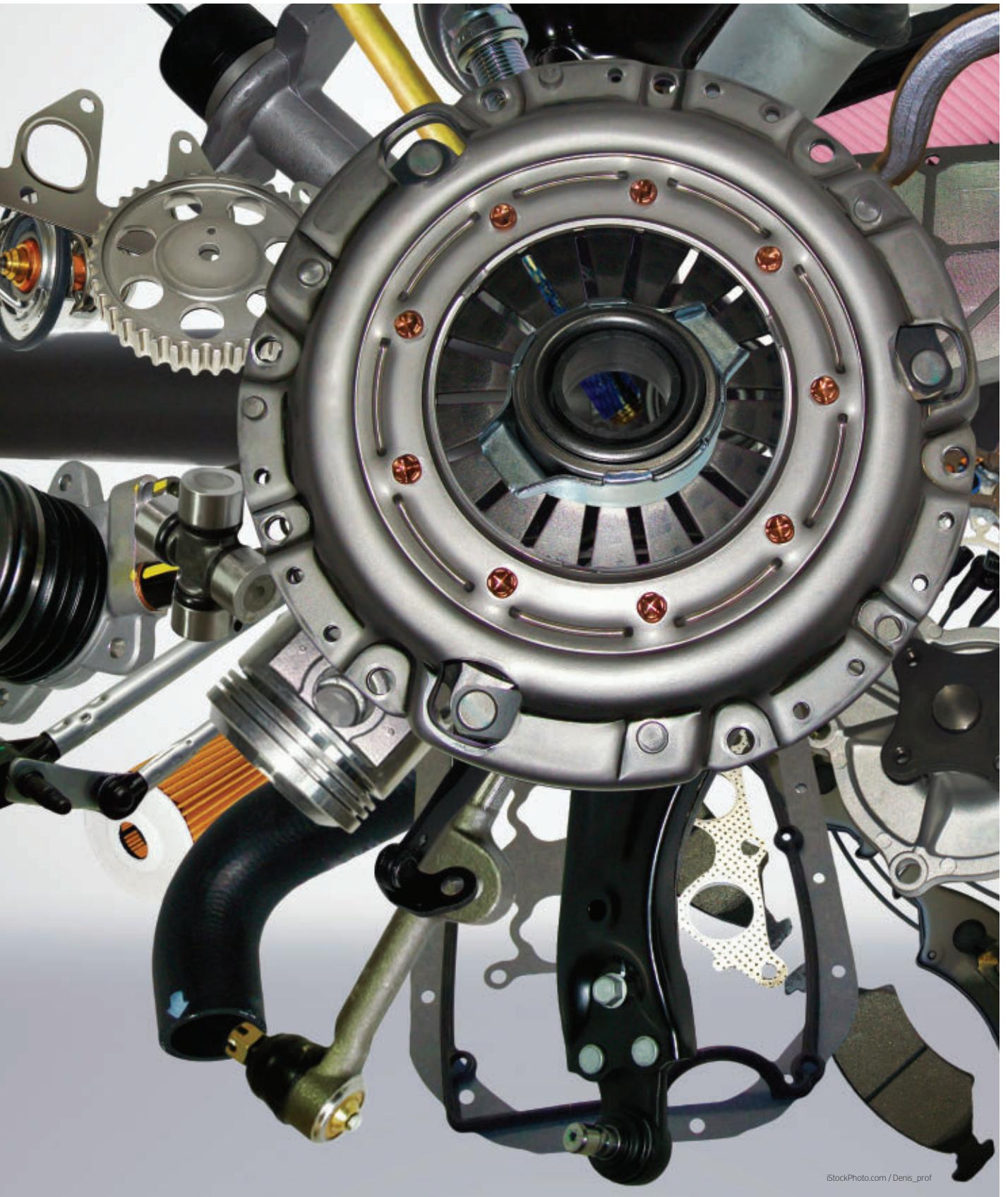
Once you've figured out the parts you need, the next problem is getting those parts on the car. Remember my first article? Performance parts will rarely, if ever, be a direct fit. Don't let that stop you. This is where the research lesson comes into play in seeing what tools you need, what others encountered while performing the same modification, and preparing for the possible needed assist (remember what I said in that previous article - *everyone* needs a helping hand eventually). And as frustrating as it is to have parts not fit, everything you do on your car can help you with the next project. It's a machine of parts that must work together to perform, so don't shy away from the project.

Where do all the tools you need for the latest project come from, the garage fairy? Umm, no. Some tools we have to purchase, borrow, or beg for. So, while we upgrade the car, we also often upgrade our garage with new tools - although watch the costs. There are tools you may only use one time, while others will be used to excess. Research the tools, then purchase - or borrow for free, as many automotive parts stores offer free specialty tool rental.

"One thing," as *The Fixx* says, "leads to another." It's an upgrade law. You upgrade this and you have to upgrade that because (as stated) it's a machine of parts that have to work together, so be prepared. How many people upgraded their brakes but didn't look twice at the brake master cylinder and lines? Here is a general tip: Look at what you want to upgrade, then follow the trail to see everything affected by it. It's not a scary trail, it's a *realistic* one.

If you're going to do something, do it right - but don't overdo it and don't get caught by the upgrade disorder. Now make a plan, get in your garage, and get to work! 🚗





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RALLY

A NEW WAY

The RallyCross program welcomes RallyTrials and RallySprint to the fold

WORDS Stephen C. Hyatt, Chairman RallyCross Board | MAIN IMAGE Dave Green

In early December 2015, the newest SCCA programs were approved, RallyTrials and RallySprint. After a year of pilot events, the rules package was finalized and is now available on www.scca.com under the "RallyCross Rules" link on the RallyCross pull-down menu. The programs are already being well received by the rally community, with the Waste Management Winter Rally running its February event as a RallySprint and a half dozen other events in the approval process.

"The addition of RallyTrials and RallySprint to the ever-growing RallyCross program is a natural extension of unpaved SCCA competition, as it reflects the broader interests and desires of many in the RallyCross community and with rally enthusiasts in general," says Howard Duncan, SCCA Senior Director, Rally/Solo. "While probably most of the SCCA RallyCross community is perfectly happy with the challenge and fun of RallyCross, there are members who would like a connection to the programs of the past, as well as a new challenge.

