

SPORTSCAR[®]



WILD RIDE

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



BRAKING BAD
Stop safely every time

HEADS UP
New helmet standards

CONTINENTAL DIVIDE
Volunteering internationally

MARCH 2016
U.S. & CAN \$5.99
SCCA.COM



0 3>

200 TREADWEAR STREET AND ST CLASS TIRES



BF Goodrich
g-Force Rival

BF Goodrich
g-Force Rival S

BRIDGESTONE
Potenza RE-11
Potenza RE-11A

BRIDGESTONE
Potenza RE-71R



DUNLOP
Direzza ZII
Star Spec

Hankook
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BF Goodrich
g-Force R1

BF Goodrich
g-Force R1 S

Hankook
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

TIRE STORAGE

tirerack.com/tirestorage



A

B



C

A. Tire Storage Rack - \$129

B. Tire Totes - \$42.95

C. Rolling Tire Storage Rack - \$299

EXCLUSIVE OFFER

\$60
GET

by mail-in rebate when
you purchase a set of 4
eligible Goodyear[®] tires.

Offer Valid
Feb. 1-29, 2016

GOODYEAR

READY-TO-BOLT-ON TIRE & WHEEL PACKAGES

Includes all necessary installation
hardware, scratchless mounting,
hidden weight balancing and
Hunter RoadForce[™] testing
(at no additional cost).

tirerack.com/packages





FORMULA HIT



matte grey 17 18 19

gold 18
black 17 18 19



A HUGE SELECTION OF OVER 1,100 DIFFERENT WHEELS



NEW



Sparco Trofeo 5
red, black, bronze, light grey
17 18



NEW



Advanti DST Storm S1
black, matte grey, titanium mirror (15)
15 17

NEW



Advanti DST Storm S2
bronze, black
15



Kosei K1 TS
light grey, silver (14 17)
14 15 17



Kosei K8R
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
bright silver, black (15 16 17 18),
gold (17 18), special brilliant coating (17)
14 15 16 17 18



Enkei Racing RSM9
black w/mach. lip,
platinum silver
17 18 19



TR Motorsports® FF10
light grey
15 17



TR Motorsports® C1
light grey, black (15), bright silver (15)
15 16



Enkei Tuning TSP6
hyper silver, gunmetal
17 18



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



M.R. MR131 Traklite
black, bronze (17 18), silver (17)
15 16 17 18

BRAKES

AKABONO

brembo

Centric

dba USA

GOODRIDGE

HAWK

STOPOTECH

SUSPENSION

BILSTEIN

Cibach

H&R

HOTCHKISS

KONI

K&W

KYB

SPC

ST

WHITELINE



Sean Rice



StockPhoto.com / 4XImage



Andy McDermid

CONTENTS

FEATURES

- 22 WILD RIDE**
Club racer turned pro John Morton discusses his envious 50 years of racing
- 30 HEADS UP**
With Snell's latest 2015 standard released, you might find yourself helmet shopping
- 38 BRAKING BAD**
Believe it or not, stopping during SCCA competition is key to winning
- 50 CONTINENTAL DIVIDE**
Meet Adrian Fawdington, SCCA member and FIA's 2015 Outstanding Official of the Year
- 54 UPGRADE DISORDER**
Buying the latest and greatest go-fast parts isn't always the right thing to do
- 56 RALLY A NEW WAY**
The RallyCross program expands to include RallySprint and RallyTrials
- 60 CLEAN BRAKE**
There's more to brake parts cleaner than meets the eye



DEPARTMENTS

- 10 CLUB LIFE**
News from around SCCA and the world
- 14 THE CLUB BOARD**
Board of Directors Chairman John Walsh
- 16 CLUB VIEW**
SCCA President and CEO Lisa Noble
- 18 MY SCCA LIFE**
Nicole Hecker's SCCA story
- 20 POBST POSITION**
Racing Champ Randy Pobst speaks
- 62 RACING ROOM**
Club Racing Board Chairman Jim Wheeler
- 64 FRONT LINE**
Sue Green is SCCA's Worker of the Year
- 66 FIRST GEAR**
Up-and-coming young members
- 68 MARKETPLACE**
You want it, someone has it
- 74 CARS FOR SALE**
Your next racecar is here!
- 76 CALENDAR**
Thousands of events you need to attend
- 84 TOY BOX**
Essential tools, accessories, and gear
- 86 CONTACT PATCH**
Words to live by...or something...

SPORTSCAR

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
© 2015, Sports Car Club of America, Incorporated.
All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by RACER Media & Marketing Inc 17030 Red Hill Avenue Irvine, CA 92614 (949) 417-6700

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

POSTMASTER

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

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

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated. Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



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

COVER PHOTOGRAPHY Sean Rice

Build Your **Winning** Formula

with competition brake system components from Wilwood.



TRACK TESTED RACER APPROVED

- Racing's widest selection of 2, 4, and 6 piston calipers
- Steel, Super Alloy, and **Spec37** competition brake rotors
- **PolyMatrix** and BP-40 **SmartPad** race compounds
- EXP 600 Plus Super Hi-Temp Racing Brake Fluid
- Master cylinders, hydraulic controls, pedals, and more!



GO TO WILWOOD.COM FOR ALL YOUR BRAKING NEEDS

wilwood
DISC BRAKES



POWER. CONTROL. PRECISION.

805.388.1188

www.wilwood.com



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 Loewie

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

Rupert Berrington



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.
Sept.-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 building 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." 🍷



COBRA

exceed expectations



SEBRING PRO TECHNOLOGY®

Sebring Pro Technology is the next evolution of the Supertouring seat with full **Hans compatibility**. It features a **100% carbon fiber shell** lined with NASA-developed **Confor®** foam and integrated lateral head restraints. The carbon shell construction offers outstanding rigidity with a 50% weight savings over fiberglass shells while the Confor® cushions mold to the driver, absorbing 85% of initial energy distributing loads for the ultimate in comfort and safety. With Alcantara® anti-slip fabric and leather wear patches for hard-wearing good looks, PRO-FIT adjustable height cushions, and a deep-sided ergonomic shape for lateral support. Exceeds 3 times FIA 8855-1999 standards @ 63g.

Cobra Seats...the most technically advanced seats in the world!



Featuring Outlast® Technology!

Phase change materials (PCMs) are incorporated into Cobra's Sebring Pro to interact with the driver's body temperature and provides a buffer against temperature swings.



Alloy Side Mounts

Manufactured from 5 mm high-tensile aluminum for superior quality. FIA approved. Available in black only.

Authorized Centers

Buckley Racing	TX	817-239-7969	Track First	OH	234-380-5978
Driver's Edge Autosport	BC	604-298-5531	Vorshlag Motorsports	TX	972-422-7170
Fall-Line Motorsports	IL	847-215-9500	Wine Country Motor Sports	CA	707-935-7223
Phoenix Performance	PA	610-482-0141	Wine Country Motor Sports	CO	303-799-6606
Race Technik	AZ	480-655-7475	Wine Country Motor Sports	FL	561-748-5328

To find a dealer near you: **(714) 847-1501**

or find us on the web at: **cobra.subesports.com**

Sube' Sports is an authorized
North American distributor
of COBRA seats.
www.subesports.com

Sube
Sports

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.crbsscca.com.



Irina Bouzenkova

SPORTSCAR
THE OFFICIAL PUBLICATION
OF THE SPORTS CAR CLUB OF
AMERICA

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

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Reece White

CONTRIBUTING EDITORS

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

CONTRIBUTING PHOTOGRAPHERS

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

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR Rick Nitti

ADVERTISING MANAGER

Nicole Szawlowski

GLOBAL SALES DIRECTOR

John Chambers

ADVERTISING SALES ASSOCIATE

Sarah Vega

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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

EDITORIAL/ADVERTISING OFFICES

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

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700
SCCA Member Services (800) 770-2055



RACER MEDIA &
MARKETING, INC.



**THE CLUB
BOARD**

JOHN WALSH

CHAIRMAN, SCCA
BOARD OF DIRECTORS

**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%



BONDURANT[®] RACING SCHOOL

THE OFFICIAL RACING SCHOOL OF **DODGE**
SRT



800.842.7223

bondurant.com



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!

Driving. 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. Winthorn

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.

The ULTIMATE CHALLENGE

The Best SCCA Majors Race of 2016!

- A** -6th Test Day 3 Mile
- P** -7th Test Day 5 Mile
- R** -8th Racing 3 Mile. The Best of the Best
- I** -9th Racing 3 Mile A.M, 5 Mile P.M.
- L** -10th Racing 5 Mile. The Best of the Bold

— 3 Mile — 5 Mile



ENTER NOW AT:
sfrscca.motorsportsreg.com
-\$575 - Entry Fee
-\$280 - 2nd Entry
-Winner's Jackets
-Free Beer & Food
-Info: 530-934-4455
-Bring your racing friends!



TEST TO WIN:
-\$299 - Testing 9am-5pm
-Free Camping
-Food/Fuel/Tire Services
-R.V. power hook ups
-Movie Night Apr. 8th
-Event Tee - \$20
-Access 5pm, Apr. 5th

THUNDERHILL RACEWAY PARK

sfrscca.org - 530 934 4455 - thunderhill.com - 530 934 5588 - Willows, Ca 95988

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



**TOUGHER REQUIREMENTS.
MORE STRINGENT TESTING.
IMPROVED SAFETY.**

THE SNELL 2015 RATED

SIMPSON

SUPER BANDIT

To be Snell certified, helmets have always had to pass an extraordinary number of tests. For Snell SA 2015, our helmets have also passed stricter "Low Velocity" requirements for low speed situations and "Low Lateral" impact testing. As an added benefit to the racer, Snell SA 2015 helmets are required to have M6 Terminals on the helmet for easy addition of head restraint hardware. When it comes to your safety, don't settle for anything less than a Simpson Snell SA 2015 helmet.



JUSTIN ALLGAIER, NASCAR Driver

"From a driver's standpoint, knowing that the company you're with is always evolving and keeping up with safety, that makes you feel good. Because, you know, for us, when we get out on the racetrack, that's our last defense."

CONNECT WITH **TEAM SIMPSON** CALL 800.654.7223 VISIT WWW.TEAMSIMPSON.COM



#SIMPSONRACING #SIMPSONHELMETS

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



**GO FASTER THAN 40 MPH?
THEN YOU NEED A
HEAD RESTRAINT.**

HANS III

**SFI 38.1 CERTIFIED,
FIA 8858-2010 APPROVED**

The new HANS III features a contemporary approach to reducing weight and is instantly recognizable by its hollow collar. Engineered reinforcements ensure an exceptionally strong structure that provides the same high level of safety as every HANS Device. The reduced mass guarantees that it is the lightest and most comfortable injection molded HANS Device. The sleek rounded collar makes fitting easy and facilitates smooth entry and exit from the vehicle. If weight is important to you, upgrade to the HANS III today.

