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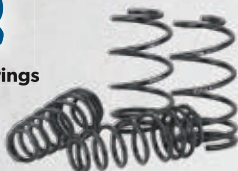
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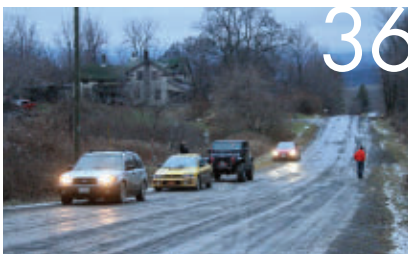
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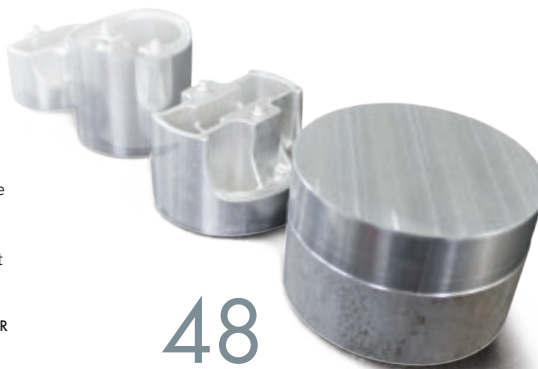
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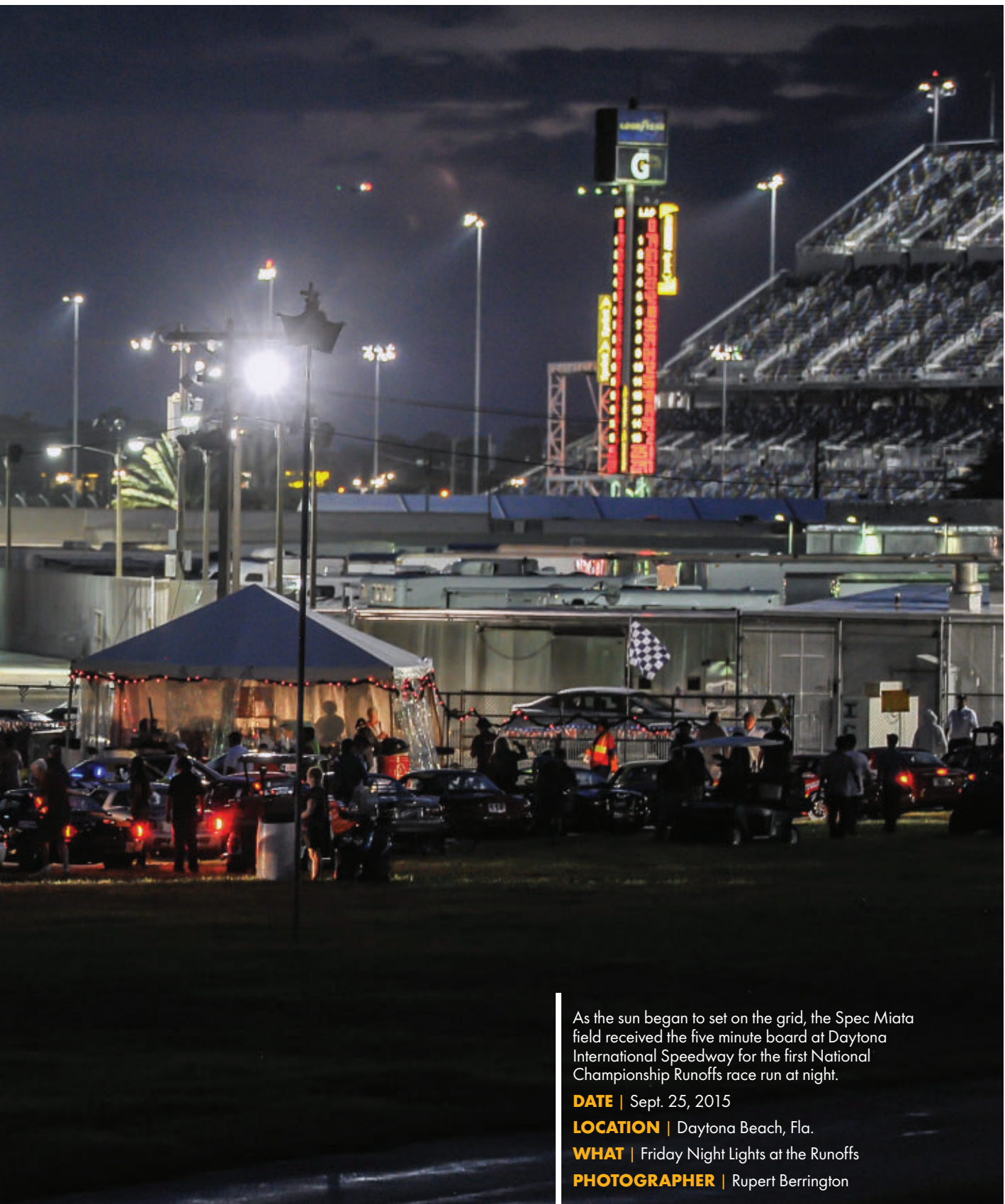
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SportsCar's editor gets the final say

COVER PHOTOGRAPHY Sean Rice





As the sun began to set on the grid, the Spec Miata field received the five minute board at Daytona International Speedway for the first National Championship Runoffs race run at night.

DATE | Sept. 25, 2015

LOCATION | Daytona Beach, Fla.

WHAT | Friday Night Lights at the Runoffs

PHOTOGRAPHER | Rupert Berrington

A number of SCCA alumni competed at this year's historic Rolex 24 race, with several taking top honors. Here, MX-5 Cup grad Kenton Koch leads the Prototype Challenge JDC/Miller Motorsports team to the win.

DATE | Jan. 30-31, 2016

LOCATION | Daytona Beach, Fla.

WHAT | Rolex 24 at Daytona

PHOTOGRAPHER | LAT / F. Peirce Williams



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SOLO PODCAST IS LIVE

For the latest in Solo happenings you can now tune in to the Solo podcast. Available on iTunes or at www.scca.com, the podcast will cover many aspects of the Tire Rack National Solo program throughout the season. A new podcast is expected every one to three weeks, so check back frequently.



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TRANS AM SPORTS NEW CLASSES

The Trans Am Race Company has announced the addition of new classes, while also making adjustments to and renaming the American Muscle and International classes. "We've seen a huge outpour of interest in production racing under the Trans Am banner," says John Claggett, President of The Trans Am Race Company. "Nearly every day we receive more and more inquiries from drivers looking to ply their trade in Trans Am."

The TA3 class will encompass cars previously included within the International

Group, with the exclusion of Porsches. This includes, but is not restricted to, Aston Martin GT4, BMW M3/E46/E36, Chevrolet Corvettes, and Dodge Vipers.

The new TA4 class will include the vehicles previously eligible for the TA3 American Muscle Group, taking in the age-old production battle between the Chevrolet Camaro, Ford Mustang, and Dodge Challenger.

The new TA5 class will accommodate the ever-increasing interest from the Porsche community. "We've had members of the

Porsche racing community interested in this change for quite some time," says Claggett. "Now that we've created the class, all of us are excited to see the potential of TA5 and its impact on Trans Am. Production racing, Porsches - they've both played a major role in helping create the Trans Am legacy from the glory days of Peter Gregg to today. Now we're taking steps to help solidify that legacy going forward."

While the addition of the TA4 and TA5 classes continues to expand the classes within the Trans Am structure, TARC is also



Jeff Loewie

MID-OHIO MAJORS DOUBLES UP

Scheduling conflicts forced the cancellation of the Aug. 13-14, 2016, U.S. Majors Tour at Pocono Raceway. In its stead, Northeast Conference racers will have the option to pick up the June 3-5 Northeast Conference event at Mid-Ohio Sports Car Course.

GROWING FAST
Trans Am is enjoying large fields and fierce racing, and in 2016, new classes join the fold.

Chris Clark



LAT / Michael Levitt



AROUND THE CLOCK
SCCA alum Scott Sharp visited victory lane at the Rolex 24.

SCCA drivers dominate Rolex 24

If you're an SCCA member and caught any part of the Rolex 24 at Daytona in late January, it's likely you heard several familiar SCCA names. For decades, fellow SCCA members have been part of the classic event - they can be found flagging on corners, working in the pits, and behind the wheel. Some of the drivers are past legends while others are current stars of SCCA, and they're all out there running wheel to wheel with everyone from IndyCar standouts to NASCAR regulars, to the best in endurance racing.

An impressive number of current and past Club members participated in the 2016 running - among them were Scott Pruett, Boris Said, Eric Curran, Tomi Drissi, Lawson Aschenbach, Dorsey Schroeder, Cooper MacNeil, Timothy Pappas, Andy Pilgrim, Patrick Long, Bill Auberlen, and Ryan Eversley. And, when the checkers flew, a number of SCCA alums stood on the podium, like Scott Sharp, whose Tequila Patron ESM Honda HPD Ligier Prototype took the overall win. In Prototype Challenge, MX-5 Cup grad Kenton Koch helped claim the win in the JDC-Miller Motorsports Oreca. ●

Philip Royce



THE USRRC WANTS YOU

The Road Rally Board (RRB) is soliciting proposals from Regions interested in organizing and hosting the 2016 and 2017 United States Road Rally Challenges (USRRC). In addition to proposals to host traditional USRRCs, the RRB is also interested in proposals differing from the current format - proposals that may even require some changes to the RoadRally Rules.

The goal is to increase the visibility and interest in RoadRallying, among automotive enthusiasts, and a fresh look at the USRRC is a step in the right direction.

Interested parties should contact the RoadRally Board via e-mail at rrb@scca.com. ●

taking steps to maintain the quality of racing throughout all classes.

"We've successfully secured separate races for the TA2 class at 11 of our 12 events on the 2016 calendar," says Claggett. "Over the course of 2015, TA2 proved itself capable of putting on its own show time and time again; by adding independent races for TA2, we open up more space on track for our other classes while increasing Trans Am's value for our partners and fans." ●

IN THE PALM OF YOUR HAND

SCCA first partnered with Race Monitor in 2013, incorporating an SCCA tab on Race Monitor's race timing app and naming Race Monitor as the official line timing app of SCCA Club Racing. That partnership continues to this day, offering SCCA members easy, instantaneous access to lap times and results as they happen.



Sean Rice

TRACK NIGHT RETURNS

At the SCCA National Convention, the official announcement was made that Track Night in America Driven by Tire Rack will return for 2016. The program, launched last year by the SCCA's Experiential Programs Department, was created as a non-competitive, no-stress, entertaining, easy, and inexpensive way for nearly any automotive enthusiast to get on a real racecourse in their own vehicle during weeknights.

The price in 2016 will again never be greater than \$150 per event, and no previous on-track experience or SCCA membership is required. Every driver gets three 20-minute sessions on course, as well as feedback from SCCA driver coaches on site. Admission is free for people who just

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want to stop by and watch the fun, and leisurely circuit parade laps are provided for all Track Night in America guests.

"The inaugural season of SCCA Track Night in America Driven by Tire Rack was very well received, and the feedback was overwhelmingly positive," SCCA's Director of Experiential Programs Heyward Wagner says. "At its heart, Track Night in America is a get-together where people can share their passion for cars. From rookies to track veterans, the SCCA loves being able to open up motorsport venues to everyday people and eliminate hurdles frequently encountered in getting out on real racecourses."

Check out www.tracknightinamerica.com for a complete event calendar. 📍



Courtesy Mazda Motorsports

Global MX-5 Cup Footwork

As the 2016 Battery Tender Mazda MX-5 Cup season nears its starting point, key pieces have clicked into place as Mazda announced the return of BFGoodrich Tires to the series, and the addition of RAYS wheels.

"After extensive testing and evaluations, from both an engineering and business perspective, Mazda is thrilled to announce BFGoodrich Tires, and RAYS as strategic partners for 2016," says John Doonan, Director of Motorsports, Mazda North American Operations. "With BFGoodrich, it's perfect continuity as the racers know and love the BFG tires from the current series. The RAYS wheel, which will be a Mazda exclusive, offers great performance and great looks - a requirement in the Mazda world."

The 2016 Battery Tender Mazda MX-5 Cup Presented by BFGoodrich Tires season kicks off during the Continental Monterey Grand Prix powered by Mazda weekend at Mazda Raceway on April 29-May 1. Additional information on the series can be found at www.MX-5Cup.com. 📍

RYAN TURECK
Photo by: Forest Wang



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Exhaust pioneers Borla Performance Industries has been named as the official exhaust of Pirelli World Challenge as the series enters its 27th year of competition. With a rich history of nearly 40 years, Borla has been committed to manufacturing world-class, American-made performance exhaust systems, making this an ideal pairing.



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THE CLUB BOARD

JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CIRCUS IS IN TOWN

It's that time again. Robo-calls from candidates left on your phone, endless political TV ads, and ceaseless chatter about the latest candidate transgression. Local, regional, and national - there is no escape. Yikes!

Well, here in SCCA-land, too. Several seats on the Club's National Board of Directors are up for election this fall, and candidates for those seats are getting active. For certain, there will be a new Director in Area 10 (the area I represent) as I exit the Board at the end of my last term. There are other areas that will have a choice of new candidates, and candidates up for reelection.

I urge you to *not* consider this a popularity contest. The question of who manages our Club is critical to its success, and that management starts with the SCCA Board of Directors. What makes a good Director? Even though we're a Club, we're also a business, and the Board is served by members with a solid foundation in finance; good interpersonal skills; ability to help

form and then execute a strategic vision; an understanding of all the Club's programs; and a willingness to listen, contribute, and work toward common goals. These are all things we look for in the people we work with everyday, and they're what we want for our Club leadership.

Just as at the Regional and Divisional levels, a leadership position on the National Board requires work. These aren't honorary positions, nor earned simply by longevity. Make your choice based not just on a single issue, but rather based on who can bring leadership to the Board, work with others, and deliver good governance.

At the Board level, we're making an investment to improve our own practices - the way we work with each other, the way we work with SCCA Staff in Topeka, Kan., and the way we work with our members, Regions and Divisions.

It's a bit of a culture change, but one that I hope will stick with future Boards in establishing that culture of good governance, and keeps the Club on a path that may vary and change (for the good), but doesn't careen wildly from ditch to ditch. We owe it to ourselves, to this Club, and to the motorsports we love.

Finally, congratulations to Amy Ruman on earning the 2015 Trans Am championship and being honored on this issue's cover. And equal congrats to the whole Ruman family. I've raced with Amy and sister Niki, was talked out of "door cars" and into SRF by Niki's husband Dave Skinner, felt the hospitality of mom Barbara, and sought the counsel of dad Bob in his role as SCCA Pro Racing Board member. They are a true SCCA family, and they're part of the reason we all call the SCCA home. ☺

Money for nothin'

As your favorite SCCA discipline kicks off its 2016 season, all competitors should remember to visit www.scca.com and sign up for the various contingency offerings. From Club Racing to National Solo to RallyCross, many great manufacturers and vendors have offered generous awards for events throughout the season. Registration must be completed before you participate in an eligible event, and be sure to read up on program requirements.



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CHALLENGING FORMULA

The F600 Challenge is set for its return in 2016 with a nine-race schedule, which includes a number of doubleheader race weekends, and concludes with the American Road Race of Champions. For more information, including contingency offerings, visit www.theformula600challenge.com.



