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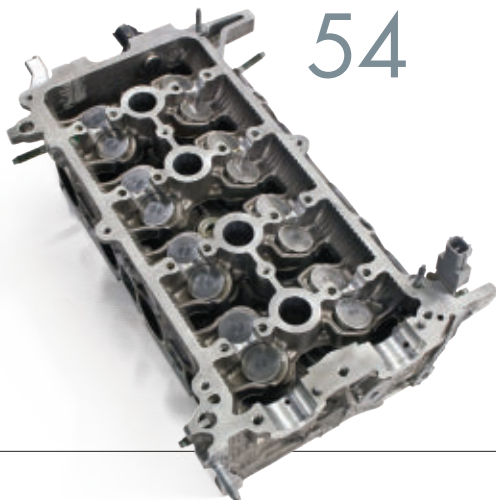
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SALES-SERVICE-TUNING-ANALYSIS FOR **BILSTEIN** DAMPERS





Internationally renowned Cal Club Region flagger Bil Baldwin does his thing at Turn 2 during the Willow Springs round of the Western Conference U.S. Majors Tour. Baldwin has traveled the world working races.

DATE | Feb. 21, 2016

LOCATION | Rosamond, Calif.

WHAT | Western Conference U.S. Majors Tour

PHOTOGRAPHER | D.E. Baer





The Pirelli World Challenge Cadillac pace car team sets the tone for the start of the 2016 season, and the GT race, at Circuit of the Americas. Patrick Long (31) won the season opener from the pole.

DATE | March 5, 2016

LOCATION | Austin, Texas

WHAT | Pirelli World Challenge

PHOTOGRAPHER | Jay Bonvouloir

SOLO NATIONALS RUN DAYS REVEALED

While in some parts of the country Soloists are just getting started with the 2016 season, preparation for the 2016 Tire Rack Solo National Championships is in high gear.

Feeding the Solo Nationals frenzy, the SCCA National Office has already announced the class run days. Head to www.scca.com and click the Solo tab for more information.



Rupert Berrington

The first of its kind SCCA Waste Management Winter RallySprint took place in late February in Wellsboro, Penn. The RallySprint, which was 56 miles of competition driving, one car at a time against the clock, was the first of SCCA's new RallySprint program for advanced amateur rallyists. This new "rally light" class is designed to help bridge the gap between RallyCross for beginners and stage rallying for the

more serious competitors, and is also a training ground for volunteers, organizers, and race officials to get used to rally operations before working a stage rally.

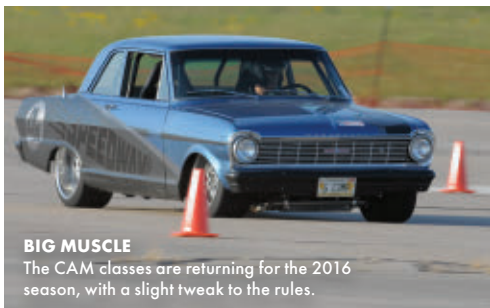
For this rally, the 18 starting competitors ran a 13-mile gravel road five different times within the Waste Management property on the outskirts of Wellsboro, three times in one direction and twice in the

other direction. Although it was the same road, each of the five passes on the stage presented different problems because of the unseasonably high temperatures for winter and the condition of the road as the day wore on.

For results from this event, visit www.wmwr.info, or for information about feature RallySprint events visit www.scca.com. 📍



RALLYSPRINT SPLASHES INTO ACTION



Rupert Berrington

BIG MUSCLE

The CAM classes are returning for the 2016 season, with a slight tweak to the rules.

CAM Challenge rumbles into 2016

After becoming one of SCCA's fastest growing Solo classes, the CAM Challenge is set to return this year with a four-event schedule, and rule changes intended to draw even more competitors.

In 2016, the CAM Challenge will begin its season April 29-May 1 outside Los Angeles at Auto Club Speedway in Fontana, Calif. The second event will take place May 20-22 at Mineral Wells, Texas. Next comes the Aug. 12-14 event at Grissom Aeroplex in Peru, Ind. The season then wraps with the invitational competition held Sept. 3-4 during the Tire Rack ProSolo Finale at Lincoln Airpark in Lincoln, Neb.

Once again, the CAM Challenge will operate under the Match Tour format with three events in one package. The event is broken into four sessions. The first two sessions are on Saturday, with each consisting of a traditional three-run autocross with the best run from each session added together to determine class rankings. Session three on Sunday gives another three runs to determine Challenge qualifiers.

While much of the CAM Challenge stays the same as before, two big changes for 2016 include placing muscle cars from 1954-'89 in the CAM-T class, while Corvettes up to and including the C6 will compete in CAM-S. 📍



Clark McInnis

TRACK NIGHT EXPANDS

Nine new venues have joined the roster of sites hosting Track Night in America for 2016, including Roebling Road Raceway, Putnam Park Road Course, Palmer Motorsports Park, DCTC Driver Training Facility, Pocono Raceway, Carolina Motorsports Park, Harris Hill Raceway, Dominion Raceway, and Pacific Raceways.

Racing begins, and so do the winnings

When the SCCA developed the U.S. Majors Tour Club Racing series, it did so with the hope of developing attractive contingency support programs for the racers - and once again, 2016 has turned into a potentially lucrative season for SCCA's Club racers.

Honda Performance Development, Mazda North American Operations, Mini USA, Nissan, and Toyota/TRD are offering cash prizes for drivers who put their vehicles on the podium. Meanwhile, Chevrolet is awarding cash payouts to eligible podium finishers in B-Spec, competitors racing a 2005 or newer Mustang, 1999 or newer Focus, or 2011 or newer Fiesta are eligible for awards from Ford Performance, and Formula Enterprises and Formula F Majors Conference Champions powered by a Ford engine will also receive a \$1,000 check.

Parts manufacturers and suppliers are also offering contingency programs for Majors racers. SafeRacer, the Official Safety Provider of SCCA and title sponsor of the SCCA National Club Racing Program, will be offering a \$500 product certificate to the Nationwide Points Champion in each of the eligible 28 classes.



Mark Weber

Summit Racing Equipment is back in 2016 with an offer of product certificates for first and second place. Hawk Performance and Carbotech Brakes will offer eligible podium finishers product certificates worth \$75 and \$50, respectively.

BFGoodrich Tires is offering product to first- and second-place finishers in eligible classes, Goodyear Tire will offer cash prizes to eligible drivers in the top two positions, and Hoosier Racing Tire will also offer free product for eligible finishers at Majors races.

Further details on all contingency programs, including how to register, can be found at www.scca.com/contingency. Drivers must read all program requirements and be sure to have the necessary paperwork submitted. 📌

PAYOUT

Race the right car with the right parts and win, and Club Racing could soon turn into an even more enjoyable endeavor.

2016 MX-5 Cup poised to launch

The 2016 Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires marks the debut of the ND MX-5 in SCCA Pro Racing competition, where it will see action during a 12-race championship season. The 2016 schedule includes one new venue, and the return of a driver and fan favorite circuit, with each of the six race weekends serving as doubleheaders.

The 2016 season will kick off at Mazda Raceway Laguna Seca during the IMSA WeatherTech weekend at the end of April. New for 2016, however, is a visit to historic Watkins Glen International Raceway, where

MX-5 Cup teams will share the May 13-15 weekend with Trans Am. Next, the teams travel to Road America to headline the SCCA June Sprints weekend, which is part of the U.S. Majors Tour. This weekend could also see crossover for these cars to Club Racing, as the new MX-5 Cup racecar has been approved to compete in Touring 3.

CTMP will host the annual north-of-the-border trip in July, August will see the teams return to VIRginia International Raceway, and then the season wraps at Road Atlanta during the Petit Le Mans weekend. More information can be found at www.mx-5cup.com. 📌

Richard S. James



KICKOFF
Global MX-5 cars soon take to the track.

RND	DATE	VENUE
1-2	April 28-May 1	Mazda Raceway Laguna Seca, Calif.
3-4	May 13-15	Watkins Glen Int'l Raceway, N.Y.
5-6	June 17-19	Road America, Wis.
7-8	July 8-10	Canadian Tire Motorsport Park, Ont.
9-10	Aug. 26-28	VIRginia Int'l Raceway, Va.
11-12	Sept. 28-30	Road Atlanta, Ga.

SOLO NATS COURSE DESIGNERS NAMED

The Solo Events Board has selected Marcus Meredith and John Hunter as the course designers for the 2016 Tire Rack Solo National Championships. In May, the duo will travel to Lincoln, Neb., to set up and test the course with the help of SCCA's Howard Duncan.



Perry Bennett

Formula Lites on track

With an expanded sophomore season being finalized as a dynamic backdrop, the Formula Lites organization announced an alignment with internationally renowned tire brand Pirelli, which will serve as series title sponsor for 2016.

"Pirelli is proud to become the title sponsor of Formula Lites and continue investing in growing our open-wheel motorsport footprint in North America," says Pirelli Sr. Vice-President Media Relations, Motorsports and Prestige

Activation Rafael Navarro. "We are committed to the growth of Formula Lites and using their unique racing platform to help discover and groom the next generation of North American open-wheel talent."

In addition, the series finalized its 2016 race season. Adding a May 6-7 race weekend at Road Atlanta, a July race at Brainerd International Raceway, and an August race at Autobahn Country Club. A complete calendar and details can be found at www.formulalites.com. 📍

Courtesy Formula Lites



NEW SCCA ENTERPRISES PRESIDENT GETS GREEN FLAG

Long-time SCCA member and competitor Robey Clark has been named the new SCCA Enterprises President and CEO, replacing Erik Skirmants, who announced his resignation in February.

Clark brings an extensive history in Spec Racer Fords and Sport Renaults, as well as involvement as both a Region Race Chairman and member of a Majors Tour Division Race Committee.

Active in the Texas Region, Clark began racing in the early 1990s with Sports Renault and Spec Racer Ford being his cars of choice. In the late 1990s, he competed in the Spec Racer Ford Pro Series. Today, Clark still competes as a Spec Racer Ford pilot at Club Divisional and Majors events.

"Erik Skirmants and the team at SCCA Enterprises has done a great job in keeping Spec Racer Ford a vibrant and competitive class," Clark says. "I share the long-term vision that has driven SCCA Enterprises for the last 10 years and intend to keep moving forward in a manner that supports continued growth and stability for the Spec Racer Ford community and SCCA Enterprises. Coming into this new position, I see the tasks ahead as fun and invigorating. I look forward to keeping Spec Racer Ford one of the most competitive SCCA classes."

SCCA Enterprises, a wholly owned subsidiary of SCCA, Inc., brings another dimension to the Club: racecar construction. SCCA Enterprises constructs and maintains the Spec Racer Ford, Enterprise Sports Racer, and the Formula Enterprises racecars. 📍



Dave Green

SCCA's marketing team grows

SCCA has expanded its marketing and communications team with the addition of Jim Llewellyn as the new SCCA Public Relations Manager. In his position, Llewellyn will be responsible for the promotion and public relations of SCCA Club Racing, Solo, Rally, and Experiential Programs within the Club and externally through media relations. He will be tasked with overseeing and implementing an overall communications strategy for SCCA, Inc., and developing plans to grow that communication inside and outside the Club.

"This Club is filled with wonderful people and wonderful stories, and I look forward to sharing those stories with Club members and journalists alike so others

can better understand why we are all so passionate about our sport and Club," says Llewellyn.

A graduate of Kent State University's journalism school, Llewellyn has spent more than two decades working in communications, being an SCCA member for more than a decade. His background in automotive and motorsports includes work with a NASCAR Cup Rookie of the Year, and a Baja 500 Trophy Truck team. He has done freelance work for Lucas Oil and MAVTV, and worked driving programs for Mazda, *Car and Driver*, and Chevrolet. In 2015, he helmed public relations activities for SCCA Track Night in America Driven by Tire Rack. 📍



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THE CLUB BOARD

JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

STIRRING THINGS UP

In this space last month, I wrote about evaluating and selecting candidates for the Club's National Board of Directors. Summary: SCCA Directors are popularly elected but have a bigger responsibility than representing their local Regions and members. In reality, a Director's ethical and legal responsibilities are to the welfare and success of the entire organization. That's not a universally popular position in our Club - so I'm going to whack another hornet's nest - stand back a bit.

While some of our competition programs prosper under the watchful and wise eyes of their program boards (Solo and RallyCross are the positive poster children here), the Club's Board of Directors (the "BoD") has traditionally spent an awful lot of time watching and second-guessing the Club Racing Board. Over decades, the BoD has wedged the CRB into a narrow corner of program management.

Have a quiet talk with any CRB member and you'll find they've always been under the BoD's microscope - sometimes to the annoyance of the CRB. That has also been to the detriment of the BoD's other important business.

It is settled history that a past SCCA CEO advised a newer CEO on dealing with the BoD by saying, "Anytime the BoD wants to start delving into the real business of the Club, just start them arguing about specs for racing Bugeye Sprites, and that'll keep them distracted and out of your hair for months." I believe it.

While our acknowledged strategy is for our program boards, our racing Regions, and our program staffs at HQ to manage those programs, we (the BoD) have a long history and culture of being helicopter parents to Club Racing. As well-known management gurus regularly say, "Culture eats strategy for breakfast." While much of that munching sound has come from our own boardroom, we're not alone in guilt. For example, once the BoD approved wheel-to-wheel competition without a traditional license and a battle started with some stewards and Regions. Their gasps could be heard around the world, followed by, "That's not how we do it," or, "Over my dead body."

I will credit the current BoD with encouraging fundamental change. The new, growing culture in the boardroom is to focus on the Club's strategy - the growth and health of the Club - and to stay away from micro-managing our programs and staff. There is evidence of success. At each of our past several BoD meetings, we've gotten through almost two days of business before the subject of "Club Racing" was discussed. In my opinion, that was *awesome!*

Culture change. Now seems to be the time for all those constituencies orbiting around Club Racing to converge rather than to pull it in different directions. If there are weaknesses by programs or geography, let's fix them.

It shouldn't be BoD vs. CRB vs. Regions vs. stewards vs. racers. Let's make that the SCCA Club Racing program vs. all those other organizations vying for the attention of our members and potential members instead.

Our Board - and the CRB - would love to hear your thoughts on this. ☺

FOUNDATION RAFFLE TICKETS ON SALE

The 2016 installment of the SCCA Foundation Raffle is under way. The grand prize this year is a Formula 1 U.S. Grand Prix ticket package, which includes two VIP hospitality passes, and \$5,000 to cover travel and expenses. Go to www.sccafoundation.com to purchase your tickets before the June 27 deadline. ☺

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Courtesy BlackArmor



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

BEING ROGER JOHNSON

On the cover, and featured in this month's issue of *SportsCar*, is Roger Johnson. More specifically, Roger H. Johnson. Starting on pg. 28, you'll read how Roger H., a 2015 SCCA Hall of Fame inductee, impacted the world of Solo, especially in the realm of course design. Today, a lot of the course layouts at Regional- and National-level autocrosses take a page from Roger's school of thought to generate safer and more challenging courses. As if that wasn't enough, Roger H., the fierce competitor and T-shirt designer extraordinaire, is also responsible for bringing former IndyCar and F1 driver Eliseo Salazar, along with other Chilean drivers, to the Tire Rack Solo National Championships to compete for the last few years.

Roger H. Johnson should not be confused with Roger E. Johnson, a 2008 SCCA Hall of Fame inductee. Roger E. is a multi-time Solo Champion. He was the first Solo competitor to bring major commercial attention to the sport through a premier sponsorship arrangement, and namesake of Solo's "Johnson Spirit of the Sport Award," presented annually by the Royal Order of the Sheep to an SCCA member that upholds the spirited virtues of fun, camaraderie, and tomfoolery. And, let's not forget he also served as a memorable

emcee at the National Convention and Hall of Fame for many years.

Jokingly, Roger H. Johnson often refers to himself as Roger "The Real" Johnson. While Roger E. Johnson often refers to himself as, well, good luck getting a straight answer from him.

Why do I bring all this up? Both Roger H. and Roger E. are two important examples of wonderful, unique individuals who help form the personality of our Club. Yes, we are exacting when it comes to matters of safety. Yes, we are very, very competitive. But we're also a whole lot of fun!

Keeping programs fresh and innovative goes a long way in helping the Club's vitality. But it's our interesting cast of characters such as Roger E. and Roger H. who play an even more important role in making Club activities fun, which keeps people involved and coming back for more. For nearly 40 years now, Roger E. has enjoyed being a member of SCCA, and enjoyed the SCCA's members all the while building a reputation for outrageous fun. Meanwhile, Roger H. has helped construct a platform that makes playing with cars even more enjoyable and safe through SCCA's Solo program. Both Rogers provide absolutely essential and endlessly valuable aspects to our Club's existence, such as innovation, excitement, passion, and commitment to their sport.

Now, we obviously can't all be Roger E. or Roger H., but I really hope every member of the SCCA thinks about how they can become "a" Roger.

