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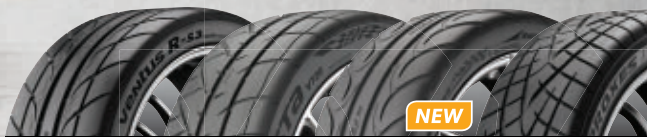
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### trofeo 4

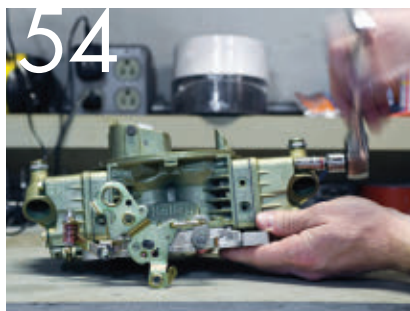
black, bronze, gold, light grey, red 14 15 16 17



### assetto gara SPECTRUM

black, green, red, white, matte graphite silver 14 15 16 17 18  
gold, orange 16 17 18 bronze 15 16 17 18





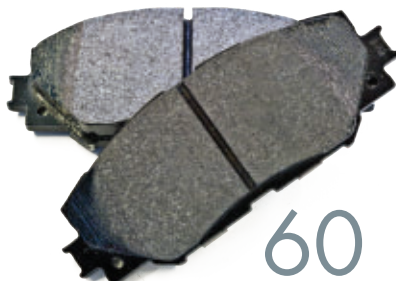
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**SPORTSCAR**

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After a freak run-in with the front straight catch fence on Saturday, J.D. Davison fights back in dramatic fashion during Sunday's race, ultimately claiming the second step on the Pirelli World Challenge GT podium.

**DATE**

March 13, 2016

**LOCATION**

St. Petersburg, Fla.

**WHAT**

Pirelli World Challenge

**PHOTOGRAPHER**

Dave Green





The Trans Am season opener at Sebring featured Historic Trans Am racing, where Jim Hague drove the No. 16 Peter Gregg Ford Mustang Boss 302 to the provisional pole. Meanwhile Peter's son, Simon Gregg, competed in that weekend's Trans Am series.

**DATE**

March 4, 2016

**LOCATION**

Sebring, Fla

**WHAT**

Trans Am 50th anniversary season

**PHOTOGRAPHER**

Chris Clark





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## IRON CITY MATCH TOUR MOVES

The 2016 Tire Rack SCCA Iron City Match Tour, originally scheduled for the parking lots of the Hoover Metropolitan Stadium near Birmingham, Ala., has been relocated to the Grenada Municipal Airport in Grenada, Miss. The event dates remain June 17-19, and will be known as the Tire Rack Crossroads Showdown.



StockPhoto.com / Meinzhahn

# RUNOFFS SCHEDULE RELEASED

The schedule for the 2016 SCCA National Championship Runoffs presented by Garmin VIRB at Mid-Ohio Sports Car Course has been released, and it includes 28 separate races following four days of qualifying to crown the best and brightest amateur racecar drivers in the country. The winner-take-all event will run 23-lap races for all 28 Runoffs-eligible classes on Sept. 23-25, 2016, with each class getting a 15-minute qualifying session each day Monday to Thursday.

Also new for 2016, based on survey data from participants, qualifying sessions will run at a similar time in the day to the races.

A number of qualifying sessions will run as "seamless" qualifying. The class marked before a "/" on the schedule will run for 15 minutes, while the second class will move from grid and stage in pit lane just prior to the conclusion of the previous group. When the first class or group has received the checkered flag, the second group will be released. Cars that are safely stopped off track but need assistance getting back to the paddock will remain until the second session of the seamless qualifying is complete.

"Returning to Mid-Ohio's 2.258-mile layout, with the expectation of a large event attendance, had us thinking creatively on the schedule," SCCA Vice President and COO Eric Prill said. "Participant feedback was the primary driver for the changes. Previous Runoffs at Mid-Ohio and Heartland Park had a day off during qualifying, which was not favorable to the driver population in our surveys. Given the anticipated turnout, it would be difficult to run the event with fewer than 24 qualifying groups. So, the best solution for everyone to run every day is to have 15-minute sessions, and to cut out several of the transitions. It is an ambitious schedule, but one that our event chiefs support to provide the best possible experience for the racers." 📍

## RUNOFFS SCHEDULE

QUALIFYING	Mon, Sept 9	Tue, Sept 20	Wed, Sept 21	Thurs, Sept 22
8:00 a.m.	FA, P1//FE	T3//SRF	FA, P1//FE	T3//SRF
8:40	GT3//AS	GT3//AS	GT3//AS	GT3//AS
9:20	T3//SRF	FA, P1//FE	T3//SRF	FA, P1//FE
10:00	FC, FM//T2	FC, FM//T2	FC, FM//T2	FC, FM//T2
10:40	FV	SM	SM	SM
11:05	FP	FP	FP	FP
11:30	SM	FV	FV	FV
11:45 town hall	F/SR/P	Prod/GT	ST/SM	AS/T/BS
12:45 p.m.	STL	STL	SRF3	STL
1:10	FF	FF	FF	FF
1:35	SRF3	SRF3	STL	SRF3
2:00	F5//GTL	F5//GTL	F5//GTL	F5//GTL
2:40	EP	EP	EP	EP
3:05	FB//STU	GT1, T1//P2	FB//STU	GT1, T1//P2
3:45	GT2	T4, BS	HP	GT2
4:10	HP	GT2	T4, BS	HP
4:35	GT1, T1//P2	FB//STU	GT1, T1//P2	FB//STU
5:15	T4, BS	HP	GT2	T4, BS
RACING	Fri, Sept 23	Sat, Sept 24	Sun, Sept 25	
	8:05 FE	8:15 T3	8:30 FA	
	9:00 AS	9:10 SRF	9:25 GT3	
	9:55 P1	10:05 SM	10:20 FC	
	10:50 T2	11:00 FM	11:15 FP	
	11:45 FV	11:45 —	12:00 —	
	12:30 —	12:45 STL	1:00 FF	
	1:30 EP	1:40 GTL	1:55 SRF3	
	2:25 F5	2:35 FB	2:50 T1	
	3:20 STU	3:30 HP	3:45 P2	
	4:15 GT2	4:25 BS	4:40 GT1	
	5:10 T4			





Courtesy Kelly family

## SOLO'S JOHN KELLY PASSES

Longtime icon in the Solo community, John Kelly passed away on April 2, 2016. His contributions included being a member of the Solo Events Board, multi-time National Solo Champion, and publisher. He and his wife Pat were instrumental in the formation and guidance of the San Francisco Region Solo program in the 1970s that spawned many National Champions as well as arguably one of the largest and most successful Solo programs in the country.

## T3 back on pace

The Club Racing Board has announced its intention to reposition the Touring 3 class, with expected adjustments coming midseason to reduce the pace at the front of the field.

The primary goal of T3 is to provide a platform for sports cars and sedans with high-performance, four-cylinder engines. However, when the Touring category was revamped in 2013 to absorb Showroom Stock, the resulting T3 class became faster than intended, with larger displacement, six-cylinder cars setting a performance benchmark many four-cylinder cars could not achieve.

For 2016, many of the front-running cars in Touring 3 over the last several seasons, including the BMW Z4M, Ford Mustang V6, and Nissan 350Z and 370Z, will have two



### DIALING BACK

Some of the current large engine, fast T3 cars will soon see competition adjustments.

places to run, in Touring 2 or Touring 3. Many already have a dual-classification, and others will be classified in T2 soon. Data collected this season and last will dictate adjustments in early June 2016 to reduce the pace of the six-cylinder cars that exceed the performance parameters of the class. 🚫

## TRACKPASS PUTS YOU IN THE ACTION

Track Night in America Driven by Tire Rack announced a new initiative, called TrackPass, which provides a unique VIP experience for racing fans and automotive enthusiasts. Through TrackPass, people get the chance to mingle with pro drivers and teams, watch all the action of a professional race weekend, and have an on-course SCCA Track Night in America experience.

This first installment of the program, through a partnership with Pirelli World Challenge, offers incredible access to the May 26-28 World Challenge races at Lime Rock Park. TrackPass activities begin Thursday morning when guests join PWC drivers for an actual course walk, followed by track sessions Thursday afternoon, where participants each get three 20-minute sessions on the Lime Rock road course. TrackPass guests will also receive gate passes so they can watch World Challenge and Formula 4 practice, qualifying, and racing on Friday and Saturday.

TrackPass registration opened April 15 at the Track Night in America website ([www.TrackNightinAmerica.com](http://www.TrackNightinAmerica.com)), and reservations can only be made online. Heyward Wagner, SCCA Director of Experiential Programs, said the \$295 event price also provides TrackPass participants a guided, behind-the-scenes World Challenge paddock walk Friday night.

Track Night in America is a non-competitive, entertaining, easy, and inexpensive way for nearly anyone who loves cars or motorsports to get on a racecourse in their own vehicle during weeknights. 🚫

### IN THE ACTION

Track Night in America participants will get a unique view of Lime Rock Park.



Canus Studios Inc.

## Bracket Enduro Returns

After conducting a single, exploratory, groundbreaking Bracket Enduro in 2015, two events are set to kick off the 2016 Bracket Enduro season. The first event will be on July 23-24 and hosted by the Central Florida Region on the Sebring Club Course of Sebring International Raceway. The contest will be made up of 210-minute sessions each afternoon Saturday and Sunday, resulting in seven total hours of running time on the 11-turn, 1.68-mile road course. Central Florida Region will handle registration needs for this event.

The second event will be hosted by Atlanta Region on Aug. 13-14 at Atlanta Motorsports Park. That challenge will consist of two segments, one taking place Saturday afternoon and the other all-day Sunday, for a

total running time of 10 hours on the 16-turn, two-mile circuit. Registration for this event is scheduled to open July 1 at [www.scca.com](http://www.scca.com).

Bracket Enduro offers a budget friendly and easy point of entry to Club Racing, with less restrictive rules for both drivers and cars, and a unique scoring method to balance the field.

No doctor's physical or racing license is required to take part in a Bracket Enduro. Drivers must only have an SCCA Racing Experience Participation Log, which is handed out at the event by Stewards or Registrars. Helmet, head-and-neck restraints, driver's suits, and other personal safety gear requirements are the same as SCCA Club Racing.

For more information, visit [www.scca.com/pages/bracket-enduro](http://www.scca.com/pages/bracket-enduro). 🚫



LAT / Scott LePage



## WORLD CHALLENGE PARTNERSHIP

WC Vision LLC, producers of the Pirelli World Challenge, has announced a multi-year extension agreement that will continue to see SCCA Pro Racing act as the sanctioning body. SCCA Pro Racing's involvement with the series continues the now 25-plus year relationship.



Jay Bonvillian



Perry Bennett

## WENDI ALLEN Scholarship Recipients

### COMING TOGETHER

Difficult times often present new opportunities, and the Wendi Allen Scholarship is certainly doing its part to better the sport.

Jennifer Vance, of Raleigh, N.C., and Cindy Duncan, of Lanesville, Ind., have been named the recipients of the 2016 SCCA Wendi Allen Scholarship Fund. The two women will receive \$1,500 to support their travel to National Solo events and the Tire Rack Solo Nationals presented by Garmin VIRB. Additionally, the SCCA will waive entry fees for scholarship

recipients at all National Solo events this season, and works with the Solo community and commercial partners to seek other forms of support, such as driver training, mentoring, products, and logistical assistance.

"Both of these ladies show a competitive spirit along with a heart to give back to our sport, and that is what drew the committee to Cindy and Jennifer," says Tara Johns, Chair of the Wendi Allen Scholarship Fund Committee. "The committee was thrilled with the number of nominations we received this year. There were so many good letters. Some even brought us to tears. But the committee was looking for women with a true commitment to the sport, both in the way of competing and in giving back. Jennifer and Cindy are both great examples of just that."

The Wendi Allen Scholarship Fund was named and established by the family of Allen in honor of this multi-time National Solo Champion, who loved the SCCA Solo Community and wished to give back to the sport by helping young women become more successful drivers and contributing SCCA members. ●



Philip Royle

**HALL OF FAME**  
Who will be inducted in 2017?

## 2017 National Convention

The annual SCCA National Convention will once more be bathed in neon lights as the event returns Jan. 19-21, 2017, to Las Vegas, Nev., and the South Point Hotel and Casino. The convention will be a familiar format that encompasses leadership development and skills training within the Club, and possibly a few conceptual sessions designed to help members break the constraints of tradition and begin thinking outside the box. Details on times and a full schedule will be announced later this year, and will be located on [www.scca.com](http://www.scca.com). ●

Celebrating its 50th anniversary in 2016, the Trans Am Series returns to Detroit for the first time in 15 years. Trans Am will host two invitational races on Saturday, June 4, and Sunday, June 5, at the 2.3-mile raceway at Belle Isle Park street circuit. Over the course of its 18-year history racing at the Detroit Grand Prix, beginning on the downtown streets in 1984 and moving to Belle Isle to compete from 1994-'01, the Trans Am Series consistently provided some of the most exciting races witnessed in Detroit. Some of the best road racers in history won at Detroit over the years including Wally Dallenbach Jr., Scott Pruett, Dorsey Schroeder, Scott Sharp, Ron Fellows, and Tommy Kendall.

With the addition of the Trans Am Series, the Chevrolet Detroit Belle Isle Grand Prix will feature one of the most diverse weekend lineups in all of motorsports. Other series on the docket include an IndyCar doubleheader, the IMSA WeatherTech SportsCar Championship, and the high-flying SPEED Energy Stadium SUPER Trucks. With eight races in one action-packed weekend, the Grand Prix will bring tremendous entertainment. ●

## Trans Am joins Belle Isle

### MOTOR CITY

For the first time since 2001, Trans Am will race in Detroit, joining several other heavy-hitting series in motorsports.



LAT / Camden Threster



Rupert Eberington

## CAM Challenge

Wilwood Disc Brakes has extended its sponsorship of the CAM Challenge Events powered by SCCA through the 2016 season. The CAM Challenge was created in 2015 with three autocross events across the country for American muscle vehicles. This year the series added a fourth event with a new rules package that should attract more competitors. Wilwood will support the competitors with product certificates at each event.

More information on the CAM Challenge can be found on SCCA's website through the "Autocross" link under the "Programs" menu. ●



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## IRACING'S GLOBAL MX-5 CUP

The team at iRacing continues to expand and improve its simulation platform, and among its updates is the addition of the new Global Mazda MX-5 Cup car. Working closely with Mazda Motorsports and Long Road Racing, iRacing has been able to bring the realism and performance its users have come to expect to this latest addition.



Courtesy iRacing

## SPORTSCAR

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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## THE CLUB BOARD

**JOHN WALSH**

CHAIRMAN, SCCA BOARD OF DIRECTORS

## SERIOUSLY, I WASN'T KIDDING

A lot of these columns start off with, "Last month, I wrote" – go back and read last month's column. Keep up with the plot.

It's surprising, in a Club the size of ours, how few members actually supply input to its staff, committees, or our Board of Directors. Yes, some members are *loud*, but loud does not equal mass. Sometimes we're making decisions on a small amount of member feedback when we should have a tidal wave of opinions from our members.

In Club Racing, recent controversial proposals in Formula Vee have roiled the true believers. Given the size of the Vee community, the feedback has been relatively small. Does silence equal assent? If not, you better let the Club Racing Board know.

I got my eyeballs burned off by a friend about the length of qualifying at the 2016 Runoffs, which, when added to racing time, means a competitor spends a minimum of five days on site to get roughly 90 minutes of track time. Is that what our racers really want? The Solo National Championships is starting to look pretty good, isn't it? But I'm not the one who can make changes to that, so I've passed it on.