SLIDEWAYS

SCCA's RallyCross program will now be joined by RallySprint and RallyTrials, offering some a stepping stone to full stage rally.

KICKIN' DIRT

(MAIN) The RallyCross program has grown dramatically over the last 10 years, and now the program is expanding further. That said, spectator WRC-style events (BOTTOM) are off the table.



Rupert Eberington

“When SCCA discontinued stage rally events over 10 years ago, many of our members had to look elsewhere to get their fix for an intense off-road rally experience,” he continues. “We have been able to maintain a good relationship with Rally America over the last 10 years, and we wish them success with their stage rally events. We look at RallyTrials and RallySprint as either an introduction to that world, or a way to get a feel for it at a lower risk and financial level. Either way, these events should be mutually beneficial to both organizations.”

Being event chairman of two pilot events, Scott Beliveau has learned a lot about RallyTrials and RallySprint. “The safety requirements for RallySprint are very similar to those of stage rally,” Beliveau says. “This creates a limited entry pool. Another requirement is that the events be held in a confined and controllable area so that spectators cannot casually show up along the racing route. This limits the length of the circuit or legs, typically to less than four miles. This may be beneficial to the organizing Region in that it allows two teams or drivers to use the same car, minimizing somewhat the equipment dilemma - in some cases, two drivers share the same co-driver also.

“At the New England events,” says Beliveau, “many of the competing teams consisted of RallyCrossers who have built their RallyCross cars into stage rally cars. These events are a great way for them to get their first rally-like experience and shake down recently completed projects. In most cases, the crewmembers that accompanied them are also from the RallyCross ranks.

“Rally schools, off-road parks, and unpaved areas at racetracks are typical

“These events are a great way for them to get their first rally-like experience”
SCOTT BELIVEAU

venues for RallySprint. Using the maze of roads or trails allows different configurations to run a couple different legs over the course of the day. SCCA RallySprint will offer an exhilarating and adrenaline-fueled challenge while keeping safety of all those involved at the forefront.”

The RallyTrials portion of the program will allow competitors with cars built to SCCA hill-climb rules the chance to run a faster, more open version of a RallyCross.

Any request for additional information or sanction questions should be referred to SCCA Rally/Solo Program Manager Brian Harmer at bharmer@scca.com.

The RallyCross Board is very appreciative to all who helped bring RallyTrials and RallySprint out of the planning stages and is looking forward to the program growing and bringing a new demographic into the SCCA family. 📍



LAT / McKlein

START A RALLYSPRINT IN 7 STEPS

WORDS Kito Brielmaier, NW RallySprint Chairman

1 Find a great location: There are a few sanctioning restrictions for land use - you need to use private land and have the ability to control crowds during the event.

2 Build relationships. In the rally community, become close friends with your local rally groups - attend their meetings or events, meet people, and build a network. You will need a well of volunteers and competitors. Also, reach out to local businesses for support, participation, and sponsorship.

3 Build a team. You will need help, so assemble a group that understands your objectives and is as committed to hosting a great event and growing our sport as you are. Between volunteers, sweep crews, and course workers, you will need a tribe. Lead them and treat them well so they provide a great experience event after event.

4 Pick a date (or dates), but be mindful of other events. Do not force competitors to choose.

5 Promote the event. On the web, set up a website and Facebook page that allow people to sign up for notifications. Make it easy for interested people to receive updates and newsletters. Networking is also important - make sure your local and neighboring regions have the events listed on their calendar. Create partnerships. Have your event partners promote the event too - more people showing up to the event means more eyes on their brand.

6 Make registration easy. Use online tools to allow participants to register - do not make them send in a check!

7 Run a safe and fun event. Competitors want reassurance that the event will be safe. Do your due diligence; ask for help and make sure your event is well prepared. Post all event information online well in advance - directions, parking, and anything else that people need to know. Provide accommodations and resources (restrooms and food) so volunteers, spectators, and racers enjoy their time at your event and keep coming back.

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CLEAN BRAKE

As the name implies, brake-parts cleaner is designed to clean brakes. It's useful for evacuating built-up brake dust, washing away brake fluid that may have dripped when bleeding, and removing otherwise general nastiness - because once you've used that spray lube to loosen a stuck fastener, you'll undoubtedly need something to clean up the mess. But brake cleaner is not just for brakes.

"Brake cleaner is easy to use and a necessary tool when working on brake systems," says Tom Bogner, Director of Motorsports for Lucas Oil Products. "It can be used for simple maintenance cleanup while changing out brake pads, drums, or rotors. I also use it when doing quick cleanups with oil changes, to ensure a clean surface prior to installing a new oil filter or drain plug. With lighter weight engine oils, it's easy to have oil spray from the oil pan drain onto other vehicle components - just a simple spray and wipe and you're able to complete your maintenance."

The staple of most toolboxes is duct tape and spray lube, but brake-parts cleaner isn't far behind

WORDS Jason Isley

Over the years, brake-parts cleaner has evolved due to EPA regulations, and in most cases, the only version you will find on the shelf now is the non-chlorinated, Volatile Organic Compound (VOC) compliant type. While some may argue that the VOC-compliant sprays don't perform as well, the upside of their increased safety for both the user and environment is worth a little extra effort to clean your parts.

A good quality brake-parts cleaner will quickly shed most grime with just a simple spray, but with more stubborn material you may have to give it a little encouragement with a brush or rag. When using a chemical cleaner of any type, it's also very important to do so in a well-ventilated area. Never forget: safety glasses are a must, and gloves should be used to prevent skin contact. ●



SPRAY IT AWAY

A quick squirt of brake-parts cleaner should remove most contaminants, but a rag or brush can be useful for the more difficult messes.



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CHECKING OUT

(MAIN) The Spec Miata class saw hundreds of cars inspected throughout the 2015 race season. (BOTTOM RIGHT) Chris Albin vacates his seat on the CRB after serving eight years.



KEEPING COMPLIANT

A season of Spec Miata technical inspections leads to a number of possibilities | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Clark McInnis

2015 saw SCCA's Club Racing Technical Manager John Bauer attending five Majors events (Homestead, NOLA, June Sprints, VIR, and Mid-Ohio) the Runoffs, and the ARRC in his role as the Class Compliance Chief for Spec Miata. Too many cars to count were inspected in impound following qualifying and race sessions.