Clark Morris



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

LIFESTYLE

Do you remember the ah-ha moment when you decided this: Solo, Club Racing, RoadRally, RallyCross was special and something you wanted to be part of? That is the moment it became a part of your lifestyle.

I'm betting you remember the moment and the people who helped make it happen for you. Most people love to tell their SCCA story because the Club has become a part of who they are. Just ask around, "How did you get started in the SCCA?" There are some great stories out there, and the answers are as varied as our membership.

I remember. It was something that was beyond any experience I'd ever had: in 1972, at the Lake Garnett Grand Prix, one of the premier races in the United States. The track was designed around a city park and, because of that, the features that were intrinsically a part of the park made it one of the most dangerous places to race in the country. It drew drivers from both coasts with renowned names such as Hall, Yenka, and Shelby to Kansas for the challenge of a true road course.

As a young woman, the dangerous element wasn't the reason I stopped as I walked through the gate and exclaimed out loud, "This is what I want to do for the rest of my life." From the distance of time, I can't really tell you exactly what it

was that grabbed me. But surely it had something to do with the exotic racecars, the excitement, sound, and action of race day. It also had to do with the out-of-the-ordinary feeling of being a part of something not experienced by most people. Just as surely, it was (and continues to be) these peak life experiences that happen because of the nature of what we do that made me take the bait.

When I was asked to be a part of the day by working in Timing and Scoring, it was paramount to setting the hook. To have the responsibility for helping make this fantastic race happen was beyond anything I'd ever been asked to step up

"It was...these peak life experiences that happen because of the nature of what we do"

to. Again, with the distance of time and experience, sitting in T&S doesn't seem like much of a commitment, but for a 14-year-old who had never had any involvement in the sport or been trusted to

contribute in any significant way, it was akin to handing over the keys to the Ferrari.

I took the keys - or more literally, took advantage of the opportunities the SCCA made available to me - proudly becoming a member at the earliest opportunity (age 16 in those days), and sporting three Chief of Specialty licenses that year let my fellow club members know there was a commitment from me that wasn't going away. The SCCA became my lifestyle.

As our new participants explore the great offerings we have in both the recreation and competition areas, why don't you see if you can be the one who makes their SCCA experience come alive - become a part of their lifestyle? How cool would it be if your name were a part of the story as one of those people who made a positive "We have fun with cars" difference for our next generation?

We are having fun with it, so let's make sure to pass it along. That is the Club I want to belong to! 📍

MOVING UP

Joey Jordan is making the jump to Touring Car for 2016.



Jay Bonvillian

Back at it in WORLD CHALLENGE

Hale Motorsports has picked up two new drivers for the 2016 Pirelli World Challenge season. Longtime competitor and team owner Randy Hale will be joined by Joey Jordan in the Touring Car class, as the duo pilots a pair of Mazda MX-5s.

Jordan burst onto the scene at the tail end of the 2015 season, all but dominating the Touring Car B-Spec class. "When I saw Joey dominate the TCB class the last two weekends of 2015, I knew he needed a chance to move up, and I'm very happy to give Joey that opportunity," says Hale.

With Jordan moving up, the seat in the TCB Mazda2 he drove will now go to 15-year-old karting champion Henry Morse. New to both the team and the series, Morse has an extensive resume of karting championships and race wins. "My dad and I went to Mazda Raceway Laguna Seca for the [2015] season-ending race for both the Mazda Road to Indy and the Pirelli World Challenge," says Morse. "When I saw the Touring Cars race, I knew I wanted to be in one of those cars. I'm so excited to drive the car that won all three races at Mazda Raceway!"

For Shea Racing, 2016 marks the seventh year competing in World Challenge, and the team starts the year with a renewed vigor and fresh cars as Shea Racing campaigns a pair of Honda Accord V6s. Shea Holbrook, six-time World Challenge winner, climbs back into a Touring Car seat joined by the 2015 Trans Am TA3 Rookie of the Year Jason Fichter. 📍

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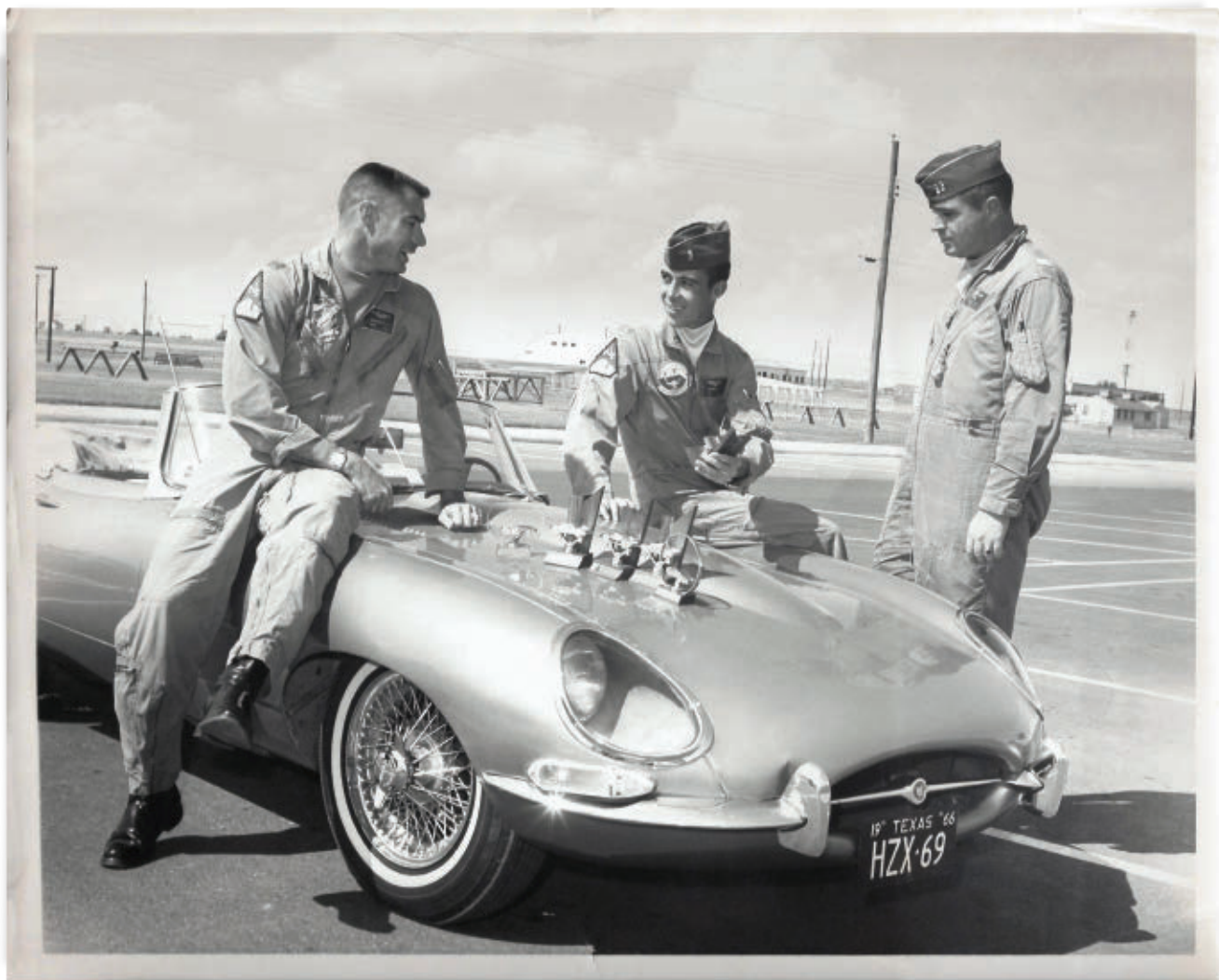
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WILLIAM B. SECREST
RIVER CITIES REGION

"My first SCCA rally was in 1961 in my new 1962 MGA with Central Kentucky Region. My driver, Richard Foster, whom I had just met, was a freshman having recently returned from an army stint in Germany. He raced Alfa Romeo's there. I was a junior at that time.

I graduated and went to USAF pilot training at Laredo Air Force Base in Texas, and put on rallies there. I participated in SCCA rallies in Corpus Christi and Austin. Dick and I got together again in 1974 in southeastern Pennsylvania. We ran one of Dave Teeters' RoadRallies and couldn't find the finish restaurant. Rally rules had changed and we were clueless about trap rallies. I do not participate in trap rallies.

SCCA sponsored the first Great American Race, a 14- or 15-day rally across the USA. I participated in 22 of them (won one), plus their local spinoffs. Through the years, I have also been rallymaster for local SCCA rallies and internationally (Rally of the Tsars, Berlin to Moscow and back).

Through rally, I have competed all over the world. Twice I rallied from Seattle to the frozen Arctic Ocean, and have rallied on all of the major deserts and on all continents (except Antarctica). I have been to three of the lowest points on the Earth and to the two highest navigable

lakes (we ferried across Lake Titicaca during the Inca Trail Rally, running the 15,000-mile, 55-day rally in my 1949 Ford convertible).

If Guinness had a record for most competitive miles, I'm sure I would hold it as I have rallied over 20,000 miles in 12 months on three separate occasions. One of these events was the Around the World in 80 Days Motor Challenge, where my daughter was my driver. We drove around the world in a 1935 Chrysler Airflow that had already run 13 Great American Races.

European rallies are different than our SCCA rallies, but the principal is the same: low score wins. I shipped a 1954 Studebaker Lark to England to run rallies over there. Their Rally of the Tests is very unique, as they combine rally with our Solo events. We visited 10 malts as part of the Scottish Malts Rally and came home with 10 bottles of scotch. Unfortunately, they were only about three inches high.

I have been on some historic SCCA rallies as well, such as the 50th anniversary of the Press on Regardless Rally in Michigan.

In short, SCCA has had a great impact on my life."

IMAGE Courtesy William B. Secrest

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POBST POSITION

UNDERSTEER
IS YOUR
friend

Philip Tucker

I hate to bring this up, but think about your last crash. Could you see it? Yes, I'm serious. If you could, you were most likely understeering. When you're backwards, you don't get to see the impact. That would be oversteer.

Understeer is your friend, because it's far easier to control. It's like Dad - a gentle guiding hand, who won't spank you unless you really deserve it, and hopefully teach you a lesson. Understeer is when the front tires are sliding more than the rear. Racers often refer to it as a push. Especially down here in the South. Sorry if I'm talking down to you, dear readers, but let's define for those with Xs on the rear of their racecars (the "Rookie Warning Mark of Danger").

Historically, manufacturers deliberately tune their cars to understeer. Why? Because it creates stability. Stability saves on legal bills later. George and Martha stay on the road when swerving violently around the errant toddler on his big wheel, since they probably have never driven in Solo, and don't know how to handle simple offset gates. But, for us in the racing world, what is the benefit of that? After all, we drive *flat-out*, do we not? Out on the ragged edge.

Confidence, that's the payoff. It is invaluable to the driver. The outstanding benefit of understeer. Confidence comes from knowing what to expect. From being able to control what's next. A little understeer keeps the tail in line when going deep, deep, deep into the brake zone to take the lead. A little understeer makes it much easier to keep the car on the absolute limit of traction and fill the friction circle as you blend straight hard braking into 1.5g cornering.

Think about it. Where is the weight when you are braking? All forward. How's the rear? Light. *Very* light. Does this sound stable to you? It's not. If your car is a little tail happy, this will only get worse. A little understeer gives the driver something to lean on - a safe landing zone for the dive bomb.

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



John W. Wilmeth

UNDER/OVER

Managing the weight balance on rear-drive cars can be tricky.

It's the middle of the corner where understeer can be a frustration. Understeer demands patience. An impetuous early application of power moves that braking weight back to the rear. The front gets light and loses grip. Part-throttle exaggerates any tendency to understeer. Early throttle is why many amateur track cars I drive end up with too much oversteer. See what I mean here? Regular Joe often finishes braking early, and next, naturally, goes to the power early, taking load off the front early, creating understeer. So, Regular Joe stiffens the rear swaybar to eliminate that mid-corner understeer. If a chassis is set up to be perfectly balanced with early acceleration - a very common mistake - it will likely be too loose everywhere else. I'll tell you, I've rocked several people's worlds by just stiffening the front swaybar. Always consider: is the handling trait you hate, the car or is it *you*?

Exiting a turn flat-out, in a rear or good four-wheel drive, should evidence very little understeer. All the power is twisting the back tires, adding slip angle. Driving off a corner in a sweet, small power drift is one of the most rewarding moments in motorsports, made possible by a stable platform with a one to two understeer, on a scale of 10.

So, understeer is a good thing for the vast majority of drivers, on and off track. But some drivers are so good at counter steering that this is not a factor. I blame karting. Karts are fastest driven in a constant state of oversteer. Or just the drifting gene. If you must share a car with one of these aliens, get your skid pad training in first.

An ideal setup will have enough understeer for the confidence-inspiring stability that every driver needs to go really fast. Having a car under you, the Indy racers used to say. Too much understeer will make you feel frustrated. Sense your mood, it tells you how your car is handling. When you find yourself waiting on the front end, waiting for the car to point at the apex,

waiting to floor the gas pedal, pushing wide, pushing wide, missing your apex, it's frustrating.

So, how do you compensate for that push? Pull those levers to adjust your swaybars, stiffer front, softer rear. There have been Porsches I've driven where I start full one way - soft front, hard rear - then by the end of the stint, the bars are fully the opposite - hard front, soft rear - as fuel load lightens nose and rear tire wear. That's life in older 911s.

But most racers do not have this luxury - it's even illegal in many series - and it's pointless pitting to change your bars in an SCCA Club race. So, compensate with your driving. Turn a little earlier. You have to, because you know the car does not turn

well, so it takes more time. And trail brake. Understeer equals trail brake. The front tires are begging for more load. Brake very lightly as you turn in, for a long time, until you know you will make the apex. This is a great speed secret.

Further, be patient on the throttle, because what does it do to your weight? Sends it rearward.

Wait, wait, wait on power in an understeering car. Turn early, but apex late, so you can straighten the wheel when you finally add power, and take advantage of a benefit of understeer; power down traction. Exit speed is king, not apex speed.

Plan B? Gas it early and drive with the throttle, North Georgia Redneck style (by the way, four-time Pirelli World Challenge GT Champ Johnny O'Connell and I live only a mile apart outside Atlanta). Power oversteer is loads of fun, and I truly wish it was the fastest way. It *is* the hot tip on dirt: let's SCCA RallyCross! But it's really hard on rear tires on pavement. Too bad. A little bit is fine, but a lot will ruin your on-track life.

Understeer. Maybe not the most entertaining, but if you want to win, recognize that a little of it is your friend, and get by with a little help from your friend. 📍

"Exiting a turn flat-out...should evidence very little understeer"
RANDY POBST

KEEP YOUR EYES IN

When you hit the wall, your eyes should still be on the apex. When you're getting into a corner too fast, locking brakes, missing your turn-in, running wide, keep your eyes on the apex. Keep your eyes *in* to the corner. Do not let fear draw your eyes out. Look in the right place, and your hands and feet will get the info to do the right thing, and maybe, just maybe, you'll save it.