Still lying over in a corner, battered and bruised, is the Club Racing Concorde Agreement, which was our Board's shot at Club Racing class management. Yeah, it's not getting up any time soon. But we still need some way to allow for new classes to arrive on the National Championship scene as we see great growth in certain areas (STL, I'm talking about you). The CRB, and our Board's Planning Committee, are now discussing a plan that allows every class a continued existence (ending

the long running 3.5 or 2.5 car average minimum soap opera), while giving space for new classes to grow and take a deserved podium position at our premier event, the Runoffs. Your comments are invited. You can be loud, but don't forget to be intelligent with your letters, too.

Crabbing about rules and programs on web boards might be therapeutic, but it does absolutely nothing to advance the cause to the decision makers in the SCCA. Put your hands to better use and write the CRB first (through the letter system at [www.crbsscca.com](http://www.crbsscca.com)), and the Club Racing office, too. If our Board of Directors is constantly hovering over those two, we're wasting our time and resources, and doing a disservice to all parties (again, see last month's column).

In this issue are some thoughts on upcoming elections to the Club's Board of Directors (check out pg. 44), with Steve Harris, Lee Hill, and Jim Weidenbaum talking about the role of the Club's Directors. Please consider what you read, and think about using your vote to strengthen the strategic and business skills of our Board for future years.

I don't want the RallyCross and Solo programs to feel left out this month, so just remember, I love you, too! I dragged home a CAM car in November, so there's a good chance I'll be in Lincoln double dipping via the CAM Challenge and then at Nationals with a CSP car this year. I can be last in two classes. See you there! ☺

## KROLEWICZ JOINS STAFF

Continuing the expansion and growth the SCCA has seen over the last few years in new product development, Jon Krolewicz has been added as a long-term Project Manager working within the Experiential Programs Department at the SCCA National Office.

Krolewicz takes a full-time position with the SCCA after contract work in 2015 as an Event Operations Manager with SCCA Track Night in America Driven by Tire Rack, a program that has proven successful in attracting new and young participants to the SCCA. An experienced driver with

a 24-year racing history, he has driven everything from Showroom Stock to the Prototype-class at the 24 Hours of Daytona. He has additional experience with driver instruction, event management, media and track management.

In his new role, Krolewicz will again be working within the Experiential Programs Department where he will lead execution and logistics development for new initiatives. Additionally, Krolewicz said he would be taking a leadership role with the coordination, training, and on-going support of SCCA.com Region websites. ☺



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## CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

## DEEP ROOTS

The Sports Car Club of America is the beginning, the gateway of professionalism in American racing. Our grass-roots members are the strong foundation that supports the sport as a whole. But the roots of many top racing teams also take hold at our events – at our racetracks and with our volunteers – thanks to the efforts of Regions across the range of our programs from autocross to road racing. For the past 72 years, our members turned racing inside out and established the sturdy base from which the sport grows today.

The founders of many teams we follow on weekends, and in the great month of May at the Indy 500,

are drivers we have watched over the years at our SCCA events. I think a lot of us feel a connection to Graham Rahal, a Runoffs champion, and are thrilled to watch him compete. He and his dad Bobby are IndyCar greats who support the Club in so many ways. Tales told about Chip Ganassi's Formula Ford days and the Runoffs are stories he still revels in today. Ganassi has made his mark in NASCAR, IMSA, WEC, Global Rally Cross and IndyCar, but the SCCA is where it all began.

Other legendary racing families also have multigenerational ties to the Club, such as the Unsers, who have participated with us in the CAM Challenge Autocross Series and at the 2015 Tire Rack Solo National Championships. Another example is the Andretti family; Mario, Michael, and now Adam, the latest Andretti who has been competing in our storied Trans Am series. And, we can't forget the Laziers; Bob, Jacques, and Buddy who all started racing with the SCCA in Formula Vee.

It was evident at our Hall of Fame induction dinner this year that Roger Penske still feels the depth of his SCCA roots. His excitement was palpable when footage of his racing career was projected on the big screen during the ceremony. Roger holds the hat trick with his teams that have run in F1, NASCAR, and IndyCar. As this month's *SportsCar* explores, all of these great drivers and teams are a part of us – we are an integral part of them. These ties are the circle of influence our Club still has today with the Indy 500.

The SCCA heads into a great partnership with the Indianapolis Motor Speedway over the coming months as we ramp up to the first Runoffs ever to be held at the Brickyard. It comes as no surprise that many of the Speedway's staff, crew, workers, drivers, and Indy 500 winners have their roots in the SCCA. IMS is an integral part of our history as we are a part of theirs. They are SCCAers, too. Next year's historic visit to the venue will undoubtedly be another memorable moment in the history of our Club and IMS.

Deep roots are essential for something to grow strong and sprout many healthy branches. The Sports Car Club of America is the root system that has allowed motorsports to flourish in this country. As a member of this Club, take pride in the role you play in this ecosystem and have fun watching the success of our offshoots. This is the Club I want to belong to.

## New "Get Off My Lawn" Award

Veteran Soloists are extremely valuable assets to the Solo community. Whatever anomaly may arise during an event, it's likely they've encountered it before and have a solution for the situation. And, in many cases, these competitors are also the trusty mortar that binds Solo participants across Regions. So, it is only appropriate that the SCCA Solo program has created a fun competition award for these golden members of the sport: the "Get Off My Lawn Award," new for 2016.

Howard Duncan, SCCA Senior Director of Solo and Rally, said the award will go to drivers 62 years of age or older, competing in the "unofficial" Master's Class at 2016 SCCA National Solo events, including Tire Rack SCCA ProSolo, Tire Rack SCCA Solo Championship Tour, Tire Rack SCCA Match Tour and Tire Rack Solo Nationals Presented by Garmin VIRB. The winners at each event will be based on the best index score across all car classes, with a trophy going to the Master's Open winner and Master's Ladies winner.

## 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](http://ams.scca.com) and look under "Forms."

### MEMBERSHIP REFERRAL LEADERS FOR MARCH 2016

NAME	REF	REGION
Gayle Jardine	27	Cal Club
Brian Ghidinelli	21	San Francisco
Warren Leach	16	San Diego
Derrick Taylor	15	Buccaneer
Todd Higgins	11	South Jersey
Gal Mesika	11	Washington DC
J. Burchardt	7	SW Louisiana
Justin Batten	6	Tennessee
Carl Somerton	6	Snake River
Mary Jo Fata	5	Las Vegas
Darren Gunn	5	Central Florida
Erik Skirmants	5	Colorado
John Zuccarelli	5	Florida x

*There are 820 additional members with at least one referral.*

### REGION LEADERS

*(Category based on 2015 year end membership)*

REGION	GROWTH
<b>Jumbo Regions (800+):</b>	
Texas	8.6%
Washington DC	5.6%
Oregon	4.8%
<b>Large Regions (401-799):</b>	
Buccaneer	5.4%
Ohio Valley	4.1%
Cincinnati	3.7%
<b>Medium Regions (200-400):</b>	
Utah	20.6%
Reno	15.9%
Alabama	10.5%
<b>Small Regions (&lt;200):</b>	
Puerto Rico	75.0%
Montana	25.8%
Great River	25.6%



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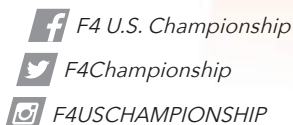
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May 27-28 / Lime Rock Park  
June 10-15 / New Jersey Motorsports Park  
August 11-13 / Mid-Ohio Sports Car Course  
September 17-19 / Road Atlanta  
October 8-10 / Homestead-Miami Speedway





### ERIC PRILL

SCCA VICE PRESIDENT AND COO  
KANSAS REGION  
SCCA MEMBER SINCE 1985

It's difficult to pinpoint when my SCCA life began. My parents, Paul and Pat, were members, avid autocrossers, workers, racers, and Region leaders before I was even born. I took my first victory lap at Waterford Hills in utero, in the Lotus that would later become 'mine.' My toddler years were spent in the Waterford Hills sandbox, just like fellow Eric(k)s Foss and Skirmants.

Spending my formative years in northeast Ohio, most of my friends were into boats, and weekends were spent on Lake Erie. For me, it was the family racecar and the racetracks of the Central Division. My dad was in motorsports brand advertising, which helped fuel his passion and exposed the family to all aspects of the sport. I served as his apprentice in the garage, learning every nut and bolt on that Lotus, which I really considered a sibling.

For the Prills, SCCA has always been an extended family. My sister Tracey and I learned Timing and Scoring from 'Auntie Connie' at Nelson Ledges, and I received a National T&S license when I was 12. Many of those relationships from my childhood carry through to today.

When SCCA created a new PR position back in 1996, I made the pilgrimage to SCCA mecca in Denver. While working in Pro Racing, I met fellow staffer Robin Mackay, and together, we made the move to Kansas in 2002. We were engaged during a World Challenge weekend in 2003, and married on an off weekend in 2004, by the World Challenge Chaplain.

Our son, Maxton, became a member Feb. 14, 2011 - about three hours after he was born.

For me, SCCA is not just a job. It's not just a place to race. It's not just friends and family. It's all of those things, and more."



### START YOUNG

(MAIN) The Prill family (Eric, left; Robin, right; Maxton, center) has passed the love of the SCCA from one generation to the next, with Maxton joining the Club before the ink was dry on his birth certificate. (INSET) Eric Prill at Waterford Hills circa 1975, wearing his father's helmet.



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## POBST POSITION



Philip Tucker

## Close CALLS

I passed a couple of street accidents on the way home today, and I thought to myself: There, but for the grace of God, go I.

It's the late 1970s, and I'm driving south on 441 from the University of Florida in my nifty Datsun 510 two-door. Got some BFG 50s on the back; pretty tired from Solo wars, and it's raining bloody murder. My girlfriend Joan is riding along when we pass a crossover channeling water into our lane. Swoosh, we instantly hydroplane and whip around, entering the grassy median backwards at around 60mph. The 510 comes about as I downshift for second in a full 360, gassing it for momentum to claw up the wet lawn back to the soaked roadway. No damage, never stopped, returning to the asphalt like we planned it. Librarian Studies major Joan, her indoor complexion more pasty than ever, says in a wavering voice, "Can we slow down now?"

Now it's the early 1980s, and I'm a hotshot autocrosser, driving my friend/sponsor Debbie's snazzy black brand-new Bertone (Fiat) X1/9 onto an interstate on-ramp, heading home from tearing up a cone course in South Florida, leading a Melbourne-based posse of about five cars. I admit my car-control skills were not yet fully developed (and still aren't...), and the ultra-brief wheelbase and transverse mid-engine of the little lightweight Italian could rotate like Stars On Ice.

**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



## UNFORSEEN DANGERS

Street driving often presents unique dangers. Consequently, this could have been the last thing Randy Pobst ever saw.

Diving into the 90 in full show-off mode, I trail-brake a moment too long, and suddenly we're Superveloce sideways. Fast hands catch the slide with an armload of steering correction, but naive eyes look out toward what I'm afraid I'll hit. Well, you go where you look. There's no correction back to straight, because I'm surprised and worried, and *hook!*

We shoot off the outside into the grass. Then up the embankment of the overpass, like the high banks of Daytona, back down through the grass, returning to the asphalt like we planned it. No damage, save soiled underwear. People, any wall, sign, ditch, tree, canal; we'd have hit it hard.

On two wheels, 2012: I'm riding my big BMW R1200GS home to Atlanta from the Mid-Ohio Pirelli World Challenge race, and it's drizzling and dusk. It's miles to any town in western North Carolina, taking the bike-road long way home. Well on ahead I see a couple of cars flash their headlights - hidden cop? Way out here in the grass-fed, happy-cow pastures? Barbed wire fence lined both sides as I notice a minivan doesn't have its lights on just yet; at dusk, in the rain. As we slowly gain, the van's lights finally flicker on. 55mph limit, it's doing maybe 40. I'm running my big PIAA auxiliary lights and turn signal as the slowing van eases a bit onto the right shoulder, and I ease just over the centerline to pass by, then *heeyahhh* - the frappin' van goes hard left! Very drunk local woman was looking for her driveway, and, by god, she found it!

I counter-steer the bars with a shove and

*"The ultra-brief wheelbase and transverse mid-engine of the little lightweight Italian could rotate like Stars On Ice"*

go for the ABS braking as I see her bumper pass within inches of removing my right cylinder and maybe foot. The PIAAs illuminate the gravel as I cross her driveway entrance and enter waist-high grass. May not be so bad, I think for a moment, then instantly I'm flying through the air in a gymnastic somersault, wondering where the heck my bike went. I land squarely on my helmeted head to the crunching of neck vertebrae. If not for the deep grassy cushion, I shudder to think. The bike? Upside down in the grass-obscured, deep roadside ditch, mostly unharmed. The Spring Creek Volunteer Fire Department comes to the rescue, the drunken lady apologizes (they knew her alcoholic history well), and I remount my soggy steed, luggage still in place, shifter bent back into place, neck just a little stiff.

Modern age, 2015, just a few months ago: California countryside south of San Jose, Bay Area. We've just left the Interstate, to meet a friend at a classy golf resort. We're traveling down a two-lane at a mild 40mph, following a Lexus SUV that begins to move right and stop roadside. We politely slow and ease just over the double yellow as we roll by, then *heeyahhh* - Lexus whips a U-turn! No time for anything but all the swerve I can

muster, and, by dumb luck, and a special offer from Sixt, I've sprung for a BMW 328i. The pretty SUV is coming hard as it disappears from my peripheral, and I'm bracing for the impact that never comes. I know you could not have slipped a rental contract between us. And my BlackBox Guard dash cam is in my briefcase, not on the dash. Rats! What a post that would have been!

But the life-changer: 2009, leaving the Mid-Ohio World Challenge race again, dark and dusky, beautiful evening, I pull out to pass on the two-lane State Road 314. The passing zone is a little shorter than I expected, and I think to myself, "Nah, I don't think I need to be quite this aggressive right now. I'll just back off a bit and slip in behind again." Then I see the horse and buggy. Amish. No lights. *Looming.* He's got the horse rearing, squeezing on the narrow shoulder for all he's worth, but still taking most of the oncoming lane. He could see me coming, but I surely couldn't see him in the growing dim. He's so close, I only have time to gasp and flash tightly by.

Friends, if I hadn't made the casual, hardly even necessary, choice to ease back, we'd all be dead; me, pious Amishman, innocent, sizable mare, and big black surrey. Gives me chills when I relive the moment.

Some may claim a God saved us, but I don't buy that. I don't imagine supernatural playing serendipitous games with we mortals, like the Greeks and Romans did. I just call it circumstance and dumb luck, yet but for the grace of it, there go I. ●



# THE ACCIDENTAL RACER

Combining talent and hard work scores Michael Cooper a coveted factory ride with Cadillac – surprising even himself

WORDS Erin Cechal | IMAGES Richard Prince

Newest factory Cadillac driver, Michael Cooper, did not expect to see the SCCA Pro Racing-sanctioned Pirelli World Challenge podium in his first race with Cadillac Racing. But after the first two rounds of the 2016 World Challenge season, Cooper found himself leading the GT Drivers' Championship on the strength of three podium finishes. He has a funny habit of underestimating himself. He might be the only one.







Cooper doesn't come from a dynasty of racers, he didn't start racing karts when he was 5, and he's working on his second degree. *just in case* this whole racing thing doesn't work out, but it's pretty clear Cooper was born to be behind the wheel. His natural ability in a car combined with a knack for quick learning has gotten him noticed by all the right people.

Cooper didn't delve into racing until a friend convinced him to take a Skip Barber school at Lime Rock Park. In his late teens at the time, Cooper didn't sign up with a plan to become a professional driver. In fact, after doing two Skippy schools, he tried the race series and didn't really like it.

He didn't pursue racing any further until a phone call from Cadillac in 2010. Apparently, he'd signed up for the Bob Lutz Cadillac CTS-V Challenge, where former GM Vice Chairman challenged drivers to beat him at a racetrack in their

car versus his CTS-V. "I hadn't heard about the Cadillac Challenge at all," Cooper laughs. "My brother saw it on a car site, and he signed me up for it in my dad's four-door M3 unbeknownst to me! I still lived at home and I just walked over to my brother's room and asked if he knew what it was about and he filled me in while they were talking."