We have a Club that isn't just about cars and competition. Our organization is made up of really great people - personalities with great competitive drive and spirit, with passion for our sport, with laughs to share, with stories to tell and tall tales to weave. I recommend that if you ever get the chance to sit down with one of the Rogers, H. or E., you buy him a cold one, thank him for his contribution, and enjoy getting to know this wonderful Club member - and then do it again with the other Roger. This is the Club I want to belong to! 🍷

Membership Drive Contest

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

MEMBERSHIP REFERRAL LEADERS FOR JANUARY 2016

NAME	REF	REGION
Gayle Jardine	24	Cal Club
Derrick Taylor	13	Buccaneer
Warren Leach	12	San Diego
Brian Ghidinelli	10	San Francisco
Todd Higgins	10	South Jersey
Gal Mesika	6	Washington DC
Bruce Fitzgerald	4	Cent Louisiana
J.C. Nieto	4	Las Vegas
Erik Acks	3	Chicago
Cindi Clark	3	Las Vegas
Dylan Doherty	3	San Diego
Mary Jo Fata	3	Las Vegas
Moses Smith	3	Texas
Namy Tran	3	Houston

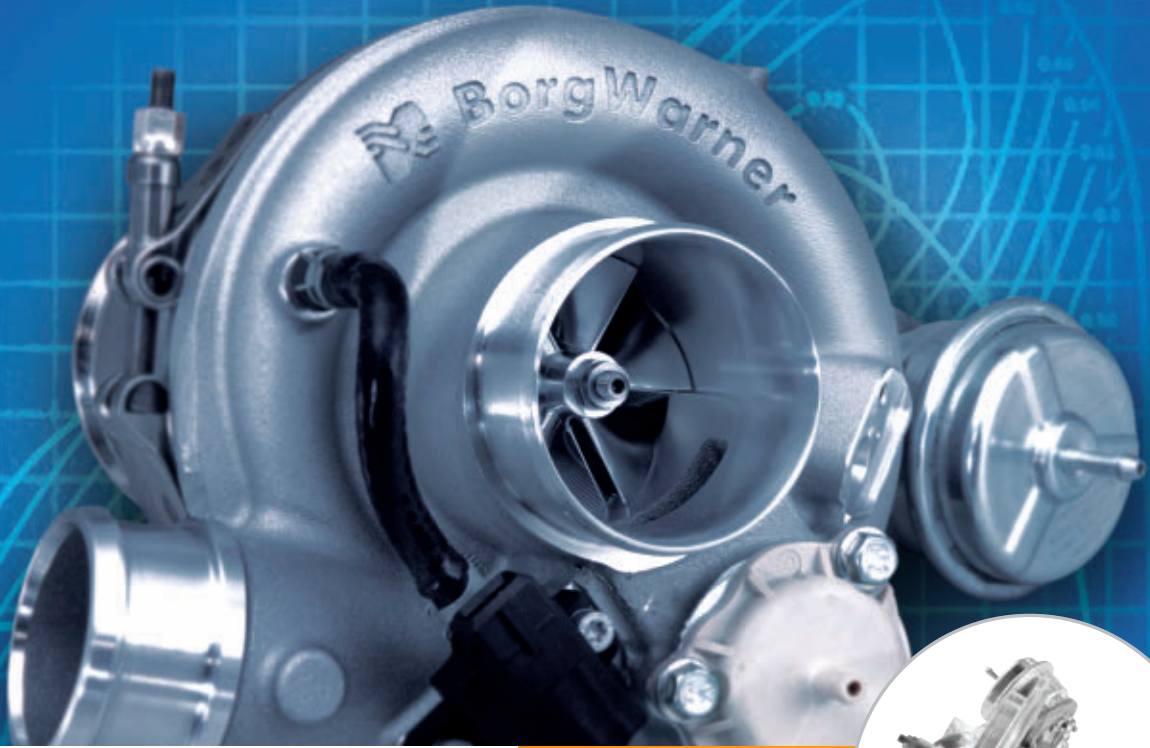
There are 550 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
San Francisco	2.3%
Washington DC	1.9%
Texas	1.8%
Large Regions (401-799):	
Buccaneer	4.5%
Northwest	2.2%
Arizona	1.7%
Medium Regions (200-400):	
Alabama	4.0%
Hawaii	3.6%
Las Vegas	2.5%
Small Regions (<200):	
Yellowstone	17.9%
Montana	12.9%
Central Louisiana	7.6%

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MICHELLE MILLER

NORTHWEST REGION
SCCA MEMBER SINCE 2010

Before I discovered SCCA competition, my husband and I were building cars and taking them for Sunday drives. That changed in 2006 when a fellow RX-7 club member, JEB Thornton, invited us to an autocross novice school. I was incredibly nervous, but was amazed at the warm welcome we received. I was slow – in fact, I was scared to hit the gas, but a lap from an experienced instructor made me realize what my car was capable of. Then I was hooked.

When I find something that engages me, I tend to dive in, so I got involved with several local car clubs. Then, in 2010, Laurie Hyman was looking for a co-driver for the SCCA Tire Rack Solo National Championships in her Nissan GT-R. I didn't think I'd have the

opportunity again, so took her up on the offer.

The trip to Nationals, seeing 1,200 competitors in Lincoln, Neb., opened my eyes to a whole new level of the sport. The car and the scene were overwhelming, but by the end, all I could think about was doing it again – so my husband and I bought a Mitsubishi Evo IX to do just that.

In 2012, after a year of developing and competing in the Evo, we headed back to Nationals. This was my third trip there, and it was starting to feel less intimidating. Keeping my focus, I was able to take my first National Championship! I was in tears. Amazingly, I backed that up with STFL wins at Nationals in 2014 and '15.

In August 2013, I was approached by a



SPLASHDOWN

When not dodging cones, Michelle Miller can be found teaching the art of rallying.

fellow competitor – who is also the Chief Instructor at DirtFish Rally School – about becoming a part-time instructor at DirtFish. I felt honored, and it made me realize how much the extra things we do can affect our lives in ways never imagined. Before long, I became one of their full-time instructors.

Teaching people how to drive rally cars is one of the most amazing and rewarding things I've ever done. Some days are hard, but every time a student has an "ah-ha" moment, or challenges themselves in a new way, I get to share that with them.

Every day is an opportunity, and this has been one amazing ride."

IMAGES Eric Schofhauser



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POBST POSITION

THE
Other
WEIGHT
TRANSFER

"Your primary job as a driver is weight management." I heard and learned this from the Skip Barber Racing School and my hero, Terry Earwood, years ago. Regular readers will recognize it; I speak of it a lot. It's fundamental. But what I'm really emphasizing normally is front-to-rear. How it is critical to leave your weight forward when you still need to turn, with patience before accelerating, eyes and thoughts on the apex.

Well, there is another transfer I always pretty much ignore: side-to-side. Transitions. It's far less important to the driver inputs, because it doesn't affect turning as much. Or does it? Yeah, when you crank the steering, weight transfers to the outside. We see it in body roll and feel it in our necks. Lateral Gs - the massage of the racing gods. In transitions, weight transfers to the other side. Boom.

Ultimately, the driver controls the speed of that transfer, but the suspension settings control the balance of it while it flows or throws to the outside. This is what shocks are all about. Think about it: they only work while moving.

Say you're a lumberjack (no, really, stay with me here), and a small tree next to you is falling over. The tree is heavy, and while it's falling there is no resistance until it slams down on the ground. So, you step in and try to hold it up. You are now the shock, and while you resist the falling, the weight of the tree pushes down on you, transferring some of its weight to the ground through your manly boots, but not all of it, unless you stop it completely.

Really, there are two lumberjacks at work. The one holding the tree up is compression damping of the outside shock, and there's another logger on the other side holding the tree back with a rope tied to the top. That one is rebound of the inside shock.

Hold lightly against the tree, and there's less pressure on your feet, so the tree hits harder when it finally lands. Hold tighter, and you slow the tree, so it does not land as hard. Resist with all your muscle and nearly stop the fall, and nearly all the weight hits the ground, through

Philip Tucker

RANDY POBST 4 TIME WORLD CHALLENGE CHAMP; 2 TIME RUNOFFS CHAMP; 2 TIME SOLO AND 4 TIME PROSOLO CHAMP; 2 TIME ROLEX 24 GT WINNER



FAST HANDS

Knowing when to caress the wheel and when to wring its neck is essential to posting a quick lap on the Solo course.

you, way before the tree reaches Mother Earth. In this way, the shock (you) controls how quickly the load gets to the ground (your tires).

When the driver moves a control – steering, gas, or brake – that tree is pushed over in a direction, and the shocks determine how fast it falls. The springs and anti-sway bars set how far it goes (engineers, we’re leaving roll centers and geometry out for another column).

Ever throw a car around? Of course you have, this is the Sports Car Club of America! Yanking the wheel over pushes that tree over faster, and yes, makes it slam the ground harder. Well, your tires are that ground. The harder that weight hits the rubber, the easier it is to break it loose. Tires don’t like sudden shocks. That’s why smooth is fast, people. That’s why fast drivers have slow hands, in a good-handling car.

Football fans, you know the expression of a great pass receiver having soft hands? It’s the same concept. When the ball hits his hands, he slows it quickly but gradually. *Pooooffff*. Sticks like glue. Not *puh-wannng*, bouncing off, rock hard (ooh, a bad junior high sports memory just flashed). Great drivers handle tires like great receivers handle footballs. I was not a great receiver.

Fast drivers have slow hands, yes, but not in transitions. *Fast* hands in transitions. Autocrossers know this. Right-left-right. Offset gates. Slaloms. On road courses they are “The Esses,” chicanes – and many times, slower traffic! Rolling chicanes. It’s all part of the thrill.

Why fast? To max-out a slalom or chicane, you must go from turning one way to the other, instantly. There is no straight. Any time you are not turning with full possible force is wasted time, so the object is to transfer the load as quickly as possible, but land softly, like the football star making a great catch. In a normal corner, the turn starts gradually. The straight blends into the turn. In a transition, it’s instant: *leffffttt* – right!

The sooner the full load gets to the outside tires, the sooner the car can change direction,

and the faster you can go. But too sudden, and what happens? The tires get shocked and let go, sliding out. The more grip there is, the more aggression the tires can handle. Slicks and downforce allow stronger inputs. Require them. This is why drivers often find it much harder to go from real racecars to street-stock. They must slow everything down. Like driving in the rain. Lower grip rewards gentler inputs. Can I get an “amen” snow-belt drivers?

Stiffer shocks slow the body roll but can speed the weight transfer. Stronger springs reduce the movement and the weight-wait time. These are great for transitions because they make the load jump so quickly to the other side, with shock control.

Weight transfer and body roll have momentum. Think of that tree, falling fast versus slow. If the body rolls too fast, it lands hard and can knock the tire free. Imagine a Porsche 911 that’s too soft in back. Entering a turn, that body wants to keep on rolling, causing entry oversteer, even though softer springs give more stick, by the book. The same is true for you, front-drivers. Too soft, and you hurt your front grip, contrary to standard thought.

Further, because of the momentum of all this weight movement, you can and must use the power a lot sooner than in a normal corner. As in, before you enter, even. This flopping side-to-side often causes oversteer – think Scandinavian flick rally driving. A little power balances that. Exiting a slalom or chicane? Flat-out, baby!

Late apex the entries to transitions to set up the exit, then hard on the gas as you exit, to keep the tail from wagging as all that weight swings over. If you have front-drive, even better! That often-frustrating power-understeer is now your friend.

The upshot is to go side-to-side as fast as your tires can handle it. I’ve always enjoyed this left-right snap. It’s freeing. Haul-azzz. More like flying the car, yet very different from entering a turn from a straight. 🚦

HEAT TO STICK

Today’s highest-performance street tires are ever more aggressive, much more like race tires. Many need real heat to stick; much more than even the recent past. So, if you buy or drive a modern supercar – and I hope you do – be aware that the tires may feel icy-slick at first. Leave traction control on and warm the tires a bit with moderate acceleration and firm ABS braking.



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THE REAL DEAL

Roger Johnson has become known as the ace of Solo course design, but there's far more to the story...

WORDS Erin Cechal | IMAGES Julie Soefer Photography

Do you know Roger Johnson? The *real*/Roger Johnson? It's one of the fun quirks of SCCA's Solo community, knowing which Roger is which. If you ask Roger H. Johnson, "Which Roger are you," his response will be, "I'm the *real* Roger Johnson, the other is merely famous." This retort long ago helped nickname Roger "The Real" Johnson (Roger H.) versus Roger "The Famous" Johnson (Roger E.).

It all started at the 1986 Solo National Championships. Roger "The Real" was making his debut at the event while Roger "The Famous" was tearing up B Stock. Roger "The Real" also happened to be entered in B Stock, but he wasn't doing quite as well as his name twin.

"When people heard I was Roger Johnson, they instantly started congratulating me, and I was wondering why," he laughs.

The confusion remains to this day, so just to be clear, for the rest of this story the only Roger Johnson we're talking about is the real one.

Since that first Solo Nationals appearance, Johnson has become famous in his own right. He's taken his experience as a professional graphic designer for Boeing and applied it to teaching the art of course design. After creating the Solo Course Design Manual in the mid 1990s, he has traveled across the country giving presentations on course design. His in-person expertise has been requested as far north as Alaska and as far south as Chile.

Out of the blue, Johnson was contacted by ex-Formula 1 driver Eliseo Salazar. The

Chilean national hero was creating his own motorsports venue in Santiago and heard through a friend in the U.S. that Johnson was the king of autocross design. A couple of phone calls and e-mails later and Johnson was on his way to Chile to setup his course design for Salazar. Of course, when you're designing for a site you've never been to in a different hemisphere, there's bound to be complications, but it wasn't anything Salazar couldn't fix.

"We were setting up and the way I'd drawn the course, the cars went in one gate and came back through another," Johnson shares. "Well, one of the gates we were going to use was welded shut. I said, 'OK, I can redesign the course,' but he said, 'No, no, give me a minute.' He gets on the phone, makes a call, and within an hour somebody was out there with a saw and made the gate

functional again. There were all sorts of wires and they cut it all. What Elizeo wants, Elizeo gets!"

As Salazar's program grew, Johnson saw an opportunity for Chilean drivers to come experience American-style autocross at the Tire Rack Solo National Championships. So, for the past two years, Johnson has helped Salazar's series champion get to Lincoln, Neb., to take part in the Solo National Championships.

Johnson's passion for Solo began with his career at Boeing in Seattle, Wash. He was a member of the Boeing Employees Autosports Club (BEAC), which held events in one of the company parking lots. It was through BEAC that he met Karen Babb, who introduced him to SCCA and course design, and also convinced him to make the trek to his first Solo Nationals in 1986.

THE REAL WORLD

When Roger Johnson isn't at home (BELOW), you can find him with his Honda S2000 competition car (RIGHT), or playing his custom Kiesel guitar.





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"I drove with Karen and the gang from Seattle in my 944 Turbo Porsche. That car was so far out of my price range that I couldn't afford a house, so my license plate said 'MY HOUSE' in German!"

Johnson was blown away by the size of Solo Nationals, if not a little intimidated. In B Stock, he finished 34 out of 36 and readily admits it was because two people didn't show up.

In 1991, at Babb's urging, he submitted his first Solo Nationals course design for the south course in Salina, Kan. It was accepted, but there was one problem: Johnson had no plans to actually attend the event.

"I wasn't smart enough to know that you had to attend, because you had to set up the course," jokes Johnson. "I just wanted to submit a design. They picked me and asked me when I would arrive, and I thought, 'I don't have enough vacation days or enough money to go.' Karen went and set it up for me that first year. I've attended every Solo Nationals I've submitted a design for since then!"

While his course design resume is long, his list of Solo Nationals trophies is, well, non-existent. He attributes part of that to the lack of free time he has available to work on his car and driving, but he also points out that designing the courses you run can be a disadvantage.

"The thing about designing your own course is you design things into it and believe that's what they are, but don't look to see if they really are that way once you're in the car," he explains. "You'll often get fooled by your own course, because you're so sure you already know how it works. A person who has no idea how it works looks at it really hard and finds the line. In addition, the person who designs the course is involved in the setup and maintenance of it, so you're pretty distracted the day of the event."

The 1995 Solo Nationals was a memorable exception to this conundrum. Johnson drove his personal best on the North Course he designed for Forbes Field. "I was 28th out of 45 cars the first day on the South Course, and then, on my course, I jumped up to like 15th or something. It just worked for me. It was fun because some of the hot shoes were coming up to me after my first run like, 'So, Roger, tell me what you're doing.'"

FUN AND GAMES

Solo course design isn't just something you do – it's a lifestyle.

That 1995 course was one of Johnson's favorites, not just because he did well, but because of the compliments he received. He recalls fellow drivers shouting their praise as he walked by, even if he was in downtown Topeka getting dinner.