Even though the number of cars inspected was into triple digits, only five cylinder heads were retained by SCCA for non-compliance (there was only one case of an incorrectly sized restrictor). The first year of this Spec Miata compliance program was successful and accomplished, the intended goal.

For the second year, the Class Compliance Chief role will be fine tuned to meet the needs of the SM community. If you have any comments or suggestions to improve the program, please drop a letter into the system at www.crbacca.com, or send an e-mail directly to John at jbauer@scca.com

Another topic has also arisen. Since some of the same Miatas were torn down on multiple occasions, the CRB is looking into

the possibility of an engine-sealing program. Discussions are ongoing about whether this could be made to work, and about how to constitute the program. It might be possible to designate several engine shops as certified to seal an engine. Also being discussed is sealing an engine, after a teardown has found an engine compliant. This would mean that the seal would be sufficient to waive a future teardown. The possibility of this program is in the very early stages and everything is on the table. There is also a recommendation to revive a compliance fee for SM entries at the Majors, to cover some of the costs for continued compliance checks.

CRB MEMBERS AND LIAISONS

Chris Albin has retired from the Club Racing Board after an impressive eight years of service. Chris was liaison to the Production and Improved Touring Advisory Committees. He was also active at the last 13 National Championship Runoffs, not only racing, but serving as an advisor for the Stewards of the

Meet and Court of Appeals on matters dealing with all classes. Leaving the CRB, however, will not mean that his contribution to the Club will come to an end; Chris will continue as Region Executive for SCCA's Southern Illinois Region and as an active member of the Greater St. Louis racing scene, where he worked on the successful strategy to revive and improve Club Racing.

Todd Butler, who just timed out as a member of SCCA's Board of Directors after serving the maximum of six years (most recently serving as the Board's secretary), has been appointed to the CRB. Todd was one of two liaisons between the BoD and the CRB. He lives in Oregon, and is a dual member of the Oregon and San Francisco Regions. Having raced Miatas, Club Fords, and SRFs, he now races an SRF3. He also holds a Steward's license and a National Tech license.

Bruce Lindstand will continue as a BoD liaison to the CRB. By the time you read this, another BoD member will have replaced Todd as a Board liaison. ●

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Sue Green is SCCA's Registration Worker of the Year

WORDS James Kearney | IMAGE Jennifer Hinton

Sue Green had seen Fire and she had seen Rescue, and it was time for a change. "I really loved the work, but I just couldn't physically do it anymore," she explains. She had been hard at it for 15 years. Her sister, who herself worked Fire and Rescue, had lured her into the Club. She met her husband at the track. He worked Flagging and Communications and later raced a Sports Renault. "That's how long ago it was," she laughs. "It wasn't a Spec Racer."

She was at Blackhawk Farms about 15 years ago when the Divisional Registrar hung up his boots. "His girlfriend didn't want any part of the racing scene and he said that's it. They looked around for someone else, and I raised my hand. I'm still here." Back then, she says, you hauled around a ton of paper files. Now what she hauls around are laptops. "It is a lot easier, but you still need to do a lot of prep work. If I'm chief for an event, I'll be working on an event a month in advance." She has nothing but accolades for her co-workers. She says that over time they have built a core group of

people who genuinely support one another and want to help racers get registered quickly and easily.

In her neck of the woods they are fortunate to have an abundant supply of talented volunteers. She works mostly at Blackhawk Farms and Road America. "It's not unusual for us to have between seven and eight volunteers working an event. At Road America for the June Sprints, we had 16 registrars on duty. We invite a lot of folks and they step up."

Their ethos is to make the system work better and to have a good time doing it. It is her gang that is making tie-dyed tee shirts and playing Yahtzee at the Sprints. "One of the really nice things around here is that everyone in the Division approaches registration in the same way. We share whatever systems we see might work elsewhere. It's a win for the drivers as our registration is smooth and quick."

Sue uses what she calls a registration concierge to direct drivers and workers to an open registration person ASAP. "When we are working you don't see groups of people standing around talking. Our customers are happy because they are moving quickly. We bend over backwards to say yes."

A crew person can register on one computer while the driver is on another. Beginning three years ago, they instituted a prep shop list. The prep shop calls and says who will be at the race and they get registered that way rather than having to match a crew person with a particular driver. This is an efficient system that is moving into other Divisions.

No system is immune from calamity. "If the Wi-Fi goes down, we are in trouble. It can be hours before things are back on track. I've seen it be down at Road America for a day or two. It's electronics - things happen." Sue now carries her own hot spot with her. "We can be back up and running in 10 minutes."

"To do the best job, you surround yourself with the best people, so you can do the job the way you want it done. I'm certainly not doing this on my own," she states emphatically.

She says that receiving the Worker of the Year Award at the 2015 National Championship Runoffs was wonderful. "It was a very nice honor, and I'm glad the Club recognizes the work that we do," she says. But you can hear the emotion in her voice when she tells of the times that drivers have come over at races and thanked her for all her crew does. "It's so cool when they do that. It's just one big family. I love the camaraderie. I don't get to see a lot of racing, but my family has expanded dramatically." 🍷

THE CREW THAT PLAYS TOGETHER...

Sue and her husband live in rural Northwestern Illinois, not far from the Iowa border. It's not Vegas, but they know how to have fun. They have a party every summer and between 40 and 60 of their SCCA chums show up for a long weekend. "We have RVs and campers come in for the duration," she says. "There is a fireworks show and a lot of 4X4s rip around what we call Green Acres Raceway." They set a date in January as a lot of their friends are fireman or policeman and they have to schedule their vacation time in advance. "Volunteering for the Club is not just something I do, it's a big part of my life."

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FAMILY TRADITION

Young Matthew Ellam joins in on the family tradition with a Solo National Championship title – and is looking for more | **WORDS** James Heine | **IMAGES** Rupert Berrington

Last year, 2015, was a good year for Matthew “Matt” Ellam. Yes, after a half dozen tries, the 24-year-old San Francisco Region member won his first Solo title. But also, late last year, he married his sweetheart, Katelynn Bray, another reason that 2015 will go down as a banner year in the Ellam books.