Cooper was the quickest amateur on a damp Monticello Motor Club, and although he wasn't able to beat ace-in-the-hole drivers John Heinricy or Johnny O'Connell, he did beat Lutz and a slew of automotive journalists who each got their chance in the CTS-V.

The challenge was filmed for Speedvision. Cooper got to be on camera with O'Connell, who praised the young kid from Long Island.

"I didn't read too much into it," Cooper says. "I thought he was just being a good TV personality and being nice for the camera.

Afterward, when they shut the cameras off, he continued telling me that he was serious and I should pursue racing."

"He blew me away with how quick he was going," O'Connell recalls about Cooper's performance. "He was very smooth. It's rare to see a young guy do that well, and when I heard how little experience he had, I remember going up to his dad and saying, 'Your kid has really great natural ability.'"

Cooper reckoned that maybe sedan racing was more his style and gave Skip Barber another go, this time in its MX-5 series. Pretty soon he was urged to move up to the SCCA Pro Racing-sanctioned MX-5 Cup.

"They told me to e-mail some teams in MX-5 Cup," Cooper says. "I e-mailed every team, and Jason Hoover at Atlanta Motorsports Group [AMG] was the only one who responded to my e-mail! I still laugh about that to this day."

## QUICK STUDY

(BELOW) A knack for learning quickly and the willingness to work hard landed Michael Cooper a ride with Cadillac Racing. (RIGHT) Cooper (left) now finds himself teamed up with perennial GT Champ Johnny O'Connell.





## The Need for Speed.

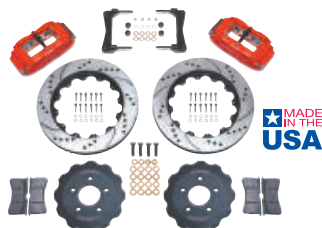
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The jump from Skip Barber to MX-5 Cup in 2010 was a big one - and Cooper's first real test as a race driver. He now had a team of engineers and mechanics to set the car up to his liking, he had data, and he had real competition tires.

"The street tire at Skip Barber had no magic window in qualifying," Cooper explains. "In MX-5 Cup, we practiced on scuffed tires, then threw on new tires for qualifying and, all of a sudden, I was a second off the guys I was right with in practice. That was one of the biggest things that stands out to me that I had to learn in that first year."

Cooper got the hang of it, and toward the end of his debut season began to appear on the podium, even winning a race. It was clear he needed to return for another shot at MX-5-Cup. He spent the off-season fine-tuning his driving. He could always see in the data what he needed to do to be faster, but to change his muscle memory took more than the few track sessions an MX-5 Cup weekend afforded. Many hours were spent on the simulator re-learning how to drive.

It worked. The following year he was the MX-5 Cup champion and recipient of a Mazda prize fund that paved the way to a ride in the World Challenge Touring Car Championship. Cooper insisted on taking AMG with him.

"The prize goes to the driver, but I wanted to stay with Atlanta Motorsports Group, because I felt they were very capable of running a Touring Car in the next step up," Cooper says. "I'm really glad we did it, because I had a good team and a good engineer who understood those kinds of cars, and it helped minimize the learning curve."

That learning curve included going from a rear-wheel-drive MX-5 to a turbocharged, front-wheel-drive Mazdaspeed3. Not to mention racing alongside different cars and different classes. Once again, a lesson in tires was in the curriculum.

#### CORNER OFFICE

Michael Cooper has shown it's still possible to climb the ranks in professional racing and score the dream job. All it takes is hard work and a lot of talent.



"Not a big checkbook, a fancy social media plan, or a famous name; just a natural gift for racing and a lot of hard work"







#### REWARDS

Cooper sprays champagne for Cadillac now, but that road began in a GTS-class Camaro (BOTTOM RIGHT).

"The second round was at Miller Motorsports Park," Cooper shares. "I think 10 laps into the race at Miller, the tires were down to the cords and there was still 20 minutes left. It felt like an eternity! Learning tire management was a big thing."

But Cooper was a quick learner. In his rookie World Challenge season, he became the Touring Car Champion - something he never expected.

"I've never expected to win a championship," Cooper says. "Even going

into the MX-5 Cup season the second year. It was the same thing in World Challenge. I thought the competition would be really tough and it'd be a learning process like my first year of MX-5 Cup. It was, but we won the first two races our first weekend."

If Cooper could ever be accused of being over confident, it happened after that 2012 World Challenge season. He had every right to be confident in his driving, but he placed too much confidence in the idea that with a winning record, he'd keep getting rides.

Fresh off of his World Challenge Touring Car championship, Cooper was without a team in 2013. It was a gut check, but again, Cooper showed he was a quick learner.

"I think that I was taught a lesson at the end of 2012," Cooper explains. "Even though I'd won a championship and spent the whole off-season thinking I had a ride, things can change really quickly. I think there's no reason that couldn't happen again. You can't predict the future, so in my book it's better to be prepared for anything."

To prepare for "Plan B," Cooper went back to school to pursue a nutrition degree to add to his business administration degree. He was able to put a few rides together with AMG that netted him four Touring Car wins, but his big break came when he got the opportunity to drive CRP Racing's Corvette in the GT class at Mid-Ohio. His performance got people's attention - including Cadillac, which gave him a test in the CTS-V.

A one-off race at the end of 2014 parlayed into a full-season GTS ride with Blackdog Speed Shop in 2015 at the wheel of a Camaro Z28. It was another big step up for Cooper, but once again he showed he was a quick learner, scoring four wins en route to the GTS Championship.

"It was nice to see Cooper advancing and knowing that it was his skill making the difference," O'Connell says. "I saw what he did in the Camaro last year and it shows that guys with a lot of talent can rise up."

They can even rise up to be O'Connell's teammate, which is where Cooper is this year in the No. 8 Cadillac ATS-V.R. GT3. "I'm not too sure where the ability came from, but I've definitely done a lot of work addressing my driving to get it to this point," Cooper says. "I don't want people to think, 'He did that so quickly, I could probably do that too.' There's a lot of work that went in behind the scenes."

Not a big checkbook, a fancy social media plan, or a famous name; just a natural gift for racing and a lot of hard work. 🍷



Jay Bonvillian

# The Science of Going Faster

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# BEING

# INDY

When it comes to the Indianapolis 500, this year celebrating its 100th anniversary, SCCA veterans have frequently competed – and won – at Indy

WORDS Jeff Zurschmeide

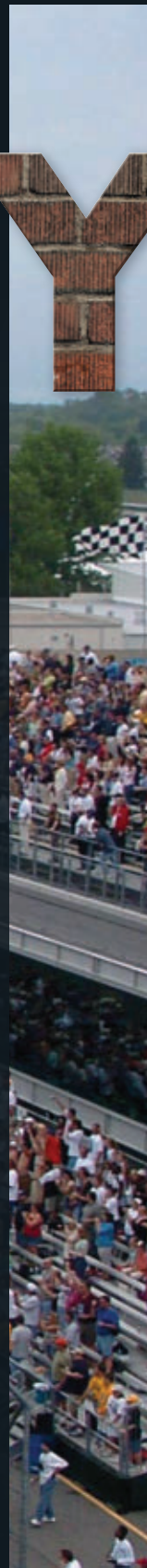
MAIN IMAGE LAT / Dan R. Boyd

When it comes to forging a road into the ranks of professional racing, times have changed a lot since “back in the day” – but, at the same time, some things have stayed extraordinarily the same. As the decades have progressed since SCCA’s founding in 1944, there have been a number of consistencies for SCCA members with professional aspirations, with one unarguably being the Indianapolis 500.

In the century-long history of the Indy 500, you’d be hard pressed to find a more notable name than Bobby Rahal. But before he made history at the Brickyard, Rahal grew up around SCCA Club Racing. “SCCA was my entry into racing,” Rahal says. “My father had been an SCCA member since the late 1950s, and I grew up going to races. We went to Mid-Ohio, Elkhart Lake, Indianapolis Raceway Park, Watkins Glen, Daytona, Sebring, you name it. That’s where my passion for racing really came from. My dad was into sports cars, so it was really easy to get hooked. But, frankly, I never really expected to drive, let alone drive for a living.”

#### LEADING THE WAY

F2000 and Formula Atlantic grad Buddy Rice (seen leading the pack) won the 2004 Indy 500.



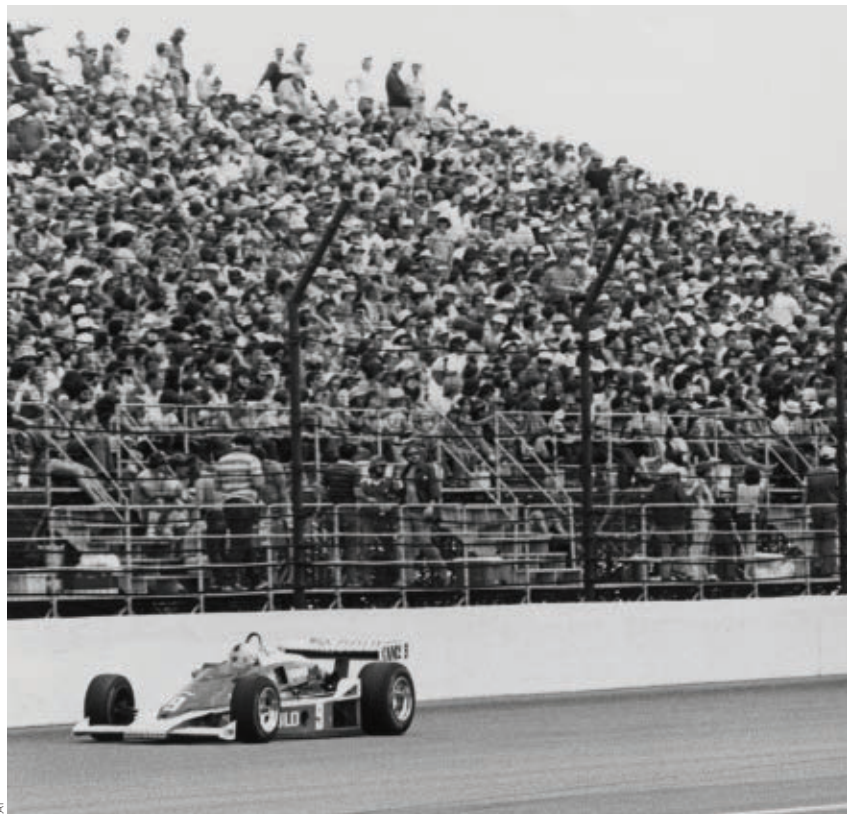




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In the early 1970s, a career in professional racing was just as difficult to achieve as it is today, but there was still a path for an aspiring young racer to follow. “In those days, even the most successful drivers in the world didn’t make a lot of money, and my family wanted me to get an education and prepare for the future,” Rahal says. “Racing didn’t seem like much of a future in those days.”

But like so many before and after, Rahal made the decision to get into the car and race. “My dad said, if you want to get your Regional license, go ahead,” Rahal recalls. “So I went to Drivers School in May of 1973, at Mid-America raceway. That summer I raced about four or five times and I never anticipated that it would lead to anything other than just doing SCCA my whole life. In 1974, I won the Central Division championship in my class and I was third at the Runoffs, so all of a sudden things were taking on a different stance.”

Rahal won his class at the Runoffs the following year, and used that win as a springboard to a professional racing career that included Formula 1, Can-Am, Le Mans, IMSA

#### HARD CHARGERS

(TOP) The Andretti name is synonymous with auto racing, and Mario scored his solitary Indy 500 win in 1969 behind the wheel of his Granatelli-backed, Ford-powered Hawk. (ABOVE) Mark Donohue expanded his already impressive resume with an Indy 500 win in 1972, marking the first for legendary team owner and SCCA member Roger Penske. (CENTER) Rick Mears won his first of four Indy 500s at the 1979 running.

GT, and one of the most successful dynasties in IndyCar history as a driver and then a team owner.

“There’s no question SCCA is what got me into racing, as a fan first and foremost, and then as a driver,” Rahal states. “It was the experience I gained in SCCA that led me to my career. I think SCCA really laid the foundation for what I was able to do later on.”

#### A PATH TO INDY

From its inception through the 1950s, Indianapolis drivers tended to come up through sprint cars, and occasionally through stock car racing. Sports car racing was still comparatively unknown in America during that era, and SCCA forbade its drivers from racing for money before the early 1960s. Some of the most tumultuous internal battles of the period centered on whether any driver who had ever raced in a professional context would be allowed to race with the SCCA.

Yet by 1963, SCCA had founded the U.S. Road Racing Championship, which later spawned both the Trans Am and Can-Am series, and that change gave SCCA racers a path to careers as

professional drivers – and some pros a path into the SCCA. Either way, the change in mindset by the SCCA leadership made the Indy 500 a goal for many a card-carrying Club member.

In the history of the Indianapolis 500, drivers with SCCA connections account for 22 victories, beginning with Parnelli Jones. Although he came up through sprint cars, Parnelli Jones won the Indy 500 in 1963, and then went on to race in the SCCA Trans Am series later in the decade, racing an orange Mustang with black stripes that has since become iconic in the world of muscle cars. The other 21 victories are shared among 12 memorable drivers.

Mario Andretti raced with SCCA in the Can-Am series in the late 1960s, the same era in which he won the 1969 Indy 500. Andretti and fellow SCCA driver Dan Gurney are the only two drivers in history to win races in Formula 1, IndyCar, World Sports Cars, and NASCAR. Andretti is also the only driver to have won the Indy 500, the Daytona 500, and a Formula 1 championship.

The legendary Mark Donohue got his start in SCCA Club Racing, finishing second in the Formula Continental



LAT / Pierce Williams



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LAT



class at the 1965 Runoffs, and also competing in B Production in 1965 and '66. Donohue went on to a brilliant career in Trans Am and then claimed Rookie of the Year at the 1969 Indy 500. Donohue then finished second in 1970, and finally won the 500 in 1972.

After winning the Indianapolis 500 three times in 1974, '76, and '80, Johnny Rutherford raced in SCCA Pro Racing's Corvette Challenge series in the late 1980s, along with Jimmy Vasser, Paul Tracy, Boris Said, and Tommy Kendall, among others.

Formula Vee drivers are proud to call 1979 Indy 500 winner Rick Mears one of their own. Mears won SCCA National races in both FV and Formula Super Vee in 1976 before becoming one of just three men to win at Indy four times. Mears also holds the record for pole positions at Indianapolis, with six to his credit. Mears claimed the IndyCar series championship three times.

1985 Indy 500 winner Danny Sullivan came to IndyCar by way of Can-Am, where he won several races in the early 1980s. Sullivan also raced in Formula 1 in 1983, earned the CART

LAT / Pierce Williams



championship in 1988, and finished third in the 1994 24 Hours of Le Mans.

As you read earlier, Bobby Rahal got his start by growing up in SCCA Club Racing, and won the Formula B National Championship in 1975. He went on to win the 1986 Indy 500, and claimed three IndyCar championships before founding his own successful team.

"Little Al," as Al Unser Jr. was known, found some of his first success in SCCA's Formula Super Vee series. Unser won the series in 1981 before moving on to SCCA Can-Am and then winning the Indianapolis 500 in 1992 and '94. More recently, Unser finished second in the Classic American Muscle Traditional class at the 2015 Tire Rack SCCA Solo Nationals, while his cousin Robby Unser finished third.

Like many successful racers, Buddy Lazier grew up around SCCA Club Racing. Buddy's father, Bob Lazier, competed in the Runoffs from 1970 through '79, mostly in Formula Vee, but also in Formula Ford and Formula B. Buddy started his career in SCCA Can-Am in the mid-1980s before winning the 500 in 1996 - the same year his brother Jacques won an SCCA National Championship in Formula Vee.