The lack of trophies doesn't get Johnson down. After all, he's *real*, not *famous*, right? He reckons his time will come soon enough. For now, his prize is the pure joy he gets from competing with his friends.

"I go for the experience," he smiles. "I love the people. I love the event itself. Every time I enter and sit in that car I believe I have a chance to trophy, and I drive like it."

Thanks to one of his fellow Soloists, Johnson has a very special trophy of a different kind: a custom five-string bass built by Kiesel Guitars.

"I friended Jeff Kiesel on Facebook and

he asked me to like his business, Carvin Guitars. They will build guitars to your spec. I talked to him at Nationals about building a one-off, because the Kiesel line of Carvin Guitars can do that. I submitted my drawings to him of what I wanted it to look like and he built it. I got it a couple months ago. It sounds really good!"

Johnson does, in fact, have one of the most prestigious honors SCCA can offer; in 2015 he was inducted into the SCCA Hall of Fame for his contributions to the Solo community.

"It was shocking to get the phone call," he recalls. "It's something that I've dreamed would happen, so it was exciting in that respect. It means a lot to me. I still get choked up talking about it. My acceptance speech was a total mess because I couldn't even talk."

The man who wrote the book (quite literally) on Solo course design anticipates retiring from Boeing in the near future, which will give him more time to work on his Street Touring R Honda S2000 and his driving craft. When that day comes, he warns his "fellow mid-packers" to watch out!

Johnson isn't likely to retire from teaching course design anytime soon, however, but with the growing demand for his presentations, he's coming across a problem of time management. "I need to start teaching someone else to give the presentation," he jokes. Maybe this means there's room for a third Roger Johnson - although perhaps that would get confusing. 📍

DESIGNING MAN

Roger Johnson autocrosses (RIGHT), but it's his Solo course designing skills (BELOW) that he's best known for.



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HISTORY MAKERS

The search for the 2017 SCCA Hall of Fame begins now, and the Club needs your help

WORDS Philip Royle | MAIN IMAGE Mike Duval

The year was 2002. The SCCA was a spry 58 years old, and then-SCCA President Steve Johnson was in the midst of geographically shifting the SCCA National Office from Denver, Colo., to Topeka, Kan. Pro Rally, flying high, was about to enter a challenging time, and Joe Huffaker, David Daughtery, and John Heinrich were front runners at the Runoffs (well, some things never change). During all of that, a seed of an idea was planted - a seed that would take two years to sprout but when it did, would leave an indelible mark on the Club that every member would be proud of.

"In early 2002, Steve Johnson had been invited to the Motorsports Hall of Fame and was really impressed with what he saw," says Howard Duncan, SCCA Senior Director of Rally/Solo. "I was in his office, and one of us said it would be great if the SCCA had something like that."





DR. BOB HUBBARD AND JIM DOWNING

Dr. Robert Hubbard (right) and Jim Downing saved more lives than we'll ever know when they developed the Head and Neck Support (HANS) device in the 1980s, following the loss of a close friend to a basilar skull fracture.

The pair were recognized for their contributions to motorsports safety and inducted into SCCA's Hall of Fame in 2014.



Philip Royce

RANDY POBST

Pobst, who became a member of the SCCA Hall of Fame in 2016, is often revered as the ultimate example of what is possible within the SCCA. Starting as an autocrosser, Pobst honed his skills and took home six Solo titles during the 1980s. Pobst moved to SCCA Club Racing, capturing two SCCA Runoffs wins. Moving to the professional racing ranks, Pobst has scored four SCCA Pro Racing-sanctioned Pirelli World Challenge championships.



Philip Royce



Philip Royce

ROGER PENSKE

The Penske name is synonymous with motorsports around the world. Before becoming one of the most successful businessmen and team owners anywhere in motorsports, Penske started his racing career as a driver. Between 1960 and '65, Penske claimed three National Championships and three President's Cup awards. He also earned accolades outside the Club after being named the *Sports Illustrated* Driver of the Year. Penske was inducted into the SCCA Hall of Fame in 2016.

During the move to Topeka, everything got put on hold - but it's hard to keep a good idea down. "In early 2004, we came back to the Hall of Fame subject again," Duncan explains. "We wanted a Hall of Fame nomination system that wouldn't get dragged into politics, so we put together a think group of Steve Johnson, me, Pete Hylton, and Duane Rost, and we came up with the process and the committees, and how many people would be inducted into the Hall of Fame."

In the summer of 2004, word went out that the SCCA was looking for nominations for the inaugural SCCA Hall of Fame. "The first year we decided there would be 10 inductees, and then five every year after," says Duncan, noting that they simply had no idea how popular the idea was going to be with the membership. "The fear we had when we started the Hall of Fame was that there would be total apathy about the topic, but it turned out to be completely the opposite."

Duncan, who has been the SCCA Staff liaison to the Hall of Fame since day one, recalls receiving upward of 75 nominations that first year, many arriving via mail in large envelopes containing newspaper clippings and other notes.

Back then, two committees were responsible for the selection of Hall of Fame inductees, the Nomination Committee and the Selection Committee, with a third committee overseeing the general process. The structure was designed to be simple but effective, and yielded an effective Hall of Fame selection process.

"Up until recently, the Nomination Committee would put forward 15 nominees to the Selection Committee," explains Dennis Dean, the chairman of the Steering Committee, a committee that concerns itself mostly with the nomination process. "The Selection Committee would look at those nominees and ultimately winnow it down to

five. Those five names would be given to the SCCA CEO who would then contact the people to be inducted."

In 2015, it was decided that an additional committee was needed. "Last year we started a Legacy Committee," says Dean, explaining that this new committee was tasked with nominating members for the Hall of Fame who were active during the first third of the Club's existence. "The Legacy Committee put forth three nominations, and those three became three of the 15 total nominees presented to the Selection Committee," he says.

What is the purpose of the new committee? "We believe there are a lot of deserving members to induct into the Hall of Fame who predate even the most senior of our members," says Dean, "and it's the job of the Legacy Committee to ensure those people are correctly honored."

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Philip Royce

BOBBY RAHAL
This 2013 Hall of Fame inductee used his 1975 SCCA National Championship as a springboard to a long professional racing career as both a driver and team owner.



Philip Royce

JOHN BISHOP

A 2011 inductee, Bishop is credited with advancing Club Racing through changes to the classification system, and overseeing the creation of the class championship system.



Philip Royce

JIM HALL

The Hall name conjures visions of the famed Chaparral cars that broke new ground, bringing many innovations to racing. Hall joined the SCCA Hall of Fame in 2012.

another modification is being made: Each year will see seven inductees rather than the traditional five. "This year, the process is that the Nomination Committee will look at nominees presented by the membership and from past nominations, and they'll come up with 10 nominations," explains Dean. "The Legacy Committee will select five nominations. The Selection Committee will then select five Hall of Fame members from the Nomination Committee, and two from the Legacy Committee, meaning there will be seven inducted into the Hall of Fame." This, says Dean, will carry on for the foreseeable future, affording the Club the opportunity to correctly recognize the deserving few.

This is where you come in. The Nomination Committee is tasked with selecting 10

deserving members to be considered by the Selection Committee for induction into the SCCA Hall of Fame, and they need your help. So which members deserve to be inducted into the Hall of Fame?

"Let me read for you the charter of the committees - it encapsulates what we're looking for," says Dean. "The charter says: The purpose of the Sports Car Club of America Hall of Fame is to preserve, protect, and record the history and accomplishments of the Club for current and future members by recognizing those members who have had a significant impact on the Club and the sport. This may be through service to the national organization, achievements in competition, advancement of the sport, or bringing recognition to the SCCA that

THE COMMITTEES

Four committees now constitute the Hall of Fame nomination and selection process: Nomination, Legacy, Selection, and Steering.

The Nomination Committee's task is to select SCCA members for consideration for the Hall of Fame via member input and their own research; the Legacy Committee's goal is to select members for consideration from the first third of the Club's existence. This year, those committees start the process on June 1, with a deadline of Sept. 1, when they will present their findings to the Selection Committee. The Selection Committee, in turn, has until November to make the final decision.

That leaves the Steering Committee. "People don't serve on the committees indefinitely," says Dennis Dean, the Steering Committee's chairman, "so the Steering Committee offers insight and advice in the process, but is in no way involved with the selection of the Hall of Fame members; this committee is simply offering direction on the process."

So who is on these committees?

NOMINATION COMMITTEE

- Charlene Bettinger
- Aaron Coalwell
- Greg Creamer
- Charlie Davis
- Howard Duncan *SCCA Staff liaison*
- Jeff Jacobs
- Don Knowles
- Marcus Merideth
- Lori Vitagliano

LEGACY COMMITTEE

- Jeff Becker
- John Bornholdt
- Bruce Brunner
- Howard Duncan *SCCA Staff liaison*
- Roger Johnson
- Doug Reed
- Duane Rost

SELECTION COMMITTEE

- Velma Boreen
- Jack Burrows
- Howard Duncan *SCCA Staff liaison*
- John Fergus
- Randy Pobst
- Ron Sharp
- Kurt Spitzner
- Heyward Wagner

STEERING COMMITTEE

- Dennis Dean *Chairman*
- Howard Duncan *SCCA Staff liaison*
- Costa Dunias
- Patc Henry
- Kelley Huxtable
- Kathy Maleck
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DENISE MCCLUGGAGE

McCluggage proved to the world that women could compete in international racing. She was one of the first women road racers and she parlayed that notoriety into a motorsports journalism career that is still going strong today. McCluggage was inducted in 2006.



Philip Royce



Philip Royce



Philip Royce

BILL CHAMBRES

With a skilled hand and a level head, the 2009 inductee exhibited the attitudes and attributes that mark the finest of SCCA workers and officials.

JOHN FITCH

The inaugural Hall of Fame class included SCCA's first National Champion in an era when that meant competing at events scattered across the entire country.

inspires enthusiasts to seek out and become members of the SCCA."

Past members run the gamut from Sue Roethel to Theodore Robertson to Jim Downing, Mark Donohue, Carroll Shelby, Bobby Rahal, Dan Gurney, and the man featured on this month's cover, Roger Johnson. While the criteria for consideration is nebulous, it's important to note that nomination is not a popularity contest. "There are people in the Hall of Fame who received a single nomination," says Dean. "Nobody else nominated them, and they were voted in. There doesn't have to be a groundswell, they just need to be deserving."

It's advisable to do as much research as possible before submitting your nomination. "The Nomination Committee does research,

but the better you state your case, the more likely the person is to stand out from the rest," advises Dean.

Which brings us to right now. For the benefit of everyone, the Steering Committee has shifted the nomination deadline for the Hall of Fame from mid October to June 1, which gives you roughly three months to submit letters in favor of those you would like to see honored at the next Hall of Fame Banquet at the SCCA National Convention, taking place in early 2017 in Las Vegas.

How do you nominate someone? Head to SCCA.com and click the "About SCCA" menu, then select the "Hall of Fame" link. There, you'll find all the contact information you need - or simply e-mail SCCAHoF@scca.com. 📧

HALL OF FAME MEMBERS THROUGH THE YEARS

CLASS OF 2016	Hubert Brundage Bob Henderson Randy Pobst Roger Penske Alec Ulmann
CLASS OF 2015	Roger Johnson Oscar Kovaleski Ron Sharp Dr. George Snively Bob Tullius
CLASS OF 2014	Kathy Barnes Bob Bondurant Dan Gurney Dr. Bob Hubbard and Jim Downing Pete Hylton
CLASS OF 2013	Skip Barber Bill Noble Andy Porterfield Bobby Rahal Carroll Shelby
CLASS OF 2012	Charlie Earwood Jim Hall Gene Henderson Dr. Peter Talbot Bryan Webb
CLASS OF 2011	Karen Babb John Bishop Jim Fitzgerald Tracer Racing Harro Zitz
CLASS OF 2010	Nick Craw Briggs Cunningham R. David Jones Berdie Martin Wayne Zitek
CLASS OF 2009	Paul Newman Bill Chambres Bill Johnson Jim Kimberly John Timanus
CLASS OF 2008	Roger Johnson Kjell Qvale Fred Schmucker Don and Ruth Nixon Robert Ridges
CLASS OF 2007	Marge Binks General Curtis E. LeMay Marc Gerstein Theodore F. Robertson Carl A. Haas
CLASS OF 2006	John Bornholdt Denise McCluggage John Buffum Grant Reynolds Mark Donohue
CLASS OF 2005	Cameron Argetsinger Vern Jaques A. Tracy Bird Bill Milliken John Fitch Sue Roethel Arthur Gervais Art Trier Harry Handley Rob Walker

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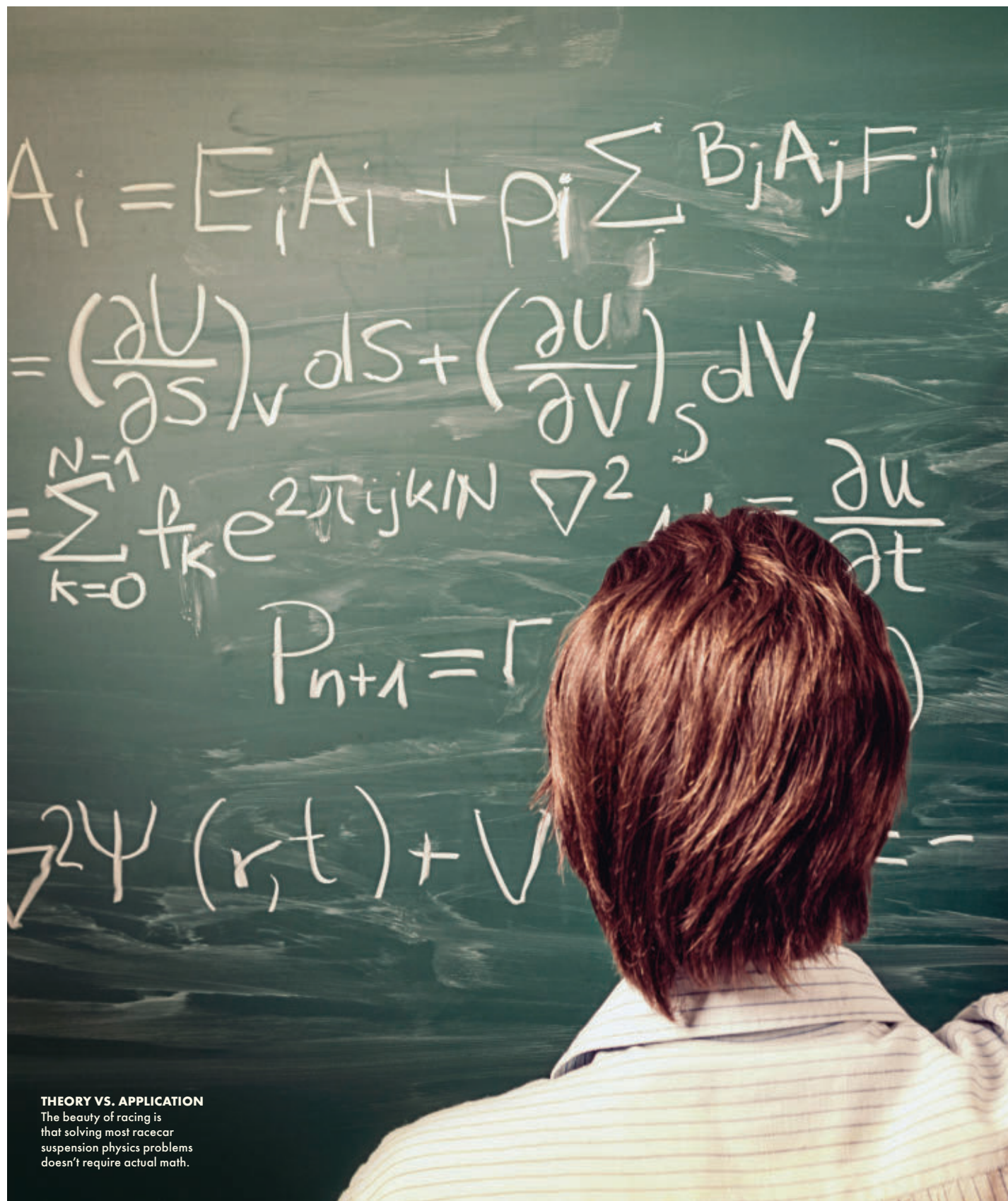
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THEORY VS. APPLICATION

The beauty of racing is that solving most racecar suspension physics problems doesn't require actual math.



Is your car not handling the corners like it should? We take the guesswork and confusion out of your handling woes

WORDS Jeff Zurschmeide

Competition class rules often limit the suspension parts that may be used on a given car, and therefore the adjustability of that car. Despite that, all racecars must obey the basic laws of physics, so there is common ground where every racer can learn a little more about how a car's suspension leads to spectacular grip or evil handling. But before we get into how things affect a car's handling, let's start with the basics.

Springs are simple devices, but choosing the springs can be difficult. The springs are there to isolate the bulk of the weight of your racecar from the bumps and motions of the road under the wheels. Springs help keep the entire mass of the vehicle from responding every time you drive over the curbs or bumps.