HISTORY IN THE MAKING

Amy Ruman reveals what it took to become the 2015 Trans Am Champion, breaking records along the way

WORDS Jeff Zurschmeide | IMAGES Sean Rice

You hear stories about champions who arrive at a racing series, dominate their rookie year with ease, win a championship, and repeat the performance in the next series they move to. Amy Ruman is not that kind of driver, and this is a very different story. But it's because of her mindset that hers is a story of inspiration, which ultimately led to her becoming Trans Am's 2015 series champion.

Like many current SCCA members, Amy grew up in a racing family before she found her way into the driver's seat. "Racing's been in my blood since I was a little girl," she explains when we caught up with her during an off-season break in Venice, Calif. "I grew up going to the tracks with my parents and being around Corvettes. My dad had always autocrossed Corvettes, and he got my mom involved. They also ran high-speed events at Nelson Ledges, Mid-Ohio, and other tracks. They'd run some hot laps against the clock - to get the best time you could in one lap. My sister and I would go to those events with them."



OUT AND ABOUT

In the off season, Amy Ruman took a trip to Venice, Calif., where we convinced her to wear her new race suit for a stroll down the boardwalk. She drew quite a crowd.



Eventually, the family found its way into SCCA Club Racing. "My dad got into GT1, and he ran an old IMSA Kelly American car. Then, in 1995, he bought our first Trans Am car and he ran his first Trans Am race in 1996. He was hooked! He finished 10th in the St. Petersburg Grand Prix. There was a field of 35 to 40 cars at the time, and finishing 10th was a big deal for us as a privateer team."

By the time their father entered Trans Am, Amy and her sister Niki were doing far more than just supporting him. Both were learning their race craft in SCCA Club Racing. "I was racing in ITA starting in 1995, then I started running Spec Racer Fords in 1997 and I ran those for quite some time," Amy explains. "My sister and I had also participated in Pro Spec Racer. That pro series ran in conjunction with the Trans Am schedule, so we would run at some of the street races. I ran a bunch of Nationals and some pro races. Then I moved into the IMSA Women's Global GT Series in 1999."

It was just a matter of time before Amy took a turn in the family's top car. "I ran my

"I tried to learn as much as I possibly could from the people I've been around"

AMY RUMAN

first GT1 race in 2001, driving my dad's car. After that, I was hooked. He was running Trans Am at the time, and sometimes I'd run GT1 in between events."

Amy's graduation to Trans Am came 10 years ago, during a period of transition for the family team. "I ran my first Trans Am race in 2006 at the Cleveland Grand Prix. My dad was fighting kidney cancer at the time, so he had to step out of the car for a year or so. He made it back into the car and ran a few more after that, but by then he was focused on supporting me. We ran a lot of Nationals at that point, and Trans Am as well."

From the earliest days of Ruman Racing, the team has always preferred Corvettes. Amy's car is a Rocketsports Racing tube-frame chassis bodied as a C6 Corvette, powered by a 358ci engine. "It's got about

810-815hp," Amy says. "It's really fast and aerodynamic, but it's a handful to drive sometimes. It's a good time - there's just nothing like it."

Amy started her Trans Am career in 2006, and took several years to work her way to the top of the podium.

"I clawed my way to the front," Amy says proudly, "and I ran with really good people. I tried to learn as much as I possibly could from the people I've been around. Time in the car is really crucial to improving your skills. Just like in any sport, practice makes perfect. I think I've been getting a little bit better each year."

Even after 10 years in the series, Amy maintains a learner's perspective on racing. "If a guy is faster than me and I try to keep him behind me the whole time, I'm not going to learn anything from that," she explains. "So, if he gets by me, then I would just try to learn from him. That's how I got better - being around better drivers and getting a lot of time in the car."

Amy's work inside the car was paralleled by the team's hard work in the paddock. "It's just

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“Breaking through and getting that first Trans Am win was a big deal for us”

AMY RUMAN



hard work and perseverance, and we brought it home. We're still an independent team, not a factory team - so we run all aspects of the team ourselves. I have a great longtime sponsor in McNichols Company. They've backed me and my dad, and they believe in us," she says.

Amy won her first Trans Am race at the Road Atlanta Petit Le Mans weekend in 2011, making her initial mark in the history books as the first woman to win a Trans Am race in the 45 years of the series.

"I'd been on the podium many times and ran in the top five," Amy relates. "Breaking through and getting that first Trans Am win was a big deal for us. I was excited because it happened in my dad's old car."

But winning the first race was only the beginning. "After that win, backing it up was really important," she says. "That year, I placed third in the championship. In the 2012 season, I was the recipient of the Rising Star award from the American Auto Racing Writers & Broadcasters Association, and I finished second in the point standings, but it was neck and neck.

"Then, in 2013, it was kind of a difficult year - we had a lot of bad circumstances and mechanical failures," she recalls. "We were still sorting out a newer car at that point. But, in 2014, I had some wins again, and we were really tight on the championship. I finished out the season at Daytona with a win. That was another mark in history, because I was the first woman to win a professional automobile race at Daytona as a solo driver."

Winning the season finale gave Amy the momentum she needed to hit 2015 at a dead run. "We went into 2015 and the ball just started rolling," she says. "We were winning and winning and winning. We had a couple hiccups, but we kept our nose down and won eight out of 12 races."



That kind of record sounds like no one could touch her, but Amy insists that the competition always kept her on her toes. "It wasn't like I was always out front just cruising along. Those races were hard-fought - even at the Sebring opener I had guys breathing down my neck and we were all running close."

Reflecting, Amy views her success as a family achievement. "It was an excellent season for my team. They gave me a great car and worked really hard on not having any mechanical failures. My dad was on point with setup and data acquisition. It really all came together. Different pieces had come together in prior years, but, in 2015, it all came together to complete the deal."

By the time Amy Ruman claimed the Trans Am championship, the series was celebrating 49 years of racing. As the first woman to claim the title, Amy is cognizant of yet another historic moment. "Obviously, no matter what, I'm representing women. It's an honor to inspire women and girls, that you can be successful in anything you set your mind to - that's what my parents always taught my sister and me," she says. "But to me, I'm just

"It's an honor to inspire women and girls, that you can be successful in anything"
AMY RUMAN



Chris Clark

FLYING HIGH

Amy Ruman's Trans Am Corvette is expertly maintained by her team of family and friends. The result? The 2015 championship title.

Amy Ruman, a normal person and a racecar driver. The beauty of racing is that anybody can compete. It's up to you, your car, and your team to make it happen. We're all on an even playing field when the green flag flies. I think if you prove yourself, and you work hard and put the effort in, you will be respected."

By the time you read this story, the 2016 Trans Am season will be under way, and Amy plans to be right there to compete again. "Our current plans are to defend the title in Trans Am. We've got the car completely disassembled. We're going through everything with a fine-tooth comb and trying to make some improvements. I took a little break, but now I'm back at it, trying to find some more sponsorship. I've been working out to get fit and ready to go for the season. We'll be back in action with the same car!"

And when she says "we," Amy means it. "It's always been a family sport for me," she concludes. "The support from my team and my family has made it possible for me. Being surrounded by my family and friends who love me, makes it a lot easier. Hopefully, we'll make it back-to-back championships." 🍷

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MISSION SCCA

The SCCA National Convention returns in 2016 with new vision, as the Club expands its desire to drive motorsport

WORDS *SportsCar* staff | IMAGES Philip Royle

This year saw a different kind of SCCA National Convention. For the last two years, SCCA's convention has been held in Charlotte, N.C., alongside the MSX Expo - the events running lockstep in the hopes of attracting SCCA event organizers and competitors alike. This was, by everyone's admission, an experiment - and sometimes experiments come to an end. So, on Jan. 21-23, 2016, the National Convention returned to Las Vegas, Nev. - where it had previously completed a five-year term from 2009-'13 - picking up where it left off: educating event officials and volunteers on maximizing events for the betterment of their Regions and the Club as a whole. Did it succeed? Oh, yeah.



INTERACT
(MAIN) SCCA Pro Racing's new president, Derrick Walker, addressed the membership at the Annual Meeting. (BELOW, LEFT TO RIGHT) Texas Region's Chris Robbins hosted another inspirational session. Chris De Minco took advantage of the Club Racing Board town hall. Members got on board with creative activities during one of the convention's many sessions.



Last year, the convention's theme was "2020," offering a real-world vision of what the Club will look like in the not too distant future. That year, the then newly created Experiential Programs Department unveiled a handful of programs that hoped to etch a new future for the Club. Two of those programs, Track Night in America Driven by Tire Rack and the Club Racing Experience (CRE), were both introduced, with Bracket

Enduro heavily teased. This year, after a successful season of Track Night (which returns for 2016 with fervor) and a smattering of CREs and Bracket Enduros in the books, the Experiential Programs Department returned with another new concept: Targa. Targa is a multi-day event spanning multiple locations and a variety of SCCA events, from Solo to Time Trials to RoadRally to whatever else can be jammed

into the time allotted at locations spread no more than five hours apart. While this concept was brand new, the first event is planned for early August on the East Coast.

Ultimately, the success of these experiential programs led to a sea change for the National Convention. The convention organization was placed in the hands of the Experiential Programs Department for 2016, with the department's director, Heyward

CONVENTION'S LITTLE KNOWN SECRET

By and large, SCCA's National Convention is aimed at dealing with issues faced by the Club's volunteers who organize the SCCA's 2,000 annual motorsports events. However, if you're an SCCA competitor with a question for those responsible for making and adjusting rules, this convention is also the place to be.

A prime example was at this year's Club Racing Board's town hall. The meeting was packed with members, to the point that the session came to a conclusion with questions remaining.

While that might sound bad, the reality is, wandering the halls of the SCCA National Convention enables club members to meet those same rule makers and have one-on-one discussions without limits on time.

While competition rules are not going to get changed at the convention (formal requests need to go through www.crbsscca.com), officials and volunteers at the convention are able to offer insight regarding your questions that's hard to find anywhere else.

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RALLYCROSS
Dirty Cup: Bob Ricker
RallyCross Division Achievement
Award: Northern Pacific Division

ROADRALLY
Regional Achievement:
Milwaukee Region



OUR MISSION

SCCA's Director of Experiential Programs Heyward Wagner kicked off the convention with an event preview.

Wagner, holding many of the reins. Based on reactions, the decision was a winner.

Last year's National Convention theme was 2020; this year's was: Mission SCCA. "The mission," as SCCA President and CEO Lisa Noble noted in her introductory letter to convention attendees, "is how the Sports Car Club of America and its members can take their abilities and turn them into making our Club *the* organization that can build the future of motorsports." Included in this mission is the involvement of the SCCA with a relatively new program, GreenpowerUSA, which is aimed at inspiring students from elementary to high school into engineering fields of study.

The convention sessions were packed tight with details on getting the job done. From "Planning the Majors Success" to "Site Management" and "Conflict and Dispute Management," there was a lot of organizational meat to dig into. At the same time, creativity was the name of the game in many of the sessions. The "Regional Racing Program Development" session was primarily about seeing past the nuts and bolts of a race weekend to discover what else could be done to build a successful Regional Club Racing program - CREs and Bracket Enduros popped up in conversation here, as well.

Compared to recent years, attendance at the National Convention was slightly down, with just shy of 350 members making the journey to the convention's headquarters at the South Point Hotel, Casino & Spa. That said, the number was on par with expectations. Wagner noted that the goal for this year's convention was to lay the groundwork for future conventions, delivering the exact organizational content the members want and the convention needs. Based on the overwhelmingly positive reaction from attendees, this year was a massive step in the right direction.

Next year's convention dates have already been set for Jan. 19-22, 2017, once again at the South Point Hotel in Las Vegas. Keep an eye on scca.com and the news section of *SportsCar* for more information. 📍



OUR FUTURE
GreenpowerUSA hosted a session about introducing the next generation to science and engineering through racing.

HALL OF FAME



Jan, son of the late Hubert Brundage, was on hand to accept the award.

HUBERT BRUNDAGE

Hubert Brundage is credited with the creation of Club Racing's Formula Vee race class and the famous Brumos Racing brand. FV came to be as a distant result of a 12th-place finish in the 1952 12-hour endurance race at Sebring International Raceway. Hubert envisioned a single-seat, open-wheeled racecar using a standard VW engine, transmission, brakes, wheels, and suspension that would allow a low-cost entry into the world of formula car racing. By 1964, the Formula Vee class was recognized by the SCCA and, a year later, there would be more than 1,500 cars in competition around the world.



ROGER PENSKE

Before becoming one of the most successful businessmen and team owners anywhere in motorsports, Roger Penske started his racing career as a driver. Between 1960 and 1965, Penske claimed three SCCA National Championships – before the Runoffs era – and three President's Cup awards. He also earned accolades outside the Club after being named the *Sports Illustrated* Driver of the Year. After leaving the driver's seat in 1965, Penske's focus rested on his business interests and his startup racing team. The team consisting of Penske and fellow SCCA Hall of Famer Mark Donohue would go on to win in SCCA Trans Am and Can-Am, and the Indianapolis 500. That history included a foray into Formula 1. The team has captured championships in IndyCar and sports cars, stood in Victory Lane at the Daytona 500, won in Formula 1, and remains regular contenders for championships to this day.



Alec Ulmann's son, Alec, accepted the award on behalf of his late father.

ALEC ULMANN

Alec Ulmann was a Russian immigrant whose family was forced out of the country following the Bolshevik revolution. After graduating from the Massachusetts Institute of Technology in 1928 with a Master's in Aeronautical Engineering, Ulmann held several technical positions with firms like Goodyear, Dewy Almy Chemical and Aviquipo. He later went on to start his own company. In June of 1944, four months after the official formation of the SCCA, Ulmann joined. He went on to win the SCCA's first road race in 1947 and was the first chairman of the SCCA Activities Board.

Ulmann also won the first Tom McKean award and served as chief steward for initial events at Watkins Glen, Bridgehampton, Floyd Bennett, and Westhampton. Ulmann was also responsible for bringing endurance sports car racing to Sebring, Florida, the first post-WWII international race in the United States.



BOB HENDERSON

Bob Henderson is a longtime Club Racing driver, Steward, and Club leader. He also created the Showroom Stock category of Club Racing during 1972. The class, and its derivations running today, became the starting place for many racers in that day. Though hard to imagine today, the idea of a "stock" racing class was controversial in the beginning, but has since proven to be a launching pad for many professional racing careers.



RANDY POBST

Pobst is often revered as the ultimate example of what's possible within the SCCA. Starting as an autocrosser during his college days, Pobst honed his skills and took home six National Solo titles during the 1980s. Pobst moved to SCCA Club Racing, capturing two SCCA Runoffs titles. After moving to the professional ranks, Pobst has scored four SCCA Pro Racing-sanctioned Pirelli World Challenge championships and won more than 90 pro races. While Pobst is still an active driver, he has spent the last handful of years developing into a respected automotive journalist. His behind-the-wheel feel, and ability to communicate those sensations, speak to both the auto enthusiast and novice.

TAKE THE CHALLENGE

TSD winter rallies, the most accessible, most challenging automotive competition you aren't doing | WORDS Gretchen Kriesen



ROUGH ROAD

An SCCA TSD winter rally is far from easy, so coming prepared with the right car and equipment (RIGHT) is essential.