Arie Luyendyk came to America in 1984 to race in SCCA's Formula Super Vee series, winning the championship that year. He moved to IndyCar in 1985, winning the Rookie of the Year award at the Indy 500 that year. He went on to win the Indy 500 in 1990 and '97. His son, Arie Luyendyk Jr. competed at the 2001 Runoffs in Formula Continental, finishing third that year.

Buddy Rice was the 2004 winner of the Indy 500, but started his career in 1996 racing SCCA Pro Racing's F2000 series and competing in Formula Continental at the Runoffs that same year. In 1997, Rice moved to the Toyota Atlantic series and won the series championship in 2000 before making the jump to Indy.

#### THE THRILL

(ABOVE) In 1992, Al Unser Jr. finally got the Indy 500 victory that had eluded him for so long. In victory lane, an understandably emotional Unser Jr. muttered the now famous quote: "Well, you just don't know what Indy means!" (COLUMN, TOP) The Lazier family has a rich history in SCCA, and in 1996, Buddy Lazier added Indy 500 winner to his list of accomplishments. (COLUMN, MIDDLE) Team owner and 1986 Indy 500 winner Bobby Rahal joined Buddy Rice in victory lane in 2004. (COLUMN, BOTTOM) Lyn St. James is among an elite group of women who have competed in the Indy 500.





#### YARD OF BRICKS

(ABOVE) The Indy 500 can be a heartbreaker, as J.R. Hildebrand found in 2011 when contact with the wall exiting the final turn, in sight of the checkers, allowed Dan Wheldon (RIGHT, BOTTOM) to claim what would be his second Indy win. Hildebrand maintained enough control to drive his damaged car across the yard of bricks for a second-place finish. (RIGHT, TOP) F2000 and Formula Atlantic alum Sam Hornish Jr. tasted victory at Indy in 2006.

Another racer who came up through F2000 and then Formula Atlantic was two-time Indy 500 winner Dan Wheldon. Wheldon won the 1999 F2000 series title and raced in the Toyota Atlantic series before moving to IndyCar. Wheldon won the Indianapolis 500 in 2005 and again in 2011.

The SCCA Pro Racing F2000 and Atlantic series were also the starting point for 2006 Indy 500 winner Sam Hornish Jr. In 1999, Hornish drove in the revived SCCA United States Road Racing Championship series before moving to IndyCar, where he took season championships in 2001, '02, and '06.

Coming up through karting and the Skip Barber Dodge series, Ryan Hunter-Reay raced in SCCA's Toyota Atlantic championship in 2002, taking several wins in the course of the year. The following year he moved to

IndyCar, winning the season championship in 2012 and finally claiming his win at Indianapolis in 2014.

#### FILLING THE FIELD

Thirty-three drivers make up the field at each running of the Indy 500, and only one will claim the winner's crown each year. But among those 33 competitors, there's sure to be at least one with SCCA experience.

Among the brave drivers who have competed but never won at Indy, there's a long list of SCCA connections, starting with former SCCA Club Racing National Champions including 1976 FV Champ Jacques Lazier, 1977 FB Champion Kevin Cogan, 1980 S2 Champion John Paul Jr., 1986 FF Champion Jimmy Vasser, 1986-'88 GT1 and GT2 Champion Scott Sharp, and 2005 FA champion Graham Rahal.

In addition to the many drivers who came up through the Toyota Atlantic series, Indy 500 drivers with ties to SCCA Pro Racing's open-wheel series include 1982 Formula Super Vee Champion Michael Andretti, 2006 F2000 Champion J.R. Hildebrand, and 2010 F2000 Champion Sage Karam, who also raced in the F1600 series. Paul Tracy also competed in F2000.

In closed wheel competition, 1971 Can-Am champion and Trans Am competitor Peter Revson, 1988 Trans Am Champion Hurley



Haywood, Can-Am driver Denny Hulme, and Lyn St. James from Trans Am all took their turns at Indy.

"SCCA was my beginning in racing, so it set the foundation for understanding what the sport was all about," St. James relates. "As a driver, I learned how to compete, how to win, how to lose, and everything in between. It's the best!"

#### THE BEST OF A GENERATION

Perhaps the most versatile racer in history, George Follmer brought experience from SCCA's USRR, Formula Atlantics, Trans Am, and Can-Am to his Indy driving, as well as Formula 1, Le Mans, NASCAR, IROC, and anything else with a steering wheel. While other drivers may have claimed more glory, few could match Follmer.

Similarly, Dan Gurney got his start in SCCA Club Racing before moving to Trans Am and Can-Am. Although he never won the 500, Gurney became the first driver to claim wins in all four major categories of motorsports, including Formula 1, International Sports Cars, IndyCar, and NASCAR. Mario Andretti later joined him in this achievement.

Finally, among the long list of drivers with SCCA Club Racing experience to compete at Indianapolis, there is Al Holbert, Jim Hall Jr., Jeff Andretti, John Andretti, Chip Ganassi, Roger Penske, Carl Haas, and Janet Guthrie. ●

#### THE YEAR CART WAS AN SCCA SERIES

The 1979 IndyCar Series was sanctioned by SCCA, as the brand-new CART organization was not yet recognized as a sanctioning body. Technically speaking, all drivers in the 1979 CART series can claim an SCCA competition connection. However, the Indianapolis 500 was still sanctioned by USAC that year. Participants in the 1979 SCCA/CART series included notables like Mario Andretti, Tom Sneva, Bobby Unser, Al Unser, Wally Dallenbach, Gordon Johncock, and Danny Ongais.



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# F4, AMERICAN STYLE

The cost-effective, entry-level open-wheel series that's proving a global hit makes its U.S. debut in 2016

WORDS George Tamayo

"Formula 4 is the right thing to do for young drivers, especially those that are coming right from karting. It's at a budget level that they can afford, maybe even less than what they are spending on karts," says SCCA Pro Racing president Derrick Walker on the U.S. debut of the open-wheel formula that's already proving a cost-effective and popular entry-level series around the globe.

Walker, of course, is a long-time veteran of American open-wheel racing. He took the helm of SCCA Pro Racing as its president in the autumn of 2015, just after the announcement that the FIA's Formula 4 platform would be introduced into the U.S. in 2016. Since then, he's been tasked with getting the series off the ground for its American debut, May 27th at Lime Rock Park, Conn.

The F4 United States Championship certified by FIA, powered by Honda, as it's officially known, is the same platform that the FIA launched in 2014 to offer young racecar drivers around the world the opportunity to take their first step from karting into open-wheel car racing. Presently, there are 11 championships throughout Europe, Asia, Central America, the Middle East and Oceania, in addition to the new U.S. Championship.

Cost for a brand new F4 car is \$51,600, including the engine lease. Fill it with fuel and you're ready to go racing.

When you add in the operating cost of Pirelli tires, spares, travel and other costs over a five-weekend, 15-race season, most teams estimate a budget of around \$150,000 if the driver doesn't own the car, testing not



## PARTNERS



To learn more about the 2016 F4 United States Championship certified by FIA, powered by Honda, including how to get started and a team finder, go to [F4uschampionship.com](http://F4uschampionship.com)

included. By any standard, that's a veritable racing bargain.

The car itself is developed by Crawford Composites in North Carolina, making it the first FIA-homologated open-wheel racer to be designed and built in the U.S. The powerplant from Honda is based on the new Civic Type-R engine manufactured in Ohio, and is detuned to meet the FIA-mandated output of 160hp. All aspects of the engine work are supervised by Honda Performance Development, Honda's North American racing technical center based in Santa Clarita, Calif. Shifting is accomplished via a paddle-actuated, 6-speed sequential gearbox, and a sealed ECU keeps a lid on parity and compliance. Tires from Pirelli have been developed specifically for the F4 platform, with a



trickle-down link from its Formula 1, GP2 and GP3 programs.

"This has been an exciting project for us, and takes me back to my own roots in racing," says Max Crawford of Crawford Composites. "The parameters from the FIA for the car are very strict, meaning we had to design the car within the boxes they set. But despite the limitations, we had to be creative and style a car that people would want to drive and also make sure that it

worked with respect to airflow, cooling and suspension geometry.

"It was a big help to have the Pirelli tires that are used across the board, as it gave us solid foundation from which to tune the car. And, having worked with Honda and this engine previously, we were able to compress the design time and contain the costs. I'm very pleased to say that the tests have exceeded expectations, and we've been able to go faster every time out."

The championship is owned, run by and promoted exclusively through SCCA Pro Racing in close working collaboration with the FIA. In line with F4's global format, races are 30 minutes in duration, with three to a meeting, but some concessions are made to more typical domestic practices and venue infrastructure.



LAT / Jakob Ertrey

## GLOBAL FORCE

Designed to be a globally recognized, yet affordable first step from karting into open-wheel racing, the FIA-endorsed Formula 4 concept allows drivers to compare themselves to the best young talent, not only in their own country, but across other championships around the world.

## READY TO RACE

(MAIN) The FIA mandates strict parameters for an F4 racecar, but F4 United States Championship technical partners Honda, Crawford Composites, and Pirelli have produced a car that "exceeded expectations" in initial testing (TOP).





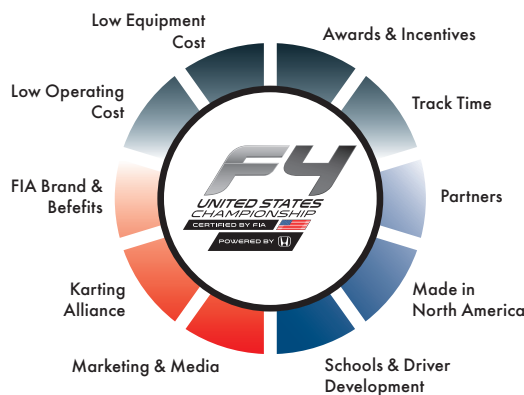
The aim is to maximize as much as possible actual track time, with the minimum total being three hours per race meeting. Prize money for individual events and the overall season also help defray the cost of competing in the series, with race winners earning \$1,000 and the champion taking home \$25,000 in 2016. For the 2018 season, the overall champ will be rewarded with a \$100,000 prize.

"Above and beyond the track time, we are also offering on- and off-track coaching to really prepare drivers for the path ahead," adds Walker. "So look at the benefits, the low cost and amount of track time, and there's a tremendous value that we hope will eventually attract fields of 30 or more cars - and when you have that many cars you have real competition that's going to push the best to the top."

The F4 United States Championship intends to work closely with the WKA and SKUSA on a path to ease karters into open-wheel racing, with the attraction of collecting points toward

**POWERHOUSE**  
(ABOVE) Efficient collaboration has resulted in a racecar that looks as good as it goes. (BELOW) The pros of choosing to race in the F4 United States Championship are plentiful.

an FIA Super License, as well as a variety of lucrative payouts and incentives. By 2017, the series will also crown a global champion through an international competition. But despite those juicy carrots being dangled, all the parties involved acknowledge that the series is here to serve more than those who aspire to win an F1 World Championship.



## 2016 F4 UNITED STATES CHAMPIONSHIP SCHEDULE

All rounds of the F4 United States Championship certified by FIA, powered by Honda, include three races. Typically there's 60 to 90 minutes of practice on Friday. Then Saturday features 20 to 30 minutes of qualifying followed by the first 30-minute race. Sunday includes a pair of 30-minute races. Race 1's grid is set from fastest qualifying times. Race 2 uses a reverse grid of the top-10 from race 1. Race 3's grid is set by a driver's second fastest lap from qualifying.

### Lime Rock Park, Conn.

May 27 - round 1  
May 28 - rounds 2 & 3

### New Jersey Motorsports Park, N.J.

June 14 - round 4  
June 15 - rounds 5 & 6

### Mid-Ohio Sports Car Course, Ohio

Aug. 12 - round 7  
Aug. 13 - rounds 8 & 9

### Road Atlanta, Ga.

Sept. 18 - round 10  
Sept. 19 - rounds 11 & 12

### Homestead-Miami Speedway, Fla.

Oct. 9 - round 13  
Oct. 10 - rounds 14 & 15

"We want to provide opportunities for everyone who wants to race, whether you are connected with an established team, or looking to find an affordable way to reach the next level," says Marc Sours, Senior Manager at Honda Performance Development. "Racing is intrinsic to our brand; it's part of our culture, and if we can get more people participating in motorsport at any level, it's good for Honda and it's good for racing as a whole. F4 appeals to us as company, because the whole platform is specifically geared to lower the barrier to entry."

When the SCCA was founded more than 70 years ago, part of the mission was to promote and encourage participation in motorsport. The F4 United States Championship certified by the FIA, powered by Honda, unequivocally fits that mandate. From here, drivers can choose a domestic or international path up the racing ladder. Without F4, many might never have even got the chance. But now, some will likely go far, maybe even to the very top. 🏆

# THE MAGAZINE FOR RACERS



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## What the National Board of Directors does, and how you can help | WORDS Lee Hill, Steve Harris, and Jim Weidenbaum

There has been discussion in recent months about SCCA governance as it pertains to the National Board of Directors (BoD). While some may feel that the size of the current Board and the frequency with which its members change might serve as an impediment to consistent strategic management of our Club, regardless of any structural changes that may or may not be made, the Board's ability will always be limited to the collective talents and skill sets of its members – and this is where you come in. Identifying and encouraging Director candidates who have the experience and potential to become effective members of the Board is critical to the health of the SCCA as a whole. Equally important is education and motivation of Club members to cast an informed vote in the election of their Director.

Currently, the SCCA Board of Directors consists of 13 members, each representing a specific Area (numbered 1 through 13). There is at least one Area in each of the Club's nine Divisions with, one or two additional Areas in the three most populous. Directors are elected to three-year terms and may not serve for more than two terms consecutively. The election cycles are staggered so that no more than one-third of the Board is subject to change in any one year. However, this does mean that in most years, at least one Director position changes hands, and as many as four or five new Board members can join in any single year – and that the entire Board of Directors changes every six years at a minimum (it could theoretically change entirely in a three-year election cycle). This frequent change in Board composition impacts the Board's ability to “gel” and function effectively.

### THE BOARD AT WORK

So, what does the Board of Directors do? For starters, the BoD has all of the normal legal and fiduciary responsibilities of any corporate Board of Directors, including strategic direction of the organization. But that's not all. It selects and directs the President of SCCA Inc., as well as the members of the Boards of Directors of SCCA's subsidiaries (SCCA Pro Racing and SCCA Enterprises); it selects and directs the chairmen of the various key program boards and committees and approves the other members of these bodies; and the Board reviews and confirms rule changes that are presented and recommended by the various program boards.

The Board of Directors also has several standing subcommittees that are responsible for specific functions such as budget and finance or planning, and the Board creates Ad Hoc committees as required, to study and report on significant issues.

Unlike most corporate boards, an SCCA Director also functions as a de facto representative for members in their respective areas. The Directors also typically assist in the selection or approval of key Divisional officials – and they may participate in or supervise some Divisional management functions. However, there is *one* important note: The interactions of Board members with the SCCA National Staff and members of the various program boards are strictly structured to avoid Director interference with normal operations.

### WHAT MAKES A GOOD BOD MEMBER

What attributes should one look for in a candidate for Director? A potential Director must have the time to devote to the position (figure on 10 to 20 hours per week) plus travel to Board meetings and certain SCCA events will be required six to eight times per year. They must be prepared to devote the effort and attention that this position deserves. This is not a board on which one serves by just attending occasional meetings to vote on a half-dozen items and head for home. Most issues require thorough analysis and understanding of the likely consequences of the decision.

Communication skills are a must, both written and verbal. BoD members spend several dozen hours a month on the phone and deal with countless e-mails. It is also important for them to stay up-to-date on the various activities of the SCCA, which requires regular reading – both from “official” sources and lurking on various forums.

And, finally, while there is no specific business skill set required, it is critical that a potential Director realize that BoD responsibilities are to the entire Club, not just to a particular Division, Area, Region, or activity.