The main variables you can adjust with springs are the total height and the spring rate. Spring rate is expressed as the number of pounds required to compress the spring by one inch. For example (and assuming the use of linear-rate springs), if you have 200lb springs that stand 16 inches tall when uncompressed, you need to place 200lbs on the spring for it to compress by one inch to stand 15 inches tall. To get the next inch of compression, you have to add another 200lbs for a total of 400lbs of weight to compress by two inches, and so on.

"Honestly, spring rates are initially chosen by experience," says Jesse Prather, leading Production car builder, past Runoffs National Champion, and owner of Jesse Prather Motorsports. "We look at what has worked well in the past. Spring rate isn't wheel rate, so I also use suspension analysis software if I want to get really serious."

SUSPENSION PHYSICS MADE EASY



LAT / Michael Levitt



Jason Isley

SPRINGS HAVE SPRUNG

(TOP) Having a selection of springs on hand is useful when trying to dial in a racecar's handling. (ABOVE) While installing suspension components is relatively simple, attention to detail is important. For example, all preload should be removed from the swaybars.

There are many old-school ways of adjusting spring rate, but for most SCCA racecars today you can just change the springs to your desired rate. One thing to remember: You can know the sprung weight of your car and the rate of your springs, but there's more math you have to do to figure out how much your car will actually move relative to the wheels under a given load because the suspension geometry adds leverage to the system, and the solution to that equation is called "wheel rate."

"Start with the actual corner weights of a car as a starting point for wheel rate," advises Eric Purcell, owner and engineer at EFM Racing. "Once you do the math from corner weight to spring rate, you can at least get started. A general rule of thumb is that cars with no downforce can start out at a wheel rate about 1:1 of the corner weight; cars with medium downforce need closer to 1:1.5 corner weight to wheel rate; and high downforce cars need 1:2 or higher corner weight to wheel rate. Keeping careful notes and paying attention to the details of how the car responds to each spring change can yield massive benefits."

Springs are designed to suspend and isolate the body of the car from the road,

but they have a tendency to bounce if they are not controlled - shock absorbers are there to smooth out those changes, and to encourage the springs to compress and rebound over time. That extra time results in your racecar's tires remaining in better contact with the road surface.

"In addition to keeping your tires in contact with the track, shocks can be used to control the timing of transitional events, such as corner entry or cross-weight transfer during throttle up," Purcell says. "If a transitional issue can be resolved with springs, sway bars, camber, toe, or wing, it's often preferable to leave the shocks at settings that produce optimum grip. That being said, shocks do provide one of the most valuable tuning tools to use during a session as the adjustment can be made quickly and easily in most cases."

All shock absorbers resist both compression and rebound motions, but they may not resist both motions equally. Shock absorbers made for basic street use are not adjustable - they just offer some resistance as a car's springs compress and release. Racing shocks typically offer you the ability to adjust in one or both directions.



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LINED UP

The ability to adjust a car's alignment at an event is crucial. Several manufacturers sell affordable and easy to use string setups.

Chris Clark

Single-adjustable shocks typically offer a set resistance to compression, but allow you to adjust the rebound resistance, or they can be adjusted to resist both motions equally. Double-adjustable shocks allow you to set compression and rebound resistance separately. Quad-adjustable shocks have separate low-speed and high-speed settings for compression and rebound. Low-speed compressions happen in cornering, as weight transfers to the outside wheels. High-speed compressions happen when you drive over a curb or debris.

"Dual-adjustable shocks are a must in my world, at a minimum," Prather says. "Settings are determined by testing at the track with a driver who can give some good feedback on how the car feels. I see a lot of people not adjusting their shocks because they just don't know what to do. To that I say, go to a test day and keep good notes and just change the settings! Try it and you might be surprised at what your shocks can do."

Everyone agrees that sway bars are critical to dialing in your racecar's handling, but all the functions of a sway bar are not always thought through. Sway bars limit the total amount of body roll in cornering, and also help control camber gain, depending on

your car's suspension design. Stronger sway bars help your car stay flat in cornering, but as you increase your overall sway control, you also increase lateral load transfer to the outside wheels in a corner, putting more stress on the tires.

"Sway bars are an incredibly valuable tuning tool to adjust balance, particularly for mid-corner handling," Purcell says. "You aren't actually changing the amount of weight transfer with sway bars unless you remove them completely, but you can control the distribution of weight transfer between the front and rear of the car. This allows for very quick and easy adjustment of the overall balance of the car, and while grip is very important, balance is even more so in terms of lowering lap times."

American Sedan cars are among the heaviest cars in SCCA Club Racing, and they are limited to stock suspension geometry. Racers who choose this class, face a steep challenge to maximize their grip and get good handling.

"There are two schools of thought in American Sedan - one of them is soft springs with hard bars, and the other is hard springs with soft bars," says seven-time Runoffs National Champion Andy McDermid. "[In

American Sedan] you're allowed to run any sway bar you want, and you can mount it any way you want in the car, but you can't adjust it from the cockpit. You can run any shocks you want. So, basically, you're trying to control everything with springs and bars."

One good tip about sway bars is to remember that they function as an additional spring in your suspension, and they add their spring rate to the suspension equation. If adjustable sway bar end links are allowed in your class, you should use them to neutralize your sway bars. With the driver in the car, set the bars to zero preload - so that the bars are not affecting your suspension when the car is at rest.

FINDING THE RIGHT SETUP

No amount of testing and tuning on your car's suspension will work if the basic alignment and setup is not correct. Some classes such as American Sedan and many older Production cars use solid rear axles, which means camber and toe are not adjustable in the rear. Yet, in all classes, setup and alignment are critical factors when cars are equally prepared.

"The correct alignment for each car can vary drastically from one class to another or,

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Dave Green

RIGHT FOR YOU

There is no universal racecar setup. Anyone who has seen Andy McDermid race in American Sedan knows he likes to hang the tail out on corner exit.

in some cases, from one setup to another," Purcell says. "For example, a stiff setup for a track with a lot of grip may need more static camber than a softer setup, if your car gains significant camber in roll. All alignment settings vary from track to track. Just keep experimenting and taking notes; it's the only way you will find an advantage over everyone else who doesn't tinker as much."

The goal is to have as much of your tires' contact patches as possible in contact with the track surface while your tires are doing the work of cornering. To make that happen, you need to make sure your camber and toe are set correctly for your car and the track, and that corner weights are correct, as well as tire pressures.

Jim Daniels has been driving Miatas since the beginning of Spec Miata, and has lately moved to Production. His technique has not changed, though. "I want the car as low as I can get it without going full stiff and becoming skittish," Daniels says. "With all the adjustments we have, I want as much tire on the ground as I can get. I never take grip away from a tire to adjust handling. Then I adjust corner weights with a goal of getting the car to turn the same both ways or at least to be perfect on dominating direction

turns for a given track. I leave the sway bars alone, except I check for zero preload."

PUTTING IT ALL TOGETHER

When you take your car on track, all these factors – and many more – come into play, and you perceive the sum of the equation as your car's handling. This is one reason top drivers perform extensive testing and tuning, so they know what to expect from a given setup.

"Just try! Change stuff, make mistakes, and run in the back," Daniels says. "One of my biggest mistakes was not trying changes for fear of going backwards. The remote chance of going backwards is far outweighed by a very good handling racecar. Just keep notes and track your progress."

"The number one thing is to ask guys who have already done it," advises McDermid. "Reinventing the wheel is super expensive, and you'll end up doing what guys have done before. I'll pretty much tell you anything you want to know about my car."

This sounds great, but how do you know what to start changing in order to dial in your racecar's handling. For that, we posed specific scenarios to our experts. But before you take this as the ultimate answer, keep in mind that every car is different and there are many

factors that produce handling problems – these, however, are the most likely areas where you can make an improvement. Though Jim Daniels advises, "Every adjustment has an effect on handling. You may correct one problem and create another."

It should also be noted that these scenarios relate to front-engine, rear-wheel drive. If you have a front-wheel-drive racecar, the theory we present should still set you in the correct direction – as long as you think of some of these things in reverse.

Scenario number one: a car with corner entry understeer. "Raise the rear of the car, stiffen the rear sway bar or soften the front sway bar, decrease the front tire pressures within the range of that tire, increase the rear tire pressure, add some toe-out in the front and rear," Daniels says.

What about corner entry oversteer? "A soft front end can create a sloppy turn-in," Prather says. "Try increasing shock rebound and compression resistance, and increase the sway bar up front. This should help get that nose to the apex, assuming you don't turn in too late." In addition, always check your rear brake bias.

How about a car that understeers only in one direction? If your car develops

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NEAT AND TIDY

From Spec Miata to E Production (shown), Jim Daniels knows how to make Miatas handle. Most recently, Daniels claimed second at the 2014 Runoffs with a silky-smooth handling racecar.



Jeff Loewe

understeer turning in one direction, "Increase the tire pressure and add toe-out on the loaded rear tire, and decrease tire pressure on the loaded front tire," Daniels says. And the opposite of that - single direction oversteer? "Decrease the tire pressure on the loaded rear tire, but don't go below the minimum range, and add toe-in to the rear loaded tire," Daniels says.

It is possible to have a car that turns in great and exits a corner great, but understeers halfway through the turn. A simple solution, says McDermid, is adding camber. "On a McPherson strut car, you're going to run a lot of negative camber, because you don't have any camber gain," McDermid says. "That's one of the ways you're able to put grip in the front."

The opposite problem is mid-turn oversteer. "Mid-corner balance is largely related to springs and bars," Purcell says. "Mid-corner oversteer is often corrected by stiffening the front spring or bar, or softening the rear spring or bar. It depends on what kind of car you have."

Then there's correcting corner exit oversteer. "I'll look at the sway bars and type of suspension and start there," Prather says. "If that looks OK, I might soften the rear

shock rebound and compression to get more grip back there. Also, on a high-powered car, the right foot can create corner exit oversteer by stomping on the throttle."

Suspension problems can also lead to issues in the braking zones. How do you fix a car that's loose under braking? "Sometimes too much rebound resistance on the rear shocks will induce oversteer as the shock keeps those rear tires from staying on the ground, effectively pulling them off the ground," Prather says. "You could also need more front shock compression resistance to keep the platform flatter under hard braking. Hard braking can cause the car to pitch forward and lose rear grip." Purcell also adds, "Watch that you haven't dialed in too much rear brake bias in an effort to correct a poor turn-in issue that should have been fixed with a different adjustment."

Finally, the ultimate problem of not being able to get power to the ground on corner exit: "Think in terms of transferring weight to the rear of the car more quickly," Purcell counsels. "Decrease front rebound or rear compression on the shocks or soften the rear springs, but stiffen the rear bar to keep mid-corner balance. It's not always a single adjustment that's the cure." 📍

LOOKING PAST THE SUSPENSION

Racecar builder Jesse Prather of Jesse Prather Motorsports suggests looking beyond suspension components if you're running into handling problems. "Unexpected factors can be multiple," Prather warns. "Brake bias can fool a driver into thinking he has a rear shock problem. Also, a misalignment can fool a driver as can tire pressures that are off. Half the time, it's the driver not putting the car in the right place on the track that causes a lot of handling issues. Most of the time, driver error creates a push because the driver is jerking the wheel on the car to try and get to the apex."

The key, as with any aspect of racecar development, is practice and a solid testing plan with copious notes. Learn to drive a consistent lap, and then run your test laps in exactly the same way and note your results. In a short while, you should be able to get your car precisely dialed in.



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HEAD GAMES

PART 2: Cylinder heads are key to finding power, though attention to detail is essential | WORDS Jason Isley

Last month, we laid the groundwork for building a solid competition engine (otherwise known as building the bottom end of a motor). This month, we take a look at finding power up top. Cylinder heads are the gateway to the engine - air and fuel flow into the combustion chambers, and after the magic happens there, spent exhaust gasses hurry out the exhaust. And, it turns out, the more efficiently you can make this process happen, the more power the engine will make. Who knew?

Much like the engine block, the cylinder head you start with needs to be in great condition. If you're going to utilize anything other than a brand-new cylinder head, the first step is to disassemble and inspect. "It's a visual inspection first," says John Edwards of Costa Mesa R&D Automotive Machine Shop. "There are about three different options to check it for leaks. First is a pressure test, which is what we routinely do on aluminum heads - you may have a crack that goes into an area where a die penetrant can't be seen. For cast-iron heads you can use a magnetic particle inspection, or you can use Zyglow to check for cracks."





Philip Royce

"We don't do that; we use a carbide profile cutter that will give us all of the angles at the same time, and they all come out exactly the same size. If you have valve seat recession, you will have to cut a pocket in the head and install a replacement seat."

Jesse Prather, of Jesse Prather Motorsports, echoes those thoughts on a proper valve job. "Angles are good, but the way I do it is more of a radius cut with a special cutter when the rules allow. The valve job is far more important on the intake side than it is on the exhaust side, because that is where the engine is trying to pull the mixture of air and fuel into it."

When it comes to the valve job, it's not all about flow - a proper seal is arguably even more important. "You want to make sure your valves seat well so you don't have any horsepower loss - that is one of the things you are checking during a leak-down test - it needs to be even all the way around," says Prather. "When you lap the valves, you are making sure everything sits properly in the seat. Valve-to-valve guide clearance is also very important - if there is too much space, the valve can walk at high rpm and you won't get a good seal."

Part of making sure your power is not getting lost due to improper valve seating is matching the valve springs to the specific need. "There is going to be a valve spring recommendation by your cam grinder on how much pressure the cam lobes can take," says Prather. "On push rod motors, you have to run a lot more seat pressure because the valve train is so much heavier. At high rpm with a heavy valve train, it will bounce if you don't have enough seat pressure. It's

THE GATEWAY

Many SCCA classes allow intake porting on the head, but be sure to go no further than the rules allow.

Surprisingly, it takes a lot to write-off a cylinder head. Even cracked units can often be put back into service. "A lot of the heads we can rebuild," Edwards explains. "Porsche heads, I have to weld those up because they get external cracks to the combustion chamber. But corrosion is more of a problem than cracks."

If the head is physically sound, you can turn your focus to the valve job and valve seat. "Some shops are still grinding valve seats with stones," says Edwards.

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PUSHING BUTTONS

(RIGHT) If you're upgrading the valve springs, it's a good idea to do the same with the retainers and keepers. (BELOW) In most cases, overhead cam engines offer a relatively simple setup, eliminating the need for pushrods and rocker arms. A follower or bucket sits on top of and actuates the valve as the cam rotates.



Philip Royce

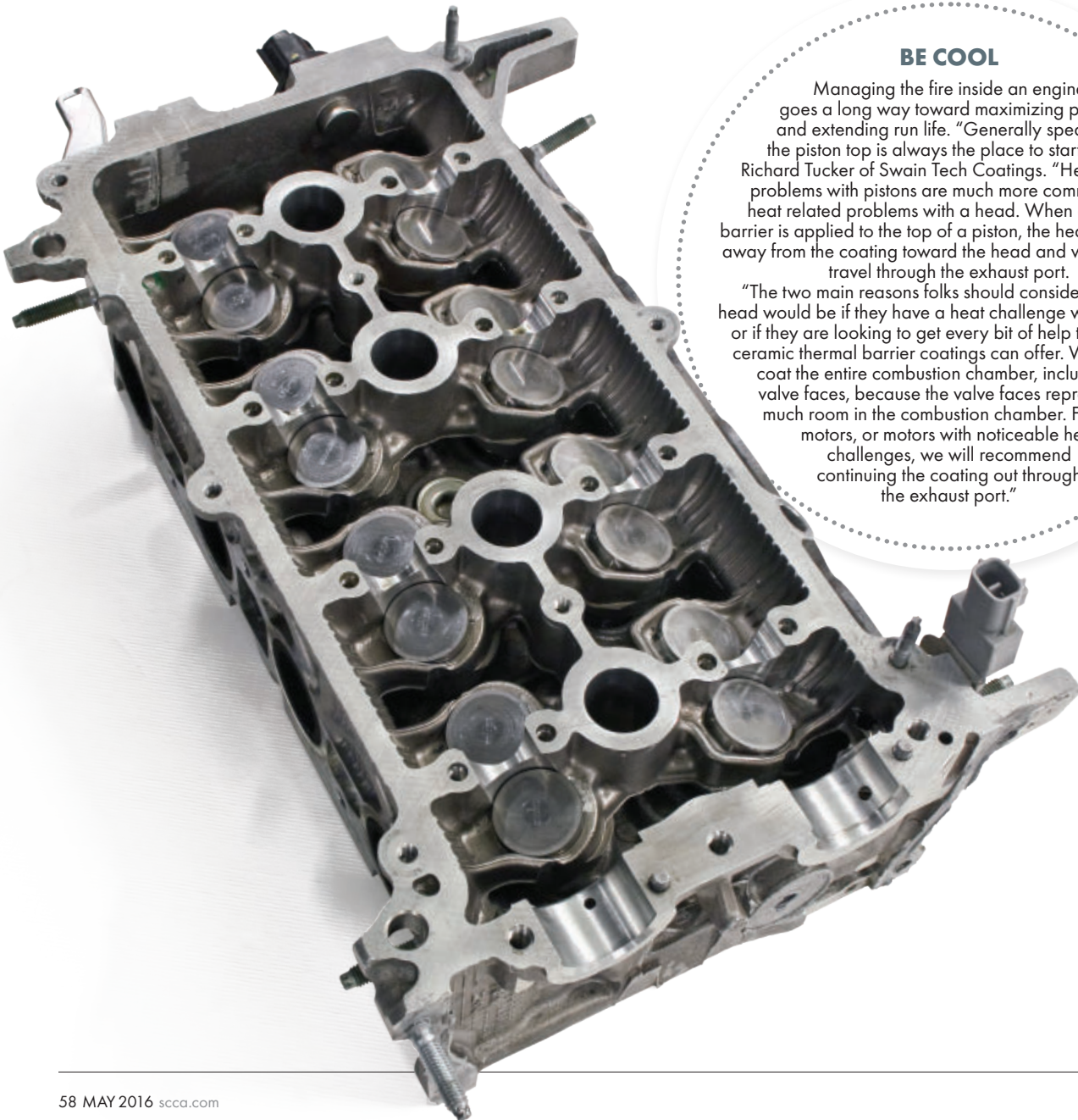
double what we could run on an overhead cam motor. The other part of picking valve springs is over the nose pressure, which means how much pressure you have at full lift. Certain cams can only take so much over the nose pressure."