Shop the HANS III and the popular HANS Sport II as well as all genuine HANS Devices and accessories at TEAMSIMPSON.COM.



SHANNON McQUEEN, USAC MIDGET RACER

"Simpson is dedicated to their drivers' safety all the time. They want to make racing better."

SIMPSON

#SIMPSONRACING #SIMPSONHELMETS

CONNECT WITH TEAM SIMPSON CALL 800.654.7223 VISIT WWW.TEAMSIMPSON.COM





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 Frissbee Can-Am cars. Based on underpinnings by Lola, the Frissbee cars won the Can-Am championships in 1982, '83, '85, and '86.

"Frissbee 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."



SCHROTH[®]
RACING

SHR 
FLEX

THE NEXT EVOLUTION OF HEAD AND NECK RESTRAINTS

- Certified to SFI 38.1
- High strength carbon reinforced materials
- SlipStop belt retention system
- Angle Independent articulating low collar
- Rate responsive bump stop
- Belt retention winglets
- Integrated padding
- Flexible form fitting lower legs
- Two sizes: Medium and Large



NOW SHIPPING

\$575.00

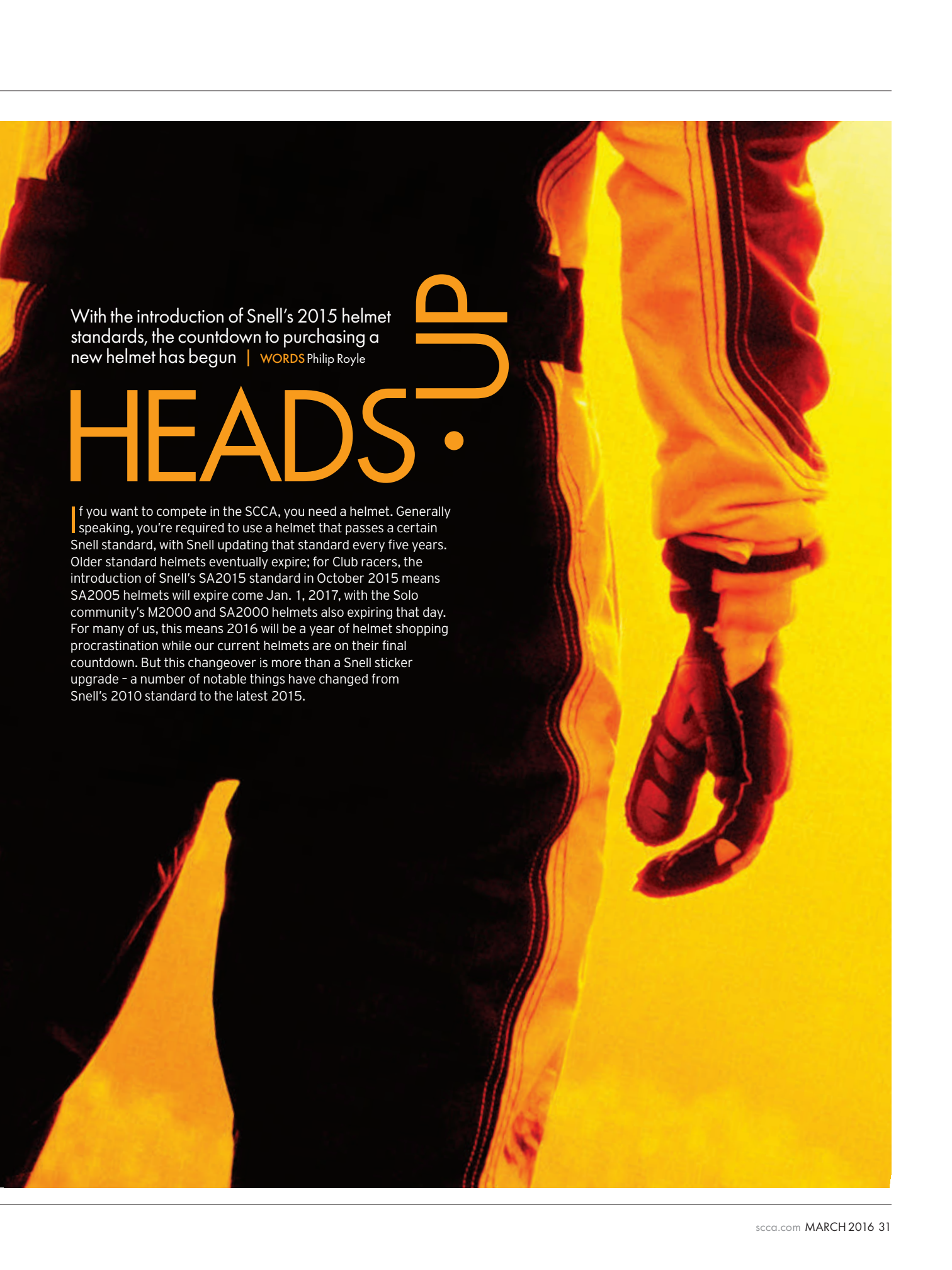
SAFETY THROUGH TECHNOLOGY

SCHROTH[®]
RACING

WWW.SCHROTHRACING.COM

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





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

UP HEADS.

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."

EXR[®]
RACING SERIES



COME RACE WITH US

THE FASTEST WAY TO START RACING

SPRINT & ENDURANCE RACES IN

LAGUNA SECA - SONOMA - BUTTONWILLOW - FONTANA - LAS VEGAS

The EXR Racing Series is a turn-key series with several options for drivers of all levels. Racers may choose a complete arrive-and-drive package, including a vehicle rental, or purchase their own LV02 or LV03 race car with full support from the capable technical team at EXR Racing Series. We take care of the details so you can enjoy the drive. This is car racing finally made easy!

NEW RACING SERIES

- All inclusive & accessible to all
- From \$5,990 per race
- 10 race weekends per year
- Racing school and licensing program
- Practice year round



DECEMBER 2016
SUPERFINALS
\$4,990 Entry Fee

OUR RACECARS

- Lightweight front-mid engine / RWD
- 6-speed sequential with paddle shift
- High performance tubular chassis
- **LV02 2-L - 230 hp - \$69,900**
- **LV03 V6 - 330 hp - \$119,900**

REGISTER NOW FOR UPCOMING RACES: MARCH 18,19,20 - LAGUNA SECA , MAY 14,15 - AUTO CLUB SPEEDWAY

LEARN MORE ON EXRSERIES.COM

+1(702) 802-5642 OR SERIES@EXOTICSRACING.COM



**FANCY**

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

Apex Performance

Premier Racing Outfitters

ROUX
HELMETS-U.S.A.

**Durable Trackside
Gear Bags**



**NEW! All Helmets
Include Integrated
Electronics, Hydration
& Patented Helmet
Release System**



**NOW
AVAILABLE!**

Giro Disc
RACING BRAKES AND TECHNOLOGY

FERODO
Brake Pads



**AP
RACING**
Rotors/Hats

Receive a
FREE fleece
lined helmet
bag with
every
SA2015
helmet
purchase!



COOLSHIRT
SYSTEMS

It's the most
effective heat
prevention system.

Full systems,
replacement parts &
accessories available



SCHROTH
RACING
Harnesses &
Right-Side Nets



NECKSGEN
AHEAD IN NECK PROTECTION

hans



OMP



PFC
BRAKES
MADE IN THE USA



Apex Performance
Premier Racing Outfitters

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

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



Visit us on Facebook to
view our track schedule

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

**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 Brilling

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.

Automotive Masterminds On-Call 24/7.

Dave Despain
The Dave Despain Show

Dennis Gage
My Classic Car

Dan Woods
Chop • Cut • Rebuild



IS MADE FOR:



Apple iPad



Roku



Android Tablets



Amazon Fire TV

AND
MORE!

To Find Out More, Visit: www.LucasOilRacing.TV

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 on 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.

Ignite Your Passion



Ignite dreams with the Gift that will last a lifetime - a Skip Barber Racing School program. For more than 40 years, Skip Barber Racing School has flamed the fire for motorsports and 300,000 graduates have experienced the thrill. It's your turn, call today!

800.221.1131.



skipbarber.com *Drive.Race.***Win.** 800.221.1131



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.”

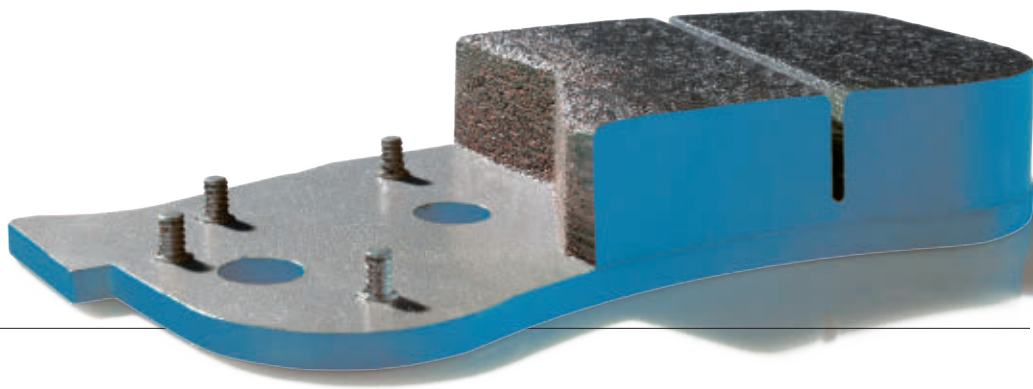
There are tricks to keeping your brakes in tip-top condition. For example, to measure tire temperatures, don’t save it for the last

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.



RaceQuip®

Best Value in Safety Since 1975!