Stef Schrader



It's dusk in Ithaca, N.Y., and Mary Ellen Finkle (not her real name) drives down her long, gravel driveway. As she reaches the dirt road, she's surprised to see a line of purring cars on the side of the road. They sit there, inert. A car suddenly sets off and disappears into the distant dust. The line inches forward. Another car (clearly late) comes sprinting past the line and carries on. Minute by minute, one by one, each resting car springs to life and growls into the distance.

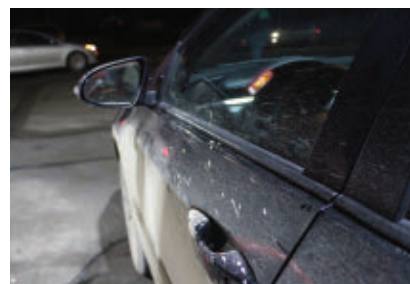
Had Mary counted, she would have found there are 31 cars lined up that Saturday night. The cars, arranged from great to green, getting ready to engage in the first event in the Finger Lakes Winter Rally Series. This series has its local legends (Smith/Hobron, Haltiner/McCann, and Thomas/Kastenhuber), but folks come from all over the eastern seaboard to compete. On this night, the competitors included John Buffum (each time he walked by, competitor Tony Zanni announced, "There goes rally legend, John Buffum!") and Marc Goldfarb (who literally wrote the book on co-driving - his curriculum is even taught at Team O'Neill). Buffum and Goldfarb generate more than one heated discussion about who is more important to rally success: driver or co-driver.

©StockPhoto.com / lakovkalinin



Stef Schrader

IN LINE
At a damp checkpoint during Finger Lakes Region's winter rally, a line of competitors prepare for what's next.



Stef Schrader

Back to Mary Ellen Finkle. She gets out of her car and stares, bewildered at the line. She mouths, "What are you doing here?"

It's a good question. Why are they there? Why go to Western New York in the middle of winter to drive on dirt roads of variable quality in unpredictable snow, sleet, rain, fog, mud, slush, ice, or dirt - and on a good night, all eight - for six to seven hours, on open roads with local traffic? And, do it at night?

They are there to see if they can meet the challenge - and it is challenging. TSD rally teams need to get from this point to that point at a specific time by averaging a specific speed. Teams are penalized one point for each one hundredth of a minute they are off the official time. This is not a speed contest; it's an endurance competition focused on precision. Therein lies some of the difficulty: competitive drivers love going fast. Slowing down for no reason other than time is counter-intuitive. Great TSD rally drivers learn to balance the yen to push the car to the absolute limit with the yen to win, which means driving an often highly technical route precisely.

But don't confuse *precise* with *slow*. Forty-five miles per hour sounds a little slow

for some competitive drivers, but 45mph in sleet, going downhill on a dark, rutted, dirt road that switchbacks three times in a quarter mile can be thrillingly fast for anyone.

Like all rally competitions, TSD rallies are team events: driver and navigator. Some navigators truly are co-drivers, able to understand the driver, the car, the terrain, and the coming instructions well enough to be able to tell the driver when to speed up and slow down - but helpless to make the driver listen. As the story goes, one navigator remembered a driver telling him, "Yes, I know you told me to slow down so we would be on time; I just couldn't bring myself to do it."

TSD rallying is one of the easiest automotive competitions to get into. The Finger Lakes series hosts a novice school at each event to provide newcomers with tips, tricks, and extra help to make their night fun and successful. Novices have a class of their own and competitors can choose one of three speeds: 36mph, 40mph, or 45mph. It is also a relatively inexpensive sport. Most of the cars are daily drivers and not much equipment is required (for night rallies, you need a tow rope and 90 minutes of flares or a DOT triangle).

But as easy as it is to get started, TSD rallies are incredibly hard to master, especially endurance rallies. Fatigue is an issue; carsickness is an issue; consistency is an issue. It's easy to miss a turn or make a calculation error - and a flat tire will make it a very long night.

The TSD rally community is tight - in fact, all types of rallies make for tight communities. After each event, competitors gather at a restaurant where notes are compared, adventures recounted, tactics critiqued, accuracy discussed, turns cursed, rally masters praised, scores disputed, beers consumed, and awards given. Any given table is a mish-mash of veterans and novices, laughter and frustration, and a unifying sentiment that, above all else, the night was really, truly fun.

Finding out more about the Finger Lakes Winter Rally Series requires little more than a web search, or head to www.scca.com and click the RoadRally link under the "Programs" tab. Either way, get out there and try a TSD or another type of RoadRally, and get involved in one of SCCA's most challenging automotive competitions. 📍



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MASTERING >>>



The best of the best reveal how they approach a Solo course

WORDS Chris Berg | MAIN IMAGES Perry Bennett

Precision and patience are skills every autocrosser must have. It's a sixth sense, knowing exactly where the footprint of your car is while pushing the limits around a cone-lined course, rarely disturbing an orange marker. Here, one inch separates the winner from the rest. But unlike almost all other forms of motorsport, Solo only allows course walks prior to competition, meaning the first time drivers see the course at speed is during timed competition runs. So, for top competitors in the sport, the course walks have become the most important part of the entire competition.

"When I do my course walks, I spend the most time looking for the exit to each element," says 2015 Driver of Eminence and Solo National Champion Brian Peters. "I typically try to use the last two cones on the outside of a corner to help me establish the proper line through the exit of each turn. One of the other techniques I utilize is developing a mental movie of what the course will look like as I drive. This technique gives me the opportunity to develop clear objectives each time I take to the course."





Perry Bennett

STEP ONE

Optimizing your time walking the Solo course is key to winning.

Tom O’Gorman, a past Tire Rack Solo National Champion and driver in Pirelli World Challenge, has a similar technique to Peters, but puts a premium on being smooth. “When I am making my course walks, I focus the most on the exit of each corner,” O’Gorman says. “In the end, my goal is to try to tie each element together in a way that will allow me to get through that part of the course as smoothly as possible. I feel like it matters less about how quickly you can enter a corner, than how fast you can get back on the gas moving forward.”

Rachel Kerswill, a two-time Solo National Champion and development driver of the 2016 Mazda MX-5 autocross package, says that Solo racing is all about adapting to a new course in a short amount of time. With that in mind, planning is huge. “I always want to keep myself thinking two turns ahead,” Kerswill explains. “So, when I’m doing my first course walk, I’m just trying to get a general idea of what’s out there. I want to see if there are

any tricky spots or any areas where I could really gain some speed. When I go through the rest of my course walks I want to keep thinking about how I want to set up for the next two turns ahead. The best results seem to come when I know the course like the back of my hand.”

“When I’m doing my first course walk, I’m just trying to get a general idea”
RACHEL KERSWILL

With course walks complete, many drivers approach their first run in different ways. Even the drivers who find themselves at the top of the sport, attack the challenge from different angles. “When I actually make my first run, my goal is to put down a solid, mistake-free lap,” O’Gorman says. “From that point, I can build

up my speed. When I first started autocrossing, my goal was to put down the fastest lap possible on my first run. However, I have found that if you make a solid lap with no mistakes on your first run, it allows you to step things up more easily. It’s a lot easier to think about speeding up than it is to try and slow things down.”

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Jeff Loewe

LINED UP

There are several strategies for your first run at a Solo course. Should you attack hard and lay down the time to beat, or play it safe so you know you've got a solid time to stand on? The truth is, there's no right answer.

Kerswill agrees with getting a solid first run in the books. "This past year, I used the strategy of getting a clean run in during my first lap of the course," Kerswill says. "That way I can keep pushing it a little farther on each subsequent run. I have a cautious mindset, trying not to take too many risks. When there are course elements that could be taken multiple ways, I will take the least risky way on my first run to make sure I get a clean one in."

Peters, however, takes the opposite approach - his goal is to put down a quick run with the hopes of setting the tone for the rest of the competition. "When I come out of the gate during my first run, my goal is to put down an aggressive first lap," he says. "My feeling is that if I don't do this, it shows. A conservative first run gives your competition the opportunity to get the mental edge early on. On the other hand, if you're able to set a quick first lap, it gives you the upper hand."

For his remaining competition runs, Peters says

he tries to keep his intensity consistent from lap to lap. "During my competition runs, my goal is to execute each run the same," Peters says. "The mental movie I develop during my course walks can be sped up or slowed down depending on the actual conditions on course. That is part of the reason

developing a plan of attack during the course walk is so important. Without a clear idea of what you would like to do before you get there, there is no chance for you to be fast when it counts.

"When I do find that there is the opportunity to go a little quicker during a particular part of the course, I simply turn up the

aggression. That allows me to make on-course changes quickly and effectively. This technique allows me to keep a clear mind while I'm racing and still be flexible enough to adapt effectively to a particular course."

O'Gorman says his approach for the rest of the competition is to be mistake free, then start chipping

"Developing a plan of attack during the course walk is so important"

BRIAN PETERS

MOTUL



Rupert Eberington

WIN OR...

Spinning during a competition run can sometimes be caused by misreading the Solo course during that morning's course walk.

away at the time methodically. "After my first run, it's all about fixing mistakes and grabbing at low-hanging fruit," O'Gorman says. "If I feel like I made a mistake on my first run, I will try to put down another mistake-free run until I get it. From there, I just look for the easiest places to gain some speed on the course for the remainder of my runs. Being able to put in a run without mistakes is important, because if you don't do that you don't have a solid foundation on which to build your next runs. If there are mistakes in your run, there's not a good chance you are not going to be able to overcome those during the rest of the run.

"When I actually make my first run, I stick to my initial plan of attack. I don't make any big changes during that run, even if I think I might be able to go faster in a certain section. If that's the case, I will wait to make adjustments for my later runs. If need be, I will make little adaptations while on course. But those are usually very small and only if I need to."

"After my first run, it's all about fixing mistakes and grabbing at low-hanging fruit"
TOM O'GORMAN

While each of these three drivers have been successful on a National stage, each echo the same opinion: that they utilize Regional Solo events to experiment and test their setup. With smaller classes, and a level of competition that is usually more social, these autocross veterans

say Regional events are the place to push things harder since the consequences of a mistake or bad decision are reduced. Kerswill notes this is also the place to pick the brains of others and learn as much as possible.

"Try to learn a lot," she says. "Pick the minds of people who

are succeeding already. They have so many tips. If you can, hop in the car with a driver you look up to or someone with a similar setup. Getting advice from other people, and tapping into the community knowledge that's already there, is one way to jump ahead more quickly than trying to do it all yourself." 🍷



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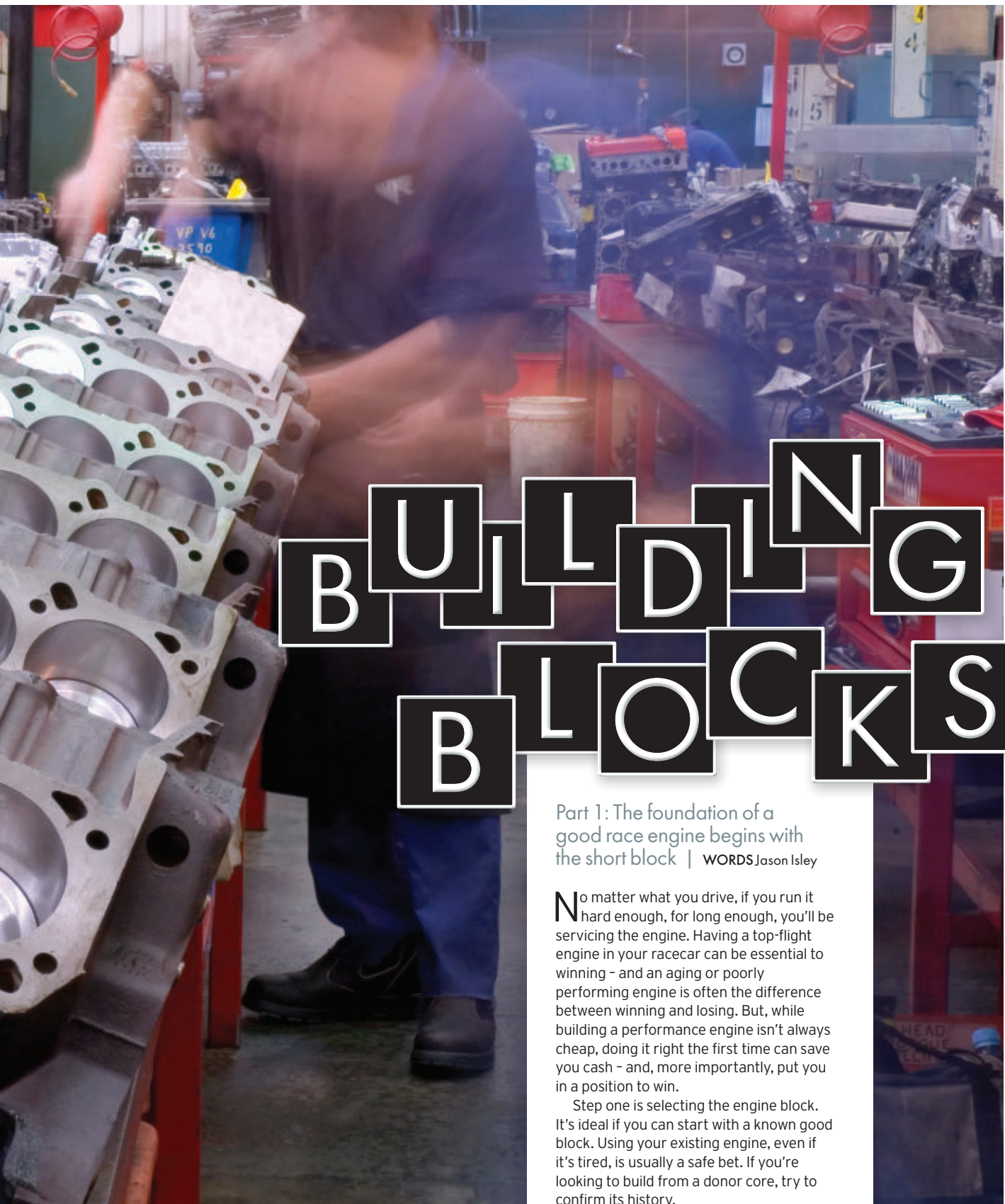
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BUILDING BLOCKS

Part 1: The foundation of a good race engine begins with the short block | WORDS Jason Isley

No matter what you drive, if you run it hard enough, for long enough, you'll be servicing the engine. Having a top-flight engine in your racecar can be essential to winning - and an aging or poorly performing engine is often the difference between winning and losing. But, while building a performance engine isn't always cheap, doing it right the first time can save you cash - and, more importantly, put you in a position to win.

Step one is selecting the engine block. It's ideal if you can start with a known good block. Using your existing engine, even if it's tired, is usually a safe bet. If you're looking to build from a donor core, try to confirm its history.

Once you've sourced a solid engine block, the dirty work begins. "You've got to get the thing apart," says John Edwards of Costa Mesa R&D Automotive Machine Shop. "Then we do a visual inspection. Look for cracks and corrosion damage. Once we deem it a likely candidate for a rebuild, then we clean the block. If it's an aluminum block, it's going to have to get a Zyglo test; for cast iron we would use a cast iron particle inspection to inspect for cracks."