If class rules allow it, another way to improve airflow - and increase power - is porting. Opening up the intake and exhaust ports can help improve efficiency. Some classes limit this type of porting to one inch in, but others allow porting much deeper into the motor. "To support what you are attempting to do, a flow bench becomes a must-have item," says Prather. "If you don't have a flow bench, you don't know if you are improving or hurting the flow of the

BE COOL

Managing the fire inside an engine goes a long way toward maximizing power and extending run life. "Generally speaking, the piston top is always the place to start," says Richard Tucker of Swain Tech Coatings. "Heat related problems with pistons are much more common than heat related problems with a head. When a thermal barrier is applied to the top of a piston, the heat is reflected away from the coating toward the head and will ultimately travel through the exhaust port.

"The two main reasons folks should consider coating the head would be if they have a heat challenge with the head, or if they are looking to get every bit of help that internal ceramic thermal barrier coatings can offer. We will then coat the entire combustion chamber, including the valve faces, because the valve faces represent so much room in the combustion chamber. For race motors, or motors with noticeable heat challenges, we will recommend continuing the coating out through the exhaust port."



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cylinder head by porting it. If you are going to do some basic porting, the key is in the short [turn] radius of the valve - removing the sharp edge underneath the seat. Your exhaust needs to support it properly, but the flow is in the intake side."

Selecting the right camshaft for your application is a combination of experience, math, science, and maybe a little bit of luck. "Picking camshafts is tough," says Prather. "Cylinder head efficiency really makes a difference on how much or how little camshaft you need. A lot of times a cam grinder can give you a suggestion depending on if the engine is overhead cam, four-valve, three-valve, two-valve, and bore and stroke - all of this stuff comes into play when picking cams.

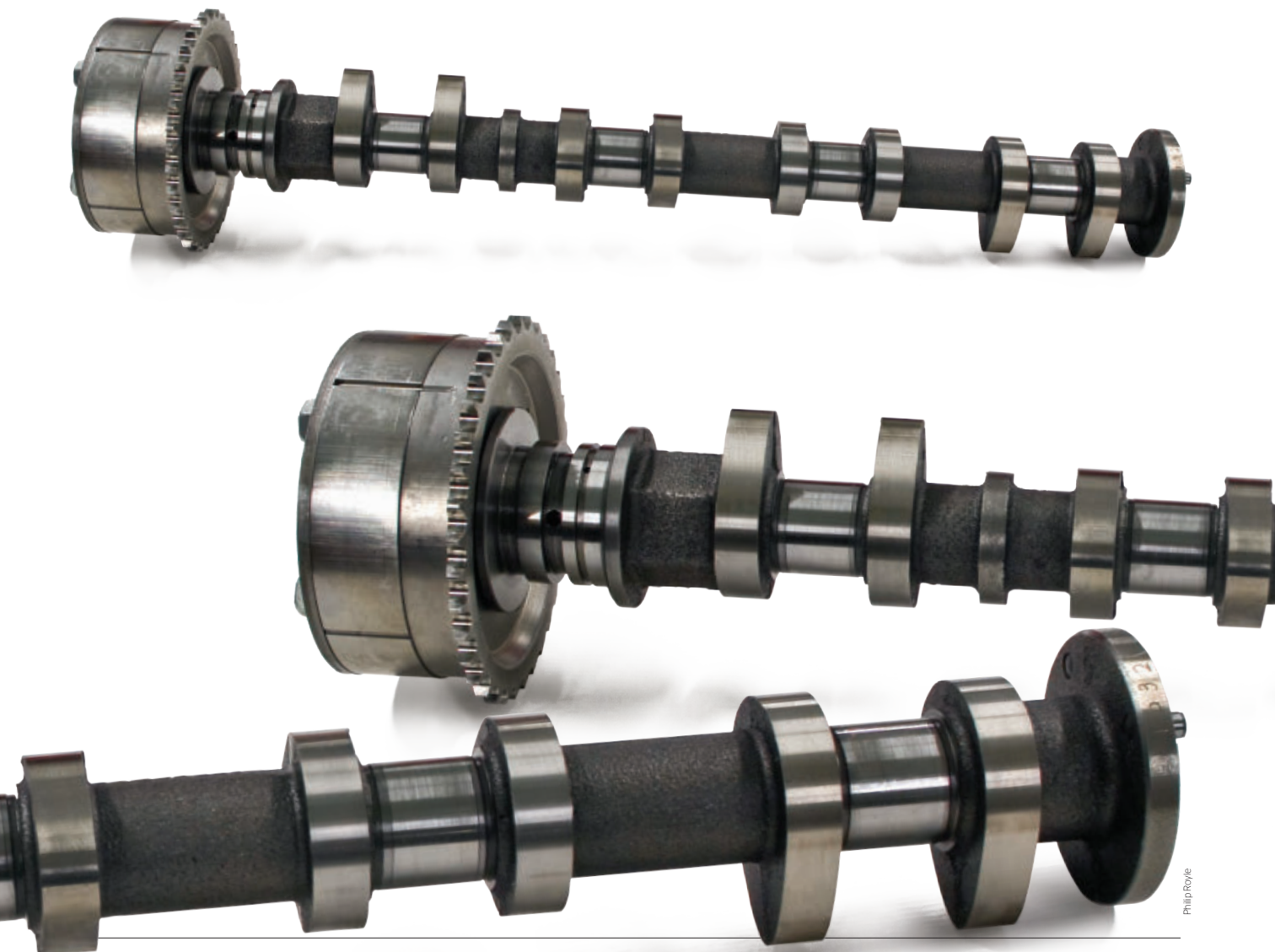
"Most of us have a limitation on valve lift in the classes that we run," Prather continues. "There is a little bit of black magic to it. The F Production motors

don't get very much lift at all, so when you are lift limited, you start working on duration and how quickly the lifter opens. I can't tell you how much time I have spent working on that kind of stuff to get to where we are on those [F Production] motors in particular. But every motor likes something different."

All of this may sound daunting, but the reality is that if you race one of the more popular models cars, building a complete race engine should go smoothly. If, however, you're building something unique, be prepared to experiment, and make sure you give yourself ample time to truly develop the engine package. But either way, the journey begins with finding a builder who's intimately familiar with your engine as well as the rules you're building to, and has a proven track record to back up that reputation. Once that's complete, the only thing left to do is race and win! 🚦

THE CURVE

When it comes to camshafts, it's not just about lift - the opening ramp, duration, and timing need to be right for an engine to maximize power output.



Philip Royce

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SAFE & SECURE

Mounting race seats and harnesses in a competition car is arguably the most important part of the build – so, how do you do it right?

WORDS & IMAGES Philip Royle

Safety first. Everyone says it, but often the best of intentions coupled with a lack of knowledge, lead to something of questionable safety. Take, for instance, seat and harness mounting in a competition car. Most of us don't have the resources for a professional race shop to construct our racecars. Rather, we sweat away in our home garage, scratching our head trying to come up with the best (and hopefully safest) mounting methods. At these moments, we're all too aware that we're making up much of what we're doing. But rest assured, you're not the first one attempting to mount a seat and harness – there are answers.

Let's look at SCCA's Club Racing GCR rulebook for seat and harness mounting guidelines: 9.3.41 states, "Mounting structures for racing seats may attach to the floor, cage, and/or center tunnel." It then discusses roll cage mounting points for race seats – but the truth is most of us mount race seats to the car's steel floor. But, how?

Harness lap belts are covered more extensively in the GCR: 9.3.19.D reads, "Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point," and that "the minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5/Metric 8.8." Also, "mounting hardware, including eye bolts, as provided by the belt manufacturer, may also be used for mounting belts and harnesses," and when not mounted to the cage, "large diameter mounting washers or equivalent should be used to spread the load." As with everything in the GCR, however, these are starting points. What do the pros do?



FIRMLY FIXED

Mounting a race seat is not complicated and can be done in a variety of ways, but getting it wrong is something you don't want to do.



Fabryce Kutya, Sales Director for MOMO Automotive Accessories, has been involved in racing for 20 years, building high-level racecars for a variety of successful professional series, including Pirelli World Challenge. "Major manufacturers - Porsche, Audi, Ferrari - will mount their seat to a seat base integrated to the chassis that's welded in, and they'll have some kind of slider system that's crash tested and approved," says Kutya. However, as Kutya notes, most people are not racing those cars, and most don't use sliders. Instead, the choice is to either buy a prebuilt intermediary bracket, or fabricate one.

Purchasing a pre-made mount that connects a race seat's side bracket to the car's floor is Kutya's preference, but sometimes you have no choice but to build your own. For that, steel is a great material; strong and affordable, steel allows you to bolt or weld the bracket together, then attach that to the car's floor by welding ("Welding is only as good as the welder," Kutya reminds us), using the manufacturer's stock seat mounting holes, or drilling your own holes.

Aluminum is another option. "Aluminum can be used, but I wouldn't use anything that's less than a [thick sheet of] 6061, so the bolts going through it have enough bite," Kutya says. "I would also recommend a minimum of Grade 10 or 12 bolts."

When it comes to harness mounting, Kutya's preference is to exceed the GCR's bolt requirements when not using the manufacturer's hardware. "I'd recommend at least Grade 12 bolts."

Whether mounting seat brackets or harnesses, load plates are essential. "If you're drilling a hole in the floor or transmission tunnel, that's just sheet metal, so you'll want to have a fairly significant washer on both sides to sandwich it so the bolt doesn't tear out," he explains. For that, you can use a steel plate, large washers or, in some cases, harness manufacturers supply plates equipped with welded nuts.



Courtesy/Porsche

PRO BUILD

Professional race cars go above and beyond when it comes to mounting seats and harnesses. It's not a bad idea to check one out the next time you're at the track.

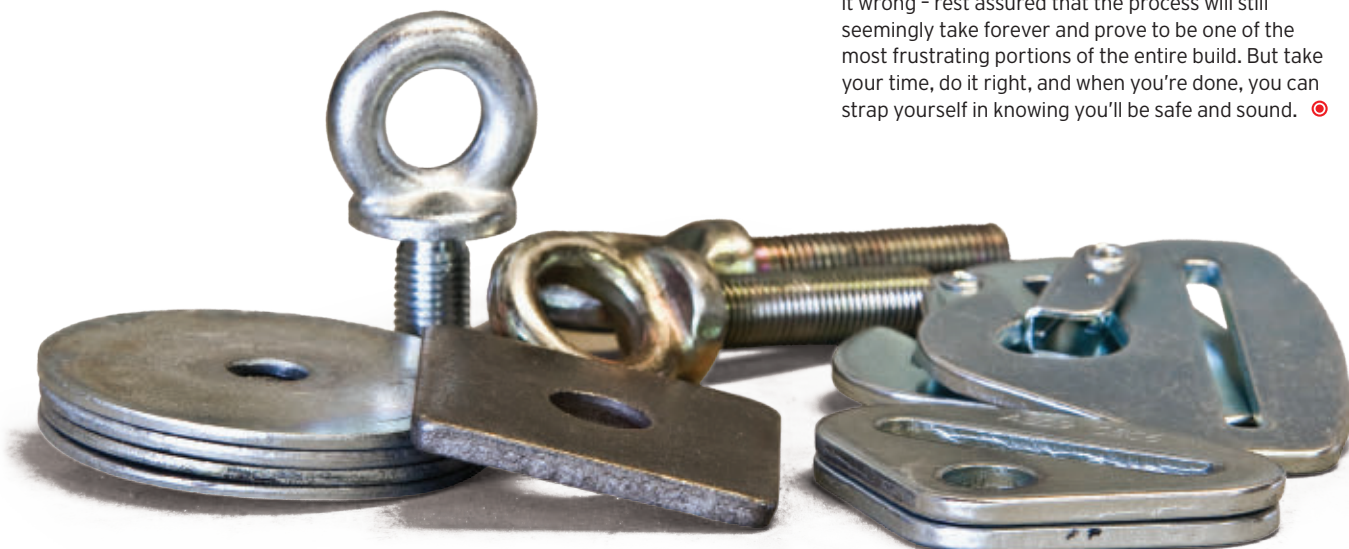
NUTS AND BOLTS

(BELOW) When bolting harnesses into a racecar, be sure to use some kind of sizable load plate, which can be as simple as large washers or steel squares. If using clip-in mounts, some of the hardware might thread directly into the car's factory seatbelt mounting holes.

Lap belt mounting locations are also key. While Kutya says it's perfectly acceptable to drill your own holes, utilize factory seatbelt bolt holes; or use a combination of the two. "You want to keep the lap belt bolts as level and symmetrical as possible from left to right. You don't want the position to be four inches apart. If you're within an inch or so [in symmetry] then you're probably OK."

Finally, which is better, clip-in or bolt-in harness mounts? Kutya notes this is personal preference - although sometimes it can become a matter of necessity. "I'm a big fan of the clip-in harness mounts, but I wouldn't say one is better than the other. In the end, it really comes down to the packaging of the car."

While these tips will help during seat and harness mounting - or re-mounting, now that you know you did it wrong - rest assured that the process will still seemingly take forever and prove to be one of the most frustrating portions of the entire build. But take your time, do it right, and when you're done, you can strap yourself in knowing you'll be safe and sound. 🟡





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Made from calf air leather, the new GT PRO boots guarantee lightness and optimal comfort. The rubber sole is particularly thin to provide great feeling when driving and plenty of grip on the pedals. Available in sizes 38-46, the boots are FIA-approved (8856-2000) and made in Italy.





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The Formula RB-8 is an all-new driving shoe for 2016 and was developed using feedback from Sparco's professional drivers. The Formula RB-8 has the next generation sole made in pure lightweight rubber, enhancing pedal feel, and is also anti-static, fuel, and oil resistant. The mid-boot design features a full ultra-soft calfskin leather upper with perforated vents. The upper has a Velcro strap closure and speed laces for better support.



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The Arrow RG-7 is a boldly styled glove that provides incredible grip and superior comfort. Featuring an anatomically correct seamless palm that contours to the natural shape of the hand, the palm of the Arrow RG-7 glove is printed with high-grip HTX, a Sparco-exclusive material that increases grip, comfort, and dexterity. Available in five colors, sizes XXS-XXL. FIA and SFI approved.



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The lightweight Eagle RS-8 uses Sparco's patented single-layer HOCOTEX technology. The use of this relatively thinner fabric along with large side and back stretch panels and 360-degree arm gussets gives the Eagle RS-8 ultimate flexibility and comfort. The Eagle RS-8 introduces a new stretch material developed by Sparco that is lighter, more breathable, and abrasion resistant. Available in four colors: white, blue, black, and red in sizes 48-66. FIA 8856-2000 rated.



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GF1 OPEN FACE HELMET

The new SA2015 G-FORCE Racing Gear GF1 Open Face open face helmet is based on classic design, but with modern features. Lightweight and durable, the G-78 interior impact shell is covered by a CoolTec liner, which is comfortable, cool, and hypoallergenic. G-FLOW ventilation system vents on both the top and the rear offer air intake and evacuation for driver cooling.



CARBON VENATOR

The Snell SA2015 and FIA-rated Carbon Fiber Venator boasts a plush interior and offers optional placement of noise reducing ear cups. This lightweight helmet is radio and head restraint ready, and features an ultra-comfort interior lining, gel ear cups with optional padded ear inserts, and ships with a padded deluxe helmet bag.