A graduate of Cal Poly Pomona and now a Silicon Valley electrical engineer, Ellam prevailed in B Modified at the 2015 Tire Rack Solo National Championships presented by Garmin VIRB over a strong 14-car field that included his dad, seven-time National Champion Tom Ellam, and fellow contender Clemens Burger, 2014’s B Mod champion, who kept the pressure on Ellam but experienced a mechanical failure just three turns from the finish of his final run, thus ensuring Ellam’s top spot.

An SCCA member since 2005, Ellam began in karts (FJB and FJA) and graduated to the family Mazda RX-3 in 2007 when he turned 16. At his first Solo Nationals in 2009, he co-drove a Mazda MX-5 with Chris Kannan in C Stock and finished fourth. In the years since, he has recorded a fourth in EP with the senior Ellam (2010), a DNF in 2011 (mechanical failure), and eighth and ninth, respectively, in XP (2012 and 2013). In 2014, he finished seventh in XP after he “choked” on the third run.

“I coulda, shoulda, woulda got fourth,” he recalls. The win last year was sweet, Ellam says, adding that his dad “has taught me everything I know.”

How does Ellam compare the cars he’s driven at the Solo Nationals, and what is his favorite? Ah, he says, “That’s a good question.”

The MX-5 was well sorted, responsive, and easy to drive, he continues. The family RX-3 has more power, a great yee-haw factor, and requires more finesse than the MX-5. And the Omnifab Cheetah, which carried him to his 2015 B Mod title is, well, not unlike a kart.

As with many young members from SCCA families, Ellam grew up watching CART and F1. “I was first introduced to autocross by my dad, who has been autocrossing for 25-plus years,” he says.

For his family, Ellam adds, racing is in their blood, whether as competitors or spectators. “Friends think

it’s cool,” he notes. “I’ve gotten a couple of them hooked on autocrossing, and I have to recruit more.”

Now, of course, the Ellam family includes Katelynn, a preschool teacher, who also exhibits an interest in motorsports. “When we first started dating, one of her suggestions was that we go karting, so I was like, ‘Oh, this girl’s pretty cool,’” Ellam says, adding that a short-term goal for Ellam Racing, now that he is no longer a poor, cash-strapped college student, is acquiring a car that Katelynn can run as a novice autocrosser before turning her loose with the RX-3, the Cheetah, or another Solo-prepared racecar.

“I used to have a stock RX-8. I got her in the car and did a couple of laps with her,” he says. “She really enjoyed it. Unfortunately, I had to sell the car – school and everything – so we really don’t have a car for her to cut her teeth on.”

Also on the agenda, although probably not in anything resembling the near future, is the question of adding Club Racing to the family’s motorsports program, Ellam says. “Every year that’s one of the debates coming back from Nationals,” he says. “Should we get a Spec Miata? We’ve talked about it, but based on our schedules and the wear and tear on the car and the money side of things, it may not be in the cards, but who knows what the future holds.”

For now, he remains happily “stuck at the hip with autocross,” Ellam adds. His family does it, his friends participate, and his local series is a great place to compete. If, down the line there’s an addition to the Ellam family racing effort, it might first be track days. “That’s probably more realistic,” Ellam says. ●



SPEED SECRETS

Whether at local events, Championship Tours, or the Solo National Championships, Matt Ellam believes that having a competitive co-driver is an asset. “That is a huge thing,” he says, pointing to his own experiences with his dad, multi-time National Champion Tom Ellam.

“At some events, I would go out for three runs, and at the end of it be like, ‘All right, I’m feeling pretty good.’ And then Dad would go out and drop a second and a half on me. I’d be like, ‘Oh, I’m driving a little too comfortably. I need to kick it up a gear.’”

It’s a good example of how a competitive co-driver can force you to improve, Ellam says.

Finally, what is Ellam’s advice to a young person interested in autocrossing? “I don’t know if this is clichéd, but a quote from Mario Andretti has always stuck with me: ‘If everything seems under control, you’re not going fast enough,’” says Ellam. “Sometimes I have to remind myself of that when things are feeling too comfortable. I’m not going as fast as I should.”

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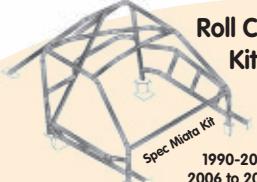
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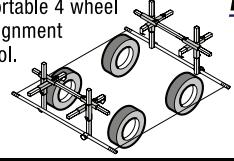

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- Apr 7-10 Road Atlanta, Ga.
- May 13-15 Watkins Glen, N.Y.
- Jun 3-5 VIRginia Int'l Raceway, Va.
- Jul 1-3 Mid-Ohio Sports Car Course, Ohio
- Aug 5-7 Pittsburgh International Race Complex, Pa.
- Aug 26-28 New Jersey Motorsports Park, N.J.
- Oct 7-9 Dominion Raceway, Va.



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

- Feb 11-13 Palm Beach International Raceway, Fla. (exhibition)
- Feb 19-21 Sebring, Fla. (exhibition)
- Apr 7-10 Road Atlanta, Ga.
- May 13-15 Watkins Glen, N.Y.
- Jun 3-5 VIRginia Int'l Raceway, Va.
- Jul 1-3 Mid-Ohio Sports Car Course, Ohio
- Aug 5-7 Pittsburgh International Race Complex, Pa.
- Aug 26-28 New Jersey Motorsports Park, N.J.
- Oct 7-9 Dominion Raceway, Va.



FORMULA 4

f4uschampionship.com

- May 27-28 Lime Rock Park, Conn.
- Jun 10-14 New Jersey Motorsports Park, N.J.
- Aug 13-15 Mid-Ohio Sports Car Course, Ohio
- Sep 17-19 Road Atlanta, Ga.
- Oct 8-10 Homestead-Miami Speedway, Fla.



FORMULA LITES

formulalites.com

- May 20-21 Thompson Speedway, Conn.
- Jun 11-12 NJMP, N.J.
- Jul 2-3 TBD
- Jul 22-23 VIRginia Int'l Raceway, Va.
- Aug TBD
- Sep 10-11 MSR Houston, Texas
- Sep 17-18 Road Atlanta, Ga.
- Oct 8-9 Homestead-Miami Speedway, Fla.