If the block passes the inspections, machining can commence. "From there, we move on to any machine work we have to do," says Edwards. "Generally, the first thing we do is to check the main bearing housing bores. On a performance engine, we align hone or align bore the engine. We resurface the deck. We measure the surface finish when we are done, because some gaskets like a certain arithmetic average finish, so we want to make sure we achieve that."

"Next," he continues, "we bore and hone the block. Most performance blocks are going to require the use of a torque plate - which simulates the cylinder head being in place - to ensure that when honing, the cylinder bores are not out of round. Once the machine work is done we clean it again, and then add some type of lubricant to help prevent rust."

Most SCCA classes have a certain overbore maximum, meaning there's a limit to a block's lifespan. "Once you go much over 0.040 [inches], you either have to find another block - and do all the normal steps to check it - or you have to put a sleeve in it," Edwards explains. "Typically, if you have more than about 0.004 to 0.005 out of round in a cylinder, or it has 0.004 to 0.005 [inches] of taper, then it's going to have to be bored to the next size. If you are already at the max overbore and it needs to be cleaned up again, you would go ahead and put a sleeve in."

Once the block is ready, you can turn your focus to the rotating assembly inside the block. "The rods can be inspected and serviced or replaced as needed," says Edwards. "The crankshaft will have to get checked, and will get micro polished or reground."

Alan Rebesch, of Summit Racing Equipment, adds that if there is any doubt about the condition of your existing crank, it's a good idea to replace it. "When a crankshaft fails, it's usually catastrophic, so if you're inspecting your motor and find the crank to be out of spec, replace it. When in doubt, throw it out."

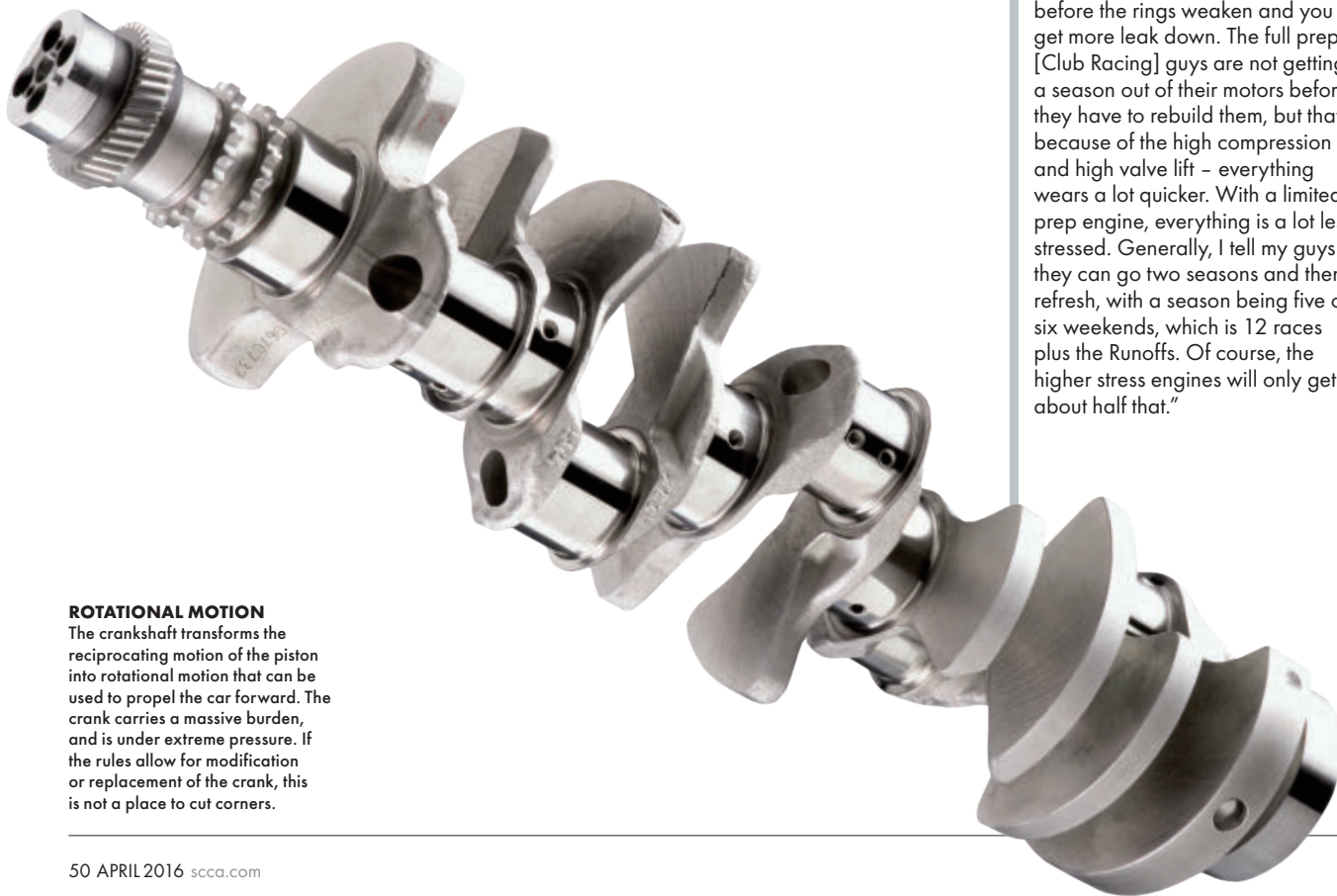
If you find yourself in the market for a new crankshaft, your choices are likely going to be

SERVICE IT

A race engine is an investment with a lot of costly parts involved. To ensure top-level performance and longevity, you must take care of it. Beyond your regular maintenance regiment, you will eventually have to freshen it up, because unlike the engine in your road going car, a race unit is not made with longevity in mind. So, how often should it be freshened up?

"A lot of it is determined by how the customer takes care of the engine," says Jesse Prather of Jesse Prather Motorsports. "I've got guys who can go three years on engines, and I've got guys who can only go a season. It depends on whether or not they're taking care of their oil, meaning not only are they changing it, but also maintaining proper oil temperature, water temperature, and revs of the engine."

A variety of variables make a big difference in how long an engine can go, Prather explains. "The other thing that makes a difference is the ring pack. On a lot of these race engines, we run a smaller ring pack, and the smaller the ring pack you run the less time you're going to get before the rings weaken and you get more leak down. The full prep [Club Racing] guys are not getting a season out of their motors before they have to rebuild them, but that's because of the high compression and high valve lift - everything wears a lot quicker. With a limited prep engine, everything is a lot less stressed. Generally, I tell my guys they can go two seasons and then refresh, with a season being five or six weekends, which is 12 races plus the Runoffs. Of course, the higher stress engines will only get about half that."



ROTATIONAL MOTION

The crankshaft transforms the reciprocating motion of the piston into rotational motion that can be used to propel the car forward. The crank carries a massive burden, and is under extreme pressure. If the rules allow for modification or replacement of the crank, this is not a place to cut corners.

Courtesy BMW

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dictated by the rules for your class, and your budget. It may be as simple as finding a suitable used core that can be inspected and reconditioned, or you might be looking for something sportier. "Let's keep something in mind here," says Rebesch, "stock cranks are designed for street driving, not racing. Even if your car is a factory high-performance model, it was not intended to be raced hard. Buy the best forged-steel crankshaft your budget will allow. Having the rotating assembly properly balanced and using the best harmonic dampener for that application will go a long way toward making your motor survive what you are going to do to it."

The next link in the chain is the connecting rods. Some classes allow the rods to be modified or replaced and, in those cases, you have a number of choices. If you race a popular car, you will likely have your choice of a number of different rods to meet your needs, depending on power level, RPM, and use. You can also have rods made to suit your specific needs.

Bryce Mulvey, of CP-Carrillo, says they have hundreds of off-the-shelf applications, but can also do custom rods for unique or unusual applications. The customer starts by filling out a detailed tech sheet, and in about seven weeks, a set of custom connecting rods can be created from a raw forging. But going custom

can be costly. "People wonder why rods cost so much - there is a lot of material waste, and a lot of machine time," says Mulvey. "A piston we can produce really fast because it's aluminum and it takes less time to machine; there are more steps in the process of making a rod and the machining takes longer."

Unlike a piston or camshaft, the connecting rod does not offer the promise of increased power, but selecting a quality rod can help ensure the parts inside your engine stay inside.



IN THE RAW

The majority of performance connecting rods are cut from a raw forging. While this process can be lengthy and expensive, using upgraded rods is a great way to increase reliability in a high-strung race engine.

When it comes to pistons, the choices are limited only by your imagination and wallet. From OE overbore pistons to complete custom units, these bits of aluminum can really help unlock some engines. And even with countless production piston options, CP-Carrillo notes that about half of its piston business is custom, made-to-order units.

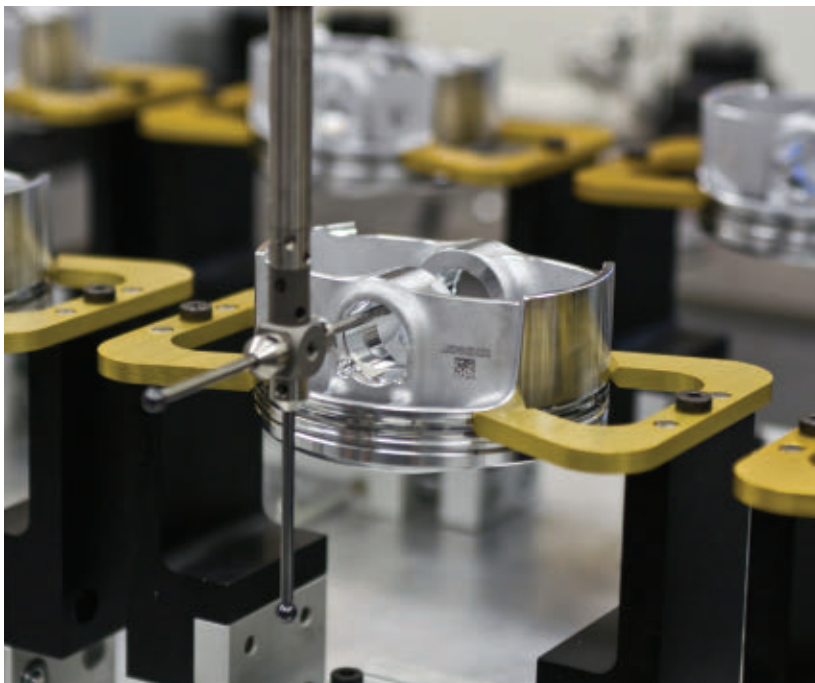
If custom pistons are in your future, you're going to need to supply a lot of information. CP-Carrillo has a detailed order sheet that covers every aspect of the piston. To simplify the process, CP-Carrillo created a mold-making kit that allows you to take an impression of your cylinder head combustion chamber at home, negating the need to send your head in for measurements.

Once your spec sheet has been completed, the CP-Carrillo goes to work designing your pistons. It may be built from an existing forging, or in some cases cut from a billet. "We do a billet because it's a weird combination of parts, or we don't have a forging that will work," says Mulvey. "A billet works for the weird stuff people dream up, or for testing, and then we make a forging based on that."

Developing a custom piston can be a very intensive process. "There are a lot of different options and so many variables, it can take 10 hours for an intricate custom design, and something simpler may take an hour," says Mulvey.

DETAILS

Attention to detail helps ensure pistons are built to exacting standards - a necessary step when maximizing performance and life span of a race engine.



Philip Royce



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FROM SCRATCH

Having pistons custom made is a common occurrence in race engines. This gives you the opportunity to maximize power output while ensuring a proper fit – and the cost may not be significantly higher than with an off-the-shelf piece.

If you have custom pistons made, make sure you acquire the proper ancillaries with it. In the case of CP-Carrillo, they include the appropriate rings and wrist pins to complement the new pistons. Additionally, upgrading the hardware can help minimize failures. Quality studs and bolts are a good choice over OE units, particularly since many OE applications are one-use items.

When it comes time to assemble the bottom end, two things are of crucial importance: balancing and cleanliness. “We have to balance the cranks, rods, and pistons,” says Edwards. “We have to balance the crank with the flywheel, but we also like to have the damper and the clutch cover.”

MAKING MOLDS

(BELOW) Obtaining an accurate image of the combustion chamber is essential when designing custom pistons. Some manufacturers, like CP-Carrillo, have a kit you can use at home.



Many engine builders will have a clean room that's used specifically for assembly. Dust, hair, or any bits not completely cleaned up after the machining process can impact the lifespan and performance of your new engine.

Using an assembly lube is a must; it will protect vital components during startup. “Red Line’s Assembly Lube is a standard in the industry, based on the same molybdenum formula components in our motor oils,” says Cameron Evans of Red Line Synthetic Oil. “This means the assembly lube hangs around until the oil shows up, in layman’s terms, then the lube emulsifies into the motor oil as designed.”

When you decide you’re ready to build the engine, plan well ahead, and give yourself cushion in your schedule, because the process will undoubtedly take longer than expected. There’s a lot of engineering, machining, and parts involved, and many vendors will have to communicate back and forth before the next step can be taken. And, with the bottom end built, it’s not over – there’s the motor’s head to think about, which we’ll cover in part two of the series. 📍



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REEVALUATION

The Club Racing Board plans for success in several racing classes

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Dave Green

The Club Racing Board met on Thursday, Jan. 21, during the SCCA National Convention in our only face-to-face meeting of the year. In addition to our usual process of reviewing letters from the membership, we also discussed several general topics.

Many of the letters that had been tabled from our conference call earlier in the month were dealing with Touring 3. Those letters had been tabled so we could look at the Touring classes as a whole. T3 has morphed into T2.5, as the power and speed of the class has increased almost to T2 levels. We are going to look into moving the class back to its original concept, so some cars will be moved up to T2 and further adjustments may be made to the remaining cars. We think it will be a good class for the new MX-5, and we want to ensure the Mazda and other new cars fit, competitively, with the current cars in the class.

The class is targeting coupes, sedans, and sports cars, between 200 to 275hp with weight in the 2,700 to 3,100lb range. Some of the current T3 cars, many of which are dual classed in T2, will be given engine restrictors to run in the T3 performance window. Of course, they will also be able to continue in T2, if they are currently classed there.

There was also extensive discussion about the Super Touring classes. When the Super Touring classes were formed, there were three classes, defined mostly by engine displacement. Since STO is no longer a class, there is no place for many of the larger displacement cars, with ST-type modifications, to race. Some have been successfully moved to GT2, but many more are in limbo. We are looking into allowing some of the V8 cars into STU via spec lines with appropriate weight and restrictors.

With the introduction of the new Race Data Tech license, we are anticipating more data being available to help with class parity. The CRB has decided to further restrict access to the raw data. All data gathered will be held by SCCA staff and will not be available in the raw form to anyone else, including the Advisory Committee members and the CRB. SCCA's tech staff will be able to look at the data and make recommendations to the CRB. A proven way to share the information, in the data set, is to use a web-sharing service. This allows the committee members to look at the data in real time. Although this might slow the process a little, it will eliminate the perception that anyone could use a competitor's data for an advantage. ●



Jeff Loewie

COMPLIANCE FEE

In response to a "What Do You Think" survey, the Spec Miata community voted to reestablish a compliance fee to be added to the U.S. Majors Tour SM entries, so there will be a \$20 compliance fee per race weekend. This fee will be used to fund compliance checks for Majors races only. Although the program only affects Majors events, the SCCA tech staff will also be checking compliance at other events, such as the ARRC at Road Atlanta.