351 / 355 Nomex® & Suede Gloves

- Exceeds SFI 3.3/1 or 3.3/5 Ratings
- Single Layer or Double Layer Nomex® Knit Construction
- Hook and Loop Adjuster Strap
- High Grip Suede Leather Reinforced Palm
- Colors are Black, Red and Blue w/ Grey or Black Suede
- Soft, Supple and Comfortable
- Stocked in Kids Sizes & Adult XS - 3XL

from **\$44.99 / \$54.99**

SFI-1 and SFI-5 Suits, Jacket & Pants

- Exceeds SFI 3.2A/1 or 3.2A/5 Ratings
- Pyrovatex® FRC and Nomex Construction
- Fresh, Stylish Designs
- Black Epaulets, Belt, and High Back Collars
- Contrasting Black Arm & Leg Stripes
- Black Wrist and Ankle Cuffs
- Brass YKK Zippers
- Pleated Back Panel for Flexibility
- Colors are Black, Red, and Blue
- Stocked in Kids Sizes and Adult Small - 5XL

1pc Suits from **\$99.99 / \$259.99**

Jackets from **\$59.99 / \$149.99**

Pants from **\$59.99 / \$139.99**

PRO15 Full Face Helmets

- Exceeds Snell SA-2015 Rating
- Fiber Reinforced Polymer (FRP) Hand Laid Shell
- HANS / HNR M6 Threaded Inserts Installed
- Distortion Free 3mm Polycarbonate Low Fog Shield
- Tear-Off Posts Hand Ratchet To Eight Positions
- Silicone Eyeport Gasket Seals Out Dirt
- Slick Aero Design With Chin Spoiler
- Available In White, Gloss Black, Gloss Steel and Flat Black
- Stocked in Sizes XXS - 3XL

PRO15 from **\$199.99**

PRO15 Side Air **\$249.99**

PRO Youth SFI from **\$199.99**

303 / 305 Series Racing Shoes

- Exceeds SFI 3.3/5 Rating
- Suede Leather Upper
- Pyrovatex® Flame Retardant Liner
- Molded Flexible Rubber Sole
- Padded Ankle & Arch Support
- Achilles Flex Opening
- Stocked in Sizes 1-20

from **\$69.99 / \$99.99**

SFI and FIA Harness Sets

- SFI 16.1, 16.2, and FIA 8853/98 Sets Available
- Premium 3" Polyester Webbing
- 4pt, 5pt, or 6pt Designs
- Wrap Around, Bolt-in, or Snap-in Mounting
- Available with HANS Shoulders
- Now available in Black, Red, Blue, Yellow, Purple, Platinum, Green, Pink and Camo

5pt SFI Latch & Link from **\$69.99**

5pt SFI Camlock from **\$139.99**

6pt FIA Camlock from **\$169.99**



WWW.RACEQUIP.COM • 813-642-6644

**Online Orders Are
Shipped From The
Nearest Stocking Dealer.**



All Prices Shown are Racer Net – Shop Our Dealers for Best Pricing.



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.”



Driven to Win.

Summit Racing Equipment is *the* source for parts, tools, and accessories for everything race, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com



200 mJ Multi-Spark CDI System

Keyword: SUM 200 mJ System

SUM-850611 \$199.97 kit



Sprint V Competition Seats

Keyword: SRO Sprint V

as low as \$395.00 each



Heavy-Duty Jump Starter Battery Pack Kit

Keyword: WEE Heavy-Duty Battery

WEE-JS12 \$119.99 kit



DOT 5.1 Brake Fluid

Keyword: MTL DOT 5.1

MTL-100951 \$9.97 500 ml, each



Street 2 Inch, 4-Point Camlock Harnesses

Keyword: SRO Street Camlock

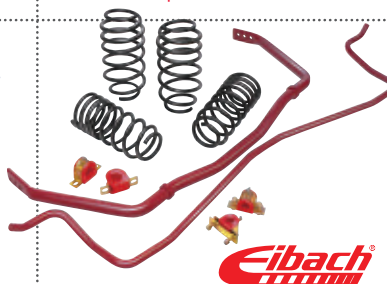
as low as \$230.00 each



Formula+ SL-8 Driving Shoes

Keyword: SRO SL-8

as low as \$300.00 pair



Pro-Plus Performance Handling Packages

Keyword: EIB Pro-Plus Performance

as low as \$599.97 kit



T6S Gold Wheels

Keyword: ENK T6S Gold

as low as \$247.50 each



Hoosier
RACING TIRE

Sports Car DOT Radial Tires

Keyword: HOO Sports Car

as low as \$236.97 each

DRIVEN
RACING OIL



XP9 10W40 Synthetic Racing Motor Oil

Keyword: JGR XP9

JGR-03206 16.99 qt., each



Utility Jugs

Keyword: SUM Utility Jugs

as low as \$19.97 each



Summit
RACING EQUIPMENT

Pit Mat

Keyword: SUM Pit Mat

SUM-G1028 \$17.97 each

UNBEATABLE SERVICE, TECH & ADVICE, SATISFACTION, AND SELECTION.

FREE
STANDARD
SHIPPING
ORDERS OVER \$99

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

1.800.230.3030 • Tech: 1.330.630.0240 • Int'l: 1.330.630.0230

SCode: 1603SC • Prices good through 3/1/16. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations.

© 2016 AUTOSALES, INC.

Summit
RACING EQUIPMENT

FIND IT AT **SummitRacing.com**



PAGIDRACING has a strong history of results in motor racing, from the days of the dominant Audi 200 Quattros in the 1988 Trans Am Series to the 2015 IMSA GTLM Championship, as well as OEM relationships with Aston Martin, Bugatti, Ferrari, McLaren and Porsche. As developer of the first brake pad for carbon ceramic disc brakes, almost all road vehicles so equipped use PAGID (rhymes with "ragged") brake pads. The PAGID line of products is a part of TMD Friction, a Nisshinbo Group company, producing over a million brake pads a day across the globe.

www.pagidracing.com | (239) 540-1729

RSL

The RSL (long endurance) brake pads are a development from the trusted RS19 and RS29 compounds. Excellent pad wear rate under endurance racing conditions, excellent disc life, less aggressive than RST, giving the best possible brake balance, modulation, and consistency of friction under endurance conditions. High- and medium-friction compounds available.



RST

PAGID's RST brake pads for rally, sprint, and stock car racing. High average friction, aggressive in-stop behavior with instant pedal response and release, consistently firm pedal at all temperatures, fade resistant at highest temperatures. Four compounds offer plenty of opportunity for dialing in your optimum brake balance.



RS

The RS brake pads are premium, organic-based compounds with medium average friction, consistent in-stop behavior with good pedal feedback, progressive release characteristics, exceptional disc life, and low thermal conductivity. Whether autocrossing, time trialing, or racing wheel to wheel, five compounds mean the perfect balance of cold and hot friction is always achievable.



RSC

RSC pads for ceramic composite discs: three different race compounds specifically engineered for a variety of ceramic disc applications. The only available materials specifically developed for ceramic composite brake discs. Our experience as OEM supplier for almost every street ceramic composite application means we have the right pad for your race application.



RSH

The RSH pads are designed specifically for historic racecars. American sedans work best with the RSH3 and its 800-degree C fade resistance. Purpose-built endurance sports cars work well with RSH29E and the smaller lightest street cars enjoy the immediate response and predictability of the RSH42.



RBD

PAGID RBD (racing brake disc) are the direct result of PAGID's OEM relationships and a desire to control the entire friction couple between disc and pad. The disc and bell system has been designed and developed to work best with our own brake pad compounds, optimizing cooling airflow to the outer disc face and through the internal vanes, while extending the design life of the hat (bell). Please check our website for fitment information.





Porterfield Enterprises, located in Southern California, has been in business for almost 30 years. Our 15,000sq-ft warehouse holds a vast array of performance brakes and parts in stock and ready for immediate shipping. We carry all the top brands in racing that have been tested by our in-house racers.

www.porterfield-brakes.com | (949) 548-4470

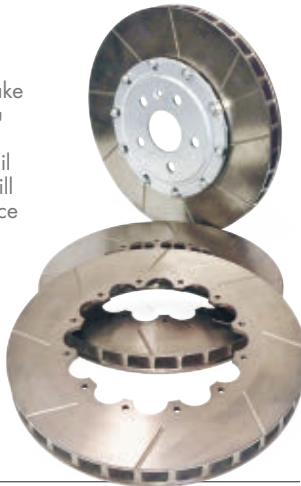
CUSTOM PADS

Porterfield Enterprises specializes in custom-made brake pads. We have added to our arsenal of pads something that can cover more six-piston calipers than anyone else. These are available in the brands we carry: Porterfield, Raybestos, PFC, and Hawk. We stock production pads; call and inquire if we can make your pad.



CUSTOM ROTORS

Not only do we carry the best in brake pads, we also offer rotors. Have you been searching for that two-piece rotor to fit your car? Just call or e-mail your request and our design team will work with you to make your two-piece hat and brake rotor a reality.



CUSTOM BRAKE LINES

We stock the complete inventory of aluminum and steel fittings and hose ends. With our new crimping machine, the quality and speed of producing a top-of-the-line stainless steel brake line is now available. High-quality brake lines make your brake system achieve peak performance, reliability, and a longer life.

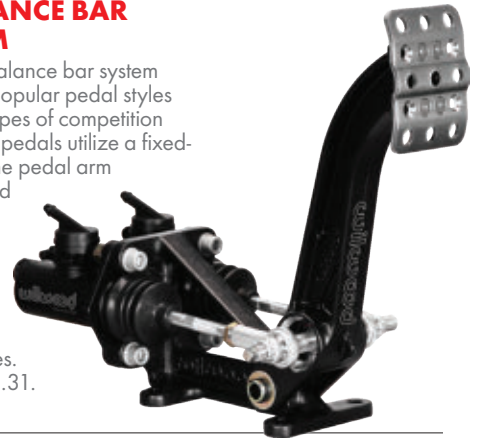


Founded in 1977 by owner Bill Wood, California-based Wilwood Engineering offers the world's most extensive line of competition brake systems and components for motorsports. Products include complete engineered kits for production-based vehicles, and a full range of components for custom fabricated applications.

www.wilwood.com | (805) 388-1188

TRU-BAR BALANCE BAR PEDAL SYSTEM

Wilwood's Tru-Bar balance bar system is available in eight popular pedal styles used in virtually all types of competition applications. Tru-Bar pedals utilize a fixed-trunnion bearing in the pedal arm with spherical rod-end bearing pushrod attachments. They provide ultimate precision, control, and adjustment of the brake bias on race-prepped vehicles. MSRP starts at \$328.31.



POWERLITE PL2R/ST COMPETITION SERIES CALIPER

Wilwood PL2R/ST radial mount calipers feature an offset bore, fully machined forged aluminum two-piston body protected with a durable nickel plate finish. Thermlock pistons with square section hi-temp seals provide ultimate durability and thermal management capability for high demand competition on formula style racecars and other applicable competition categories. MSRP starts at \$324.75.



1997-'13 CORVETTE ROAD RACE BRAKE KIT

Wilwood's road race brake kits for 1997-'13 Corvettes have been upgraded with the Aerolite Quick-Silver 6R/ST racing calipers. The Aerolite calipers feature a new, highly efficient, weight saving forged body design. Forged aluminum hats mount to face-slotted GT Spec37 rotors utilizing Wilwood's own T-nut floating mount design. MSRP starts at \$3,051.99.



CASH BACK

with the **SCCA Visa Signature®** Card!



EARN REWARDS FAST

- \$25 Statement Credit when you spend \$100 in 60 days¹
- Earn 1 reward point for every net \$1 spent²

RACE-READY REWARDS

- Choose almost any type of reward - cash back, travel, merchandise, gift cards, and more!