CLUB RACING



Date Track/Region

Phone numbers are for region registrars

2016 U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

- Apr 15-17 VIRginia Int'l Raceway, Va. (with Southeast Conference)
- Apr 29-May 1 Summit Point Motorsports Park, W. Va.
- May 14-15 Pittsburg 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

- 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

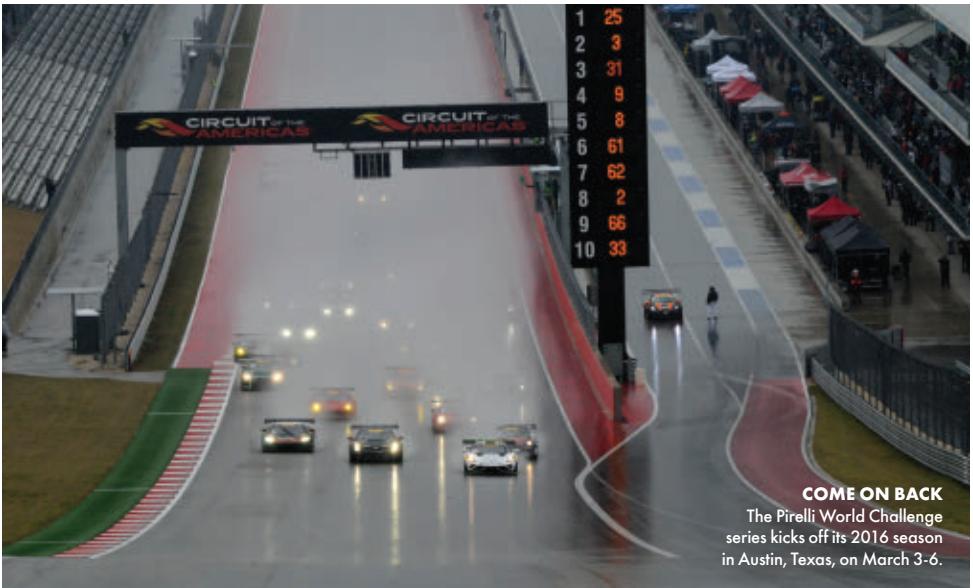
- Apr 30-May 1 Blackhawk Farms Raceway, Ill.
- Jun 3-5 Mid-Ohio Sports Car Course, Ohio
- Jul 17-19 Road America, Wis.
- Jul 9-10 GingerMan Raceway, Mich
- Jul 30-31 Road America, Wis.
- Aug 13-14 Grattan Raceway, Mich.

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

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



COME ON BACK

The Pirelli World Challenge series kicks off its 2016 season in Austin, Texas, on March 3-6.

Jay Bonvouloir

Clark McInnis



LINE UP

The F1600 Championship Series gets underway in February, and will visit numerous iconic tracks, like Road Atlanta.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

- Apr 22-23#** NJMP/South Jersey
- May 7-8** Palmer Motorsports Park/New England
- 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
- Oct 7-9** Watkins Glen/Glen
- Oct 22-23** NJMP/South Jersey
- Finger Lakes** (585) 328-2617
- Glen** (607) 739-2953
- New England** (508) 561-2188
- New York** (518) 789-3762
- South Jersey** (609) 784-5316
- Steel Cities** (412) 831-0361

SOUTHEAST sedivrcing.org

- Feb 6-7** Sebring/Central Florida
- 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** Roebing 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*#** Roebing Road/SEDiv
- Jul 16-17#** Sebring/Central Florida
- Jul 23-24*#** Road Atlanta/Atlanta
- Aug 5-6** Daytona International Speedway/Central Florida
- Aug 13-14*Ro#** Charlotte Motor Speedway/Central Carolinas
- Aug 27-28*#** Barber Motorsports Park/Alabama, Tennessee Valley
- Sep 3-4#** Sebring/Central Florida
- Sep 17-18#** Sebring/Central Florida
- Oct 8-9#** Roebing Road/SEDiv
- Oct 15-16v** Sebring/Central Florida
- 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

GREAT LAKES 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

- Jun 4-5*Ro** Raceway Park of the Midlands/Nebraska
- Jul 16-17*Ro** Iowa Speedway/Des Moines Valley
- Jul 30-31*Ro** Hallett/Kansas, Kansas City
- Aug 27-28*Ro** Gateway/St. Louis
- Oct 22-23* Gateway**/St. Louis
- Des Moines Valley** TBD
- Kansas, Kansas City** TBD
- Nebraska** TBD
- St. Louis** (314) 249-6571

SOUTHWEST sowdivscca.org

- 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



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- Vice Chairman **DANIEL HELMAN**
- 5th Member Executive Committee **STEPHEN HARRIS**
- Assistant Treasurer **K.J. CHRISTOPHER**

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

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- Senior Director of Solo and Rally **HOWARD DUNCAN**
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 Centennial, CO 80112
www.sccaenterprises.com
 President & CEO **ERIK SKIRMANTS**

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- Area 12: **Tere Pulliam**
(678) 697-9755; tpulliam@scca.com
- Area 13: **Jim Weidenbaum**
(503) 327-8990; jweidenbaum@scca.com

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 norpacscsa.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 norpacscsa.org

Oct 9 Portland International Raceway/
Oregon

Oregon (503) 327-8990

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 sedivacing.org

Apr 9-10 Daytona International
Speedway/Central Florida

Jul 16-17 Sebring/Central Florida

Central Florida (407) 568-6902

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

60-YEAR MEMBERS

David H. Knight 1/1/1956
George F. Morris 1/1/1956
Pierre Phillips 1/1/1956

55-YEAR MEMBERS

Randy Canfield 1/1/1961
Mike Gammino 1/1/1961
David E. Moothart 1/1/1961
Sue Roethel 1/1/1961
Ed Wachs 1/1/1961

50-YEAR MEMBERS

Harry C. Andersen 1/1/1966
George M. Bowden 1/1/1966
Ed Hughes 1/1/1966
Bill Johnson 1/1/1966
Bill Kephart 1/1/1966
Walter Rhinehart 1/1/1966
Paul Spruell 1/1/1966
Richard W. Valentine 1/1/1966

45-YEAR MEMBERS

Toni Creighton 1/1/1971
Jim Creighton 1/1/1971
Karen Drum 1/1/1971
Dennis Elliott 1/1/1971
Eunice Gerstein 1/1/1971
Lee F. Graser 1/1/1971
Charles Jarvie 1/1/1971
Marianne Krauss 1/29/1971
John Stanford 1/1/1971
Martin Wagner 1/1/1971