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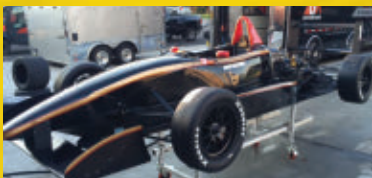
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GOING "PRO"

2017 could see a whole new level of Pro in ProSolo competition | **WORDS** Paul Brown | **IMAGES** Jeff Loewe

2015 was a banner year for ProSolo, with 2016 planned to be a year of continuity. The rules changes are evolutionary, with a new ProSolo-specific index (thanks to PAX/RTP guru Rick Ruth) and a new class (STP). Competitors will be scored on their best two events no matter how many they run this season, and the course guidelines look for slightly longer courses with slightly shorter start straights. The Board of Directors has provided significant funding for new equipment, split between timing upgrades and new trucks, so we should not see any cancelled events because of breakdowns - there have been a couple close calls recently on that last issue. And there's the soon to be coveted "Get Off My Lawn" trophy at each event for more experienced competitors.

If you've read the rulebook, perhaps you noticed the "Objectives and Core Strategies" at the beginning. One of those mentions: "Provide participation opportunities for multiple levels of driver/team experience and commitment (recreational, club, pro)." Generally, this has been interpreted to mean that the pros do well, and the rest get to come out to have fun. With that interpretation, the series has been successful - but if that were the goal, different wording would be more appropriate. Howard Duncan, SCCA's Senior Director, Rally/Solo, hopes to refine the series to better fit the existing wording, and presents us with a straw man of how we might achieve that in 2017 and beyond. These are just ideas, but he's

been working on them for some years, so there's quite a bit of depth to them already.

The first idea is to create a small number of "Pro" classes. For the first season, three seems like a likely number. Operating rules will be tweaked to improve the marketability of the ProSolo Series. Duncan's take on marketability is "heightened Series excitement, an improved media profile, and increased commercial support (sponsorship, contingencies, etc.)."

The current class structure will be carried over as the "Club" category. Some operational rules might be simplified or relaxed to fit with the Club atmosphere. The vision is that the Club participation would outnumber Pro participation by a factor of between five and 10, much like the NHRA model of Pro and Sportsman classes.

Pro classes will be created to meet a variety of criteria, including serving a unique and recognizable market segment, excitement (performance, style, sound), market relevance, and modifications beyond National Solo rules may be considered. The Pro classes must also have a large pool of existing Solo cars to draw from to ensure class success. Potential classes include ProStreet (derived from the ST category), Pro Iron (ESP pony cars blended



THE FUTURE

ProSolo's 2016 season will be building on the success of 2015, but 2017 could be a year of exciting additions to the program.

"The vision is that the Club participation would outnumber Pro participation by a factor of between five and 10"

with AS Corvettes and Vipers), Pro Mod (a mix of SM, SMF, SSM, and XP), with a possible fourth class called Pro Boost.

Operational differences might include a "Pro" tree (just one yellow light before the green), DNF for a cone penalty, one driver per car, separate run times, separate Pro and Club Challenges, higher entry fee but higher payouts, and the possibility of no work assignment.

So, the discussion begins. Duncan is absolutely open to alternative suggestions, and he really wants input and feedback on this. Ideally, he says, the basic structure (classes and operational rules) needs to be in place by midsummer 2016 to make the 2017 season. So, there it is. Howard Duncan eagerly awaits your feedback. He is the biggest reason the series has grown to the success it has seen, but he doesn't operate in a vacuum. 🍷

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BEING PREPARED

Perseverance and determination are the name of the game for 20-year-old Alyssa Lewis | **WORDS** James Heine | **MAIN IMAGE** Stephen Tillman

Many readers will need no introduction to Alyssa Lewis who, at 20, is already a veteran Dixie Region Solo competitor and, along with her parents, Robert and Tracy Lewis, a welcome and familiar fixture on the National Solo scene.

At the 2015 Solo National Championships, in just her third year of Solo Nationals competition, Lewis finished second in C Prepared Ladies, just behind class winner Brianne Maier.

Officially a card-carrying SCCA member since 1997, Lewis explains that she “started coming to events when I was 2 years old.” The Dixie Region, she adds, is like her second family.

Her parents introduced both her and her older sister, Kristin, to autocrossing and the SCCA. The goal: to help them understand how vehicles work and how to control them, Lewis explains. “I was 8 when I first started competing in FJB. I continued on to FJA.”

Her parents’ plan worked well enough that, in 2008, Lewis was named the Dixie Region’s Driver of the Year. At the time, she was 12. When she reached 16, Lewis says she researched and found a car that would help her with the transition from karts to racecars.

“I bought a manual BMW 325i,” she says. “I competed in the local street-tire PAX Class in the BMW for about six months, until I got enough courage to move into the CP Mustang.”

Even with the BMW as a well-suited and well-balanced transition car, the Mustang, because of its horsepower and grip, was a handful, Lewis recalls. “The first time out, I think I hit, like, three cones with it,” she says.

The Mustang is, of course, the “Sledgehammer,” the family’s immaculate 1965 Mustang campaigned so successfully by Robert and Tracy Lewis. The car, she says, is simply “exhilarating” to drive. “Every time I go out, I come back with my hands shaking, even if I don’t go as fast as I want to. When it’s over, I can’t wait to go on my next run. I feel right in the Mustang.”

Lewis describes her 2013 introduction to the Solo National Championships as a “wow” experience. She had seen some big events with large courses, but “I had never seen a site that big, and I had never seen that many cars before.”

Even though she now has a trio of Solo Nationals under her belt, the first run of the event still makes her a bit nervous. “But I feel



Stephanie Urso

more comfortable now,” she says. “The first time I walked the course, I remember thinking, ‘This is the biggest course I’ve ever seen.’”

For a young person attending the Solo Nationals, there is often a delicate balance between competing, socializing, and getting schoolwork done, Lewis notes. Just as when you’re in a car, that part of the Solo Nationals requires a bit of discipline and focus, she says. “When I wasn’t running or working, I would be in the trailer doing my homework online,”

she says about her first Solo Nationals experience, which coincided with her senior year in high school.

Last year, it was no different, Lewis adds. "The heat I wasn't working or running, I would be doing homework."

Today, in addition to working at Lewis Digital, the family business, and volunteering at a local physical-therapy clinic, Lewis attends two colleges, Florida Gateway College and Tallahassee Community College. A National Honor Society student in high school and now on the President's List in college, Lewis plans to become a physical therapist. "I hope to work as a physical therapy assistant while working my way up to a physical therapist," she explains.

Needless to say, she also has her eyes focused on a National Championship in CPL, too, although that is not the only thing that keeps her enthusiastic about autocrossing. "I think my favorite thing about racing is all of the people you meet while doing it," Lewis says. "My family travels to out-of-town events; so I have friends all over the country. My Region is like my second family, but there is no one my age in my Region. So, when we travel to out-of-town events, I finally get to see people my age. Two of my best friends in racing, Rachel Saunders and Dana Gill, don't live anywhere near me. Rachel and Dana both live in Kansas. I love going to out-of-town events and seeing them." 🟡

NEVER GIVE UP

What advice would Alyssa Lewis offer a young person interested in motorsports and in Solo? Never slack off and never give up, she answers. "My first time competing at Nationals [2013], I had driven in one event that year," she says. "I finished in third place, one place out of the trophies. Thinking about it now, if I wouldn't have slacked off, I might have gotten into the trophies my first time competing at Nationals - which would have been amazing. So, the next year, I competed during events that year, hoping to finish in the trophies. Well, I finished in third place again, one place out of the trophies by 0.009sec. By that time, I was frustrated. So, again, I competed during events, hoping to finish in the trophies. Well, my third time at Nationals, I trophied. I finished second [last year]. So, this year, I am hoping to win.

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ATTRACTION TO ACTION

Jim Hooker is SCCA's Flagging and Communications Worker of the Year

WORDS James Kearney | IMAGE Richard Coburn

Some people do intense all the time. Jim Hooker is a chef at a busy resort hotel restaurant in St. Petersburg, Fla. He has been a chef for 32 years and goes to the track to unwind - sort of. His connection to cars began in the mid-1980s when he went with a buddy to watch Trans Am cars pound around the St. Pete street course. His buddy joined the SCCA and began doing Flagging and Communications, but Jim says his career wouldn't let him do that just yet.

A decade later, the time was right and he found himself working Turn 10 at Sebring.

"I was on the other side of the fence and so close to the track I couldn't believe it. It really got my blood going." Jim says the cars came up to his station so fast they seemed to pull the air out of his lungs. "It was definitely an eye opener." He tried some other specialties but F&C was the thing that moved him.

The action attracts him. "When it comes to inherent risks, corner works and Fire and Rescue folks come as close to danger as do the drivers," he explains. "Corner workers understand that they are at risk at the time." Bad things can happen, and he has seen

that. "F&C requires a special discipline. You can't make a car stop crashing, spinning, rolling, or bursting into flame. You have to wait for things to stop before you respond. We know the game is dangerous."

Jim notes that the nature of the role of the corner worker is changing. "It used to be that we would stay aware of the gaps between cars so we could, perhaps, dash out on track and remove debris or such. Now many tracks have protocols that restrict a corner worker's ability to respond quickly." He understands that many of the more mature workers resent these changes. "But every sport goes through change, and insurance companies have had an impact. You have to adapt or end up back on the other side of the fence."

"Do this, and you can do anything. You can say you were in the trenches"

JIM HOOKER

Jim is now in his fourth year as Flag Chief for the Region, and he knows about both preparation and paperwork. "I don't get to play on the corners as much as I used to." But he gets around to every station and sees the show from many sides. Are the radios ready? Do we have enough headsets? Are the batteries charged? Are the various vehicles maintained and ready? "Paper work and preparation are just part of the deal. You need to get everyone assigned and in and out on time. You need to coordinate with food vendors. You need vehicles to get lunches out to the turns."

When it comes down to it, it's still the action that attracts him. "I love smelling the tire smoke and race gas. This is where it's at. Do this, and you can do anything. You can say you were in the trenches, rain or shine." He doesn't see himself slowing down in the immediate future. "My knees are still good, although there is some snap, crackle, and pop in the mornings."

He was caught unaware of the Worker of the Year Award when it was presented at the 2015 National Championship Runoffs. At first, he wasn't even present despite Daytona being one of his home tracks. "I was out at the Central Florida Region compound on the other side of the track. I had a Club event to prepare for the next weekend. I got a call telling me to get back to the Fan Zone, ASAP. I hadn't even cleaned up." He says he learns something new every time he goes to the track. "Like a lot of things, this job is a lot of on-the-job training. The more you do, the better you get at it and the more fun you can have with it." 🏁

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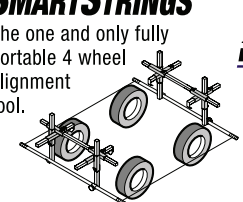


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See page 20 in this issue!

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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:

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

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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: MAY 2016

Reserve space by: February 17

Materials due: March 2

Mails: March 24

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- 23 PRODUCTION BASED | GT
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22 OPEN WHEEL | SPORTS RACERS ▼



P1/FA RALT RT41 > Brian French's chassis #33 with Loyning Toyota. Currently in P1 form with all parts for FA conversion. Many spares including complete transaxle, 6 sets of wheels, etc. \$49,900. **Contact: Carl Liebich at motorpts@excel.net or (920) 893-5784**



95 VANDIEMEN FC > Excellent condition! Only best gear, three races on fresh engine and gear box. Spare engine with dyno time only, have receipts. New suspension, NHBB rod ends, 24 gear sets. Extensive list of spares. 2007 Pace 24' Silver Arrow trailer with cabinets. \$40,000. **Contact: Bob at ram-f2000@live.com or (207) 380-5483 / (207) 633-9908.**

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



F600 RAPTOR > Suzuki GSXR, 6-speed, single chain drive. Paddle Shift, AIM data with GPS, Accusump, and spare side pods. Located in Virginia.

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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@protecfriiction.com or (717) 847-4466**

23 PRODUCTION BASED | GT ▼



2008 WORLD CHALLENGE

CORVETTE > Multi-race winner. Driven by Skeen, Lloyd, Lindsey in WC, Montoya in HSR. Campaigned in SCCA WC from 2010-2014. Fresh 6 speed gear box, differential, engine and brakes. The carbon fiber body just repainted. Spares package available. Price: \$100,000 OBO.

Contact: Dave at (704) 806-8280 or dar3115@aol.com



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**



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**



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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 (317) 716-4329 or stephenrring@gmail.com**

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68996 shown

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Customer Rating
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HARDY

SIZE LOT
MED 62434/62426
LG 62433/62428
X-LG 62432/62429

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12 VOLT, 10/2/50 AMP BATTERY CHARGER/ENGINE STARTER
CENTECH

LOT 60653 shown
66783/60581/62334

SAVE 57%

\$29.99
~~\$49.99~~

comp at \$69.99

38007906

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SUPER COUPON

MOVER'S DOLLY
HaulMaster

LOT 60497/61899/62399/63095
63096/63098/63097/93888 shown

Customer Rating
★★★★★

1000 lb. capacity

\$7.99 comp at \$19.97

SAVE 59%

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SUPER COUPON

20 TON SHOP PRESS
CENTRAL MACHINERY

SAVE \$210

• Pair of arbor plates included

Customer Rating
★★★★★

LOT 32879
60603 shown

\$159.99

comp at \$369.99

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

37984042

LIMIT 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, CoverPro, Dayton, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Silt-Tek, StormCats, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 7/25/16.

WOW SUPER COUPON

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK
PITTSBURGH

LOT 69252/60569 shown
68053/62160
62496/62516

Customer Rating
★★★★★

SAVE \$60

• 3-1/2 Pumps Lifts
• Most Vehicles
• Weighs 32 lbs.

\$59.99
~~\$89.99~~

comp at \$119.99

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4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS

LOT 63056/63057/60405/63094
63150/61524/62322/90984 shown

SAVE 60%

\$7.99 comp at \$20.37

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SUPER COUPON

1/2" ELECTRIC IMPACT WRENCH
CHICAGO ELECTRIC POWER TOOLS

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68099 shown

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SUPER COUPON

90 AMP FLUX WIRE WELDER
CHICAGO ELECTRIC

LOT 61849/62719
68887 shown

SAVE \$50

\$99.99 comp at \$149.99

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61160/61896

Customer Rating
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\$19.99 comp at \$39.99

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US GENERAL

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SUPER COUPON

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FLASHLIGHT**

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VALUE**

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CENTRALPNEUMATIC

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61454/61693/62803

Customer Rating
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SUPER COUPON

VEHICLE POSITIONING WHEEL DOLLY
PITTSBURGH

LOT 62234
61917 shown

SAVE \$200

\$69.99 comp at \$269.99

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PRO RACING



TRANS-AM

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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.



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

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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

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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 Pittsburgh International Race Complex, Pa.

Jun 24-26 Watkins Glen Int'l, N.Y.

Jul 22-24 New Jersey Motorsports Park, N.J.

Aug 13-14 Pocono Raceway, Pa.

SOUTHEAST CONFERENCE

Mar 18-20 Road Atlanta, Ga.