WINNING BENEFITS

- No annual fee (based on credit worthiness)³
- No preset spending limit⁴
- Zero fraud liability protection⁵
- VIP Perks

Learn more and APPLY at usbank.com/SCCA_RULEBOOK

¹ Account must be open and in good standing to earn and redeem statement credit and reward points. Please wait 4-8 weeks to receive statement credit.

² Points earned on net purchases (purchases minus credit and returns).

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

⁴ No preset spending limit does not mean unlimited spending. Individual transactions are authorized by card issuer based on factors such as account history, credit record, and payment resources. Card issuer will preset an upper limit for revolving balances and cash advances.

⁵ U.S. Bank provides zero fraud liability for unauthorized transactions. Cardmember must notify U.S. Bank promptly of any unauthorized use. Certain conditions and limitations may apply.

The creditor and issuer of the Sports Car Club of America Visa Card is U.S. Bank National Association ND, pursuant to a license from Visa U.S.A. Inc.



Championship Winning Wireless Technology

RFX™ Wireless Billet Scale Systems



100% 6061 T6
BILLET ALUMINUM



SW787™
PC Wireless Scale System
(PC Not Included)
Part # 1701 SA-PC

\$1,489



SW650RFX™
Wireless Scale System
Part # 1701 20-R

\$1,695



SW777RFX™
Wireless Scale System
Part # 1701 21-RFC

\$1,999



iRaceWeigh™
Module Communicator With Scale
(Phone/iPad Not Included)
Part # 17020

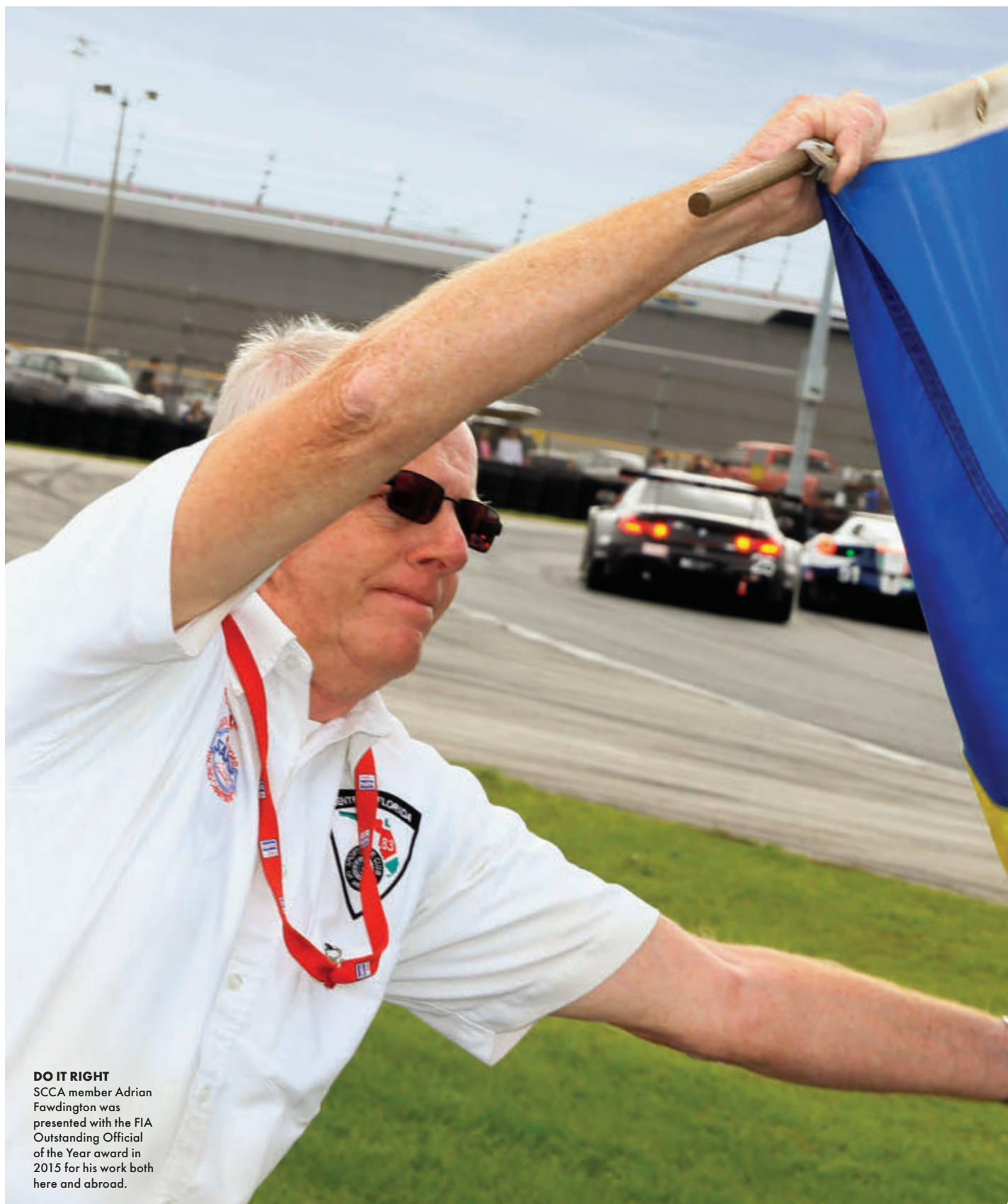
\$349



intercompracing.com

+1 763-476-2531 Worldwide

Intercomp®
advanced weighing technology ... by any measure



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.

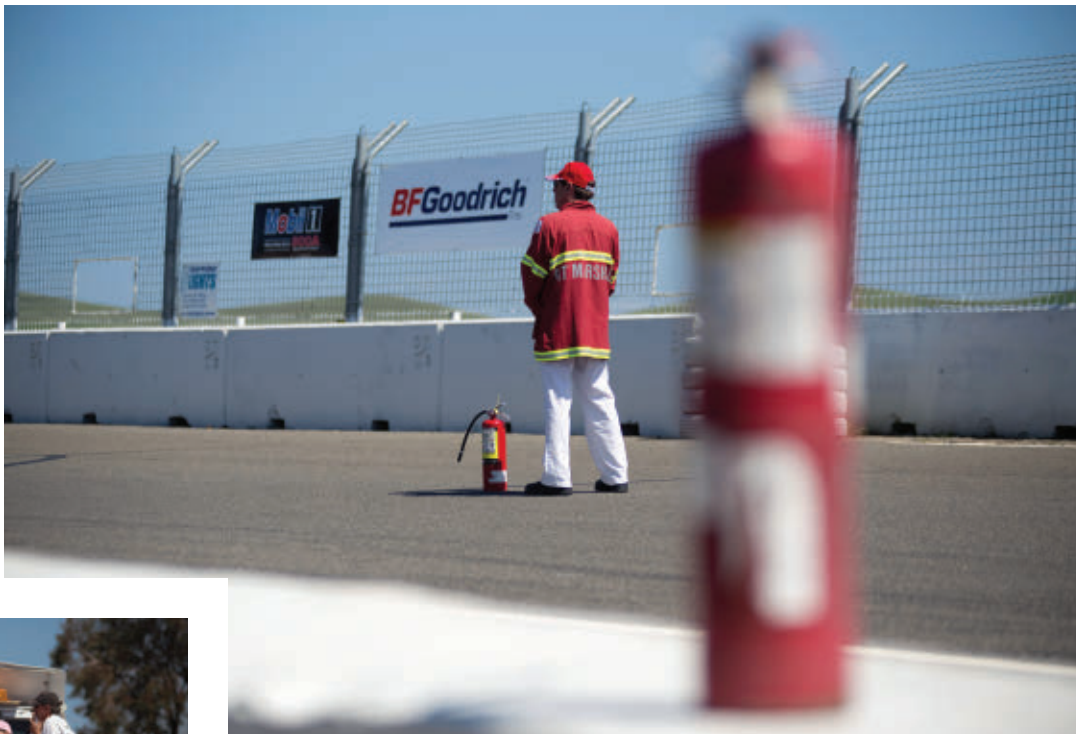
"Many of the events in England are typically one-day events, while most over here last two and even three days," Fawdington notes. "In my opinion, the distance competitors and volunteers must travel is the biggest reason for this. At the [SCCA U.S. Majors Tour] in Florida, we draw participants from several 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. 📍"

ROUXTM

HELMETS-U.S.A.

THE MOST COMPLETE HELMET AVAILABLE

Optional
Forced Air
Intake



Integrated
Water Cooling System



Cool-X[®]
EQUIPPED

Integrated
Emergency Helmet
Removal System



RELEASE[®]
EQUIPPED



Integrated
Radio Connection



Integrated High
Noise Canceling
Ear Seals With
Speakers

Integrated High
Noise Canceling
Microphone

Integrated
Drink Tube
Quick Disconnect

Genuine HANS
Anchors Included
On All Models

UNIFIED BY
SPEEDCOM[®]
COMMUNICATIONS

www.rouxhelmets.com

up•grade dis•or•der:

|'əp,grād|dis'ôrdər|

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.