40-YEAR MEMBERS

Donald M. Atwell 1/1/1976
Susan G. Balon 1/1/1976
Jack L. Beeson 1/1/1976
Geoffrey Churchill 1/1/1976
Dominic Cimino 1/1/1976
Bill Condermann Jr 1/1/1976
Susan Conklin 1/1/1976
Bridget Beaman Edwards 1/1/1976
Seth T. Emerson 1/1/1976
Paul C. Fairchild 1/1/1976
Walter R. Fey 1/1/1976
Ron Fliser 1/1/1976
Richard E. French 1/1/1976
Bette A. French 1/1/1976
Jane Galownia 1/1/1976
Joseph M. Galownia 1/1/1976
Gordon L. Gimbel 1/1/1976
Tom Hamilton 1/1/1976
Kirk Kanney 1/1/1976
Kevin Koch 1/1/1976
Paul J. Kozlak 1/1/1976
Dennis Kszos 1/1/1976
John B. Lloyd 1/1/1976
Dennis W. Loshier 1/1/1976
Ronald Marine 1/1/1976
John E. Matthews 1/1/1976
Steven Mcclafferty 1/1/1976
Jim Morsch 1/1/1976
Gary Myatt 1/1/1976
James V. Nelson 1/1/1976
Thomas R. Nesbitt 1/1/1976
John R. Payne 1/1/1976
Dennis R. Potocki 1/1/1976
Mary Puffenberger 1/1/1976
Michael Puffenberger 1/1/1976
Thomas E. Rojewski 1/1/1976
Jeffrey M. Schweid 1/1/1976
Gregg L. Seigart 1/1/1976
R.D. Sipprell 1/1/1976
Larry G. Van Schuyver 1/1/1976
Connie J. VanSchuyver 1/1/1976
Bruce T. Von Fange 1/1/1976
Gary R. Walton 1/1/1976
Larry Walton 1/1/1976
Brenda A. Wasylo 1/1/1976
Andrew C. Weiden 1/1/1976
Wade C. White 1/1/1976
Patrick E. Wood 1/1/1976
Judith Yocom 1/1/1976

35-YEAR MEMBERS

B. Jeffrey Arends 1/1/1981
Curt Bowland 1/1/1981
Gaeta Louise Copeland 1/1/1981
Robert L. Corbitt 1/1/1981
Gloria Cordts 1/1/1981
Terri "Ness" A. Creighton 1/30/1981
Philip J. Creighton 1/1/1981
Devin Lee Dahn 1/1/1981
Robert V. Devol 1/1/1981
Norman L. DeWitt 1/1/1981
Larry R. Eksten 1/1/1981
Barbara A. Greigler 1/1/1981

Life Members
Finger Lakes
Oregon
Washington DC
New England
Colorado
Washington DC
Chicago
New England
Washington DC
Neohio
Kansas City
Colorado
Washington DC
Atlanta
Central Florida

Atlanta
Atlanta
Central Carolinas
Southern Indiana
Glen
Eastern Tennessee
Oregon
New York
Fort Wayne
Northeast Oklahoma

Atlanta
Houston
Western Ohio
Atlanta
Northern New Jersey
Florida
Northern New Jersey
Chicago
San Francisco
Arizona
Mid South
St Louis
Central Florida
Central Florida
Kentucky
Kentucky
San Francisco
Houston
San Francisco
Continental Divide
New England
Western New York
Big Island of Hawaii
San Francisco
Central Illinois
Reno
New England
Cincinnati
Neohio
Cal Club
Detroit
Eastern Tennessee
Western New York
Northwestern Ohio
Northwestern Ohio
Ohio Valley
Nebraska
Eastern Tennessee
Western New York
Central Florida
Houston
South Carolina
San Francisco
San Francisco
Milwaukee
Indianapolis
Tennessee Valley
Southern West Virginia
Northwest

Neohio
Chicago
Steel Cities
San Francisco
Cal Club
Atlanta
Atlanta
Arizona
New England
San Diego
Finger Lakes
Steel Cities

Richard Harmon 1/1/1981
Stephanie G. Helberg 1/29/1981
Peter Rk. Hodgson 1/1/1981
Don Holland 1/1/1981
Edward Kajko 1/1/1981
Sharon Leveque 1/1/1981
Thomas J. Martin 1/1/1981
Scott A. Meyer 1/1/1981
Jeffrey Wood Moore 1/7/1981
Frank A. Pawlak 1/1/1981
Christine I. Rebmann 1/1/1981
Bill Roche 1/1/1981
Paul Romo 1/1/1981
Raymond S. Schroeder 1/1/1981
Warren A. Secord 1/1/1981
Tim Shay 1/1/1981
Kjell Skavnes 1/1/1981
Geraldine Smith 1/1/1981
Robert Whyte 1/1/1981

30-YEAR MEMBERS

Bonnie Lines Aarseth 1/27/1986
J.C. Bandy 1/29/1986
Raymond D. Blethen 1/14/1986
Stephen R. Blethen 1/14/1986
Ted Bondie 1/17/1986
Cheryl Bondie 1/17/1986
Kerry G. Bonner 1/23/1986
Brett T. Carmine 1/29/1986
Rick Cone 1/7/1986
Claudia S. Davis 1/16/1986
Bradley Robert Davis 1/9/1986
John C. Fessler 1/29/1986
Bob Gardner 1/21/1986
Kathy Harper 1/9/1986
Joe G. Harper 1/9/1986
Jack Holdaway 1/17/1986
Joan M. Jerominski 1/22/1986
Lawrence Andrew Lem 1/14/1986
Bill McGavic 1/29/1986
Mitzie McGavic 1/29/1986
Don A. Moore 1/28/1986
Duane A. Neyer 1/30/1986
Hannu Nummenpaa 1/23/1986
Al Papisidero Jr. 1/17/1986
Genie Parsons 1/17/1986
Kevin Patterson 1/30/1986
John H. Peterson 1/9/1986
Leah Renswick 1/9/1986
Michael Shank 1/31/1986
Perri Ann Thocher 1/30/1986
Hank Thomas 1/8/1986
Eric A. Wahlberg 1/21/1986
Bruce J. Wilson 1/14/1986
John Walter Woessner 1/30/1986
Edward York 1/9/1986
Chet J. Zerlin 1/9/1986
Gerhard Zimmermann 1/1/1986
Pennsylvania