GF3 FULL FACE HELMET

A sleek new design, the GF3 Full Face has provided a new benchmark in quality, functionality, and style. The outer contact shell of this SA2015 helmet is made from a low density, Z38 lightweight composite blend. The shell is then coated with deep, rich white or black gloss, or matte black paint, and finished with a protective clear coat. Includes reinforced mounting points for helmet restraint systems.



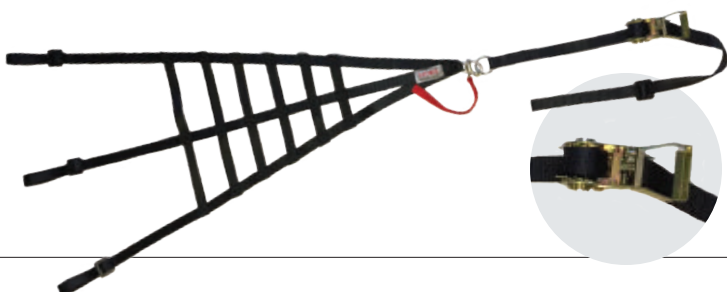
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The HANS III takes a revolutionary approach to reducing weight. The unique design features a hollow collar that substantially minimizes weight and improves comfort. Engineered reinforcement ensures the same level of safety as every HANS Device, the most trusted name in head restraint. Made in the USA. SFI and FIA certified.



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VOYAGER 2

The Snell 2015 Voyager 2 is the second generation redesign of a Simpson customer favorite. Voyager 2 features Simpson's largest helmet eye port, offering excellent field of vision. The unique helmet interior includes stylized contrast stitching and iconic Simpson branding. Head restraint ready. Available in white, gloss black, or matte black.





THE CHALLENGER SPIRIT

In Japanese, it's called *hashiru yorokobi*, which eloquently translates to: the joy derived from driving. Beyond the joy found in the act of driving itself, *hashiru yorokobi* is also the sum of hundreds of moments that can transpire before, during, and after the driving experience that leaves one feeling joyful – and it's a phrase that's near and dear to Mazda and Mazda Motorsports.

While many car brands elect to pour their resources into a narrow set of motor racing niches, Mazda Motorsports casts a very wide net. As Mazda Motorsports Director John Doonan explains, the broad base is integral

to the overall Mazda brand strategy. “Mazda Motorsports has always been the most visible representation of Mazda’s passion for performance and what we call the, ‘the challenger spirit,’ which is one of our brand pillars,” Doonan explains. “When we talk about the diversity of our motorsports activities, it stems in large part from the fact that many people at Mazda, from executives on down, care not just about racing, but about racers as people.

“Fundamentally that means we looked across the whole landscape of motorsport from the amateur to professional. The

various scholarships and contingencies that we fund are part of a strategy to create a storytelling platform that connects with our customers at a human level, even if they themselves are not motor racing fans.”

Least visible, but most widely felt, are Mazda Motorsports activities at the amateur level. There is a veritable armada of Mazdas likely to be present at SCCA events across the country. Here, the joy derived from driving is found in abundance. Proud racers happy to have won, finished, or even just having made the grid, flash a *hashiru yorokobi*-induced smile.



Mazda Motorsports is more than a race support program – it's a passion for competition

WORDS George Tamayo | MAIN IMAGE Rupert Berrington

Alison Merion-Padron



Perry Bennett



Dennis Wood



HASHIRU YOROKOBI

Driving matters to Mazda. From street-driven cars to Club Racing (LEFT and ABOVE) to pro racing (MX-5 Cup, TOP) and Solo (ABOVE, MIDDLE), Mazda wants every owner to experience joy behind the wheel.

ARE MORE MAZDAS ROAD RACED THAN ANY OTHER BRAND?

You've probably heard the slogan. In fact, it's not just that more Mazdas are road raced than any other brand, but staggeringly more than all other brands put together. According to data from the SCCA, in 2014 there were 19,297 total Club Racing entries. Of those, 11,121 were in Mazda-powered vehicles. That's 58 percent of all entries for Mazda compared to 42 percent shared by over 15 other car brands.

"We look at Mazda Motorsports as a pyramid, and at the foundation of it is amateur racing," says Doonan. "This segment is critical, not only because we have a strong business case for it through the sale of cars and parts, but also because this group has proven over time to be tremendously loyal in ways that have a direct effect on our production vehicle sales."

Mazda is a major car company, but in a land among giants, Mazda is definitely on the small end. Over the past few years, Mazda's share of the domestic road car market has hovered around the two

percent mark, yet among active racers within the SCCA, that number quadruples to an eight percent market share. That's quite a validation from a group you would expect to be very picky. As a result, Mazda has cultivated a strong contingent of leading peer-influencers extolling the brand's virtues among potential car-buyers.

For those SCCA racers who may go on to participate in a Mazda-backed scholarship program and on to a professional career, the likelihood that they will drive a Mazda throughout is low. Nevertheless, Mazda will forever

remain a part of their narrative well beyond their scholarship days, and that has tremendous value, too.

Indeed, the main hallway of Mazda's North American HQ is lined with photographs of Mazda Motorsports current and past SCCA exploits, including a 12.5-foot-wide photograph from the 2015 SCCA National Championships at Daytona International Speedway of the Spec Miata race start, among many others, proving the spirit of *hashiru yorokobi* at Mazda is, indeed, very real. ●

**FITTING IN**

SCCA allows cars from other series to compete in Club Racing, often with few changes, like in the case of Spec Mustang (LEFT) in T2 and Trans Am 2 (BELOW) in GT2.



Dennis Wood

WDYT?

Sometimes the Club Racing Board really does want to know what you think

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Richard S. James

WDYT? When the CRB uses the “What Do You Think” option in *Fastrack*, we are not making a recommendation, we are just floating an idea that needs member input. So, when you see “WDYT” in *Fastrack*, don’t start building a car to comply with what might happen – and please don’t flame us for ruining your class. Many WDYT’s never go any further, and almost all, if eventually recommended, are changed during the process.

We recently used WDYT to look for opinions about the Spec Mustang (SMG) and where they would best fit into Club Racing classes. The class, popular on the left coast, was placed in Touring 2 in 2014 so that those drivers could qualify for and participate in the Runoffs at Mazda Raceway Laguna Seca. Since then, they have requested the cars be moved to another class.

The cars are similar to American Sedan but have 10 or so areas that make them non-compliant with either the full prep or restricted prep American Sedan rules. The CRB asked the American Sedan community about including SMG in the class – and since the response was unanimously opposed, the

cars were not classified in AS. The same was true for the WDYT to include those Mustangs in STU. Including them in STU would entail a rule change to alter the “no engines over 4 liters shall be allowed under any circumstances,” to “no engines over 4.6 liters.” The Super Touring community, again, was unanimous that they did not want to

“Many WDYT’s never go any further, and almost all, if eventually recommended, are changed during the process”

include V8 cars in the class. So, Spec Mustangs will remain in T2, since T3 was well outside their performance potential.

We have, basically, three options when someone requests action by the CRB through the Advisory Committees. We can approve the request and send it out as either a tech bulletin or a recommended rule change (this pleases the requester, but upsets anyone who opposes the change), we

can turn down the request (which upsets the requester, but pleases the opposition), or we can post a WDYT in *Fastrack* (which should please everyone, but sometimes upsets everyone on both sides of the issue). What is the moral of this story? When you see a WDYT in *Fastrack*, take a deep breath and just tell us what you think.

As to spec classes being included in SCCA Club Racing; there are a number of appendices in the GCR containing the rules for cars that otherwise might not fit in SCCA. Spec Mustang, for example, has an appendix, as does the spec BMW E46 class. In addition, there are a number of cars that must comply with rule sets like the Porsche GT3 Cup, Ferrari Challenge, Trans Am2, and Mazda MX-5 Cup rules. These cars are included in many classes under their own specific rule sets. Some of these rule sets are subject to change by the people who initially set up the classes. This means that the CRB has to stay on top of, not just the class rules, but also any rule changes done by the spec classes. We feel, however, it’s worth the effort to bring these cars into SCCA. 🟡



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CORRECTING TIME

A little story about the Solo index that could | **WORDS** Paul Brown | **MAIN IMAGE** Rupert Berrington

Rick Ruth has a nice collection of trophies from the Tire Rack Solo National Championships, including a bunch of podiums (mostly in the very competitive C Prepared class), and he's also one of the event's 100-percenters, but the reason he's a Solo icon is thanks to his work on the PAX and RTP indexes. Just to cover the acronyms, PAX was short for "Professional Auto Cross," while RTP has been taken for "Racers' Theoretical Performance," even though it originally meant "Rick The Printer" (Ruth was in the printing business at the time).

Back in the days of Street Solos (early to mid 1980s), Jim McKamey headed the Portage Grand Prix, and McKamey wanted to crown a Grand Champion for the event. There may have only been about 20 classes back then, but they still needed a way to compare relative performance. Enter George Saxton, who developed the first PAX index. Some years and an expanding class list later, Dave Beck took over the task. Beck continued maintaining the index for some years after he retired from the sport.

At the time, PAX was focused on the Solo National Championships (large courses run on concrete), thus it wasn't as useful for smaller local courses, especially when they were run on asphalt. Rick Ruth had been keeping his own RTP index, focusing on smaller, asphalt courses, and was the obvious choice for Beck to hand over the PAX duties to somewhere around 2002.

The current PAX index is different from what it was, and according to Ruth, it "leans toward smaller/local/asphalt, not large/concrete," though the PAX name is too iconic to die. Case in point, after some effort to redirect

the name, Ruth has pretty much given up and accepted that we are all going to call it the PAX index. Just realize that the Solo National Championships run on large, concrete courses will tend to make large or powerful cars on race rubber look better than they really ought to.

What is Ruth's goal with the index, and how does he know if the current index is correct? According to Ruth, he monitors every event that publishes results online. That's about 1,500 events each year, requiring 15 to 20 hours per week. He keeps a large spreadsheet with all the top finishers to track how things are working. If a class is always at the top, or for that matter, never at the top, that's a clue something needs tweaking.

There are, however, often surprises. Despite years of experience, some classes don't end up capable of being as fast as he expects them to be - and then there's the Jeff Kiesel factor (formerly known as the Larry Park factor, sometimes now known as the Chris Dorsey effect), when someone joins an existing, well-established class and completely redefines what that class can do. But time moves on, and hopefully things balance out in the end.

Monitoring results works for existing classes and cars, but what happens when the car or class is completely new, like in the situation with CAM? "It's an educated guess," says Ruth, "but based on lots of experience."

Despite what you might anticipate, Ruth says he receives little criticism regarding the index - actually, he gets more compliments than complaints. The praise often comes from competitors in small regions who would otherwise have no way of knowing how they were doing against the competition. 🍷



Bill Crawford

ABOUT TIME

Rick Ruth (ABOVE and TOP) is on the short list of 100-percenters who take part at the Tire Rack Solo National Championships. Ruth is also the caretaker of the popular - and sometimes controversial - PAX index.



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ANNIVERSARY RUN

This year marked the 50th anniversary of the Ohio Winter Rally. At the event's conclusion, Class E driver Jake Campbell and navigator Daniel Harkcom found themselves tied for second place.

WINTER RALLY NIGHTS



The longer an event takes place, the more stories come to light to remind you why we do what we do | **WORDS & IMAGE** Rick Beattie

In 1966, the MG Car Club, Lake Erie Center, with the Marshall Mustang Owners' Club, organized the first Ohio Winter Rally. MGCC ran it annually through the 1980s when SCCA's Neohio Region picked it up. On Feb. 6, chairman Greg Lester and rallymaster Ken Swarm staged the 50th anniversary run of this continuing Neohio RoadRally classic.

A day before the event, Rob Moran and I were able to team up to experience it firsthand. Moran had run the event nearly 25 times and I had run it once. We had never won. This year's event lasted about six hours beginning at 4 p.m.

All the memories of those 50 years were there except for the snow - there wasn't any. A few light drifts and some frozen mud under the trees were the only nods to events past.

The route instructions did call out details about intersections and roads used many times before, but it's hard to celebrate

memories in the middle of running a RoadRally. That's all too bad; as Lester pointed out in one event handout, the list of past event winners read as a who's who of Midwest TSD rallying. The route instructions pointed out another list - past contestants whose efforts were just as memorable, but for other reasons.

Gene Henderson tried unsuccessfully for many years to win the event. One year in the pre-time allowance days, and on pace to victory with his navigator Bob Martin, "They turned onto the metal bridge...rather than onto the covered bridge (as instructed). By the time they turned around and made their way to the control at the end of the covered bridge the damage was done."

Then there was Zoller's Summit, named for driver Steve Zoller who, in 1988, driving his stage rally Mopar - and after much bravado - attempted to scale the steeper

grade of Seeley Road only to find "that gravel rally tires provide all the grip of a hockey puck on snow and ice." Contestants on their Hakkapeliittas "waved as they motored by."

Jaeger's Straight, Zoller's Summit II (no, he didn't learn), Jenson's Tree (he missed it by "a few angstroms" driving a borrowed, new Range Rover), Kimball's Triangle, Frozen Pig (under a snowdrift in the middle of the road), Rizen's Corner (he missed the mailbox), Strunk's Motor Boating Expedition (a Dodge Colt sunk above the tailpipe "sounded like someone revving an old motorboat"), and Hayden's Gulch are all part of the lore.

But at least one vote for all-time greatest RoadRally event has to go to the Flying Jeep Story submitted by the perpetrators in their own hand. Only the highlights are recorded here, but copies of the complete text are available.

On their first Ohio Winter Rally, driving a

"school bus yellow Jeep CJ-5 with an ill-fitting canvas top, rusty wheels, and a suspension concept that predates buckboards and Conestoga wagons," J.E. Browne and Kent Johnston started arguing about whether they had missed Checkpoint 4. Big mistake.

While arguing, Johnson, navigating and reading the route book, kept repeating the words, "Not Smooth, Joe" to Browne, finally saying they were crossing a railroad track soon and "We should think about slowing."

Picture the crossing as "a large berm with a canyon in the middle. Put a railroad track at the bottom, and hang a 1980 CJ-5 (yellow) much too high above it.

"Inside the Jeep, the view was much different. The camera would have shown two rallyists in the Apollo command module, in outer space, with items like pens, flashlights, papers, and route sheets floating weightlessly in front of two very surprised and apprehensive faces.

"The surprise was caused by how easily the Jeep acquired low earth orbit. The apprehension was about our presumption that the Jeep would not glide gracefully back to earth and touch down like a duck on a pond. We were correct. In fact, we were very correct. The Jeep landed with all of the grace of a cantaloupe dropped from the Sears tower."

There's much more to it than that, but the Jeep and both occupants survived the trip just fine - and no, they had not missed a checkpoint.

Even though few contestants can afford to take the time to study notes like these during the event (or even after it), they are worth remembering as part of the "why" of those 50 years.

One other part we at least are sure to remember: We won. 🏆

EVENT RESULTS

Pos/class, driver/navigator (car)

total. 1/1E, Beattie/Moran (Toyota) 7;
2/2E, Campbell/Harkcom (Saab) 9;
2/2E, Sellers/Ford (Subaru) 9; 3/3E,
Harkcom/von Kaenel (Audi) 19; 4/4E,
Fishbeck/Dawson (Subaru) 24; 5/5E,
Salminen/Blevins (Subaru) 32; 6/1L
Wiedbusch/Wiedbusch (Chevy) 54;
7/1S Spieszny/Arceusz (AMC Eagle)
99; 8/52 Skurski/Holland (Nissan)
106; 9/3S Trawicki/Krncevic (Subaru)
135; 10/4S Legath/Hatala (VW) 186;
11/5S Voegeli/Willbur (Porsche) 200;
12/6S Borchert/Borchert (Saab) 285;
13/2L Kowalski/Przybysz (Pontiac)
297; 14/7S Rotolo/Leslie (Subaru)
353; 15/8S Jackson/McNally
(Mitsubishi) 438.

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SETTING THE HOOK

Kevin Cullen is SCCA's Emergency Services Worker of the Year

WORDS James Kearney | IMAGE Laura Stich

Kevin Cullen is a systems engineer with an IT company. He is steady and meticulous. He was also a racing buff and a natural candidate for the racetrack, but for some time his work schedule got in the way. "I always loved to watch racing on TV, whether it was IndyCar or NASCAR or whatever," he says. His neighbors near his San Francisco Bay area home were SCCA workers and they tried to get him to come along with them. Around 1994, his weekends freed up and he took them up on the offer. "I went to Sears Point for the Mollie Stone's Historic Races. It was my first time to a racetrack except for going to some drag races. I was very impressed by everything: the people, the cars, and the track."

He was introduced to the emergency services folks and got to observe their work up close and in person. But it wasn't until the end of that first day that he got a tryout. "The Chief told me to get in the truck and we went out on a call. I remember leaning against the passenger door as we hurtled into Turn 1 and I decided I best adjust my seating position. We went up to Turn 4 to get a car out of the tires and then got back to our position ASAP." It was a wild ride and the hook was

set. "I asked the Chief what I needed to do to get to do this on a regular basis."