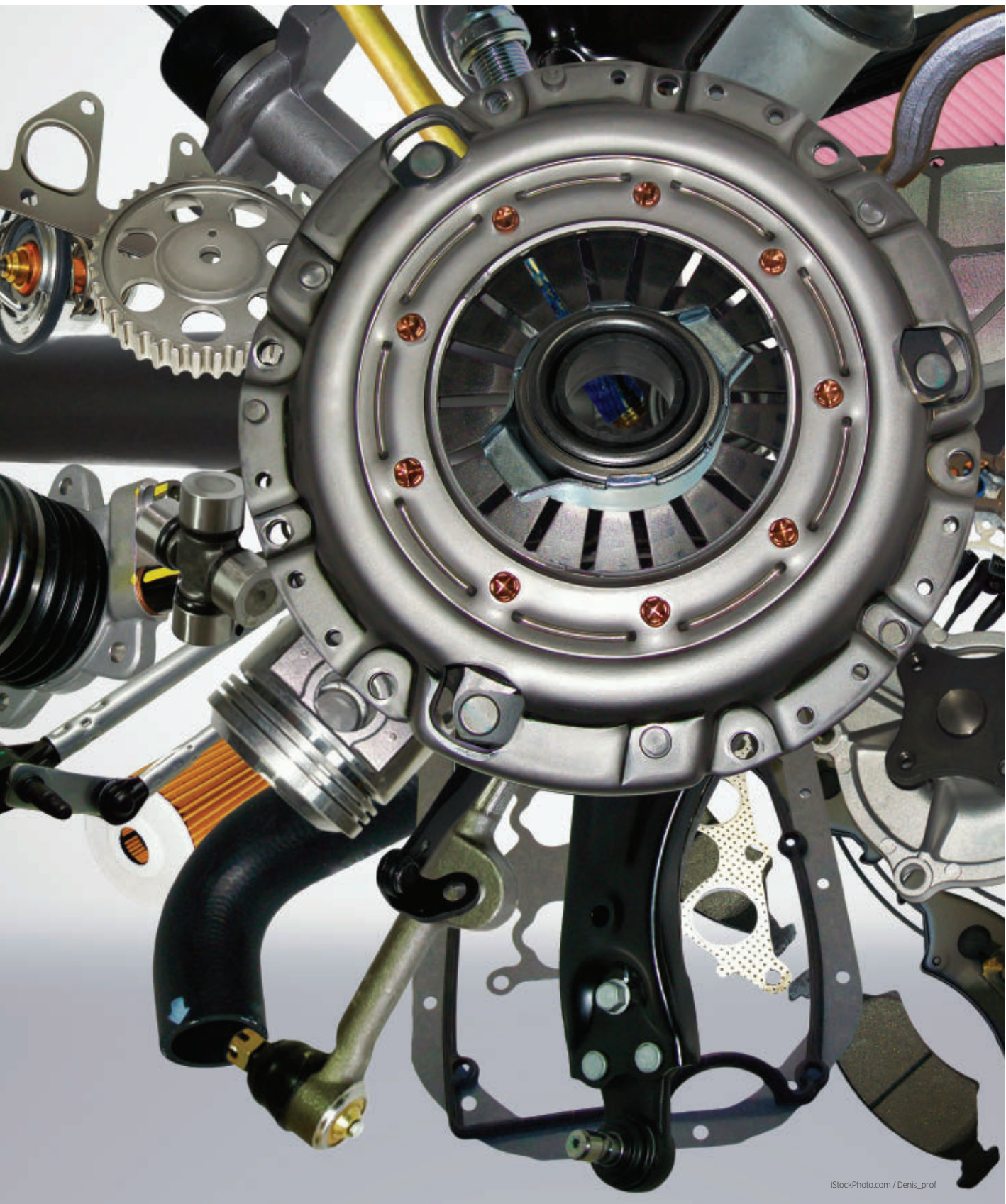
The key is to find performance parts that complement your driving style. The key word in that sentence is "your." If, for example, you get on the brakes earlier or harder than the guys around you, their tuning route might not necessarily be right for you. Don't be afraid to do what *you* believe will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



iStockPhoto.com / Denis_prof





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.

FREE Shipping Over \$39.99!

Order what you want, when you need it with RPW's
FREE Ground Shipping on Orders Over \$39.99. Plus, RPW Offers
SCCA Members Benefits! Visit SCCA online or call RPW for details.



OMP Sport
OS 20 Suit
\$439.00



Racequip PRO15
SA2015 Full Face Helmet
\$198.95



OMP RS-PT2
\$759.00



G-FORCE SFI
Camlock Harness
\$149.99



HANS Sport III
Device
Now Only \$599.00



Simpson Redline
Racing Shoe
\$199.00



Your One Stop Source for Racing Parts & Safety Equipment

RacerPartsWholesale.com
FREE Shipping on
Orders Over \$39.99!



800.397.7815
Guaranteed
Lowest Prices!

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.



StockPhoto.com / weirdlittlebit



Essential Daily Reading

RACER.com's responsive platform resizes for all tablet and mobile devices. Plus, there are SCCA and Pirelli World Challenge specific channels for better coverage of all things SCCA. So now, from home, the office or on the run, get the latest news, deep insights and engaging features & videos experienced as they are meant to be.

RACER.com

The FUN starts with K&K

As a trusted provider of motorsports insurance, K&K is committed to helping your business succeed by offering high-quality coverage and services designed for your needs. K&K's expertise is respected throughout the industry; we are your solution for affordable insurance coverage. It's easy to work with K&K—visit our website now for more information.

- Professional Teams
- Amateur Teams
- Owners & Sponsors
- Drivers
- Facilities & Events
- Racing Service & Repair Shops
- Products Liability
- Competitive rates and coverage
- Extensive specialty insurance and claims knowledge
- Secure market with over 60 years of experience



new

Quote & buy Off-track coverage online
motorsportsinsurance-kk.com

K&K Insurance Group, Inc., is a licensed insurance producer in all states (TX license #13924); operating in CA, NY and MI as K&K Insurance Agency (CA license #0334819)

K&K
INSURANCE
Insuring the world's fun!
800.348.1839
kandkinsurance.com

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.crb-scca.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



Dennis Wood

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. ●

THE MAGAZINE FOR RACERS



Special Offer for
SCCA Members

58% off

the cover price

Just \$29.95

for a one-year
subscription
(8 issues)

**Subscribe now at:
www.racer.com/scca**

Featuring the finest motorsports
writers and photographers

Premium quality, heavyweight,
book-like paper stock

100% exclusive content
not available anywhere else

Each collectable issue mailed
in protective polybag

Includes access to digital edition

 **PAGID***RACING*

*Brake control
from green light
to checkered flag.*



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

The very same quality brake pads
are available for:

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



www.pagidracing.com • pagid@braketechnology.com
(239) 540-1729

Pagid is a registered trademark of TMD Friction


Brake Technology



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."

Place your order online
or over the phone!

PROSPORTGAUGES.COM
sales@prosportgauges.com



- NEW waterproof boost sender
- 4 colors in 1 gauge
- 60mm (2-3/8")
- Fully programmable warning feature
- Plug and play wiring
- Daisy Chainable
- Dimmable (6 stages)
- Peak Recall

727-572-9011

11930 31st Court North
St. Petersburg, FL 33716



- Dual display - Analog and digital
- 60mm (2-3/8")
- Trailing LEDs
- Dual color display
- Whisper quiet
- Fully programmable warning feature
- Japanese microprocessor controlled stepper motor movement
- Plug and play wiring
- Daisy Chainable



1-800-722-3669

www.racenow.com

customerservice@bertilroos.com

ONLY ONE WAY TO DO IT RIGHT!
15 Reasons To Choose Bertil Roos

- | | |
|---------------------------------------|---|
| 1) Professional Instructors | 9) ZERO damage Liability |
| 2) Heavily Individualized Instruction | 10) Winged Formula Cars In All Programs |
| 3) Maximum Seat Time | 11) Onboard Video |
| 4) Perfect Safety Record | 12) Textbooks In Advance |
| 5) Patented Slide Cars | 13) Cost Effective |
| 6) Lifetime Consultation Access | 14) 3 To 1 Student Instructor Ratio |
| 7) Aggressive Programs | 15) Passing Allowed In All Programs |
| 8) No Artificial Speed Limits | |

MAXIMIZE YOUR POTENTIAL
DO IT RIGHT OR STAY WITH THE "HERD"

Locations:

Roebeling Road Raceway / Pocono Int'l Raceway / New Jersey Motorsports Park
Palm Beach Int'l Raceway

1-800-722-3669 • www.racenow.com • customerservice@bertilroos.com



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.”



ioport
RACING SUPPLIES

ioportracing.com
1-800-949-5712

TRANSPONDERS

COOL SHIRT SYSTEMS

MYLAPS

KIRKEY

ESS

FIRE SYSTEMS

PYROTECT

FUEL SYSTEMS



WINDOW NET



TOW STRAPS



SEAT BACK BRACE



HEAD RESTRAINTS



PERFORMANCE[®] FRICTION BRAKES







RACING BRAKE PADS

CALIFORNIA

Your largest, most knowledgeable source for racing brake pads & parts!!



Don't forget to ask for your NASA or SCCA discount!!

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com



MOTUL

tilton

Setrab

Oil Coolers







The Best Dashboard In The World... (probably)

DASH2 PRO

Specify a complete system in a single compact unit

- Customisable features using a range of enhancement options, including: GPS data logging, output drivers, CAN receive & more...
- Compact ultra-thin aluminium case
- Fully configurable unit, display any variables, adjust display brightness and contrast for day and night modes
- Display data from analogue sensors, CAN bus or ECU
- Road and race ready display

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



www.race-technology.com



**COME
RACE
WITH US!**
**LOTUS EXIGE
RACE CARS
READY TO RACE**
ARRIVE AND DRIVE
PROGRAMS AVAILABLE

KRUGSPEED
Racing

WWW.KRUGSPEED.COM
Tel: 561.706.3967

**STABLE
ENERGIES**
MOTORSPORTS

Retail Store 175 Passaic St Garfield, NJ 07026
Sales@StableEnergies.com (973) 773 - 3177

Major Stocking Distributors For

RECARO **SCHROTH**
OMP **BELL** **RSS**
DIRTDRIVE **PAGID RS**
BREY-KRAUSE **CARTEK**
MOTORSPORTS EXEUTIVES

...and many more

Club Racing
NATIONAL SPONSOR

AER American
Endurance Racing
SERIES SPONSOR

Experience the All New **StableEnergies.com**
Fast, Free Shipping - Club Discounts - Expert Advice

DEI
DESIGN ENGINEERING, INC.

**KEEP
FUEL
COOL**

FUEL CAN COVERS

- Available for 54 gal. drum, 5 gal can, 5 gal jug
- Recommended by race fuel manufacturers
- Keeps fuel cool
Easy slip on/off

AVAILABLE AT
Summit
RACING EQUIPMENT
SummitRacing.com

800-264-9472 **DesignEngineering.com**

i/o port
RACING SUPPLIES

ioportracing.com
1-800-949-5712

BELL

AUTOPower
SAFETY EQUIPMENT

KIRKEY

hans

PYROTECT

SIMPSON
RACE PRODUCTS




A DIVISION OF MARK STEWART ENTERPRISES, INC.

- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

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

The Future of Fire Suppression



**Lifeline Zero 360
2.25 Fire Marshal with
Novec™ 1230 Fire Suppressant**

Compact FIA-approved system for the club racer. Legendary Lifeline quality in a steel cylinder for the budget conscious racer looking for excellent firefighting ability and weight reduction in comparison to the standard 4.0L system. Kit includes pull cords, 6 nozzles, tubing and fittings, and the latest anti-torpedo FIA type brackets.

\$699
SYSTEM PRICE

Cylinder weight 8.6Lbs, Diameter 5", Overall length incl lever 11"

Full range of industry-leading Novec™ and AFFF fire suppression systems Official US Sales, Distribution, and Service Center



Champions of Safety

www.lifeline-fire.com Tel: 540-251-2724

miataCage.com





Roll Cage Kits
Spec Miata Kit
1990-2005
2006 to 2015



Adjustable Drop Links



Lightweight Wheel Spacers
1/4", 3/8", 1/2"



Steering Shaft Adaptor - Splined with QD



Hard Top Mounts
1990-2005

SM Build Package Deals - from Basic to complete turn key.