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

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

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Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

PRO RACING

WHAT Trans Am

WHEN April 10, 2016

WHERE Braselton, Ga.

The second round of the 2016 Trans Am season hits Road Atlanta in mid April. Last year, the event saw a packed field – will it repeat?



Chris Clark

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

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

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.

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

GOING GLOBAL

Mazda's new MX-5 Cup debuts

April 29-May 2 at Mazda Raceway Laguna Seca.



Richard S. James

SOUTHEAST sedivrracing.org

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 15-16# 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

Apr 29-30#Ro MSR Houston/Houston
May 28-29#Ro Texas World Speedway/Lone Star
Jul 16-17#Ro NOLA Motorsports Park/Houston
Nov 19-20#Ro TBD/Texas
Dec 3-4#Ro MSR Houston/Houston
Houston TBD
Lone Star TBD
Texas TBD

ROCKY MOUNTAIN coloradoscca.org

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

NORTHERN PACIFIC norpacscsa.org

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

SOUTHERN PACIFIC scca-sopac.org

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

STREET SURVIVAL SCHOOLS**NORTHEAST** nediv.org

Apr 17 Boardman Park/Mahoning Valley
Mahoning Valley (330) 418-3328

SOUTHWEST sowdivscca.org

Feb 20 Lone Star Park/Texas
Texas (817) 907-3585

CENTRAL cendiv-scca.org

May 14 Milwaukee Area Technical College/Milwaukee
Milwaukee (262) 241-8371

NORTHERN PACIFIC norpacscsa.org

Oct 9 Portland International Raceway/Oregon
Oregon (503) 327-8990

DRIVER'S SCHOOLS**NORTHEAST** nediv.org

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

SOUTHEAST sedivrracing.org

Apr 9-10 Daytona International Speedway/Central Florida
Jul 16-17 Sebring/Central Florida
Central Florida (407) 568-6902

GREATLAKES greatlakes-scca.org

Apr 23-24 Waterford Hills/GLDiv, Waterford Hills
GLDiv, Waterford Hills (810) 278-1708

CENTRAL cendiv-scca.org

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

NORTHERN PACIFIC norpacscsa.org

Mar 4-6 Thunderhill/San Francisco
San Francisco (530) 934-4455

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

Bertil Roos Racing School
(800) 511-7606 racenow.com

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

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

MSR Houston
(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
(303) 666-4003 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

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HOWARD DUNCAN
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 Director of Experiential Programs
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 & Communications
REECE WHITE

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(678) 697-9755; tpulliam@scca.com
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(503) 327-8990; jweidenbaum@scca.com



Ken Brown

DOUBLE UP

On April 15-17, VIR plays host to a combined Northeast and Southeast Conference Majors Club Racing weekend.

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Bertil Roos Racing School
(800) 722-3669 racenow.com
Bob Bondurant School
(800) 842-7223 bondurant.com
Bridgestone Racing Academy
(905) 983-1114 race2000.com
Lucas Oil School of Racing
(561) 200-7223 lucasoilraceschool.com
Pettiford's Go 4 It Racing Schools
(303) 666-4003 go4itservices.com

Pro Drive Racing School
(503) 285-4449 prodrive.net
ProFormance Racing School
(253) 630-5130
proformanceracingschool.com
Simraceway Performance Driving Center
(800) 733-0345 jimrussellusa.com
Skip Barber Racing School
(800) 221-1131 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220
allenberggracingschools.com
Bobby Cee's Racer's Edge High Performance Driving School
(562) 714-1799
bobbyceesracersedge.com
Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com
Demonte Motorsports
(631) 482-8875
demontemotorsports.com
FAASST Performance Driving School
(719) 761-1372 faasst.com
Pro Drive Racing School
(503) 285-4449 prodrive.net
Sports Car Driving Experience
(800) 453-5506
corvetteracingschool.com
Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.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 sedivacing.org

Mar 18-20 PDX Road Atlanta/Atlanta
Apr 9-10 PDX Daytona International Speedway/Central Florida
Apr 9-10 TT/PDX Talladega Grand Prix/Alabama, Tennessee Valley
May 7-8 PDX Daytona International Speedway/Central Florida
May 28-29 TT/PDX Carolina Motorsports Park/Central Carolinas
Jun 11-12 HC Robbinsville, N.C./Central Carolinas
Jun 11-12 PDX Sebring/Central Florida
Jul 16-17 PDX Sebring/Central Florida
Jul 23-24 PDX Road Atlanta/Atlanta
Aug 5-6 Daytona International Speedway/Central Florida
Aug 13-14 TT/PDX Charlotte Motor Speedway/Central Carolinas
Aug 27-28 TT Barber Motorsports Park/Alabama, Tennessee Valley
Sep 3-4 PDX Sebring/Central Florida
Sep 10-11 HC Robbinsville, N.C./Central Carolinas
Sep 17-18 PDX Sebring/Central Florida
Oct 1-2 TT/PDX Talladega Grand Prix/Alabama, Tennessee
Nov 4-6 PDX Road Atlanta/Atlanta
Nov 26-27 TT Sebring/Central Florida
Alabama/Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902

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

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

Apr 29 PDX MSR Houston/Houston
Jul 16-17 PDX NOLA Motorsports Park/Houston
Dec 3-4 PDX MSR Houston/Houston
Houston TBD
Texas TBD

ROCKY MOUNTAIN coloradoscca.org

Apr 30-May 1 CT/PDX/CRE High Plains Raceway/Colorado
May 28-29 PDX Pueblo Motorsports Park/Continental Divide
Jul 2-3 PDX High Plains Raceway/Colorado
Jul 30-31 CT/PDX/CRE Pueblo Motorsports Park/Continental Divide
Aug 20-21 CT/PDX/CRE High Plains Raceway/Colorado
Colorado anniedew@msn.com
Continental Divide anniedew@msn.com

NORTHERN PACIFIC norpac-scca.org

Apr 23 PDX/CT/TT Thunderhill/Reno
Jun 25 PDX/CT/TT Thunderhill/Reno
Aug 27 PDX/CT/TT Thunderhill/Reno
Reno (775) 450-1393

SOUTHERN PACIFIC scca-sopac.org

Mar 12-13 CT Buttonwillow Raceway Park/Cal Club
Jun 11-12 CT Buttonwillow Raceway Park/Cal Club
Sep 3-4 HC Clifton, Ariz./Arizona
Sep 3-4 CT Buttonwillow Raceway Park/Cal Club
Sep 3-5 HC Clifton, Ariz./Arizona
Arizona (408) 832-1327
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

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

TIRE RACK® SCCA PROSOLO FINALE

Sep 2-4, 2016 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR

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

REGIONAL

NORTHEAST nediv.org

Apr 16-17 Monroe Community College Brighton Campus/Finger Lakes
May 21-22 Monroe Community College Brighton Campus/Finger Lakes
Jun 5 Monroe Community College Brighton Campus/Finger Lakes
Jul 10 Monroe Community College Brighton Campus/Finger Lakes
Jul 24 Xerox/Finger Lakes
Aug 7 Monroe Community College Brighton Campus/Finger Lakes
Aug 21 Monroe Community College Brighton Campus/Finger Lakes
Sep 18 Delphi Corporation/Finger Lakes
Oct 2 Monroe Community College Brighton Campus/Finger Lakes
Finger Lakes marcus.kroll@gmail.com

SOUTHEAST sedivacing.org

Apr 30-May 1 Darlington Raceway/South Carolina
May 21 Michelin North America/South Carolina
Jun 11-12 Darlington Raceway/South Carolina
Jul 17 Florence Civic Center/South Carolina
Aug 14 North Charleston Coliseum/South Carolina
South Carolina nixonbt@gmail.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.

GREAT LAKES greatlakes-scca.org

Apr 30 Pittsburg International Raceway/
Neohio

May 15 Mid-American Air Center/
Southern Indiana

May 21-22 Mid-American Air Center/
Southern Indiana

Jun 26 Mid-American Air Center/
Southern Indiana

Jul 10 Mid-American Air Center/Southern
Indiana

Jul 24 Mid-American Air Center/
Southern Indiana

Aug 21 Mid-American Air Center/
Southern Indiana

Aug 28 Mid-American Air Center/
Southern Indiana

Sep 17-18 Mid-American Air Center/
Southern Indiana

Oct 2 Mid-American Air Center/Southern
Indiana

Oct 9 Mid-American Air Center/Southern
Indiana

Neohio (440) 804-4236

Southern Indiana (812) 453-1376

MIDWEST midiv.org

Apr 2 Mississippi Coliseum/Mississippi
Mississippi (601) 906-9367

SOUTHWEST sowdivscca.org

Apr 2-3 NOLF Waldron Field/South Texas
Border

Apr 3 Hutchinson Naval Air Base/Wichita

Apr 10 Gulf Greyhound Park/Houston

Apr 17 Texas Motor Speedway Bus Lot/
Texas

May 1 Texas Motor Speedway Bus Lot/
Texas

May 1 Hutchinson Naval Air Base/Wichita

May 7-8 NOLF Waldron Field/South
Texas Border

May 15 Texas Motor Speedway Bus Lot/
Texas

May 22 Hutchinson Naval Air Base/
Wichita

Jun 4-5 NOLF Waldron Field/South
Texas Border

Jun 19 Hutchinson Naval Air Base/Wichita

Jun 26 Texas Motor Speedway Bus Lot/
Texas

Jul 2-3 NOLF Waldron Field/South Texas
Border

Jul 17 Hutchinson Naval Air Base/Wichita

Jul 31 Lone Star Park/Texas

Aug 6-7 NOLF Waldron Field/South Texas
Border

Aug 14 Hutchinson Naval Air Base/Wichita

Aug 28 Lone Star Park/Texas

Aug 28 Hutchinson Naval Air Base/Wichita

Sep 3-4 NOLF Waldron Field/South Texas
Border

Sep 18 Hutchinson Naval Air Base/Wichita

Oct 1-2 NOLF Waldron Field/South Texas
Border

Oct 9 Hutchinson Naval Air Base/Wichita

Oct 9 Texas Motor Speedway/Texas

Oct 23 Hutchinson Naval Air Base/Wichita

Oct 23 Lone Star Park/Texas

Nov 5-6 NOLF Waldron Field/South
Texas Border

Nov 13 Hutchinson Naval Air Base/Wichita

Dec 3-4 NOLF Waldron Field/South Texas
Border

Central Louisiana

mbiazek@bellsouth.net

Delta (504) 487-5044

Houston dmcclvey@gmail.com

South Texas (361) 980-8000

Texas jennifer.maxcy@att.net

Wichita cuoncrs@gmail.com

NATIONAL SOLO

WHAT Solo Championship Tour

WHEN April 22-24, 2016

WHERE Crows Landing, Calif.

Get to your work assignments early at
this year's Crows Landing round of the
Tire Rack Solo Championship Tour.



Jeff Lowe

ROCKY MOUNTAIN coloradoscca.org

Jun 4-5 Front Range Airport, EVO
School/Colorado

Jun 18 Front Range Airport/Colorado

Jul 8-10 Front Range Airport/Colorado

Aug 13 Front Range Airport/Colorado

Sep 18 Front Range Airport/Colorado

Oct 8 Front Range Airport/Colorado

Colorado jlhugo@gmail.com

NORTHERN PACIFIC norpacscca.org

Mar 12-13 Fresno Fairgrounds/San
Francisco

Apr 3 Marina Airport/San Francisco

May 29 Fresno Fairgrounds/San Francisco

Jun 19 Fresno Fairgrounds/San Francisco

June 25 Marina Airport/San Francisco

Jul 9 Fresno Fairgrounds/San Francisco

Jun 24 Marina Airport/San Francisco

Aug 6 Marina Airport/San Francisco

Nov 19-20 Fresno Fairgrounds/San
Francisco

San Francisco (530) 934-4455

San Francisco, Fresno
(559) 905-0061

SOUTHERN PACIFIC scca-sopac.org

Mar 5-6 Qualcomm Stadium/San Diego

Mar 6 Aloha Stadium/Hawaii

Mar 13 Sierra Vista Airport/Arizona Border

Mar 13 Marana Regional Airport/Arizona
Border

Mar 25-26 Qualcomm Stadium/San Diego

Mar 27 Maui Raceway Park/Hawaii

Apr 3 Brisbane Douglas Airport/Arizona
Border

Apr 3 Aloha Stadium/Hawaii

Apr 16-17 Qualcomm Stadium/San Diego

Apr 17 Aloha Stadium/Hawaii

Apr 24 Marana Regional Airport/
Arizona Border

Apr 24 Maui Raceway Park/Hawaii

May 6-7 Qualcomm Stadium/San Diego

May 14-15 Qualcomm Stadium/San Diego

May 22 Marana Regional Airport/
Arizona Border

May 22 Maui Raceway Park/Hawaii

Jun 26 Marana Regional Airport/
Arizona Border

Jun 26 Maui Raceway Park/Hawaii

Jul 24 Maui Raceway Park/Hawaii

Jul 31 Marana Regional Airport/Arizona
Border

Aug 28 Maui Raceway Park/Hawaii

Aug 28 Marana Regional Airport/
Arizona Border

Sep 25 Maui Raceway Park/Hawaii

Sep 25 Marana Regional Airport/
Arizona Border

Oct 22-23 Marana Regional Airport/
Arizona Border

Oct 23 Maui Raceway Park/Hawaii

Nov 20 Marana Regional Airport/
Arizona Border

Dec 11 Marana Regional Airport/Arizona
Border

Arizona (480) 563-2496

Arizona Border
arizonasanders@msn.com

Arizona Border, Marana
(520) 425-1948

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

May 14 Steel Haul Course Rally/Steel
Cities

Jun 12 Roads Scholar/Milwaukee

Sep 17 Oktoberally/Land O' Lakes

REGIONAL

NORTHEAST nediv.org

Apr 2 Cape Codders Courageous
Challenge/New England

Apr 9 W. David Teter Memorial March
Lamb/South Jersey

Apr 10 W. David Teter Memorial March
Lion/South Jersey

Aug 6 Hurdle RR/New England

Nov 5 Covered Bridge RR/New England

New England chregan@aol.com

South Jersey (856) 228-8249

CENTRAL cendiv-scca.org

Apr 3 April Fools Tour/Chicago

May 7 Badger Burrow/Milwaukee

Jun 12 Roads Scholar Divisional/
Milwaukee

Sep 17 Badger Trails/Land O' Lakes

Chicago (847) 729-2211

Land O' Lakes (952) 381-2759

Milwaukee (970) 261-2144

SOUTHERN PACIFIC scca-sopac.org

Mar 4 First Friday Niter/Cal Club

Apr 1 First Friday Niter/Cal Club

May 6 First Friday Niter/Cal Club

Jun 3 First Friday Niter/Cal Club

Arizona Border (520) 529-4115

Cal Club (424) 297-0086

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

NORTHEAST nediv.org

Apr 23 Rochester Fairgrounds/New
England

May 1 Walczyks Farm/Central New York

Jun 5 Wellsboro, Pa./Central New York

Jul 10 Central NY Raceway Park/Central
New York

Aug 28 Rolling Wheels Raceway Park/
Central New York

Sep 11 Rolling Wheels Raceway Park/
Central New York

Oct 15 Walczyks Farm/Central New York

Dec 11 Walczyks Farm/Central New York

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Philip Royce

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Apr 17 Durhamtown Plantation/Atlanta
Apr 30 Byron Raceway/Middle Georgia
May 15 Hollytree Offroad LLC/Tennessee Valley
May 22 Senoia Raceway/Atlanta
Jun 4 Byron Raceway/Middle Georgia
Jun 25 Hollytree Offroad LLC/Tennessee Valley
Jun 26 Durhamtown Plantation/Atlanta
Jul 16 Byron Raceway/Middle Georgia
Jul 24 Hollytree Offroad LLC/Tennessee Valley
Jul 31 Senoia Raceway/Atlanta
Aug 13 Byron Raceway/Middle Georgia
Aug 20 Hollytree Offroad LLC/Tennessee Valley
Aug 21 Durhamtown Plantation/Atlanta
Sep 11 Senoia Raceway/Atlanta
Sep 17 Byron Raceway/Middle Georgia
Sep 18 Hollytree Offroad LLC/Tennessee Valley
Oct 13 Senoia Raceway/Atlanta
Oct 15 Byron Raceway/Middle Georgia
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Apr 23 Greenfield, Ohio/Ohio Valley
May 21 Greenfield, Ohio/Ohio Valley
Jun 18 Greenfield, Ohio/Ohio Valley
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 Saginaw Valley
brian_dupree@hotmail.com