A Director must be prepared to keep the various demands and priorities in balance and focus on the overall success of the SCCA. Remember that a Director is elected by the Club members in his or her Area, and represents those constituents on the National Board – so he or she must be responsive to them yet must also fulfill his or her responsibilities to the Club as a whole.

### YOUR RESPONSIBILITY

Now what is your role as an SCCA member in all of this? The single most important contribution any Club member can make to this process is to vote. But, rather than allowing Board member elections to become just a “popularity contest,” members should familiarize themselves with the skills and experience of the candidates and then cast their vote for the candidate they feel will be the most effective Director.



SCCA GOVERNANCE AND ME, BY JIM WEIDENBAUM

I hesitated running for the National Board of Directors for the same reason I was tentative about running for a Region Board position: my time is way, way overcommitted with work, family, and cars. The last thing any of us wants to do is join a group of closed-minded individuals who are more motivated to stay in charge than in challenging themselves to find better ways of getting things done.

Prior to running for the BoD, I had numerous discussions with outgoing Area 13 Director Todd Butler, who opened my eyes regarding the reforms being made within SCCA. After reading the 2015 version of the adjacent Governance Basics article (SportsCar, June 2015), I realized there was a strong progressive movement within the SCCA, one that wasn't afraid to try new things, and was determined to be relevant now and for many years to come.

I saw what was possible with my home Oregon Region: a dynamic Region Board was energized by each other to get out of comfort zones, challenge past practices, and build a better Club. My Region Board made use of members' professional and racing experience to make tough, but necessary decisions. We "always did it this way," simply wasn't giving us the results we needed – so, we changed. Come to find out, the same approach is being taken by the National BoD. Our National Board is respectful of where we've been, has a firm understanding of where we are now, yet understands our future success depends on building an effective long-range plan and governance structure that both supports our Regions and facilitates the progressive programming from our talented SCCA headquarters team.

I am both humbled and impressed at the talent, dedication, and genuine insight of my fellow BoD members. If you think the National Board members are "cookie cutter," think again. We all love having fun with cars, but we come from every corner of the country, and pretty much every part of the racing community. Please give this issue's Governance Basics article a good read, as it does an excellent job of telling it like it is. One thing for sure, being a National BoD member is absolutely not a "Super RE," who can lobby to get your car's weight reduced or your Solo steed re-classed. The National Board is about leading an organization of more than 50,000 members.

The SCCA is at a critical juncture: We need leaders who can energize our organization, are willing to invest their time for the good of the Club, and who truly want to make a difference. If you love the SCCA, want to ensure its future, have conceptual skills, the ability to communicate, and come with a sharp and open mind, you owe it to yourself to run for a seat on the National BoD.

DIVISION	AREA INCLUDES	AREA #	2016 MEMBER
NORTHEAST	New England, New York City and Long Island, Northern New Jersey	1	Bob Dowie
	Southern New Jersey, Mid-Atlantic	2	Terry Hanushek**
	New York State except NYC/Long Island, part of western Pennsylvania	10	John Walsh*
SOUTHEAST	SEDiv except Florida south and west of Jax	12	Tere Pulliam**
	Remaining SEDiv	3	Lee Hill
GREAT LAKES	Entire Division	4	Steve Harris
CENTRAL	Entire Division	5	Bruce Lindstrand
MIDWEST	Entire Division	6	Peter Zekeri**
SOUTHWEST	Entire Division	7	Dan Helman
ROCKY MOUNTAIN	Entire Division	8	Arnie Coleman
NORTHERN PACIFIC	Northern California, Nevada	9	Brian McCarthy
	Pacific Northwest	13	Jim Weidenbaum
SOUTHERN PACIFIC	Entire Division	11	K.J. Christopher

\*indicates member who is term limited and 2016 is their final year of service.  
\*\*indicates member who is up for re-election after 2016 term.

WHICH AREA AM I IN?

You can find out which Area you are in by logging on to your account at [www.scca.com](http://www.scca.com) and clicking on the "Profile Page" item in the drop down that appears when you click on your name in the upper right hand corner of the screen. Click "Print Membership" in the "SCCA Membership" section of your profile page to see details of your membership and licenses. Your Region of record, competition Division, and Board of Directors Area will all be listed there along with your competition or specialty licenses.



# This Is How Racing Should Be!



## 2016 Race Schedule

March 3-6	Circuit of the Americas*
March 11-13	Grand Prix of St. Petersburg**
April 15-17	Grand Prix of Long Beach**
April 22-24	Barber Motorsports Park**
May 19-22	Canadian Tire Motorsport Park*
May 27-28	Lime Rock Park*
June 23-26	Road America**
July 29-30	Mid-Ohio Sports Car Course**
Aug. 12-14	Utah Motorsport Campus*
Sept. 16-18	Sonoma Raceway**
Oct. 7-9	Mazda Raceway Laguna Seca*

\*Pirelli World Challenge Headliner Events

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# A BETTER WHEEL

Calculating active and passive stresses exerted on wheels during competition, or: why your wheel just broke

WORDS Jeff Zurschmeide

TECHNICAL EXPERTISE David Schardt,  
president of Forgeline Wheels

One thing is true of every car that competes in SCCA: they all ride on wheels. Whether it's an original Morris Mini rolling on 10-inch stamped steel wheels or a Porsche 911 GT3 RS with center-lock carbon fiber 21s, we all use wheels, and we all tend to take them for granted. But just as much engineering goes into a good set of racing wheels as into any other part of the car, and thanks David Schardt at Forgeline Wheels, we received an indepth look at the process.

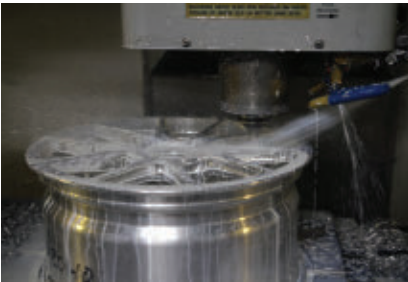
Racing wheels must meet certain basic requirements, and only a few of these are well understood by the average racer. First, a racing wheel must have the correct rim width, offset, center bore, lug bolt pattern, and brake clearance. That much we all know. But racing wheels should probably be light in weight and offer high stiffness, resistance to corrosion, impact resistance, and be easy to clean and repair. According to some, a racing wheel should also be designed to perform for at least three race seasons (roughly 10,000 race miles) without a structural failure. On top of all that, we'd like them to be good looking on the car, too. That's a lot to ask - but mostly we just expect it to happen.

But before selecting a wheel for racing, there are two important areas that should not be overlooked: Items that affect the life of the wheel's ability to withstand the racing loads.



StockPhoto.com / welcomia





Courtesy Forgeline Wheels



Courtesy Forgeline Wheels

**BUILD IT RIGHT**

(ABOVE) A wheel's design and construction method can differ based on materials and the environment in which the wheel will be used. Companies like Forgeline use exacting production methods to ensure each wheel will hold up to the needs of the user.

Many factors can affect a racing wheel's functional life. The average racing wheel goes through far more sets of tires than its street-going cousins, and it operates under much harsher conditions. Wheel life factors include the base material the wheel is made from, the type of tires used, the weight of the car, downforce exerted on the wheels, and any damage the wheel may suffer. You also have to allow for the occasional manufacturing or materials defect.

Materials currently used in racing wheels include cast aluminum, forged aluminum, magnesium, and carbon fiber. Of course, steel is still in use, too, but except in classes like Formula Vee, steel has largely been replaced with alloys in SCCA racing.

Wheel materials are selected for several

important factors including strength (must be strong enough to withstand required forces), elongation (high elongation allows bending instead of breaking), fatigue resistance (must withstand many cycles at high stress), specific gravity (lower density provides lower weight per volume), raw material cost (adds to final price), and ease of manufacturing (difficult manufacturing adds to price).

The Wheel Materials Comparison chart in this story details the tradeoffs inherent in differing wheel materials. Predictably, wheels with high ratings in some areas have less attractive ratings in others - usually in the form of a high price for materials like carbon fiber, forged aluminum, or magnesium. Tensile and yield strength, respectively, represent the stresses in pounds per square inch (psi) that would cause breakage or start to deform the material. Elongation demonstrates the percentage of stretch the material would endure before breaking. Any of these materials would make a satisfactory wheel. However, certain materials would allow a stronger, lighter wheel, but at a higher price point. (See Figure 1a and 1b)

Wheel life is directly related to the stress occurring from side forces generated by tire friction. Tires can be considered to fall into three different classifications: street tires, DOT race tires, and racing slicks.

Street tires can have a friction coefficient from 0.7g to 1.0g depending on the tread-wear rating. In the 1970s, the tire friction

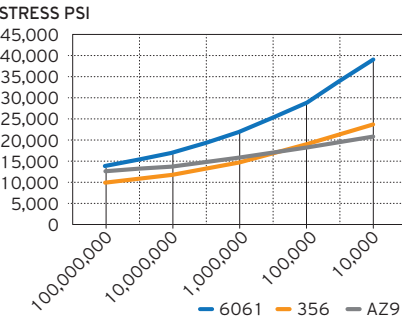
coefficient was generally in the range of 0.7g to 0.8g. However, today's high-performance tires can have a much higher coefficient of friction. Tire Rack performed a study between 2002 and '10 to show the current relationship between tread wear and tire friction coefficient. The results found by Tire Rack clearly demonstrate the load curve when the tread-wear rating improves.

DOT race tires are another step up from high-performance tires and have a coefficient of friction in the 1.2g range. Race slicks can have a friction coefficient of 1.5g or more depending on construction, compound, car weight, and car speed. Also note, that even though the coefficient may be specified as only 1.5g by the manufacturer, cars with downforce will have an apparent coefficient well above 1.5g. (See Figure 2)

Outside of side forces, there are two other major loads to consider: static load measured with the car at rest, and downforce load from wings or body shape. The static load on a wheel is normally half the axle weight at the heaviest end of the car. On the other hand, downforce load must be measured with onboard sensors or using manufacturer's data because downforce is created only when the car is moving.

Static and downforce loads will have the greatest influence on wheel life because both loads combine with the tire friction to produce the total side force. As will be discussed later, it will be shown that adding 10 percent additional load on the wheel will cut the wheel life by 50 percent.

**WHEEL MATERIALS LIFE CYCLES VS. STRESS** (Figure 1b)



**TIRE FRICTION COEFFICIENT AND TREADWEAR** (Figure 2)

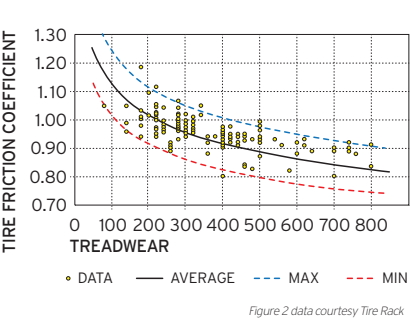


Figure 2 data courtesy Tire Rack

**WHEEL MATERIALS COMPARISON** (Figure 1a)

	Tensile strength	Yield strength	Elongation	Endurance limit*	Specific Gravity	Cost	Ease of Production (1=easy;10=hard)	Wheel price range
6061 forged aluminum	45,000psi	40,000psi	15%	14,000psi	0.100 lbs/cu-in	\$1.80/lb	6	\$800-\$1,500
A356 cast aluminum/Flowform	29,000psi	24,000psi	4%	10,000psi	0.100 lbs/cu-in	\$1.00/lb	3	\$100-\$500
AZ91T6 cast mag	40,000psi	22,000psi	6%	13,000psi	0.066lbs/cu-in	\$1.70/lb	4	\$1,000+
Carbon fiber	200,000psi	200,000psi	2%	150,000psi	0.060lbs/cu-in	\$15.00/lb	10	\$2,000-\$3,000
Steel 1015	60,000psi	40,000psi	35%	30,000psi	0.280lbs/cu-in	\$0.30/lb	3	\$25-\$75

\* Endurance limit: material will not fail up to 100,000,000 cycles at this stress

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Beverlee Larsson



Philip Royce

GOOD WHEELS GONE BAD

From spectacular separations (ABOVE) to mangled edges (LEFT), many factors figure in to a wheel failure. Some are preventable while others are simply unavoidable.

A primary consideration when purchasing a wheel should be the load rating that is placed on the wheel by the manufacturer. All reputable manufacturers mark each wheel with a load rating. The load rating certifies the wheel will perform adequately without failure with street tires on normal road use.

The standard procedure for determining the load rating of a wheel is to use the Society of Automotive Engineers (SAE) formula from specification J2530. Alternate procedures used are the Japanese JWL and German TUV, but all of these use the same formula.

First, the following formula is used to calculate the side forces that will be seen on the wheel:  $S = L [(R \cdot u) + d] / 12$ . In this formula, "S" is the number of foot-pounds of side force on the axle, "L" is the total load on the wheel including static and downforce in pounds, "R" is the radius of the tire in inches, "u" is the coefficient of friction of the tire or g-force seen by the vehicle, and "d" is the offset of the wheel in inches.

By applying this formula, finite element analysis can be used on the wheel design to determine if the stress would exceed the limit. With the wheel held fixed, a force of "S" is applied to the axle to determine the stresses that occur throughout the wheel. If a wheel is to be expected to have a life of 10

million cycles, then the stress at any point in the wheel cannot exceed the stress shown earlier in this story for 10 million cycles. In the case of forged 6061, this would be 17,000psi. But to verify the result, the wheel must undergo an actual fatigue test to confirm that the wheel will not fail.

This analysis is performed with the Rotary or Cornering fatigue test and it is very important since the highest stresses occur during cornering. In this test, the wheel is rotated at high speed while the force "S" is applied to the axle. But since it is not feasible to run a test for 10 million cycles, an accelerated test is used. Two additional tests are commonly run to verify other structural capabilities. In the radial fatigue test, a wheel (with a tire mounted) is subjected to twice the normal straight rolling load for over a million cycles. This test will generally create cracks in the tire bead seat area if inadequately designed. The impact test, (with tire mounted), is performed by dropping a weight on the edge of the rim. The wheel should not deform or crack to the point of air loss. In the case of a wheel rated for 1,300lbs, a weight of 535lbs would be dropped from nine inches.

So far, our discussion on determining wheel load ratings has used the formula for wheels as used on the street, with tires that produce a low coefficient of friction and have no downforce - not exactly what is found in the SCCA. So, it should be noted that in the case of an aluminum wheel, increasing the load by 10-12 percent will decrease wheel life by 50 percent.

There's a fancy calculation you can use for this, but the end result can be seen in the Wheel Load Rating Adjustments chart. (See Figure 3)

Note that at the higher friction, the stress on the wheel increases dramatically and the load carrying capacity is diminished. Using racing slicks would drop the load rating on a wheel by 50 percent. If the wheel was used on a 3,000lb car with 50/50 weight distribution and DOT competition tires, the 1,300lb rating would be sufficient. However, the same wheel with racing slicks would not be acceptable because the load rating would be reduced to 663lbs. Additionally, should the same wheel be used on a car generating 100lbs of downforce per wheel, another 100lbs would need to be deducted from the load rating.

WHEEL LOAD RATING ADJUSTMENTS (Figure 3)				
APPLICATION (load-rated 1,300lb)	g-force	Stress	Adjusted load (without downforce)	Adjusted load (100lbs downforce)
SAE Street racing at wear rating 550+	0.7	1,354psi	1,300	1,200
Autocross at tread wear rating 100-200	1	1,842psi	956	856
DOT competition tires	1.2	2,167psi	812	712
Racing slicks	1.5	2,654psi	663	563
Prototypes and high downforce	2.5	4,279psi	411	n/a

When downforce is added to the equation, the apparent coefficient of friction and side force on the wheel increases dramatically. For vehicles generating very high downforce, the tire friction is still in the range of 1.5g. However, onboard data acquisition will record much higher readings.

The reason for this can be seen by running the SAE formula with the downforce added to the static weight on the wheel. Under these conditions, the stress (S) is:  $S=(W+D)*u$ . For an example using a 3,000lb car, 50/50 weight distribution, 2,000lbs of downforce, and "u" of 1.5g, the calculation is:  $S=(750+500)*1.5=1,875\text{ft-lbs}$ .