Over 50 Years of Serving SCCA Members!


Aluminum Flywheels


Weber Parts


Cams


Hi-Comp O.S. Pistons


Copper Gasket


Racing Clutches


Titanium Racing Parts


Headers


Stroker Kits


Modified Heads


Engines

Cranks knife-edged

PAECO Imports

2400 Mountain Dr., Birmingham, AL 35226
(205) 823-7278 | gofast@paeco.com
www.paeco.com



SEMA Show Booth 33319
PRI Show Booth 2634

Beta Tools Motorsports Distributor





Unmatched selection, prices, and inventory of silicone hose



Stocking distributor of MS20271
Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies 1-800-688-6946 order line
 2475 South 179th Street 1-262-317-1201 fax line
 New Berlin, WI 53146 1-262-317-1200 tech line

PegasusAutoRacing.com

Ether Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles



TOYO TIRES
driven to perform
BFGoodrich

Shipping Nationwide Daily

Race/HPDE wheel and Tire packages
 Race tires, Wheels and Accessories
 Heat cycling, Shaving, Tire grooving
 845-647-7407






Jongbloed
Enkel
Team Dynamics
B-Force
ET25 & ET30 Offset



Black-\$115/Silver \$119 Silver or Black - \$115



CHICKENHAWKRACING

START FAST FINISH FIRST



1.866.HOT.TIRE | CHICKENHAWKRACING.COM

SMARTER. FASTER.

Improve your lap times
with the best selection of products from the brands you trust most (AiM, CDS, MoTeC, Race Technology and Stack). Speed up with Veracity Racing Data and benefit from our competitive prices and top-notch customer service.

SHOP ONLINE, ANYTIME!



veracityracingdata
veracitydata.com | 805.238.1699



comprent motor sports
Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



Lifeline
Fire & Safety Systems Ltd.
EAST COAST DEALER
Sales & Service for
Lifeline Fire Systems






Swift 014/016

Elite/Staffs
Transmission Importer

SRF & FE/ESR
Customer Service
Representative

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

FUEL SYSTEM INNOVATIONS

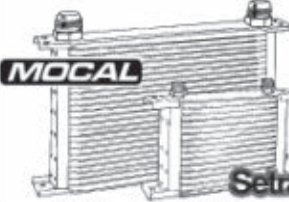



RACING ATL FUEL CELLS
atl@atline.com

atl racing.com
800-526-5330 | atl@atline.com

OIL COOLERS: Mocal • Setrab • Laminova

www.mocalusa.com

MOCAL


Setrab

LAMINOVA
water to oil coolers

sales@batinc.net
Distributor: BAT Inc. 941 355-0005

CDS Racing Data

Delivering Champions the **UNFAIR ADVANTAGE** for over 25 years!
www.competitiondata.com
New Number! 205-948-7317



HyTech Exhaust

New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

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

YOUR NEXT RACECAR MAY BE HERE!



Sell your current racecar with us!
classifieds@racer.com
949-417-6705



HYPERCOILS
Precision Suspension Coils

More Major Championships. More Major Wins.

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

800.365.2645 • Hypercoils.com

i/o port
RACING SUPPLIES
Club Radio Systems
from \$659⁹⁵
TVC15
FOR WINNING COMMUNICATIONS!
Record your radio transmissions onto your in-car camera.

ioportracing.com
1-800-949-5712

iZOOM
GRAPHICS
Permanent Vinyl • Magnetic • Reusable Vinyl
Race Car • Autocross • Track Day • Rallycross
Easy Online Ordering izoomgraphics.com

ltg Performance air filters
AeroCatch RACING WITH GREAT AIR FILTERS
AeroLoc
ULTRA LIGHTWEIGHT RACING MUFFLERS
AN-MS-NAS HARDWARE
WWW.COASTFAB.COM 714-842-2603

www.injector.com
Sales Service
marren fuel injection
Dependable Knowledgeable
Since 1986 (203) 267-FUEL (3835)

Everything From BRAKES TO SAFETY EQUIPMENT
RRP RANDALL RACE PARTS
Contact Us Today
704-658-0071
www.randallraceparts.com

alcoN Simpson Sabelf Bell Stillo Aral

WWW.RACING-STUFF.COM
street 13" 14" 15" 16" race/solo ul 13" 14" 15" c8 13" 15" 16" 17"
panasport
Averill Racing Stuff Madison Hts, Mich ph.248-585-9139 fax.248-585-9242

The Original
• Carbon-kevlar brakes
KFP MAGNUM PADS
• Hundreds of different brake pad configurations
A better performance edge... Madison Hts, MI 48071
www.racing-stuff.com • call 248-585-9139

Stay abreast of the latest competition adjustments and rules proposals
Fastrack News.
Available online
on or around the 20th of every month, and can be downloaded at scca.com/fastrack

lifeline
Champions of Safety
ZERO 360 Systems
• Latest Novec™ extinguishant
• Unique remote discharge
• Ultra lightweight
• Compact size
FIA and SFI Approved • Sales & Service in the USA
INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING
(714) 847-1501
www.subesports.com
Exclusive N.A. distributor of Lifeline products.

ZERO 2000
• Unique foam extinguishant
• Specially designed atomizer nozzle

SPORTSCAR
SportsCar is the official publication of the Sports Car Club of America. The SCCA's more than 45,000 members are doers, not watchers. Each is involved in racing whether as a professional, amateur or rally driver, crew or race official. The SCCA's members and SportsCar readers are real racers, participating in professional and amateur road racing, autocrossing and rallying. SportsCar is the magazine for racers.

For advertising information, call:
800.722.7140

SMARTSTRINGS™
The one and only fully portable 4 wheel alignment tool.

SMARTRACING™ PRODUCTS
SMARTCAMBER™
Provides absolutely repeatable digital accuracy without bubbles or dials to approximate. 5" to 22" wheels.
smartracingproducts.com

GROUND CONTROL

When quality counts...



Trusted...

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



Committed...

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



GROUND CONTROL

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

RACING COMMUNICATIONS

\$85.00

HPDE Instructor/Student Intercom System

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

\$99.00

2-Way Radio Helmet Kit to HPDE System Adapter Kit
 Plug a 2-Way Radio Helmet System into HPDE System with our adapter.

\$750.00

"Starter" Two-Way Radio System

Vertex Standard VX-160 Radios
 16 channels • 5 watts

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

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

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

800-990-9941
www.racingcommunications.com

1681 Moon Station Road • Kansas, KS 67144

Holiday Canopies

canopyguy.com



800-788-3969

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

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

(262) 740-0180
JBRacingtires@sbcglobal.net
www.JBRacingtires.net

Find all your
 Fastrack news on
scca.com/fastrack

GROUND CONTROL

Suspension Systems

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



RANDY POBST,
 4 Time World
 Challenge champ;
 2 time Runoffs
 champ; 2 time
 Solo and 4 time
 ProSolo champ; 2
 time Rolex 24 GT
 winner shares his
 wisdom and
 his wit.

See page 20 in this issue!

BUSINESS CLASSIFIEDS

	LARGE*	MEDIUM*	SMALL*
1 x	\$653	\$330	\$156
3 x	\$583	\$287	\$139
6 x	\$525	\$254	\$125
12 x	\$480	\$240	\$120

MINIMUM BILLING: \$120
**Contact ad department for exact measurements prior to submission.*

NEXT AVAILABLE:
APRIL 2016

Reserve space by: January 13
Materials due: January 27
Mails: February 18

MAY 2016

Reserve space by: February 17
Materials due: March 2
Mails: March 24

TO PLACE BUSINESS CLASSIFIED:
CONTACT OUR AD DEPARTMENT

Nicole Szawlowski
 949-417-6722
Nicole@racer.com

Rick Nitti
 949-417-6728
rick.nitti@racer.com

ADVERTISER INDEX

425 Motorsports	83
Apex Performance	35
Aurora Bearings	85
AutoMeter	83
Bell Racing Helmets	81
Bertil Roos Racing School	65
Bondurant Racing School	15
EXR Racing	33
FRSport	87
G-Force Racing Gear	79
HMS Motorsport	29
Hooked on Driving	85
Intercomp Racing	49
K & K Insurance	61
K-Hill Motorsports	81
Lucas Oil	37
Motovicity	88
NecksGen	83
Pagid Racing	63
ProSport Performance	65
Racequip	43
Racer Parts Wholesale	59
Roux Helmets-U.S.A.	53
Sampson Racing	85
SCCA	48
SCCA Foundation	75
Simpson Race Products	19, 25
Skip Barber Racing School	41
Steven E. Goldin Insurance	79
Sube Sports	13
Summit Racing Equipment	45
Thunderhill Raceway Park	17
Tire Rack	2, 3
Wilwood Engineering	5

PERSONAL CLASSIFIEDS

50 words 1 x **\$39** +photo **\$64**
 50 words 2 x **\$54** +photo **\$100**
 50 words 3 x **\$73** +photo **\$134**
 50 words 4 x **\$86** +photo **\$164**
MINIMUM BILLING: \$39
MAXIMUM WORDS: 50

**NEXT AVAILABLE:
APRIL 2016****Reserve space by:** January 13**Materials due:** January 27**Mails:** February 18**MAY 2016****Reserve space by:** February 17**Materials due:** March 2**Mails:** March 24**TO PLACE PERSONAL CLASSIFIED:**

Call (949) 417-6705, or email
 classifieds@racer.com

22 OPEN WHEEL | SPORTS RACERS ▼**2005 STOHR WF1-DAUNTLESS >**

Clear on carbon finish, widened shoulders for bigger driver. GDRE 1615 Hayabusa, left and right tri-Y headers, AiM Evo 3, Geartronics Paddle shift, 4 sets of Jongbloed, Ohlin TTX, Brembo, Taylor Quaife aluminum and steel, Aero tube suspension, strain gauges and many spares. Price: \$70,000.

Contact: Brian (253) 333-9600

1984 EAGLE INDYCAR > Fastest Pontiac to qualify at INDY. Two owners, professionally maintained and stored, comfortable car, will accommodate larger drivers. Full spares package including gears, wheels and suspension. Can provide track support for race events. Fully ready to race today. \$116,000 OBO.

Contact: Vince (714) 608-1820 or vince@sabinadrives.com

NOVAKAR F600 > Direct drive, Suzuki MyChron data, power commander with auto-tune, 12 sets of wheels (2 mounted slick and 1 mounted rain), over 90% of components are new or 10 hours or less. Call for list of new parts, spares and more pics. Price: \$15k.