25-YEAR MEMBERS

John E. Forsyth 1/11/1991
Rennie Bassett 1/22/1991
David T. Burkett 1/22/1991
Thomas W. Burt 1/24/1991
Jack Busch 1/16/1991
Victoria Busch 1/16/1991
Stevan B. Dana 1/9/1991
Stephanie Funk 1/9/1991
Joel Garry 1/31/1991
June Gauper 1/9/1991
Louis W. Gingerella 1/8/1991
Darrel Greening 1/31/1991
Katherine Gumm 1/8/1991
James R. Irvin 1/11/1991
Richard Kase 1/24/1991
Jonathan W. Leitner 1/8/1991
Lynda J. Leitner 1/8/1991
Drew G. Lewis 1/24/1991
Gunnar G. Lindstrom 1/16/1991
John McMurray 1/22/1991
Douglas K. Mildon 1/16/1991
Ted Mitchell 1/9/1991
Lee Piccione 1/8/1991
William E. Poehelman 1/9/1991
Craig Brook Reeder 1/22/1991
Michael Sampson 1/24/1991
Scott A. Seiffert 1/9/1991
Thomas Sterrett 1/16/1991
Douglas Stewart 1/29/1991
Nadine S. Zimmer 1/10/1991
Bryan Zukawski 1/31/1991

Note: The anniversary listing for January members was inadvertently left out of the last issue of SportsCar. We apologize for the error.

G-FORCE
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GF-745 Suit

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Jacket - #4746
Pants - #4747



GF Helmet Bag

#1006



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| \$ 750,000 | \$ 781 |
| \$ 1,000,000 | \$ 1,023 |

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underwriting status and state of residence



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MAJOR FUN

The 2016 U.S. Majors Tour is running strong, and will visit Road Atlanta in March courtesy of the Southeast Conference.

CLARA MCPHENS

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

SCCA ACCREDITED SCHOOLS

- FULL COMPETITION LEVEL**
- Bertil Roos Racing School** (800) 722-3669 racenow.com
- BIR Performance Driving School** (866) 511-7606 birperformance.com
- Bob Bondurant School** (800) 842-7223 bondurant.com
- Bridgestone Racing Academy** (905) 983-1114 race2000.com
- MSR Houston** (281) 369-0677 msrhouston.com
- Pettiford's Go 4 It Racing Schools** (303) 666-4113 go4itservices.com
- Porsche Sport Driving School** (888) 204-7474 porschedriving.com
- Simraceway Performance Driving Center** (800) 733-0345 jimrussellusa.com
- Skip Barber Racing School** (800) 221-1131 skipbarber.com
- Spring Mountain Advanced Driving School** (800) 391-6891 springmountainmotorsports.com
- NOVICE PERMIT / SCHOOL AND EVENT CREDIT**
- Allen Berg Racing School** (888) 722-3220 allenbergdrivingschools.com
- Pro Drive Racing School** (503) 285-4449 prodrive.net
- ProFormance Racing School** (253) 630-5130 proformanceracingschool.com

NOVICE PERMIT / SCHOOL CREDIT

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

GREAT LAKES 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

MEMBER BENEFITS

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



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



S&W Race Cars offering a one-time use 10 percent discount on any **S&W Race Cars & Components** order.



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



Receive a 10-percent discount on **Eibach** spring purchases.



Protect Your Home

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

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

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2012 F2000 Van Diemen Elan DP08 \$42,000



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1994 Ralt RT-41 \$39,900



2000 Swift 008 \$55,000

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JEFF LORWEE

CONE ON

The Tire Rack National Solo program gets underway for 2016 in March, and will be coming to a town near you.

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**

MIDWEST midiv.org

- Jun 4-5 PDX/CRE** Raceway Park of the Midlands/Nebraska
- Jul 16-17 PDX/CRE** Iowa Speedway/Des Moines Valley
- Jul 30-31 PDX/CRE** Hallett/Kansas, Kansas City
- Aug 21 PDX/CRE/TT** Iowa Speedway/Des Moines Valley
- Aug 27-28 PDX/CRE** Gateway/St. Louis
- Oct 22-23 PDX/CRE** Gateway/St. Louis
- Des Moines Valley TBD**
- Kansas, Kansas City TBD**
- Nebraska TBD**
- St. Louis (314) 249-6571**

SOUTHWEST sowdivscca.org

- 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

- 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

- Mar 4-6** Moultrie, Ga.
- Apr 22-24** Crows Landing, Calif.
- May 27-29** Lincoln, Neb.
- Jun 24-26** Washington D.C.
- Jul 1-3** Bryan, Texas
- Jul 8-10** Packwood, Wash.
- Jul 22-24** Wilmington, Ohio
- Jul 29-31** La Junta, Colo.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

- Sep 6-9, 2016** Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

- Apr 8-10** El Toro, Calif.
- Apr 29-May 1** Crows Landing, Calif.
- May 6-8** Wilmington, Ohio
- May 13-15** Washington D.C.
- May 27-29** Lincoln, Neb.
- Jun 3-5** Mineral Wells, Texas
- Jun 10-12** Swanton, Ohio
- Jul 15-17** Packwood, Wash.
- Jul 29-31** Walmington, Ohio
- Aug 5-7** Blythville, Ark.

TIRE RACK® SCCA PROSOLO FINALE

- Sep 2-4, 2016** Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR

- Apr 1-3** San Diego, Calif.
- May 13-15** Bristol, Tenn.
- Jun 10-12** Topeka, Kan.
- Jul 17-19** Birmingham, Ala.
- Jul 15-17** Wampum, Pa.

REGIONAL

MIDWEST midiv.org

- Apr 2** Mississippi Coliseum/Mississippi
- Sep 10** Mississippi Coliseum/Mississippi
- Mississippi (601) 906-9367**

SOUTHWEST sowdivscca.org

- Feb 21** Hammond Northshore Regional Airport/Central Louisiana
- Central Louisiana** mblazek@bellsouth.net
- Delta (504) 487-5044**

SOUTHERN PACIFIC scca-sopac.org

- 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
- Apr 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**

ROADRALLY

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

NATIONAL

- Feb 27** Tombstone Territory Tour/Arizona Border
- Jun 12** Roads Scholar/Milwaukee
- 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**

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**

SOUTHERN PACIFIC scca-sopac.org

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

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PHILIP REYES

RALLYCROSS

NATIONAL CHALLENGE

- Apr 15-17** Ridgecrest, Calif.
- Jul 8-10** CFrostburg, Md.
- Aug 5-7** Deertrail, Colo.