To obtain the apparent coefficient of friction, the stress is equal to the static weight times the friction, so:  $1,875=750*U$ , where "U" is the apparent coefficient of friction, or g-force.

The equation works out like this:  $U=1,875/750=2.5$ . In actual conditions, if data acquisition is used to find lateral g-forces, that force should be used along with the static weight to calculate the side force stress on the wheel.

This article has probably delivered more mathematics than you ever expected to think about when it comes to your racing wheels. In

most cases, it won't be necessary to do any calculations, but drivers of heavier vehicles with substantial downforce and racing tires should absolutely run these calculations to see how their wheels are likely to hold up. The average SCCA Club racer on DOT tires can also benefit from knowing when a given set of wheels should be replaced.

When researching a new set of wheels, at a minimum, you should take a few things into consideration, like the weight of your vehicle, the type of use (street, autocross, road race), the type of tires being used (ensuring the load rating listed on the wheel is truly accurate for your needs), and whether your vehicle has additional downforce. To assist customers in selecting the proper wheel and tire combination, Forgeline labels each of their wheels with multiple load ratings that depend on the type of tire used.

If you already have invested in wheels, you need to keep track of how old your wheels are, and have them inspected every tire change for signs of wear and fatigue. The cost of a replacement wheel, or even a whole set of wheels, is far less than the potential cost of a wheel breaking on the track. 🚫

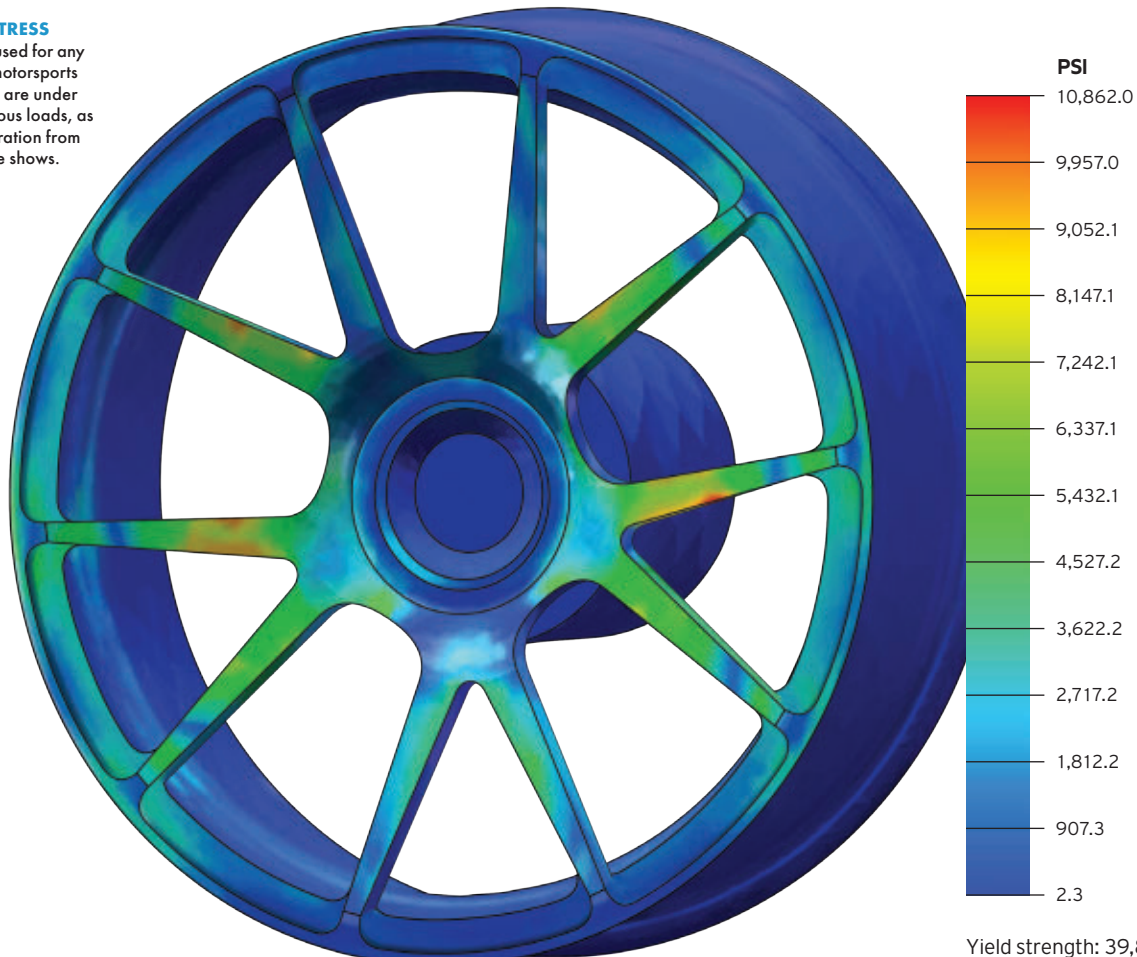
## WHEEL DEFECTS AND DAMAGE

Any defect in the wheel material can create a point of crack propagation. Porosity in the material as small as 0.010 inch can create an early fatigue crack if it is located in a high-stress area. A dent of .040 inch in a critical area can cut the fatigue life in half. A well-manufactured wheel attempts to reduce these effects by using low porosity materials, removing sharp edges, and by applying an additional safety factor in design.

Obviously, problems can occur if the wheel is subjected to many high force curb or speed bump impacts. Even though the wheel many not sustain visible damage, the higher than normal stress from a few hundred impacts will reduce the wheel life.

### HIGH STRESS

Wheels used for any type of motorsports activities are under tremendous loads, as this illustration from Forgeline shows.







**FINE TUNING**

For many racers, the process of tuning a carburetor is a black art, but several modern tricks make finding power easier than ever.



# POWER

A little technology takes the guesswork out of tuning carburetors

WORDS & IMAGES Philip Royle

# UP

Getting the most power from a carburetor-powered racecar has always been a challenge. It often seems only those truly talented in the black art of carb tuning can nail the setup - and even then, it requires the assistance of lady luck. Modern technology, however, is changing that, removing much of the carb fuel jetting guesswork that has baffled racers for years. The best part: these modern tricks can be applied to any tried and true carburetor that already sits atop your SCCA racecar's motor.

Along those lines, it's hard to imagine Holley's four-barrel carburetor isn't the most prevalent type of carb in the SCCA. Likewise, the double-pumper might be the most common model, considering Holley's p/n 4776, 600cfm, four-barrel carb is the spec part number for full prep American Sedans. While there are many tricks to making the Holley 4776 run at its peak (and as American Sedan racer and 2009 National Champion Tom Sloe is quick to point out, the part number is spec in the GCR, but the carb is not a spec piece) tuning for optimum fuel delivery is key to racing at the front.

Sloe knows how to make a carb sing. Case in point, at the 2015 SCCA National Championship Runoffs presented by Garmin VIRB, going into the AS race, Sloe sat atop the grid with a blistering 2:01.746 lap time, clicking through the traps at 170.962mph - his Mustang powered, like all other full-prep AS cars, by the 4776 Holley double-pumper. While his race didn't go as planned, Sloe's qualifying lap time and top speed have yet to be bested. So, what's his secret?

"Your first [air/fuel] reading is going to be from the dyno, which is a controlled environment," says Sloe, pointing out that you need to have your carb dialed in by someone who really knows what they're doing long before reaching the racetrack - that's the baseline everything gets compared to. Before heading to the track, Sloe recommends installing a wideband oxygen sensor with data logger, and also purchasing an air density meter. "The technology is out there," he says. "You don't have to try to read the plugs anymore."

Now you're at the track and the race weekend is ramping up. "You've got your data running, so your first session's going to give you that data," he explains. "You're going to look at the air temperature and the air density, and you may make an adjustment, or you may go back out and take another swipe at it."



Rupert Berrington

## TOP SPEED

At Daytona, Tom Sloe drove his carburetor-powered, full prep Mustang to the American Sedan pole, with a trap speed in excess of 170mph.





### IN TUNE

(ABOVE) Fine-tuning your carburetor with a jet change to match the weather conditions will help ensure your motor makes maximum power. (RIGHT) Modern technology, like this Longacre Air Density Gauge, helps make the trackside tuning process easier.



Sloe's specific data-gathering setup includes Daytona Sensors WEGO sensors on his car and a Longacre Air Density Gauge in the paddock. These two items, working in tandem, give him the information he needs to make educated fuel/jet adjustments on his carburetor during a competition weekend.

"You need to record the data and then keep notes on what carb/jet changes work, so when things change you can see where you came from and where you went," he says.

According to Longacre's Air Density Gauge instructions, the gauge combines the factors of air temperature and barometric pressure to give a direct reading in percent air density. By paying attention to that number, as well as using the calculation that Longacre provides on its website, you can work out which direction you need to go on your carb's fuel jets. But, in a nutshell, it comes down to this: "If the temperature goes way high [less dense air], you're probably going to pull some jet from the setup," says Sloe, "if it gets cooler [higher air density], you're going to add some jet."

Holley recommends making adjustments

in increments of two when it comes to their jets. Through experimentation, you'll quickly learn what works for your motor.

Along those lines, Sloe is insistent on keeping notes through the weekend, logging your engine's air/fuel ratio along with the air density, temperature, and humidity, because when race time comes, you only have one chance to get your carb's jetting right.

"According to [my engine tuner] Ron Hutter, with the right air - and you adjust for it - it's a four- to five-percent increase in horsepower," says Sloe. It's that kind of an advantage every racer wants when the green flag waves.

But what if your racing budget doesn't include sensors, data loggers, and air density meters? "It's possible to do if you have no equipment," says Sloe. Old school methods still work. Exhaust temperatures can be used, where increased temperatures may indicate lean conditions while cooler temperatures might show an abundance of fuel. Sloe also says you can listen to your motor. "If your fuel jetting is off by enough to have the carb make a sound, it'll talk to you a little," he says. "If you're lean, you'll

hear little sounds, but when it's rich, it's blubbery and just won't rev up."

Holley's YouTube channel has extensive how-tos on correct carburetion/jetting, including how to read spark plugs (the short story: white plugs indicate lean conditions, black means rich). But the reality is that reading spark plugs is tricky, if not impossible, once a race weekend has begun, as it requires shutting the motor off while on track, and then pulling the spark plugs before firing the motor again.

Through the use of wideband oxygen sensors, data loggers, and air density meters, however, knowing when to change fuel jets in a carburetor is easier than ever. Knowing how much to change the jets, well, that takes trial and error - and if you're running something like a Weber carburetor where you can change air jets and emulsion tubes, too, things just got really complicated. But, as Sloe says, make adjustments and take plenty of notes. "If you know where you've been, it's easy to make changes, or go back if you got it wrong. But one thing's for sure, if you never touch your carb, you're probably never getting to the front." 🟡

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Where's a race track near California's Napa Valley wine country of which it's long been said, "If you can learn to be fast here, you can learn to be fast anywhere." Sonoma Raceway is the home of Simraceway Performance Driving Center, and its programs include everything from karts to an F3 series.

The Formula 3 Racing School offers the most advanced fleet of school racing cars in the world, the lowest instructor-to-student ratio in the industry, a state-of-the-art facility, and a road course that plays host to IndyCar and NASCAR.

The school's past graduates include J.R. Hildebrand and Scott Speed, and it continues to be a proven destination for current and aspiring open-wheel racers, as well as motoring enthusiasts. It's the

perfect preparation to race in Simraceway's F3 Racing Series, or with other sanctioning bodies, such as SCCA.

Pietro Fittipaldi, grandson of F1 champion and Indy 500 winner Emerson Fittipaldi, and a racer in the Formula V8 3.5 championship, was a recent visitor to Simraceway and came away enthusing about the cars, facilities and track.

"Simraceway invited me to test their F3 car at Sonoma," he says. "I was very impressed with the amount of downforce and power the car had; it was very similar to an FIA F3 car I drove in 2015. The facility and coaches they have at Simraceway are great. I worked with chief instructor Nico Rondet for the day. [They] ran a very professional program and I learned a lot."



Jay Watson

#### FITTIPALDI TESTED...

Pietro Fittipaldi on Simraceway: "I think it's a perfect place for young drivers beginning their open-wheel careers to come and build a strong foundation for what they want to do."



### LOLA SIMRCEWAY F3 CAR

(LEFT) Simraceway's F3 car is the world's most advanced racing school car, with a carbon-fiber monocoque, 2-liter, turbo engine, and 5-speed sequential gearbox. Data-acquisition systems are fitted to all cars.



(ABOVE) Pietro Fittipaldi compares notes with Simraceway chief instructor Nico Rondet.



(ABOVE) Simraceway's facilities at Sonoma match the quality of its on-track product.

An F3 car may seem a little advanced for a driver who may still be learning to find an apex, but through careful management of the education process, drivers get up to speed the right way.

"Everything is done very precisely and very methodically," says Paul Charsley, business development and PR/program manager for Simraceway Performance Driving Center. "Everything is layered. We do a lot of drills; we do brake and downshift drills; we do skid pad work; we do brake release on corner entry drills. We always supplement lapping and data analysis with drills you need on any corner on any track around the world."

After Stage 2, or the second two-day school, during which students will learn the principles of racing, students are

eligible for an SCCA Competition License. After Stage 3, racers can compete in the school's 10-race Simraceway F3 Summer Series.

Most races are at Sonoma Raceway, but the 2016 series will also include Mazda Raceway Laguna Seca and optional events at Circuit of The Americas. The F3 Summer Series is designed to be more affordable than comparable national series, and drivers can even pay for practice separately from qualifying and racing should they choose.

Simraceway Performance Driving Center has a full calendar of courses for drivers looking to get started, and the F3 Summer Series kicks off in May. To learn more, see [simracewaydrivingschool.com](http://simracewaydrivingschool.com).



Dominic James

### THE PROGRAMS

#### ENJOY, LEARN, RACE

Aside from the full complement of Stage 1, 2 and 3 driver training courses, Simraceway Performance Driving Center offers an array of programs for anyone interested in things with engines and wheels.

"We have Formula 3, the Audi Sportscar Experience, the kart school, and sprint karts," says Paul Charsley, business development and PR/program manager for Simraceway Performance Driving Center. "We have a program where people can join a club, store their exotic cars here and get exclusive track time with our instructors. And we have a safe driver program with a fleet of Audi A3s."

Simraceway Performance Driving Center also offers performance driving courses in students' own cars, conducts corporate events, and even offers race mechanic training.



Tuesday Yabud

Audi Sportscar Experience (TOP) and arrive-and-drive kart racing (ABOVE) are just two programs offered by Simraceway.



# SHORT STOP

When it comes to Solo competition, finding time is not always about going faster | WORDS Jason Isley | MAIN IMAGE Jeff Loewe

Every year brings improvements in original equipment braking systems, from improved components to better electronic aids assisting drivers at the threshold of grip. As soon as you modify a car, however, the balance with the OE brake setup may no longer be optimal. Something as simple as a tire change (an item that's a given for most Solo competition classes) alters the available grip and raises the potential threshold of braking, and now it's your job to get everything to work together.

"I am really surprised at how good many new cars' brake pads are when you take the cars out to events," says Hawk Performance's Edwin Mangune. "But then going to a performance pad, you really notice a difference."

Due to the lower speeds and short lap

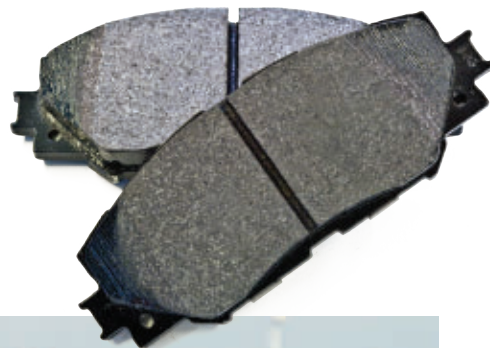
duration, little emphasis is put on brakes in Solo competition, but braking is certainly an area where fractions of a second can be found. Simply swapping out road-going brake pads for something designed for the task at hand is almost a surefire way to reduce lap times. "You can only go as fast as the tire will stick on the pavement," says Mangune, iterating that "with a stickier tire, you can run a much more aggressive brake pad."