Contact: kenracer50@gmail.com or (804) 513-7819**23 PRODUCTION BASED | GT ▼**

2001 CAMARO AMERICAN SEDAN > Finished 2nd in AS at 2014 Runoffs; 5th in 2015. Storied history as T2 winner (25 National wins; 3 June Sprints victories). Completely rebuilt in 2014 as Limited Prep AS car in 2014. New McMahon cage. Race ready with many spares. Price: \$17,500, OBO. **Contact: Bill Baten at (317) 946-9200**



2005 GT3 NISSAN 350Z > New Eng 4 Valve/TC, D/PI INJ/System and Hewland 5 speed. SQ Tube Frame, SuperMax - 7 GR sets, LSD, Ohlins T44, Frt/Rr Adjst Sway Bars, 12 Panasports, Electric P/S Rack & Pinion, Tilton Mstrs - bias - Pedals, Brakes AP, CDS Dash, Racetech Seat, ATL Cell, Spares & more. Price: \$45,000. **Contact: Terry Watson at (514) 245-1865**



E46 BMW M3 > Pro Build Full Tube, 2.8 Turbo Intercooled, 3 races since new build, Ohlins, Aim, Fuel Safe, Standalone ECU, Tilton Pedals, Full Containment Seat, 2 sets Enkies, Stop Techs, Elec.Halon, Banks exhaust. SCCA, NASA, HSR, BMWCCA. Price: \$55,000, OBO. Usee, Ubuy. **Contact: Douglas at (239) 849-1453**



FIRST GENERATION TOYOTA MR 2 > Former SCCA DP road race with original log book. Last 4 years XP autocross. Located in NC. Price: \$4,800 OBO. **Contact: paulheathman1@gmail.com or (828) 421-3655.**

23 PRODUCTION BASED | GT ▼

1989 MAZDA RX-7 > Runs in ITS, R-Tech computer, dyno tuned, fresh engine, Kirk cage, large brakes, competition exhaust, race suspension bits, Ultra-Shield seat, many spares. Price \$5800. **Contact: Jer at jer@protecfriktion.com or (717) 847-4466.**



2015 PIRELLI WORLD CHALLENGE TC CHAMPION > We built this car to win, not just race. Motec C185; Bosch ABS; Penske shocks; 4 sets of Forgeline wheels; extensive spares package; four days training in our shop; proprietary mods shared with purchaser. World Challenge, IMSA, or Porsche Club eligible. Price: \$149,000. **Contact: johnnfergus@aol.com or (740) 201-0500**



2014 RUNOFFS PODIUM FINISHING GT-3 NISSAN 240SX > Square tube chassis, Lotus link, new Rebello KA24 3-Valve motor, 32mm SIR. Completely sorted, ready to win. Spares, 2 motors, 12 wheels, assorted carbon fiber body parts, 24' Haulmark enclosed trailer. PRICE REDUCED - Inquire! Specs and photos at gt-racecar.com. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com.**



2000 T4 HONDA CIVIC SI > Ex TC Kline car. Qualified for the 2015 Runoffs. Always dependable. Bride carbon fiber seat, coil overs, header, extra wheels and Hoosier tires. \$6,000. Open aluminum trailer also available. Sell as a package for \$9,000. Located in Florida. **Contact: Dan (262) 366-0884 or bondodan53@aol.com**

23 PRODUCTION BASED | GT ▼

2011 FORD FIESTA B SPEC RACE CAR > Professionally built, 14 wheels, 2 sets of rain tires (BFG and Hoosier), new springs struts and shocks for the Runoffs, spare hubs, brake pads, fenders. Car located in South Carolina. Price: \$13,500. **Contact: Brian (248) 345-7727**



T-2 MUSTANG > 2015 National Champions. Ready to race. Price: \$55,000. T-1 PWC mustangs also available. **Contact: (610) 482-0141 or jfaphoenix32@aol.com**

24 SOLO ▼

1988 HONDA CRX SI STS SOLO > See AutoTrader Ad #AT-18395861 for additional photos and full description. Falken wheels/tires, Ground Control adj. height suspension/Koni shocks/Eibach springs, Corbeau racing seats, cold air intake/header, new components incl. clutch, brakes. Stock D16A6 1.6L SOHC engine. Extras incl. Indianapolis area. Price: \$5,900. **Contact: Steve stephenrning@gmail.com or (317) 716-4329.**

28 SERVICES ▼

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

SCCA
FOUNDATION
Sports Car Club of America

OFF TO THE RACES II RAFFLE



2016 Formula One™ US Grand Prix Ticket Package

Two (2) VIP Hospitality Passes at the Circuit of the Americas Austin, TX
and \$5,000 Cash for Travel Expenses

Purchase Tickets Online Only at www.sccarafflesc.org

Tickets are \$20 each, Three (3) Tickets for \$50, Five (5) Tickets for \$75,
Ten (10) Tickets for \$125, Twenty (20) Tickets for \$200

Drawing of "Grand Prize Winner" will be held on
June 27, 2016 at 12:00PM Mountain Time

All proceeds go to support the SCCA Foundation's programs:
Tire Rack Street Survival®, Formula SAE®, and Historical Preservation.

See raffle website for complete Raffle Terms and Conditions. The prize is transferable and may be assigned. All taxes on the prize is the sole responsibility of the winner. Void outside of the U.S. and where prohibited, taxed or otherwise restricted by law. All federal, state and local laws and regulations apply.

CALENDAR

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

PRO RACING



TRANS-AM

gotransam.com

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



WORLD CHALLENGE

world-challenge.com

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



MAZDA MX-5 CUP

mx-5cup.com

Apr 29-May 2 Mazda Raceway Laguna Seca, Calif.
Jun 17-20 Road America, Wis.
Jul 8-11 Canadian Tire Motorsports Park, Ont.
Aug 26-29 VIRginia Int'l Raceway, Va.
Oct 1-3 Road Atlanta, Ga.



F1600 CHAMPIONSHIP

f1600championshipseries.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.

All dates/events subject to change

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

+ = Addition/Change v = Vintage

HC = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional Road Rally R = Regional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally

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

FOR CHANGES

Club Racing: (785) 232-7229

Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259



F2000 CHAMPIONSHIP

f2000championshipseries.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.



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

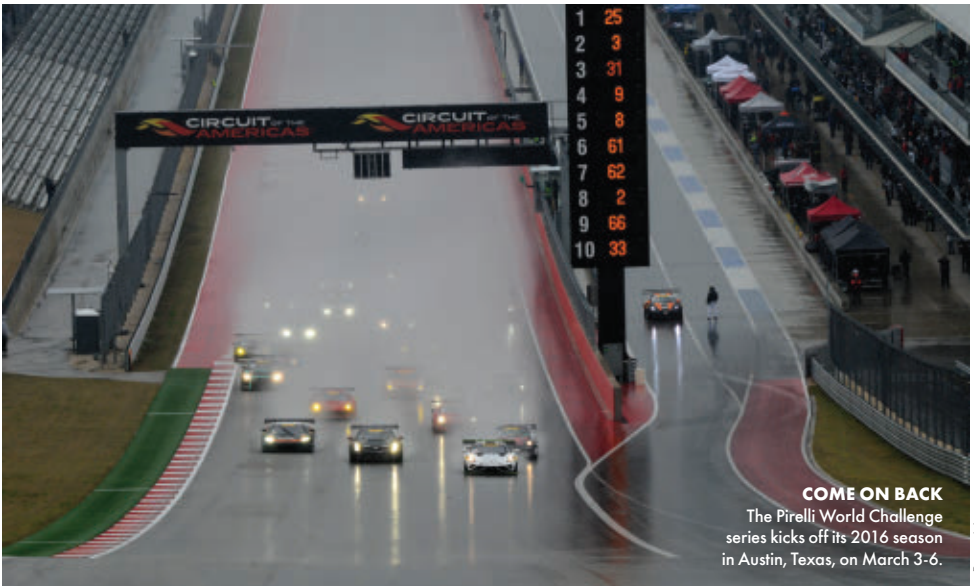
Apr 30-May 1 Blackhawk Farms Raceway, Ill.
Jun 3-5 Mid-Ohio Sports Car Course, Ohio
Jun 17-19 Road America, Wis.
Jul 9-10 GingerMan Raceway, Mich.
Jul 30-31 Road America, Wis.
Aug 13-14 Grattan Raceway, Mich.

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 Raceways, 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 Bonvillian



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 sedivacing.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



OFFICERS

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

SCCA NATIONAL OFFICE

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

EXECUTIVE LEADERSHIP

President & CEO **LISA NOBLE**
 Vice President & Chief Operations Officer
ERIC PRILL
 Senior Director of Finance
MINDI PFANNENSTIEL
 Vice President Business Development
ROBERT CLARKE
 Senior Director of Technology
COLAN ARNOLD
 Senior Director of Solo and Rally
HOWARD DUNCAN
 Senior Manager of Club Racing
DEANNA FLANAGAN
 Director of Experiential Programs
HEYWARD WAGNER
 Senior Manager, Marketing & Communications
REECE WHITE

SCCA PRO RACING

Toll Free: (800) 770-2055
 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com
 President **DERRICK WALKER**
 General Manager **STEVE OSETH**

SCCA ENTERPRISES

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

SCCA DIRECTORS

Area 1: **Bob Dowie**
 (845) 325-0930; bdowie@scca.com
 Area 2: **Terry Hanushek**
 (856) 223-0807; thanushek@scca.com
 Area 3: **Lee Hill**
 (813) 684-4741; lhill@scca.com
 Area 4: **Stephen Harris**
 (937) 438-3005; sharris@scca.com
 Area 5: **Bruce Lindstrand**
 (262) 724-3346; blindstrand@scca.com
 Area 6: **Peter Zekert**
 (314) 724-7098; pzekert@scca.com
 Area 7: **Dan Helman**
 (281) 324-6664; dhelman@scca.com
 Area 8: **Arnie Coleman**
 (719) 931-8281; acoleman@scca.com
 Area 9: **Brian McCarthy**
 (916) 712-5742; bmccarthy@scca.com
 Area 10: **John Walsh**
 (585) 624-9289 (h); jwalsh@scca.com
 Area 11: **K.J. Christopher**
 (213) 842-2363; kchristopher@scca.com
 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/
ColoradoColorado anniedew@msn.comContinental Divide
anniedew@msn.com**NORTHERN PACIFIC** norpacscga.org**Mar 18-20*Ro** 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 3-5*Ro** Mazda Raceway/San
Francisco**Jul 1-3*Ro** Sonoma Raceway/San
Francisco**Jul 16-17*Ro** The Ridge Motorsports
Park/Northwest**Jul 22-24*Ro** 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 (503) 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 norpacscga.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 Flier 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. Welden 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 Arendas 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. Greigier 1/1/1981Life Members
Finger Lakes
OregonWashington DC
New England
Colorado
Washington DC
ChicagoNew England
Washington DC
Neohio
Kansas City
Colorado
Washington DC
Atlanta
Central FloridaAtlanta
Atlanta
Central Carolinas
Southern Indiana
Glen
Eastern Tennessee
Oregon
New York
Fort Wayne
Northeast OklahomaAtlanta
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
NorthwestNeohio
Chicago
Steel Cities
San Francisco
Cal Club
Atlanta
Arizona
New England
San Diego
Finger Lakes
Steel CitiesRichard 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. Poehlman 1/9/1991
Craig Brook Reeder 1/22/1991
Michael Sampson 1/24/1991
Scott A. Seifert 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.*



ALL NEW LINEUP

GF Pro Backpack

#1007



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

1 Piece - #4745

Jacket - #4746

Pants - #4747



GF Helmet Bag

#1006



To See All New Products:

www.gforce.com

Is Your Life Insurance Company Charging You Extra for *Speeding?*

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

Sample Rates

Male Age 40 - Non-Smoker
10 Year Level Term

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

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



Racers Protecting Racers for over 40 Years

Call us Today for a Competitive Quote

Steven E. Goldin

Phone: 305.790.7600 • Email: race962@yahoo.com

**MAJOR FUN**

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

Clark McInnis

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 prodive.net

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

NOVICE PERMIT / SCHOOL CREDIT

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

bobbyceesracerseedge.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 Flintsone, 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.