NATIONAL CHAMPIONSHIP

- Sep 30-Oct 2** National Balloon Classic, Indianola, Iowa

REGIONAL

CENTRAL cendiv-scca.org

- 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

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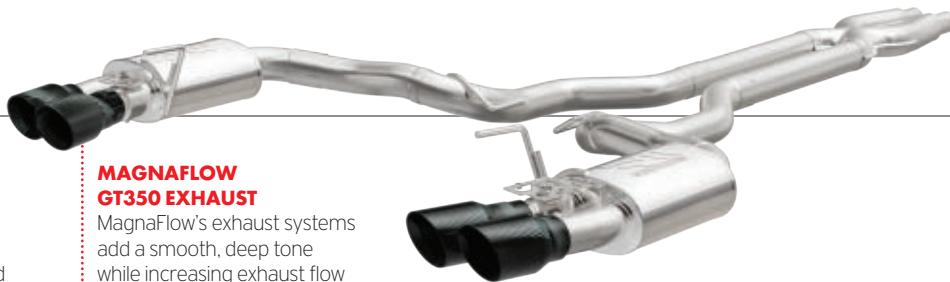
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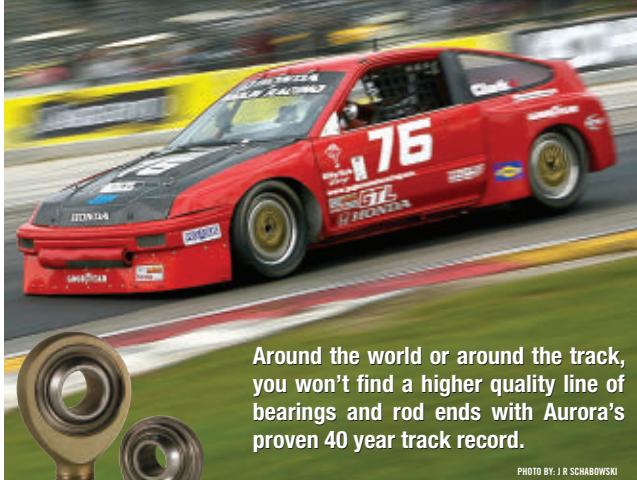
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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

That time I raced John Morton...

OK, saying I raced John Morton is misleading. *Very* misleading. It's much like saying I drove a Formula 1 car. Both are *technically* true, but they're also not the complete story. Regardless, these are things that have happened during my years of racing and writing, and I'll forever cling to the incredible memories.

Like I mentioned, saying I competed against the SCCA racing legend who dons the cover of this issue is only a half-truth. If I raced him, so did the entire 2013 Runoffs E Production field. That year was the 50th National Championship Runoffs, and to celebrate, the SCCA invited all previous Runoffs champions to return. Morton, C Production champ in 1970-'71, entered piloting a beautiful recreation of the 240Z he captured those championships in. During qualifying at that Runoffs, I was behind Morton coming through the Carousel and into the Kink at Road America, poorly

attempting to draft down Kettle Bottoms, all the while thinking, "Don't be that guy who wrecks John Morton."

We entered Canada Corner (I didn't hit him), he rocketed off, and my transmission broke almost instantly. He wound up qualifying 13th, while I ultimately had to petition the Chief Steward in order to start the race, since my solitary lap left me qualified 34th, some 44 seconds off the pace - just about dead last.

That was the last I saw of Morton on the track, but during that brief 30 seconds, I was living in the 1970 Runoffs - that 240Z singing a beautiful song

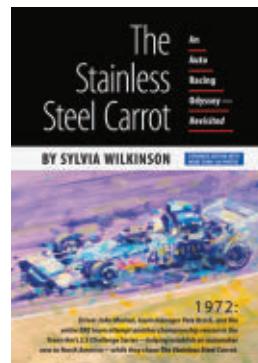
as it screamed past, with the glorious red, white, and blue BRE livery gleaming in the sun - and one of SCCA's greatest racers behind the wheel.

The experience was downright humbling for me, and not just because Morton was scooting by so quickly. Morton truly is one of SCCA's greatest racers. He's raced

"All the while [I was] thinking, 'Don't be that guy who wrecks John Morton'"

for Carroll Shelby, Peter Brock, and Bob Tullius; picking up Trans Am titles, Runoffs titles, and racing in F5000, Can-Am, and CART, too. And he did it all through hard work and determination. As he says in the feature that starts on pg. 22, "I was pretty good, with a lot of dedication, but I wasn't overly burdened with talent." He also wasn't burdened with a silver spoon, so when he had to take a janitorial job in order to race, that's what he did.

If you read this issue's feature on Morton and are left with the desire to learn more, there are a couple of books available through Morton's website johnmortonracing.net that continue the tale. *The Stainless Steel Carrot* and *Inside Shelby*



A GOOD READ
Buy this book and your money will go to a good cause.

American both tell the fascinating tale of a racer who does what he has to in order to make it in the seemingly impossible world of amateur and professional racing. Best of all, the royalties for the re-released version of *The Stainless Steel Carrot* go to animal and environmental groups, as well as wildlife funds, so you almost *have* to buy a copy.

As for my F1 story - I'll leave that one for another day. 🍷

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FROM THE ARCHIVES

10 YEARS AGO... MARCH 2006



- Don't be a dummy shared the latest and greatest in personal safety gear with our readers.
- Pete Hylton's *Ghost Tracks* series visited the South, which was predominately airport circuits.

20 YEARS AGO... MARCH 1996



- The Race Car Buyers Guide displayed the latest offerings in purpose-built racecars.
- Neil Roberts penned a piece on adjustable shocks, covering what's inside, and how they work.

30 YEARS AGO... MARCH 1986



- A baby-faced, 22-year-old Wally Dallenbach Jr. was extensively profiled after taking the 1985 Trans Am title in dominating fashion.
- Roger Johnson shared his 10 tips for winning in Solo.



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