That said, it's important to remember that just because a brake pad is more aggressive, it doesn't necessarily mean it's a better pad for autocrossing - to decide which pad is best for your application, you need to evaluate a multitude of factors. For instance, what are the surfaces you run on, what type of tires do you use, and

does your car utilize aero? Armed with that information, you can get closer to the winning combination.

"Weight, horsepower, and the tires - tires are critical," says Mangune. "The  $\mu$  [coefficient of friction] of the tire will dictate how much pad  $\mu$  we can apply to that tire. Running a summer performance or OE tire, you can run a pad like our Hawk HPS, where an HP+ is too much for those tires. As your tires get better, you can run a much more aggressive pad."

Once you've decided on the right pads, it's important to try different combinations front to rear - some cars can handle more aggressive rear pads, while others will struggle with tire lockup. But through trial and error, you'll be able to find the winning brake pad combination for your car, make everything work together harmoniously, and (hopefully) win. 🟡



## ON THE SPOT

Short, precise braking is essential in Solo run, making correct brake pad selection a necessity.



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# HISTORY MAKING

Trans Am kicks off 50th anniversary season with tight racing and a notable announcement | **WORDS** Clark Trexler, edited by Philip Royle | **IMAGES** Chris Clark

When the dust settled at Sebring International Raceway on March 5, Kenny Bupp, Lee Saunders, Steve Kent, Jr., and Mark Boden emerged victorious in their respective classes at the first round of the 2016 Trans Am Championship, the triumphant kickoff to Trans Am's 50th anniversary season.

"This is absolutely incredible," said the 79-year-old Bupp, who made his first series appearance some 31 years ago and took his first career win at this event. "To be here with so many members of our family, and all of Trans Am, which I consider family. I first raced here at Sebring in 1982...I've had a ton of fun here, and in Trans Am, for a long time but never more fun than today!"

The story continues for Bupp, who races in Trans Am in 2016 with his son Jordan, who finished 15th of 35 in the TA2 race.

"It means a tremendous amount to be here racing with Jordan," said Bupp. "Two years ago Jordan had acute kidney failure at the age of 25; he thought his life was over, much less his racing career. But for him to come back here, doing nine hours of dialysis every night, and get back in a racecar, is thrilling to me beyond what you can imagine. We're so blessed."

In TA2 powered by AEM, Defending Champion Gar Robinson captured the first victory of Trans Am's anniversary season, outlasting the likes of Adam Andretti, Tony Buffomante, and Tommy Archer for the win.

"This is a bit of déjà vu," said Robinson. "We have the same three drivers on the podium and the race came down to the wire, just like at Daytona. These guys put on a heck of a show; I'm just thankful to be part of this great team, this series, and to race with these competitors."

As the Trans Am series began its 50th anniversary, it also debuted its new production racing formats with the TA3, TA4, and TA5 classes making their first appearances.

In TA3, Lee Saunders, 2015 TA3 International Champion captured his third consecutive victory at Sebring in Trans Am. However, the effort was anything but straightforward for Saunders, who started the race in third position and endured a race-long battle with Randy Mueller, who led the class for the majority of the race, and polesitter Randy Kinsland.

Saunders took the lead with three laps remaining, overtaking Kinsland for the lead, while Mueller completed a surge on the final lap to secure a second-place finish, leaving Kinsland to finish third.

In TA4, Steve Kent Jr. outlasted the surprise entry of Ernie Francis Jr., a two-time Champion, for the win. Kent began the race on pole but was overtaken on the fourth lap by Francis, who shot forward moving up seven positions in three laps. However, Trans Am officials ordered a drive-through penalty for Francis, ruling he jumped the start of the race, leaving him with the task of moving up through the field once more.

In TA5, Trans Am rang in the addition of its Porsche exclusive class, giving Trans Am Porsche drivers the opportunity to race on Hoosier Racing slicks rather than the DOT featured in most Trans Am classes.

For much of the race, TA5 was the center of a three-way battle between eventual victor and polesitter Mark Boden, his teammate Tim Kezman, and Conor Flynn, all making their Trans Am debuts.

Along with the kickoff of the season, Trans Am also announced the return of the series to Detroit Belle Isle Grand Prix in June. It has been 15 years since Trans Am last took to the Detroit street circuit, putting a cherry on the top of what is already proving to be an incredible, and historic, Trans Am season. 🍷



## ENDURANCE

(RIGHT) Kenny Bupp started his first Trans Am race more than 30 years ago, but claimed his first series win at the opening round of the 2016 season. (ABOVE) Mark Boden emerged from a hard-fought TA5 race at Sebring as the winner.



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# READY FOR ACTION

Passing Solo's pre-event technical inspection is more than a requirement; it's an essential element to the entire Solo program | **WORDS** Bob Neff | **IMAGES** Perry Bennett



**SAFETY FIRST**

Pre-event Solo tech inspection is essential. Competitors should show up with all equipment needed to compete, including helmets.



Things heard during Solo tech inspection: When did they make that rule? Nobody's ever asked me to do that before. And a favorite: What do you mean I've got to fix the battery mount? I've run this car for 20 years with that bungee cord holding it down.

Seems nobody likes having to go through tech inspection, but the reality is that tech is a vital part of the Solo safety program and is responsible for vehicle and driver safety. In other words, tech is there for everyone's benefit, to make our sport safer.

A tech inspector's job is to inspect each car prior to competition for compliance with the vehicle and driver safety provisions of the *Solo Rules*. Remember, these cars will be operating at the limits of sanity, in relatively close proximity to course workers (and everyone of us is one of those at some point), so it's important to identify any mechanical or other issues that could increase risk in that hectic environment.

**"Tech will also check batteries and seat belts and catch cans and everything else"**

Yes, tech inspectors are looking to find something wrong with your car - that's their job. No, tech inspectors are not looking for a reason to fail your car. If

there's something wrong, their job is to find it so you have an opportunity to correct the problem before competition begins. Many an issue that could have resulted in lost runs or vehicle damage - or worse - have been caught in pre-competition tech inspection and corrected before the car ever took to the course. Prevention is, indeed, the best accident insurance.

With that said, passing the Solo technical inspection isn't difficult - just a few simple steps make the process go smoothly and quickly. First, read the rules. Yes, this is contrary to the ethic of never reading instructions, but knowing the rules is the best way to get through tech, so read and understand the rules for your car and class, and make sure your car is compliant *before* showing up. Remember, compliance during a tech inspection includes presenting the car as if it were pulling up to the starting line - tech will check the tires and wheels that you plan to compete on. Tech will also check batteries and seat belts and catch cans and everything else in the *Solo Rules* that apply, so be prepared to remove panels, covers, and the like.

Tech could also check driver safety gear - helmets for sure, but they may also ask to inspect driving suits, jackets, shoes, neck braces, and more, so bring that gear with you.

Being prepared when you show up to tech inspection is being considerate to your fellow competitors, as it will make everyone's inspection process go faster, but please remember to extend that consideration to the tech inspectors, too. Tech inspectors are working hard to get you through the process. If a rule you don't like arises during the tech inspection process, do what is necessary to pass tech at the event, then bring the issue to the attention of the Solo Events Board via the online system ([www.sebscca.com](http://www.sebscca.com)), not the tech inspectors who are simply enforcing existing rules.

Finally, keep in mind that even the most thorough tech inspector can't possibly find every loose nut, cracked bushing, or worn-out bearing on a car, and no one knows your car better than you, so the best inspection is the one you should do yourself prior to the event.

If everything's done right and you show up at tech fully prepared for the inspection, you'll sail right through and can get on to the fun part - which is, after all, why we're all here. 🍌



**SIT UP**

Starting in 2017, expired FIA seats will require a back brace. (BOTTOM RIGHT) Club Racing's RDT license is in full swing.



# BRACE YOURSELF

Starting in 2017, the rule regarding expired FIA race seats and back braces will change | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **IMAGES** Philip Royles

The CRB recently issued a clarification of the rule governing FIA-certified race seats. The clarification takes effect on Jan. 1, 2017, but really has been part of the seat-mounting rules for several years.

The seat-mounting rule calls for non-FIA seats to have the back braced to the roll cage. Race seats with FIA certification did not require the back brace - but those FIA seats are dated by the FIA, and do expire. The rules clarification presented recently in *Fastrack* allows the FIA seats to be considered like any other seat, once the FIA certification has expired. This means that the owner of an FIA-approved seat can either install a new, up-to-date seat, or attach a back brace to the existing seat to make it compliant.

Since many FIA seats do not have back brace attachment points designed into the composite material, it is suggested that one of the high-strength automotive adhesives be used to bond a brace attachment to the

back of the seat. This, however, is completely up to the individual racer.

**DATA TECHNICIAN TAKES FLIGHT**

SCCA has its first official Race Data Technician. Houston Region's Randall Smart collected data from several classes at the U.S. Majors Tour at NOLA in February. Smart has been an SCCA member, off and on, since 1970. He has a full competition license, is a National Scrutineer, is the Houston Region's Chief Scrutineer, and is also Southwest Division's points keeper. He also has multiple championships to his credit, including Solo, Divisional, and Majors road racing. On top of that, he also instructs. Outside of the SCCA, Smart is a commercial pilot, with type ratings in seven jets, including the Boeing 737 and the Gulfstream IV. Obviously he needed something else to do, so he applied for a Race Data Technician (RDT) license with the SCCA.

If you, too, are interested in gaining an RDT license, please send a resume to

[www.crbsscca.com](http://www.crbsscca.com). Include racetracks where you are willing to work with the AiM data boxes. SCCA will ship the data boxes to you before the race weekend, with instructions on which classes need to be monitored. And, no, you don't have to be as busy as Smart.

**ON THE COMMITTEES**

In other news, Bill Gilcrease has retired from the GT Advisory Committee, where he served for almost 15 years. He was the Chairman of the committee and will be missed by the Club racing Board and the GT community. There are also several other Advisory Committee members who have served into the double digits who will also be retiring this season. Consequently, the CRB is looking for new members for American Sedan (preferably a Ford person), Improved Touring, and Production. If you are interested, please submit a resume to [www.crbsscca.com](http://www.crbsscca.com). 📧

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- 13 Milwaukee Track Days  
@ The Milwaukee Mile
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**MAX SPEED**

Thanks to years of karting experience and a good support system, Maximilian Nufer is quickly getting up to speed in Spec Miata, with his eyes on the Mazda Road to 24.



# LIKE NO OTHER

16-year-old Max Nufer has his sights on the track, and he's making all the right moves | **WORDS** James Heine | **MAIN IMAGE** Courtesy Nufer family

As someone who is relatively new to the SCCA family, Maximilian "Max" Nufer is well aware that he has a lot of people to thank for the progress he's experienced in his motorsports career. Named St. Louis Region's 2015 Rookie of the Year, the now 16-year-old Nufer begins his sophomore year in Spec Miata competition as he closes out his sophomore year at Christian Brothers College High School, a highly regarded college prep institution.

"I'm currently in AP World History, Honors Chemistry, Honors Geometry, and Pre-AP English. I also take French, and I'm in Business Communications," he explains. The latter, he adds, "is actually a great class, because it teaches you the fundamentals - it goes hand-in-hand with writing sponsorship proposals and talking to people, which is important for racing, which is why I elected to take the class in the first place."

Last year, in addition to participating in the National Championship Runoffs presented by Garmin VIRB at Daytona International Speedway, where he finished a very respectable 14th in a field of 62 during a damp, night race, Nufer recorded three Spec Miata Regional wins, finished seventh in a field of 40 at the Chicago Region June Sprints,

claimed third in Midwest Division's Spec Miata Mid-Am series, and was named St. Louis Region's Spec Miata champion. Not bad for a driver who wasn't eligible for his regular driver's license until late in the racing season.

"I've been interested in motorsports, probably, since the day I was born," he says. "I was first introduced to racing when I was 4 years old, passing by a local kart track. A month later, my parents purchased my first go-kart, and I progressed through the ranks of karting over the years."

Although Nufer became an SCCA member just last year, the Club wasn't totally unfamiliar to him or his family, which also includes a 14-year-old brother, Nicholas, who himself is an accomplished kart racer. Both of his parents are engineers, Nufer explains, and "my dad used to race Showroom Stock GT in the SCCA in the 1990s; so he firmly believed the SCCA would be a great place to compete," Nufer says, adding that his parents "have made many sacrifices" so that he and his brother can race.

As for his introduction last year to the SCCA and Spec Miata, Nufer says that among the long list of SCCA members to whom he is indebted are St. Louis Region members Peter Zekert and Dan Miklovic, who approved his request for a full

competition license so he could participate in the 2015 U.S. Majors Tour. Zekert, St. Louis RE and Area 6 Director, and Miklovic, Midwest Division Executive Steward, sat Nufer down for an extended face-to-face interview before approving his request.

"Working with Max Nufer and his entire family was a pure joy," Zekert says. "I wish we had more racing families like the Nufer's. Max is a great person - smart and mature - and he's excited to make his way up the ladder in this sport."

Also on Nufer's list of helping hands are David Cook and John Doonan from Mazda Motorsports, Spec Miata racers Steve and Tom Scheifler, "who have spent long hours on the dyno with my car, helped with suspension, and welcomed us into the Spec Miata community," and all of the East Street Racing Team.

"The general atmosphere of being at a track - competing - is an experience like no other," Nufer says. "I enjoy the competition and the challenge to push myself harder, to gain that extra tenth or two. Looking at my data from a session and talking to fellow competitors about where I can improve is just fun, because I can see the results immediately. Having the opportunity to be racing a car is



something I have extreme gratitude for."

Nufer adds that he has found Spec Miata competition "fierce but fair," and he believes it has made him a better driver. "I learned that while I'm younger than most of my fellow Spec Miata racers, they treat me with respect and are always willing to share ideas on what I can do to go faster," he says, pointing to the help he received at the Runoffs from Mazda factory driver Tom Long. "He went over my data with me, and because of his help, I picked up a lot of time and felt more confident about racing at night," Nufer says.

As to the future, yes, Nufer has his eyes on the Mazda Road to 24 and a professional career. In the meantime, he says, he plans "to continue to work hard in school [and] be accepted in a top university, where I can get an engineering degree that would complement my driving experience."