Since that time, Kevin's been busy volunteering with the SCCA, with his efforts being recognized at the 2015 National Championship Runoffs when he was named SCCA's Emergency Services Worker of the Year. But Kevin notes it's not for everyone. "We look for folks with a lot of common sense. Remember, we play in traffic. You need to keep your head on a swivel." They do everything they can to get their job done in a safe manner. Trucks are always positioned strategically at the scene to reduce the danger from a hot track. "But our calls vary dramatically," he explains. "It may just be a car with a mechanical problem or it could involve a rollover and a fire."

You have to be able to switch on at a moment's notice. "We're a bunch of adrenaline junkies. You wait in the truck doing nothing, and then you go from zero to 60 in a heartbeat. You have to be able to function in a safe and calm manner." After the call is complete, you regroup. "You decompress, evaluate things, and wait for the next one." He says his crew is pretty used up by the end of the average day.

Kevin drives the truck, and job one is to get the crew to the scene safely. On his way, he monitors the radio to find out as much about the call as possible. This can get tricky as information is relayed down the line. "It's real easy, for example, for right and left to get transposed in the reports depending on the observer's location. I try to look ahead as far as possible." The last thing he wants is to have to make a last-minute change of direction just as he arrives at the scene.

But an emergency can crop up just about anywhere. He once drove a doctor to a call in the paddock when a competitor had a post-race stroke. They did everything they could but the driver passed away later that evening in the hospital. "It was the first time I'd been in that circumstance," he says. "I had to think about whether I wanted to deal with that sort of thing." The support of his fellow workers was key. "It was phenomenally important to me. They let me know that I wasn't alone. They reminded me that the racetrack is a dangerous place and things are going to happen there."

One of the many things about which he is justifiably proud is the institution of a protocol for debriefing after these major occurrences. "If we need outside intervention, we get it." Kevin says that in the last 15 years there has been a greater recognition in the Club of the power of sharing through talking things through. "We put ourselves at risk. For everyone's sanity and wellbeing, it is simply necessary." Everyone wants to think that it can't happen to them, but exposure to peril breaks through the self-denial and brings people together. "In the debriefs at the end of the day we talk amongst ourselves and review the day. You can talk as much or as little as you want, without anyone judging you. It's all good by the end of the discussion. No one goes home thinking that some situation was all their fault. We are in this as a team." 🚗

VISOR VIEWPOINT

Kevin Cullen has himself raced for a few years, so he knows what a driver can face. "I was running an enduro at Thunderhill in a Mazda RX-7 and I knew that the faster classes were about to come by. I spent too much time looking in my mirrors and I missed my turn-in point for Turn 1 and went straight off. I had to choose between going in back of, or in front of, the flagger box." For those keeping score, he went to the front. It was a vivid reminder to him of just how quickly things can happen out there.

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FAMILY TIES

As Solo ace and First Gear member Julian Garfield moves on to university, he discusses what got him where he is

WORDS James Heine | **IMAGES** Courtesy Garfield family



When we first met Washington D.C. Region member Julian Garfield back in 2011, he had already acquired six National Solo and ProSolo titles in Junior B and Junior A, and was on his way to winning four more titles over the next two seasons. He was also on the cusp of a Club Racing foray in Spec Miata that saw him gain the runner-up title in the tough Mid Atlantic Road Racing Series championship for Showroom Spec Miata in 2013, which in turn, helped earn him the D.C. Region's 2013 David Roethl Member Achievement Award. Last year, at the Tire Rack Solo National Championships, Garfield snagged the runner-up spot in C Street



GROWTH

Julian Garfield has grown up as part of the SCCA family, and has become involved both behind the wheel and behind the scenes. His future is wide open – but one thing you can count on is it will include the SCCA.

THE SCCA AND UNIVERSITY APPLICATIONS

As a young SCCA member focusing on where he will attend college in the not too distant future, Washington D.C. Region member Julian Garfield says that, as an SCCA member and an active Solo competitor on both the local and National level, he has gained friends from coast to coast. Those friendships are a definite asset when he considers where he will spend his university years. "Because of the National events we do, I know people all across the country, and that's why, when it comes down to choosing a college, I can choose a school halfway across the country and I won't be concerned about it, because wherever I go, I know so many great people from the SCCA."

Prepared as well as a third-place finish in the ProSolo competition. Impressive stuff for a young man who, for most of the time between 2011 and 2015, didn't yet have his Maryland driver's license.

"My grandparents began autocrossing in a 1968 Mini Cooper S in the late 1960s and stopped when my dad was born in 1972," Garfield explains. "My father came across SCCA Solo in 1999 [and] got my grandparents back into it. My mother and I began autocrossing in 2003. My brother began in 2005 and, in 2008, three generations of the Garfield family competed at the Solo Nationals."

Yep, that's a pretty impressive family resume.

These days, the just-turned 18-year-old senior and National Honor Society member at South Carroll High School in Sykesville, Md., is contemplating graduation and which college he will choose among the four schools that have accepted his university application. His ultimate goal: a degree in mechanical engineering. He also manages his own website (www.juliangarfield.com), remains busy with autocrossing and the D.C. Region, where he serves as a Solo Committee member, driving instructor, and novice coordinator.

"I answer a lot of questions by e-mail," he says. "Also, at an event, my father (who also works as a novice coordinator) and I are the go-to people when it comes to answering questions or offering a new person the advice they might be looking for."

The Region job also includes leading novice walks, and from time to time, ride-a-longs, Garfield adds. As with answering questions from new competitors, the overarching goal of the walks and ride-a-longs is ensuring that novice competitors have a good experience and leave the event wanting to return.

"More than anything else, the one thing I hate is somebody brand new coming out, really excited and, at the end of the day, none of their times count because they were off course every time," Garfield explains. "We want to get them started in the right direction. And then, when they're looking to improve their skills, we'll try to get them out to a school."

To encourage young people to consider Solo and the SCCA, Garfield inaugurated a D.C. Region program aimed at individuals 18 or younger. If an individual joins the SCCA and participates in one of the Region's Level 1 Solo schools, he or she receives a free season subscription to all of the region's autocrossing events.

"Club Racing is a harder sell, because of the larger time-money commitment it takes, but the only thing you need to start autocrossing is a car with four wheels and a helmet," Garfield says, adding this: "What most parents and kids don't understand is that autocrossing isn't dangerous at all. In fact, it could very well make you a more competent, in-control driver on the road. So, by taking our school, we are teaching them the basics of the sport and, in return, they receive a full season to work on car-control skills. Because let's face it, a weekend-long defensive-driving school won't stick with kids, because they aren't continuing to practice those car-handling techniques."

Still, appealing to a teen with a limited income isn't always easy, Garfield admits. The hardest part may be getting him or her to the event that first time. After that, "The thrill of the sport takes care of the rest," he says.

Garfield plans to continue his Solo career in something different for 2016, and when he settles on a school and an engineering path, perhaps also with a Formula SAE team. Even though his family sold their Spec Miata at the end of the 2013 racing season – basically, Club Racing proved too expensive for the present, Garfield notes – he hopes one day to return to Club Racing, and beyond.

"If I am making enough money in the future, I'd like to get back on track. My ultimate motorsports goal would be to see my name on the roster at the 24 Hours of Daytona or any of the other big World Endurance Championship races," he says. 🍎

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Richard Cournier



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May 14-15 Watkins Glen International, N.Y.
Jun 10-12 New Jersey Motorsports Park, N.J.
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Aug 25-27 Road America, Ga.
Sep 23-24 VIRginia Int'l Raceway, W. Va.
Oct 8-9 Homestead-Miami Speedway, Fla.
Oct 14-15 NOLA Motorsport Park, La.
Nov 3-5 Circuit of the Americas, Texas
Nov 10-12 Daytona Int'l Speedway, Fla.



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Long (GT); O'Connell (GT); Fuentes (GTA); Fuentes (GTA); Udell (GTC); Urry (GTC); Aschenbach (GTS); Sandberg (GTS); Kozarov (TC); Grahovec (TC); Goulart (TCA); Wolfe (TCA); Hough (TCB); Rodgers (TCB)
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, 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 28-May 1 Mazda Raceway Laguna Seca, Calif.
May 13-15 Watkins Glen Int'l Raceway, N.Y.
Jun 17-19 Road America, Wis.
Jul 8-10 Canadian Tire Motorsports Park, Ont.
Aug 26-28 VIRginia Int'l Raceway, Va.
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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.



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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.

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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.



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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.



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May 6-7 Road Atlanta, Ga.
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Jun 11-12 NJMP, N.J.
Jul 2-3 Brainerd International Raceway, Minn.
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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

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NORTHEAST CONFERENCE

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

SOUTHEAST CONFERENCE

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

NORTHERN CONFERENCE

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

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Dennis Valet

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.

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

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Apr 9-10 Summit Point/Washington DC
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
Jun 18-19 Summit Point/Washington DC
Jul 9-10Ro Watkins Glen/Glen
Jul 9-10 Summit Point/Washington DC
Jul 22-23 Thompson Speedway/New England
Jul 30-31 Summit Point/Washington DC
Aug 12-14Ro Pitt Race/Steel Cities
Aug 12-14 NJMP/South Jersey
Aug 26-27 Lime Rock/New York
Sep 3-5 Summit Point/Washington DC
Sep 10-11 Palmer Motorsports Park/New England
Sep 17-18*Ro Watkins Glen/Finger Lakes
Oct 1-2 Summit Point/Washington DC
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Oct 7-9 Watkins Glen/Glen
Oct 22-23 NJMP/South Jersey
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Apr 16-17# Palm Beach International Raceway/Florida
Apr 23-24*Ro Roebbing Road/Buccaneer
May 7-8# Daytona International Speedway/Central Florida
May 7-8*Ro# VIRginia International Raceway/North Carolina
May 21-22# Palm Beach International Raceway/Florida
May 28-29# Carolina Motorsports Park/Central Carolinas
Jun 11-12 Sebring/Central Florida
Jun 26-26# Homestead/Florida
Jul 2-3*# Roebbing Road/SEDiv
Jul 16-17# Sebring/Central Florida
Jul 23-24*# Road Atlanta/Atlanta
Aug 5-6 Daytona International Speedway/Central Florida
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# Roebbing Road/SEDiv
Oct 15-16v Sebring/Central Florida
Oct 15-16*# VIRginia International Raceway/North Carolina
Oct 21-22# VIRginia International Raceway/North Carolina
Nov 4-6# Road Atlanta/Atlanta
Nov 12-13*# Palm Beach International Raceway/Florida
Nov 26-27* Sebring/Central Florida
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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
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Ohio Valley (330) 460-6706
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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
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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
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SOUTHWEST sowdivscca.org

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

ROCKY MOUNTAIN coloradoscca.org

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

NORTHERN PACIFIC norpacscca.org

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

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
Cal Club (661) 304-9382
STREET SURVIVAL SCHOOLS
NORTHEAST nediv.org
Apr 17 Boardman Park/Mahoning Valley
May 14 Xerox/Finger Lakes
Finger Lakes marcus.kroll@gmail.com
Mahoning Valley (330) 418-3328

CENTRAL cendiv-scca.org

May 14 Milwaukee Area Technical College/Milwaukee
Oct 22 Route 66 Raceway/Chicago
Chicago kcoulter@comcast.net
Milwaukee (262) 241-8371

NORTHERN PACIFIC norpacscca.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 sediv racing.org

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

GREAT LAKES 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

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) 666-4113 go4ititsservices.com
Porsche Sport Driving School (888) 204-7474 porschedriving.com
Simraceway Performance Driving Center (800) 733-0345 jimrussellusa.com
Skip Barber Racing School (800) 221-1131 skipbarber.com
Spring Mountain Advanced Driving School (800) 391-6891 springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Bertil Roos Racing School (800) 722-3669 racenow.com
Bob Bondurant School (800) 842-7223 bondurant.com

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

SCCA NATIONAL OFFICE

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

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ROBERT CLARKE

Senior Director of Technology
COLAN ARNOLD

Senior Director of Solo and Rally
HOWARD DUNCAN

Senior Manager of Club Racing
DEANNA FLANAGAN

Director of Experiential Programs
HEYWARD WAGNER

Senior Manager, Marketing & Communications
REECE WHITE

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

SCCA ENTERPRISES

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

SCCA DIRECTORS

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 Area 2: **Terry Hanushek** (856) 223-0807; thanushek@scca.com
 Area 3: **Lee Hill** (813) 684-4741; lhill@scca.com
 Area 4: **Stephen Harris** (937) 438-3005; sharris@scca.com
 Area 5: **Bruce Lindstrand** (262) 724-3346; blindstrand@scca.com
 Area 6: **Peter Zekert** (314) 724-7098; pzekert@scca.com
 Area 7: **Dan Helman** (281) 324-6664; dhelman@scca.com
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 Area 12: **Tere Pulliam** (678) 697-9755; tpulliam@scca.com
 Area 13: **Jim Weidenbaum** (503) 327-8990; jweidenbaum@scca.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) 666-4113 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
bobbyceesracerseedge.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com
Demonte Motorsports
(631) 482-8875
demontemotorsports.com

FAASST Performance Driving School
(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
Apr 16 PDX Summit Point-Shenandoah/
Washington DC
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 9-10 HC Laurel Run, Penn./
Northeastern Pennsylvania
Jul 16-17 PDX/CT Summit Point-
Shenandoah/Washington DC

Aug 6-7 HC Flintstone, Md./Steel Cities
Aug 12-14 PDX NJMP/South Jersey
Aug 20-21 HC Reading, Penn./Blue
Mountain

Sep 3-4 TT Summit Point/Steel Cities
Sep 10-11 PDX/CT Summit Point/
Washington DC

Sep 17-18 HC Weatherly, Penn./
Northeastern Pennsylvania
Oct 1-2 HC Trout Run, Penn./Steel Cities
Oct 22-23 PDX/CT Summit Point-
Jefferson/Washington DC

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
Washington DC (301) 572-7444

CLUB RACING

WHAT Runoffs qualifier
WHEN May 21-22, 2016
WHERE Portland, Ore.
The Oregon Region May Club
race at Portland International
Raceway also acts as a qualifier
for the 2016 Runoffs.



Wayne Flynn

SOUTHEAST sedivacing.org

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

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

Apr 22-24 Crows Landing, Calif.
May 28-30 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

GREAT LAKES greatlakes-scca.org

Apr 30 Pittsburg International Raceway/
Neohio
May 15 Mid-American Air Center/
Southern Indiana
May 15 Walsboro Airport/Columbus
Sports Car Club
May 21-22 Mid-American Air Center/
Southern Indiana
May 30 Walsboro Airport/Columbus
Sports Car Club
Jun 11 Walsboro Airport/Columbus
Sports Car Club
Jun 26 Mid-American Air Center/
Southern Indiana
Jul 10 Walsboro Airport/Columbus
Sports Car Club
Jul 10 Mid-American Air Center/Southern
Indiana

SPRING NATIONALS

Are you ready for the Solo
National Championships? You
will be if you attend the popular
Spring Nationals at Lincoln
Airpark on May 27-30.



Rupert Berrington

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES



600+ Stores
Nationwide

WOW SUPER COUPON

3 GALLON, 100 PSI OILLESS AIR COMPRESSORS

A. HOT DOG CENTRAL PNEUMATIC LOT 69269/97080 shown

B. PANCAKE LOT 60637/61615 shown

SAVE 43%

YOUR CHOICE

\$49.92 ~~\$59.99~~

comp at \$89

35366970

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

20% OFF

ANY SINGLE ITEM

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, Badland, CoverPro, Dayton, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Silk-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 8/25/16.

35370700

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple!

Come visit one of our 600+ Stores Nationwide.

WOW SUPER COUPON

FREE

WITH ANY PURCHASE

CENTECH 7 FUNCTION DIGITAL MULTIMETER

LOT 90899 shown 98025/69096

\$15 VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one FREE GIFT coupon per customer per day.

35364346

WOW SUPER COUPON

5 FT. 6" x 7 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP

LOT 63110/69136/69248 69128/69210/953 shown

SAVE 57%

\$269 comp at \$6.38

35377959

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 4 DRAWER TOOL CART

US*GENERAL

★ WINNER ★

- Truckin' Magazine

LOT 95659 shown 61634/61952

580 lb. capacity

SAVE \$230

\$119.99 comp at \$349.99

35393048

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET

LOT 5889/62281/61637 shown

NEW

Customer Rating

\$14.99 comp at \$59.97

SAVE 75%

35411781

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE

LOT 61969/61776 61970/69684 shown

CHICAGO ELECTRIC

Customer Rating

SAVE \$264

\$134.99 ~~\$104.99~~ comp at \$399

35354150

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

LOT 61258 shown 61840/61297/68146

SAVE \$90

\$69.99 comp at \$159.99

35384286

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

drillmaster

Customer Rating

SAVE \$97

\$32.99 ~~\$129.99~~ comp at \$129.99

35381255

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

20"

WEIGHS 73 LBS.