M8

**EXPAND YOUR
HORIZONS**

Incorporating traditional styling, enhanced visibility, and unrivaled versatility, the M.8 provides outstanding comfort and features including a lightweight composite shell, Comfort-Plus interior, and superior ventilation. The M.8 is a great choice for all racers who want a lightweight, multi-purpose helmet with a wider field of vision.

M.8

XXS (54-55) - 4XL (67-68) | MATTE BLACK, WHITE | SNELL SA2015

#CHAMPIONS WEAR BELL

© 2016 Bell Racing USA LLC All Rights Reserved. BELL is a registered TradeMark owned by Bell Sports, Inc. and licensed to Bell Racing USA.



BELLRACING.COM || 800.237.2700

BELL
HELMETS



2002 Swift 014 \$79,900



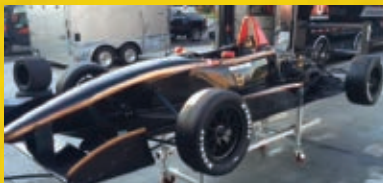
2003 Swift 014 \$79,900



2008 Indy Lights Dallara \$95,000



2001 Indy Lights Lola 97-20 \$85,000



2012 F2000 Van Diemen Elan DP08 \$42,000



1994 Ralt RT-41 \$39,900



2000 Swift 008 \$55,000

K-HILL
MOTORSPORTS
K-HILLMOTORSPORTS.COM

K-Hill is a full service open wheel and sports racer prep shop.

To view full description of all cars logon to <http://www.racer.com/cars-for-sale>
899 Forest Drive . Abbottstown, PA 17301 . 717.479.5638 . Email: khillracing@comcast.net



JEFF LOPEZ

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 norpacscca.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 Wilmington, 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

NATIONAL COMPETITION

WHAT RoadRally

WHEN Feb. 27, 2016

WHERE Tucson, Ariz.

The National RoadRally program gets underway with Arizona Border Region's Tombstone Territory Tour. The checkpoints are ready - are you?



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

MAINTAIN IT RIGHT



There are few things that affect the performance of your vehicle as much as tire pressure. Getting it dialed in can be the difference between keeping your tires running at optimal levels, or causing undo wear and tear necessitating new tires sooner than expected. Auto Meter's tire pressure gauges provide the precision and bombproof durability you need, all for about \$30. Don't compromise; get the best for your vehicle at an unbeatable price.



BEX-1500

BEX-3000



Nothing is worse than getting ready to head out in your ride only to find a dead battery. Modern vehicles are tough on batteries and occasional use vehicles can be even worse. Auto Meter's BEX series battery chargers are the easy, affordable way to make sure your battery is always in prime condition. These fully automated units will maintain and condition nearly any battery, including AGM and Gel cells. The rugged, water resistant housing and overbuilt internals assure you of years of trouble free use, and best of all, they start at right around \$40. Check out these and all of Auto Meter's professional grade solutions at AUTOMETER.COM.

autometer.com



SP03 ©Auto Meter Products 2016

NECKSGEN
AHEAD IN NECK PROTECTION



SFI 38.1 CERTIFIED

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

855.NECKSGEN
WWW.NECKSGEN.COM

425motorsports.com
425.747.0777



For the DRIVER in all of us...

adidas sparco PAGRAC alpinestars BELL OMP and more!

NEW PRODUCTS

UNIBURR DE-BURRING TOOL

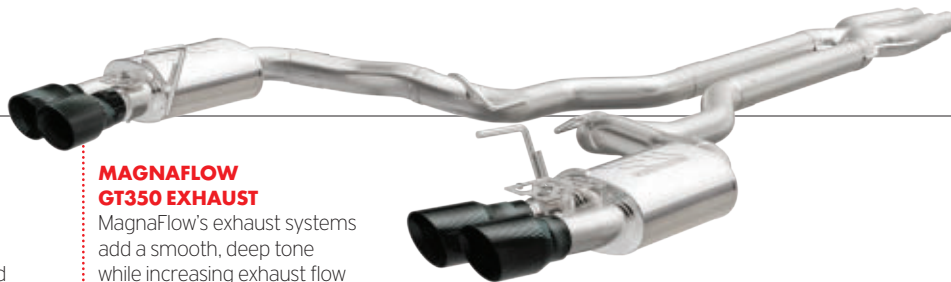
The Uniburr is a de-burring tool bit that quickly repairs damaged threads on the end of bolts, allowing fasteners to easily be removed and installed. The unique design allows the process to be done with the bolt installed, saving you time and money. Available for both mild and hardened steel bolts.

www.uniburr.com



MAGNAFLOW GT350 EXHAUST

MagnaFlow's exhaust systems add a smooth, deep tone while increasing exhaust flow and power to the 2016 Ford Shelby Mustang GT350. This stainless steel bolt-on kit has been engineered for maximum performance with results proven on the dyno, making up to an additional 15hp. Available with four-inch polished or carbon fiber tips. www.magnaflow.com



SONIC S10 TOOL SYSTEM

The S10 tool system from Sonic packages a 285-piece tool kit into a stylish and functional eight-drawer, wheeled toolbox with integrated worktop. Included in the package is a comprehensive collection of 3/8-inch and 1/2-inch sockets, along with an end wrench set, screwdrivers, hammer, chisel, pliers, and a file set.

www.sonictoolsusa.com



TOY BOX

ESSENTIAL
TOOLS,
ACCESSORIES,
AND GEAR
FOR RACERS



FORGELINE MT1

Forgeline Motorsports continues the evolution in mono-block wheel styling with the MT1. Featuring a 10-spoke mesh design, a deep concave profile, and unique, deeply cut diamonds machined into the base of each spoke around the center of the wheel, the MT1 is custom crafted to fit virtually any application, from performance and luxury cars to upscale exotics. www.forgeline.com

FUELAB PRESSURE REGULATOR

The new Fuelab 58502 Fuel Pressure Regulator for low-pressure fuel delivery systems combines advanced features and increased functionality to provide a precision instrument for fuel pressure regulation. This four-outlet port regulator is engineered to deliver extremely high flow rates, and a flattened curve for pressure stability, within a 2-4psi range.

www.fuelab.com



PURPLE ICE BY ROYAL PURPLE

Royal Purple introduces its reformulated cooling system optimizer and conditioner,

Purple Ice. The new formulation reduces engine coolant temperatures by as much as 25 degrees F and provides unmatched protection against harmful buildup and corrosion in the cooling systems of cars, trucks, motorcycles, and powersports equipment.

www.royalpurpleconsumer.com

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

LOOKING FOR MORE **TRACK TIME?**

EVENTS AT 23 TRACKS IN THE U.S.



JOIN US AT HOD AND ENJOY:

- Test & tune
- Quality seat time
- Skill development
- High fun factor
- Reward your crew and friends
- Shake off the rust!
- Cooperative drivers on track
- Low stress

**Hooked on
Driving**

FOR MORE INFORMATION OR ONLINE REG VISIT

WWW.HOOKEDONDRIVING.COM

OR CALL **888.999.0678** TODAY!

TOP QUALIFIER



Around the world or around the track, you won't find a higher quality line of bearings and rod ends with Aurora's proven 40 year track record.

PHOTO BY: J. R. SCHABOWSKI



Aurora Bearing Company
901 Aucutt Road
Montgomery IL. 60538



Complete library of cad drawings and 3D models available at:
www.aurorabearing.com

Ph: 630-859-2030

Finally - Affordable Racing Communications!

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

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

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

Shawn Sampson

SAME DAY SHIPPING...

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

Dealer Inquires Wanted



SRC Sampson Racing Communications

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



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

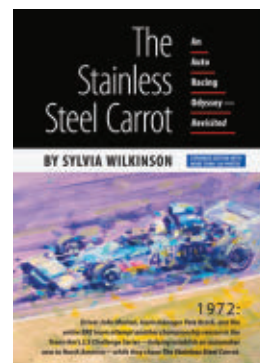
as it screamed past, with the glorious red, white, and blue BRE livery gleaming in the sun - and one of SCCA's greatest racers behind the wheel.

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. 🍷

twitter.com/sportscarmag

facebook.com/sportscarmag

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.



FR SPORT

WINNING IS EVERYTHING

At FRSPORT, we strive to give you the winning edge. Our vast selection of the best performance parts, partnered with our award winning customer service ensure you get the results you want.

OEM and Aftermarket Performance Parts & Accessories

FRSPORT D-Street WRX / 2015 National Champion / Max Hayter

**SCCA RACER
DISCOUNT**
CALL US FOR INFO

WWW.FRSPORT.COM AFTERMARKET PERFORMANCE PARTS AT THE BEST PRICES

SALES@FRSPORT.COM | TOLL FREE: 1-800-321-4747 | 18050 NEWHOPE ST. FOUNTAIN VALLEY, CA 92708

ENGINEERED TO OUTPERFORM

Performance Electronics
by **AEM**

WWW.FRSPORT.COM AFTERMARKET PERFORMANCE PARTS AT THE BEST PRICES

SALES@FRSPORT.COM | TOLL FREE: 1-800-321-4747 | 18050 NEWHOPE ST. FOUNTAIN VALLEY, CA 92708

FR SPORT



Great builds demand **SPARCO.**
Great builders rely on **MOTOVICITY.**



MOTOVICITY
DISTRIBUTION

888.SPEED.16
MOTOVICITY.COM

CALL YOUR ASE CERTIFIED MOTOREP FOR
WHOLESALE ONLY EXPERTISE ON SPARCO



ASK US ABOUT OUR
SPONSORSHIP
PROGRAM