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 Land O' Lakes jeremy@thern.com
 Milwaukee lugnuts@execpc.com

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Arthur L. Mollin	3/1/1966	New York
Neil R. Wiernicki	3/1/1966	Glen

45-YEAR MEMBERS

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Craig Coleman	3/1/1971	Northern New Jersey
MaryJane Fernandez	3/13/1971	Chicago
Bill Fraley	3/1/1971	North Carolina
Walter J. Huber	3/1/1971	Mohawk Hudson
Michael Jennings	3/1/1971	South Bend
Jerry Kendall	3/1/1971	Atlanta
Mark K. Miller	3/1/1971	Cincinnati
Henry K. Rozeboom	3/1/1971	San Francisco
Robert Semsey	3/1/1971	Steel Cities
Stephen Shelton	3/1/1971	Florida
Trudy Sutton	3/1/1971	Blackhawk Valley
S. Douglas Van Dyke	3/1/1971	Oregon
Rodney L. Winters	3/1/1971	Kansas City

40-YEAR MEMBERS

Robert D. Allen	3/1/1976	Philadelphia
Mike Carney	3/1/1976	Northeast Oklahoma
Stevan A. Davis	3/1/1976	Atlanta
Elizabeth J. Esquire	3/1/1976	Western Michigan
Richard Fleming	3/1/1976	Des Moines Valley
Terrance W. Hefty	3/1/1976	Colorado
Timothy D. O'Donoghue	3/1/1976	Central Carolinas
Greg Pene	3/1/1976	Cal Club
Mike Plotz	3/1/1976	Iowa
William R. Pritchard	3/1/1976	San Diego
Steven F. Raymond	3/1/1976	San Francisco
Daniel J. Robson	3/1/1976	North Carolina
Suzanne M. Royce	3/1/1976	Detroit
Patricia M. Saviet	3/1/1976	New England
Frank Shober	3/1/1976	Buccaneer
Alan F. Steinmetz	3/1/1976	Central Florida
David C. Welsh	3/1/1976	Central Florida
James P. Wright	3/1/1976	St Louis

35-YEAR MEMBERS

Bill Bergeron	3/1/1981	Land O'Lakes
Michael Cantu	3/1/1981	San Francisco
Lee Casebeer	3/1/1981	Oregon
Victoria L. Clegg	3/1/1981	Kansas
Cliff Cook	3/1/1981	Indianapolis
Rodger Grantham	3/1/1981	Ozark Mountain
Deborah M. Gregg	3/1/1981	Colorado
JoAnne Jensen	3/1/1981	Chicago
Marcia Ann Keane	3/1/1981	San Francisco
Diane Renee Lyons	3/1/1981	New England
Andrew A. Magallon	3/1/1981	Northwest
David William Maskell Sr	3/1/1981	Western New York
Edward C. Picard	3/1/1981	Northern New Jersey
Calvin B. Sanders	3/1/1981	Washington DC
James R. Shanks	3/1/1981	North Carolina
Allan J. Sockol	3/1/1981	Northern New Jersey
Sally A. Walter	3/1/1981	Susquehanna
David J. Walter	3/1/1981	Susquehanna

30-YEAR MEMBERS

Susan S. Addison	3/7/1986	Oklahoma
Scott H. Bettinger	3/6/1986	Wichita
Wayne Boyd	3/13/1986	Atlanta
Mark Brandt	3/17/1986	Oregon
Danette Brandt	3/17/1986	Oregon
Michael K. Bridges	3/6/1986	San Francisco
Henry Brillinger	3/6/1986	Susquehanna
Carol Campbell	3/3/1986	Glen
George Carpenter	3/31/1986	Ohio Valley
Brian Chmielewski	3/31/1986	Cal Club
Ian E. Cook	3/6/1986	San Francisco
Stewart A. Coomer	3/7/1986	Kentucky
Geoffrey H. Craig	3/5/1986	Susquehanna
Edward Cronin	3/11/1986	New England
H. Michael Crumay	3/31/1986	Washington DC
Linda Davis	3/13/1986	Atlanta
Charles C. Demmy	3/6/1986	Susquehanna
Anne Demmy	3/6/1986	Susquehanna
Chris Doyle	3/1/1986	Colorado
Bob Endicott	3/31/1986	Cal Club
Clarke Farrar	3/7/1986	Cal Club
Louise Fiehweg	3/27/1986	Arizona
Jay Frye	3/6/1986	South Jersey
Jan T. Gerber	3/14/1986	Nebraska
Candace R. Gerber	3/21/1986	Nebraska
John J. Gingery	3/17/1986	Mahoning Valley

Eve D. Henderson	3/17/1986	New York
Mike Henderson	3/31/1986	Cal Club
Gee Dub Henderson	3/17/1986	New York
Marilyn Henderson	3/31/1986	Cal Club
Ed Hill	3/20/1986	Western Ohio
Brett Hope	3/7/1986	San Francisco
Thomas B. Horan	3/11/1986	Atlanta
Michael T. Jackson	3/17/1986	Florida
Jean Jaslow	3/4/1986	Finger Lakes
Richard Kamo	3/17/1986	Chicago
Melvin David Kemper	3/20/1986	Northwest
Jerry Kerwin	3/31/1986	Finger Lakes
Mark Kilpatrick	3/12/1986	Blue Mountain
Tony Koufos	3/4/1986	Indiana Northwest
W. Kowalewski-Barrera	3/31/1986	Chicago
Joan M. Lane	3/14/1986	Atlanta
Lois Lankford	3/16/1986	Indianapolis
Jon Leavy	3/20/1986	Florida
John M. Lewis	3/31/1986	Chicago
Dan Livezey	3/31/1986	Cal Club
Jeffrey Lynn Lucas	3/11/1986	Washington DC
James M. Morgan	3/4/1986	Florida
Gary L. Murph	3/13/1986	Cal Club
Frank Murphy	3/7/1986	Indianapolis
Matt Murray	3/20/1986	Northern New Jersey
Phillip S. Osborne	3/7/1986	Texas
Scott Rader	3/14/1986	Lone Star
Bob Rappaport	3/20/1986	Ohio Valley
Douglas Replogle	3/5/1986	Neohio
Rick Ricker	3/6/1986	New England
Patricia A. Rider	3/11/1986	New England
Scott W. Schad	3/4/1986	Guam
George Smith	3/31/1986	San Francisco
Gerard W. Stevens	3/4/1986	New England
Marianne T. Stevens	3/4/1986	New England
Robert D. Stream	3/31/1986	Des Moines Valley
M. Clark Thompson	3/20/1986	Rio Grande
William Wah	3/20/1986	Central Florida
Richard N. Walke	3/14/1986	Chicago
James S. Wilmot	3/7/1986	Northwest
Krystal R.E. Wingett	3/31/1986	Detroit
Beth Wolfe	3/11/1986	Atlanta
Dennis R. Wolfe	3/11/1986	Atlanta
Raymond O. Worden	3/6/1986	Gulf Coast

25-YEAR MEMBERS

Karen Abrahamson	3/26/1991	Chicago
Kevin R. Anderson	3/19/1991	Cal Club
Ted G. Arken	3/7/1991	San Francisco
Stephen Barth	3/11/1991	Detroit
Leonard J. Basaj	3/7/1991	Western Michigan
Barbara Bell	3/12/1991	Northern New Jersey
David L. Bennett	3/12/1991	Kansas City
Vince Bly	3/11/1991	Washington DC
Richard S. Bolt	3/15/1991	Detroit
David L. Caswell	3/12/1991	Colorado
Neil Cawley	3/27/1991	Atlanta
Jeffrey D. Cawthorne	3/28/1991	San Diego
Sheri C. Chaney	3/12/1991	Central Carolinas
Eddie Danecki	3/13/1991	Chicago
Paul Dethier	3/25/1991	New England
Aaron W. Ellis	3/12/1991	Land O'Lakes
Christopher Kelly Evans	3/13/1991	New England
Katherine E. Freund	3/21/1991	Land O'Lakes
Thomas J. Hartman	3/7/1991	Susquehanna
Joseph W. Hartsell	3/28/1991	Central Carolinas
Chris Helgesen	3/15/1991	Washington DC
James R. Hildock	3/7/1991	Central Florida
Paula Hildock	3/7/1991	Central Florida
Paul Eric Hoecke	3/26/1991	North Carolina
J.D. King	3/15/1991	South Jersey
Thomas J. Klimas	3/12/1991	Continental Divide
Ross W. Knoblauch	3/25/1991	Washington DC
Denise Kugler	3/26/1991	Susquehanna
Erik Laprade	3/20/1991	Kansas City
Bill D. Martin	3/25/1991	Las Vegas
John P. Murphy	3/12/1991	Central Louisiana
Judith Murray	3/13/1991	San Diego
Thomas R. Neilson III	3/19/1991	Finger Lakes
Helen Perry	3/28/1991	Reno
John Perry	3/28/1991	Reno
Greg Randall	3/21/1991	Rio Grande
Albert L. Sauerland Jr	3/19/1991	Central Florida
J. Jay Simaras	3/21/1991	Milwaukee
Mark Sipe	3/19/1991	Texas
Jeffrey D. Swanberg	3/18/1991	Blackhawk Valley
Kerry Washay	3/26/1991	New England
Lynda Wendling	3/18/1991	Northern New Jersey
Robert J. Zatz	3/13/1991	New England



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@ The Milwaukee Mile

May 19

Milwaukee Track Days
@ The Milwaukee Mile



Rally

May 7

Badger Burrow National
@ Middleton, Wisconsin



Solo

April 16

Solo Driver's School
@ Kelly's Bleachers

April 17

Solo Event #1 @ Miller Park

May 8

Solo Event #2 @ Miller Park

May 21

Test and Tune @ Miller Park

May 22

Solo Event #3 @ Miller Park



Street Survival

May 14

Street Survival Class #1 @
MATC Oak Creek Campus



Club Racing

April 22

CenDiv Driver's School @
Blackhawk Farms Raceway

April 23-24

CenDiv Divisional Races @
Blackhawk Farms Raceway

April 30-May 1

Majors Tour Races @
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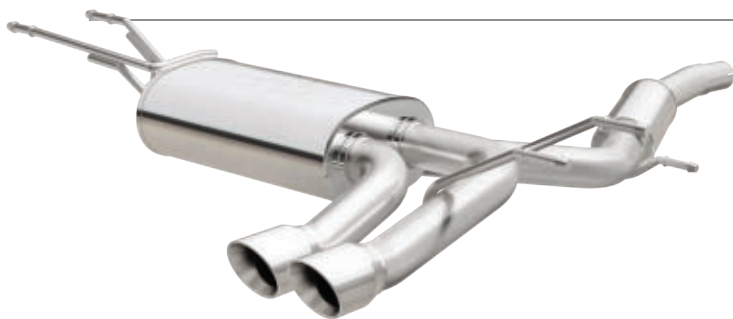
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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

ARE WE DOING IT RIGHT?

I work hard at being competitive, even if my results are often less than stellar. I plan, ponder, and dedicate more time than I should to running toward the pointy end of the field - but mine is just scheming, and I often think it doesn't hold a candle to the effort put forth by others in this Club. Maybe I'm not doing this right.

A prime example of utter dedication is Amy Ruman. This month's cover story features Amy and her run to the 2015 Trans Am championship. I've always viewed Amy as a force to be reckoned with in Trans Am, but what I didn't know until I read the feature is Amy and her team campaign the SCCA Pro Racing-sanctioned series in similar fashion to most Club racers. Her team is, in large part, her family, and her sponsor is one her family has cultivated and cared for over years. "We're still an independent team - not a factory team - so we run all aspects of the team ourselves," Amy admits during her interview.

What also surprised me is how much work Amy and her team put into racing before tackling Trans Am. While I was

aware her sister races Spec Racer Fords, I didn't know Amy's driving career kicked off in the mid 1990s in ITA, moving to SRFs a couple of years later. Her move to Trans Am came a decade after she started Club Racing, and then it was five more years before she won a race.

The point is, Amy and her team are dedicated SCCA members who've worked unbelievably hard, committing their lives to the competition that drew us all to the Club. And, as a true competitor, she'll be back in 2016 to defend her title. In fact, depending on when this issue arrives in your mailbox, she might be at Sebring right now competing at Trans Am's opening round.

Another example of determination and dedication surfaced at this year's SCCA National Convention. There, Jonathan Goring, the 2015 Runoffs Spec Miata National Champion was presented with SCCA's President's Cup. Many viewed his run to the front during the damp nighttime race at Daytona as inspiring, but once the checkered flag fell, stories came to light about Jonathan's dedication to the sport, and the blood, sweat, and tears he's put into racing. This fact received an exclamation



Philip Royle

AN HONOR

Roger Penske presented Jonathan Goring, the 2015 Spec Miata Runoffs champ, with the President's Cup.

point when Roger Penske, who was being inducted into SCCA's Hall of Fame that evening, recognized Jonathan's accomplishments, saying Jonathan's drive both on and off the track reminded him of himself. What an honor.

Is there a moral to my rambling? Is it that you and I need to dedicate more of our lives to chasing motorsports success? Nah. An absolute truth about the SCCA is that the Club never fails to deliver the amount of enjoyment you want, regardless of your level of commitment. So, whether you run one event a year or chase a season-long championship, the SCCA will fill your motorsports cup time and time again, and ultimately, that's why we do this. So let's keep doing what we're doing, because if we're having fun, then we're doing it right. 🍷

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FROM THE ARCHIVES

10 YEARS AGO... APRIL 2006



- We took an in-depth look at the latest in affordable and easy to use data acquisition for Club Racing.
- The 2006 National Convention wrapped up in Kansas City.

25 YEARS AGO... APRIL 1991



- *Super Vee Memories* covered 20 years of spectacular racing, and the legends who launched careers from it.
- The National Convention visited Baltimore's North West Harbor.

50 YEARS AGO... APRIL 1966



- *Production Car Preparation* covered the various steps of converting your road-going car into a racer. In the detailed list of items were \$75 for a roll bar, \$18.75 for a seat belt, and \$60 for tires.



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