LOT 61282 shown 68049/62326 62670/61253

SAVE \$85

\$84.99 comp at \$169.99

35389345

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

TORQUE WRENCHES PITTSBURGH PRO

DRIVE

DRIVE	LOT
1/4"	2696/61277
3/8"	807/61276
1/2"	62431/239

SAVE 60%

\$21.99 comp at \$29.99 Item 239 shown

35428312

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH

Customer Rating

1500 lb. capacity

LOT 60343 67338 shown

SAVE \$50

\$49.99 comp at \$99.99

35361993

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

HARDY POWDER-FREE NITRILE GLOVES PACK OF 100

5 mil thickness

Item 68498 shown

SAVE 59%

\$5.99 comp at \$14.97

35373930

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS

70 dB Noise Level

LOT 63079/69729/63080/69676 shown

LOT 69675/69728 63090/63089

CALIFORNIA ONLY

SAVE \$179

\$289.99 comp at \$469

35385000

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

WOW SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY

LOT 69034 shown 60728/62858/63054

Customer Rating

SAVE \$79

\$119.99 comp at \$199

35384207

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 8/25/16. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed • No Hassle Return Policy
• Over 30 Million Satisfied Customers • Lifetime Warranty On All Hand Tools

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• 800-423-2567

Jul 24 Mid-American Air Center/
Southern Indiana
Jul 31 Walesboro Airport/Columbus
Sports Car Club
Aug 21 Mid-American Air Center/
Southern Indiana
Aug 21 Walesboro Airport/Columbus
Sports Car Club
Aug 28 Mid-American Air Center/
Southern Indiana
Sep 10 Walesboro Airport/Columbus
Sports Car Club
Sep 17-18 Mid-American Air Center/
Southern Indiana
Oct 2 Mid-American Air Center/Southern
Indiana
Oct 8-9 Walesboro Airport/Columbus
Sports Car Club
Oct 9 Mid-American Air Center/Southern
Indiana
Nov 6 Walesboro Airport/Columbus
Sports Car Club
Columbus Sports Car Club
farrd@yahoo.com
Neohio (440) 804-4236
Southern Indiana (812) 453-1376

CENTRAL cendiv-scca.org
May 21-22 Catarpillar/Central Illinois
Aug 27-28 Rantoul National Aviation
Center/Central Illinois
Central Illinois re@cir-scca.org

MIDWEST midiv.org
Apr 2 Mississippi Coliseum/Mississippi
May 14-15 Grenade Airport/Mississippi
Jun 11-12 Columbus Air Force Base/
Mississippi
Jul 23-24 Grenade Airport/Mississippi
Aug 20-21 Columbus Air Force Base/
Mississippi
Oct 15-16 Grenade Airport/Mississippi
Nov 12-13 Columbus Air Force Base/
Mississippi
Mississippi georgebpainter@aol.com

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

REGIONAL SOLO

WHAT Autocross
WHEN All season long
WHERE Northern Pacific Division
Solo competition is hot and heavy
this year with a packed NorPac
Division Solo schedule, running
through the end of November.



Wayne Flynn

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
mb lazek@bellsouth.net
Delta (504) 487-5044
Houston dmccelvey@gmail.com
South Texas (361) 980-8000
Texas jennifer.maxcy@att.net
Wichita cuoncrs@gmail.com

ROCKY MOUNTAIN coloradoscca.org
May 14-15 Legacy Event Center/Utah
Jun 4-5 Front Range Airport, EVO
School/Colorado
Jun 18 Front Range Airport/Colorado
Jun 25-26 Legacy Event Center/Utah
Jul 8-10 Front Range Airport/Colorado
Aug 13 Front Range Airport/Colorado
Sep 4-5 Legacy Event Center/Utah
Sep 18 Front Range Airport/Colorado
Sep 25 Legacy Event Center/Utah
Oct 8 Front Range Airport/Colorado
Oct 9 Legacy Event Center/Utah
Oct 23 Legacy Event Center/Utah
Colorado jlhugo@gmail.com
Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpac-scca.org
Apr 3 Marina Airport/San Francisco
May 29 Fresno Fairgrounds/San Francisco
Jun 5 Expo Idaho/Snake River
Jun 19 Fresno Fairgrounds/San Francisco
Jun 25 Marina Airport/San Francisco
Jul 9 Fresno Fairgrounds/San Francisco
Jul 16-17 Expo Idaho/Snake River
Jul 24 Marina Airport/San Francisco
Aug 6 Marina Airport/San Francisco
Sep 10-11 Expo Idaho/Snake River
Sep 24-25 Expo Idaho/Snake River
Oct 15-16 Expo Idaho/Snake River
Nov 5-6 Expo Idaho/Snake River
Nov 19-20 Fresno Fairgrounds/San
Francisco
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San Francisco, Fresno
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Snake River (208) 484-2768

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Apr 3 Bristee 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
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Arizona Border
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Arizona Border, Marana
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NATIONAL

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Cities
Jun 12 Roads Scholar/Milwaukee
Aug 6 Hurdle 2016/New England
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
Apr 1 First Friday Niter/Cal Club
May 6 First Friday Niter/Cal Club
Jun 3 First Friday Niter/Cal Club
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Cal Club (424) 297-0086

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Jul 10 Central NY Raceway Park/Central
New York

Aug 28 Rolling Wheels Raceway Park/
Central New York

Sep 11 Rolling Wheels Raceway Pari/
Central New York

Oct 15 Walczyks Farm/Central New York

Dec 11 Walczyks Farm/Central New York
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New England chregan@aol.com

SOUTHEAST sedivrac.org

Apr 16 Hollytree Offroad LLC/Tennessee
Valley

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

Oct 15 Hollytree Offroad LLC/Tennessee
Valley

Oct 23 Durhamtown Plantation/Atlanta

Nov 12 Byron Raceway/Middle Georgia

Nov 20 Hollytree Offroad LLC/
Tennessee Valley

Dec 4 Durhamtown Plantation/Atlanta

Dec 10 Byron Raceway/Middle Georgia

Dec 10 Hollytree Offroad LLC/Tennessee
Valley

Atlanta quattros@gmail.com

Middle Georgia

topher170@yahoo.com

Tennessee Valley

leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

Apr 23 Greenfield, Ohio/Ohio Valley

May 21 Greenfield, Ohio/Ohio Valley

Jun 18 Greenfield, Ohio/Ohio Valley

Detroit slicedrkr@hotmail.com

Ohio Valley (641) 571-7163

Saginaw Valley

brian_dupree@hotmail.com

NORTHERN PACIFIC norpacscsca.org

Jul 16 Dirt Fish Rally School (RX school)/
Northwest

Jul 17 Dirt Fish Rally School/Northwest

Nov 13 Dirt Fish Rally School

(RallySprint)/Northwest

Northwest kito.brielmaier@gmail.com

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T.A. Klaus 4/1/1981 Blue Mountain
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Dorn R. Lynch 4/1/1981 Chicago
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Christopher P. Bovis 4/22/1986 Chicago
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Joseph Bertolucci 4/30/1991 Chicago
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Phil Bresnahan 4/10/1991 Chicago
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Eric Coppock 4/25/1991 Northwestern Ohio
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Neal B. Euler 4/30/1991 Oregon
Michael S. Forst 4/11/1991 Philadelphia
Douglas C. Gamble 4/26/1991 San Diego
Doug Garrison 4/22/1991 Mohawk Hudson
Don Gettinger 4/9/1991 Land O'Lakes
Kim Graff 4/10/1991 Mohawk Hudson
Yvonne Harris 4/30/1991 Houston
Leslie Huffaker 4/29/1991 San Francisco
Brian Husting 4/30/1991 Cal Club
Arthur S. Hyde 4/30/1991 Detroit
Kathy Ignatowski 4/30/1991 New England
Robert Janeck 4/15/1991 Chicago
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Chang Ho Kim 4/9/1991 New England
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Sally P. Larson 4/26/1991 Central Florida
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Paul Luca 4/22/1991 San Francisco
Marisa McCusker 4/30/1991 New York
Mark McDonough 4/30/1991 New England
Dan L. McMahan 4/26/1991 Middle Georgia
Ed Milliken 4/30/1991 Snake River
Blake R. Montgomery 4/8/1991 Central Carolinas
Philip Leighton Neal 4/29/1991 Land O'Lakes
Nancy Pratt 4/29/1991 Alabama
Kurt Przybyz 4/23/1991 South Bend
Kyle Lee Ritter 4/10/1991 Kansas City
John Timothy Thomas 4/30/1991 Mississippi
John E. Uffring 4/9/1991 North Carolina
Lois A. Van Vleet 4/30/1991 Land O'Lakes
Anthony R. Walker 4/25/1991 Cal Club
Allison Welty 4/22/1991 Mohawk Hudson
Linda J. Wendlandt 4/18/1991 Milwaukee
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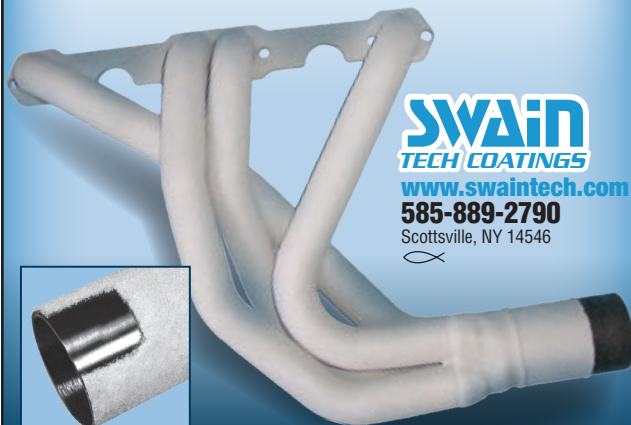
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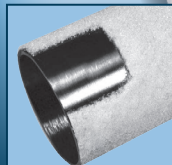


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CONTACT PATCH

PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

THE MYSTERY OF THE SETUP

You'd think, after competing in SCCA events for nearly 20 years spanning Solo, Club Racing, and RallyCross, and building more than five racecars along the way, vehicle mechanics and suspension tuning wouldn't be a giant mystery to me. But once more, this issue of *SportsCar* has reassured me that my depth of knowledge is, well, not deep. It's actually spectacularly shallow, all things considered. Lucky for me, any questions I have can be answered by assigning a story to one of *SportsCar's* amazing contributors and reading the results a few weeks later.

A month or so before producing this issue, *SportsCar's* Associate Editor, Jason Isley, and I were discussing vehicle dynamics during lunch. Specifically, we were talking about why my E Production racecar struggles getting power down on corner exit. The conversation was going down all kinds of rabbit holes, including the discussion of high-speed and low-speed damping

adjustments, when Jason posed the question: "How's the car's rear toe?"

Jason, it turns out, learned a number of tricks while earning his four National Championships at the Solo Nationals. He was one of only a few to really maximize the Mazda RX-8's potential when it was in B Stock, and much of his speed came from miniscule toe adjustments. A little toe-in here, a smidge of toe-out there and voilà, suddenly a series of offset cones was a flatfoot straightaway rather than a lift, turn, and hope. Through trial and error, he became impressively good at dialing in a car's handling on the Solo course, and he's now transferred that knowledge into Club Racing with his H Production Toyota Yaris.

Talking through how my car's been behaving on track - and eliminating (to a certain degree) the possibility that my right foot might be getting antsy at the tail end of a corner - it turns out the solution might be as simple as a little rear toe-in. With a potential solution to my problem, we realized real-world suspension tuning would be great content for *SportsCar*. Another voilà, and there's

the story on pg. 44 of this issue.

Before it printed, Jason sat back for his first editorial pass through the story. Once finished, he handed the text back to me and said, "This makes me wonder if the spring rates are wrong on the H Prod car." That led to yet another conversation, this time about the Yaris - a car he's scored three Runoffs podium finishes in - and how a spring change might alter the car's handling for the better (or worse, we really couldn't decide).

I'm not saying the suspension-tuning story in this issue is the ultimate guide, but I am convinced it deserves to be read. As someone who's always second-guessing my car's setup (often because I don't know what I'm doing), I learned a lot - and I was impressed it made Jason, someone with proven suspension-tuning skills, second-guess his racecar's setup. And, second-guessing, if you can thoroughly think through a problem, is a good thing.

That said, I'll be sad if the epilogue to this story is that my racecar's problem really was a faulty right foot. 📍

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FROM THE ARCHIVES

10 YEARS AGO...
MAY 2006



- *Secrets of the Solo Masters* covered everything from how to drive different types of cars to surviving a protest.
- A feature on ECUs covered just how easy, and effective, tuning had become.

25 YEARS AGO...
MAY 1991

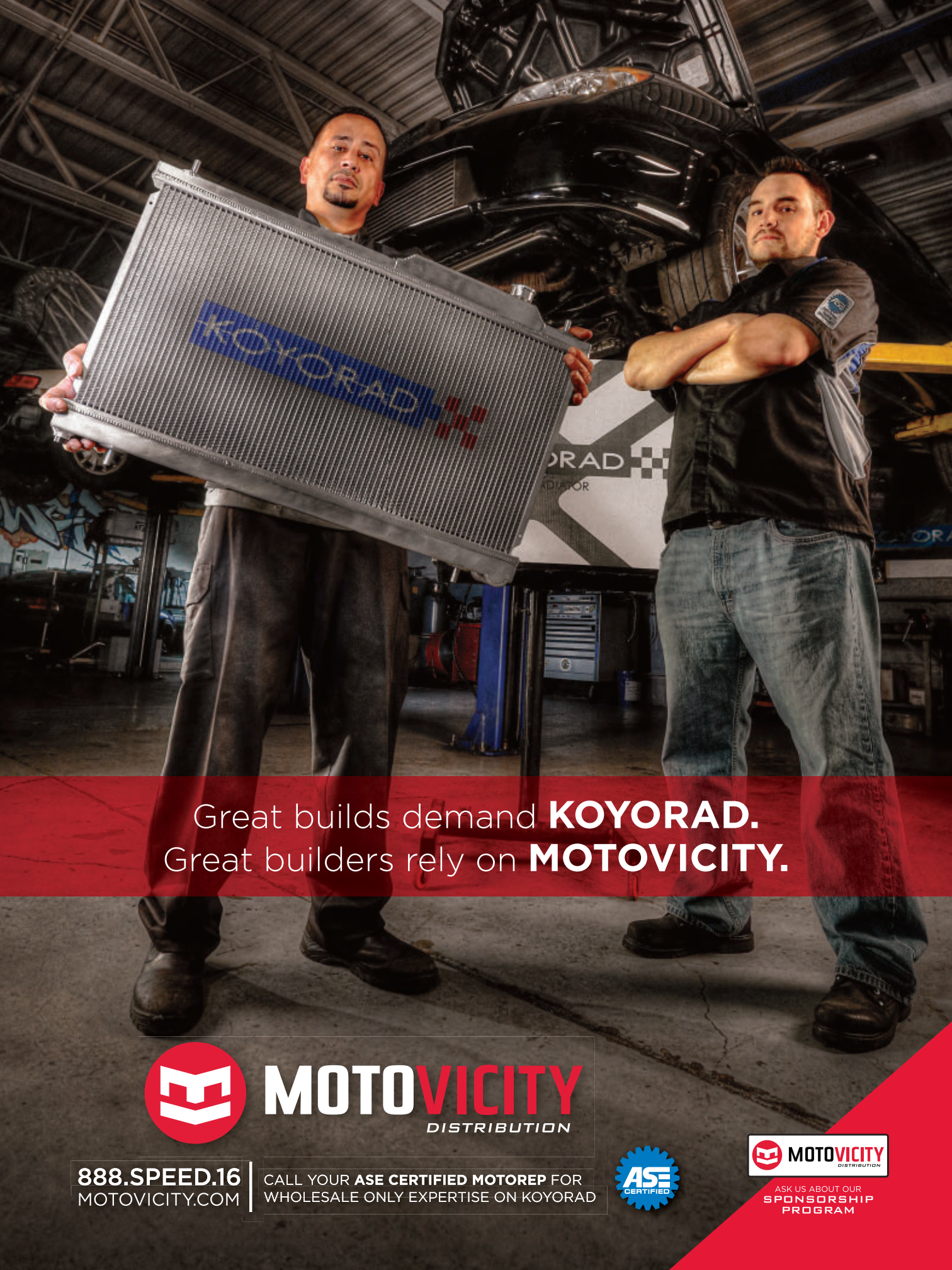


- The ProSolo series was running full speed ahead on the West Coast, with three action-packed weekends in March.
- A feature on shop safety exposed the dangers that racers face off the track.

50 YEARS AGO...
MAY 1966



- *Racing Paper* covered the use of the various documents utilized by Timing and Scoring, Pit and Grid, and Tech.
- The 1966 running of the 12 Hours of Sebring graced the pages of *SportsCar*.



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