"Max Nufer represents the future of SCCA racing," observes Milkovic. "He is focused, driven, and the consummate gentleman driver, all the more surprising given the face he started to race at just age 15. He has demonstrated that young drivers can be highly competitive without being overly aggressive. I look forward to seeing just how far he goes in our sport." 🍷

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Jennifer Paradis	Atlanta
Edward Pasquale	Atlanta
Denise M. Patten	New England
Karen Petersen	New England
Lois Petersen	Arizona
John Proctor	San Francisco
Joseph L. Quinn III	Indianapolis
Jack Ragaglia	Central Florida
Kathie Reisinger	San Francisco
Robert J. Rivello	Washington DC
Arthur G. Robbins	Washington DC
Jim Rogaski	San Francisco
Sharon Rollow	Atlanta
James Schanz	South Jersey
Ari Schanz	South Jersey

### 20-29 DAYS (continued)

Edward J. Sica	South Jersey
Lisa Simoni-De Kett	San Francisco
Bill Smith	Washington DC
Lance R. Snyder	Atlanta
Paul R. Stickler	San Francisco
Sheryl Streets	San Francisco
Barry E. Streets	San Francisco
Richard A. Stubendorff	San Francisco
A. Roger Tingstrom	San Francisco
Dennis Troemel	Milwaukee
Benjamin Tyler	Cincinnati
Donald Usher	Central Florida
Gary Van Horn	Oregon
Connie J VanSchuyver	Houston
Dan L. Voss	Washington DC
Loren J. Western	Washington DC
A. Swanson Williams	Washington DC
Thomas A. Zink	Washington DC

### 12-19 DAYS

Bonnie Lines Aarseth	Oregon
Gregory B. Abbott	Cal Club
Phil P. Alspach	Ohio Valley
Ken Anderson	Washington DC
Paul Anderson	Washington DC
Virginia H. Anderson	Washington DC
Ralph Baldwin	San Francisco
Dennis R. Barschow	Ohio Valley
Ronald R. Bashor	Texas
Michael Berchak	Ohio Valley
Steven H. Brandt	San Francisco
Wayne O. Briggs	Cincinnati
Lynn A. Broglin	Central Carolinas
James E. Brostek	Washington DC
Christopher R. Buccola	Chicago
Deborah Smith Burk	Florida
Lauri Burkons	Neohio
Gayle K. Burnham	Atlanta
Robert Burnham	St Louis
Donald F. Bussey	San Francisco
Jerry L. Cabe	Cincinnati
Robert L. Cage	Washington DC
Daniel Cain	Cal Club
Tracy Cain	Cal Club
John M. Callahan	Florida
Karen Cantu	San Francisco
Linda M. Capullo	New England
Madison Carpenter	Ohio Valley
Ann R. Chamberlain	San Francisco
William W. Chamberlain	San Francisco
Arline Chrt	Chicago
Kenneth W. Chrt	Chicago
Jeanne Cochran-Samuels	North Carolina
Carol A. Cone	Atlanta
Stuart S. Cowitt	Central Florida
Steven A. Craig	Central Florida
Kenneth C. Cramer	Milwaukee
James A. Crider	Houston
Richard E. Crowell	Tennessee Vly
James F. Cuyle	Cal Club
Christine Cwiklinski	Milwaukee
Gary D'Abate	Atlanta
Allen Davis	San Francisco
John Dillon	Cal Club
David A. Dominguez	North Carolina
Bruce Dover	North Carolina
Peg Dowd	New England
Susan B. Downs	Ohio Valley
Patty L. Dwyer	San Francisco
Jamie J Dzenelowcz	New England
John M. Edridge	Florida
Sherman I. Egge	Oregon
Paul H. Einhorn	San Francisco
Nancy L. Eubel	San Francisco
Thomas E. Fanning	New England
Linda E. Fanning	New England
Scott Kevin Farrell	Florida
John H. Firment	Detroit
Michael Floyd	Oregon
Robert A. Follmann	Central Florida
Neava A. Ford	Kansas City

### 12-19 DAYS (continued)

Rachel Forman	Washington DC
Pat Foss	Chicago
Wayne L. Foss	Chicago
Nancy L. Foster	Colorado
Dudley Foster	New England
James P. Foyle	SW Louisiana
LisaKay Foyle	SW Louisiana
Dayle Frame	W Michigan
Richard E. French	Central Florida
David Fyffe	Cal Club
Allison Fyffe	Cal Club
Laraine Galfas	N New Jersey
Brian J. Gause	Central Carolinas
Robert Gendron	Central Florida
Sandy K. Gentry	North Carolina
Candace R. Gerber	Nebraska
Marc A. Gerstein	Philadelphia
Jim Gillen	Land O'Lakes
Kathy Gillen	Land O'Lakes
William Lowe Gilliland	San Francisco
Scott Goodrich	Oregon
Robert Goppold	Detroit
Matthew A. Green	Blue Mountain
Geoffrey Hall	South Jersey
Larry Richard Hall	Ohio Valley
Hazel A. Harrell	Atlanta
Duane L. Harrington	Neohio
Rachel I. Harris	Ohio Valley
James R. Harrison	Washington DC
Kenneth Harwood	Washington DC
Marilyn Harwood	Washington DC
Michael G. Havlick	Central Carolinas
Carl G. Hayssen	New England
Dave Hermann	Blackhawk Vly
George T. Heyl	San Francisco
Daniel A. Hoffman	New England
Robert V. Holcomb	Central N York
Don Holland	Oregon
Peggy Horansky	Buccaneer
Liam Hostrop	San Francisco
Ralph Hunter	Oregon
Charlene Irwin	Cal Club
Thomas Arthur Irwin III	Cal Club
Leslie Jefferies	Atlanta
Charlie Johnson	Blackhawk Vly
Kathy Johnson	Central Florida
Rick Johnson	Central Florida
Kim Joiner	Blackhawk Vly
J. Tom Jones	Cal Club
Tony Jorgensen	Milwaukee
Edward Kajko	Colorado
Mike King	San Francisco
J.D. King	South Jersey
Rod Kramer	Atlanta
Keith Krop	Texas
James Krueger	Milwaukee
Daniel Krueger	Milwaukee
Wm "Biff" Lahner	Susquehanna
Randall Langer	Milwaukee
Vicki Lanning	Central Carolinas
John M. Lawler	Northwest
Michael A. Lawler	Cal Club
Robert Lengel	Central Florida
Barbara Lissow	Finger Lakes
Ron Long	Cincinnati
E.B. Lunken	Cincinnati
Marianne C. Lyons	New England
Bob MacKeraghan	Central Florida
Sherri Masterson	Northwest
James V. Matthews	North Carolina
Alfred C. Matthews	North Carolina
Lowell McClure	Neohio
Karl D. McColl	Colorado
Michelle L. McColl	Colorado
Mack McCormack	Mohawk Hudson
Brent McNaul	Lone Star
Gary Meeker	San Francisco
Meg Meyer	South Jersey
Douglas Miller	Mahoning Vly
Hans F. Mohnen	Alabama

# 12-19 DAYS (continued)

Earl J. Myers	Ohio Valley
John H. Nelson	St Louis
Phyllis Nelson	St Louis
Michael O'Halloran	Central Florida
Peter G. Olivola	Colorado
R. Allen Olmstead	New England
Genie Parsons	Cal Club
Mary C. Patterson	Des Moines Villy
Edward J. Paul	Arizona
Dewitt A. Payne	Susquehanna
Eric V. Peck	Central Carolinas
Tom Phillips	Cincinnati
Dennis E. Powell	Western Ohio
Nancy Pratt	Des Moines Villy
Douglas B. Puckett	Central Florida
Kyle Maitland Ray-Smith	South Carolina
Richard Reins	San Francisco
Richard Roberts	Milwaukee
Stirling Joseph Robertson	Lone Star
Richard P. Rock	Blue Mountain
Bill Roper	Cal Club
Mark S. Ross	Nebraska
Bruce W. Rumsey	Glen
Sue Rupp	Ohio Valley
David M Rupp	Ohio Valley
Bruce Arthur Saunders	Cal Club
John Andrew Sayre	Atlanta
Robin Schifando	Cal Club
James H. Schmuck	Chicago
Janet E. Schmuck	Chicago
Carolyn J. Schoonover	Oregon
Susan Schuster	Milwaukee
Tobin Schuster	Milwaukee
E. Ronald Shellenberger	Washington DC
Joyce K. Sinclair	Washington DC
Grace Skinner	Oregon
Glenn W. Smith	Central Carolinas
Kevin Alger Smith	Central Florida
Paula D. Spencer	Chicago
Cal Steffen	Land O'Lakes
Marge Steffen	Land O'Lakes
Darrell Stewart	Central Florida
Michael A. Stiller	Washington DC
Dean J. Stoker	San Francisco
Samantha J. Stoker	San Francisco
Robert A. Storke	Central Florida
Heather Streets	San Francisco
James David Streig	San Francisco
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Mary Thompson	Oregon
James P. Tornetta	South Jersey
Judith Troemel	Milwaukee
David Turner	North Carolina
Michael J. Wahl	North Carolina
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Thomas J. Walsh	Buccaneer
Edgar Keith Weikel	Blue Mountain
Andrew C. Welden	Indianapolis
Robert F. West	Mid South
Michael L. West	Mid South
Nathan Wesley White	Central Carolinas
Douglas White	New England
Estus White III	Central Carolinas
John A. Willes	Central Carolinas
Brian Williams	Central Florida
Dave Yahn	Milwaukee
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April 2016  
**BOARD OF DIRECTORS**  
BOARD OF DIRECTORS MEETING | March 2, 2016  
The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.  
The Board of Directors met by conference call on March 2, 2016 at 10:00 EST. Area Directors participating were: John Walsh, Chairman, Dan Haiman, Vice-Chairman, Tony Pabian, Secretary, Roy Christopher, Treasurer, Arnie Coleman, Bob Downs, Terry Hartschek, Steve Hartsch, Lee Hill, Bruce Lindemann, Brian McCarthy, Jim Niederbauer, and Peter Zekert.  
The following SCCA, Inc. staff participated in the meeting: Lisa Nelles, President and CEO, Matt Pfenninger, Senior Director of Finance and Service, Steve White, Senior Manager of Marketing/Communications.  
**CHAIRMAN'S UPDATE**  
Chairman Walsh reported that Robby Clark was hired as the interim CEO for SCCA Enterprises. Clark is well known in the Spec Hacer community and his appointment seems to be well received. The transition has been managed well.  
The F4 launch is moving forward and is expected to keep its published schedule. Walsh also reported that he and President Nelles met with John Dossier of Mazda in February. A new proposal was sent to Mazda and SCCA is waiting for a response.  
In an effort to streamline processes and improve internal communications, SCCA staff is researching board portal software options for use by the SCCA Board of Directors.  
He reported that the Expedient Department lead by Hayward Shagrir has taken over the Website and Registration project responsibility.



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

**22 OPEN WHEEL | SPORTS RACERS ▼**

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

**23 PRODUCTION BASED | GT ▼**

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

**1999 MAZDA MIATA >** 10th Anniversary Edition. 67,000 miles, 6 speed, limited slip differential, Bilstein, leather, power windows, new tires, timing belt and water pump. Looks great, runs new. Car in Denver. **Contact: John (772) 341-0178**



**HONDA CRX HF SCCA STL >** B16 Engine fresh rebuild 11:1, head work and balanced crank, Honda S300 tuned 190 WHP, Tein SS coilovers re-valved and re-sprung, APR Rear Spoiler, custom front splitter, Enkei wheels with extra set. Many extras, SCCA Majors/Runoffs front runner. Holds numerous wins & championships. Turn-key package, jump in-n-win. Price: \$20,000. **Contact: Paul (702) 738-6002**

**23 PRODUCTION BASED | GT ▼**

**1999 CORVETTE SPO/T1 >** SCCA club racer, Z06/LS6 production motor 500+Hp at 7200rpm. Turnkey ready. Spare wheels, parts, trailer and more. Pictures, video, parts list at [www.billlex.com](http://www.billlex.com). Price: \$48,000. **Contact: Bob at armstrosnd@aol.com or (610) 476-5246**



**2014 AUDI R8 LMS >** Chassis #AS42A0FGT3140601, GT3, ABS, ASR (Traction Control), GT3 Aero, Motec ADL2 blind logger, IMSA position light boards, Delphi light harness (Box provided by IMSA), Transponder, Bilstein Dampers, Pankel Drive Shafts. Price: \$250,000. **Contact: Tommy Sadler at tommy@lizardms.com**



**2008 CORVETTE Z06 >** Proven winner. Run SCCA GT-1, GT-2, T-1 or NASA, ICSCC. Originally build by Phoenix Performance to race in SCCA T-1, STO, and GT-2. Never damaged. 3 sets of Forgeline wheels with one set of mounted Hoosier rains and extra set of sticker Hoosier DOT race tires. Price: is \$65,000. **Contact: Roger (425) 881-0611 or docstark@comcast.net**



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

**23 PRODUCTION BASED | GT ▼**

**LOTUS EXIGE S260 - STU | PIRELLI WORLD CHALLENGE TC >** 2013 RUNOFFS WINNER. The winningest car in the history of the class. AIM, OHILINS, AP BRAKES, RECARO, Quaife. Built by KRUGSPEED Racing. **Contact: Alex Krugman at (561) 706-3967 or alex@krugspeed.com**



**C6 CORVETTE >** Trans-Am Rocketsports chassis w/ Ave racing upgrades to 2016. Carbon fiber body, interior & dash. Fresh S82 engine 800+HP, Mittler Bros 9" rear adjustable camber & toe, new Hewland Wide Gear 5 speed, 0 Scrub front suspension, adjustable sway bars F & R, Brembo 6-Piston Radial mount front calipers, Brembo 4-piston Radial mount rear calipers, center lock BBS wheels. Price: \$109,000. **Contact: Charles (305) 797-3471**



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

**28 SERVICES ▼**

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

**29 ENGINES | PARTS ▼**

**HOOSIER A6 NEW STICKER TIRES >** 2-315/30x18, 2-345/35x18 \$1000. Set of Intercomp scales w/ portable storage case \$1250. **Contact: Jim at (856) 981-9030**

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Nationwide**

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**1/2" ELECTRIC IMPACT WRENCH**  
CHICAGO ELECTRIC POWER TOOLS

LOT 69606/61173  
68099 shown

Customer Rating **★★★★★**

**SAVE \$109**

**\$39.99** comp at \$149.88

61673736

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**SUPER COUPON**

**27 LED PORTABLE WORKLIGHT/FLASHLIGHT**

LOT 67227 shown  
69567/60566/62532

Customer Rating **★★★★★**

Batteries included.

**SAVE 58%**

**\$2.99** comp at \$7.15

61654280

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**SUPER COUPON**

**2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR**  
CENTRALPNEUMATIC

LOT 69091/67847 shown  
61454/61693/62803

Customer Rating **★★★★★**

**SAVE \$339**

**\$159.99** comp at \$499

61627650

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**SUPER COUPON**

**9 PIECE FULLY POLISHED COMBINATION WRENCH SETS**  
PITTSBURGH SAE METRIC

LOT 69043/42304 shown  
LOT 42305/69044/63171

Customer Rating **★★★★★**

**SAVE 66%**

**\$5.99** comp at \$17.97

61664100

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 9/25/16. Limit one coupon per customer per day.

**SUPER COUPON**

**VEHICLE POSITIONING WHEEL DOLLY**  
PITTSBURGH AUTOMOTIVE

LOT 62234  
61917 shown

Customer Rating **★★★★★**

**SAVE \$200**

**\$69.99** comp at \$269.99

61656784

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**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, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Sisk-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 9/25/16.

61665694

**SUPER COUPON**

**30", 5 DRAWER TOOL CART**  
US GENERAL PRO

LOT 69397/61427  
95272 shown

Customer Rating **★★★★★**

**WINNER**  
Best Mechanic's Tool Cart  
Truckin' Magazine

• 704 lb. capacity

**SAVE \$180**

**\$169.99** comp at \$349.99

61659732

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**SUPER COUPON**

**PACIFIC HYDROSTAR 1650 PSI PRESSURE WASHER**

LOT 68333  
69488 shown

Customer Rating **★★★★★**

**SAVE \$70**

**\$79.99** comp at \$149.99

61673842

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 9/25/16. Limit one coupon per customer per day.

**SUPER COUPON**

**72" x 80" MOVING BLANKET**  
HaulMaster

LOT 66537 shown  
69505/62418

Customer Rating **★★★★★**

**SAVE 66%**

**\$5.99** comp at \$17.97

61664730

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**SUPER COUPON**

**4-1/2" ANGLE GRINDER**  
drillmaster

LOT 60625 shown  
95576/69645

Customer Rating **★★★★★**

**SAVE 40%**

**\$11.99** comp at \$20.26

61672442

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**WOW SUPER COUPON**

**RAPID PUMP® 1.5 TON ALUMINUM RACING JACK**  
PITTSBURGH AUTOMOTIVE

LOT 69252 • 3-1/2 Pumps Lifts  
62160/62496 Most Vehicles  
62516/68053 Weighs 34 lbs.  
60569 shown

Customer Rating **★★★★★**

**SAVE \$60**

**\$59.99** comp at \$119.99

61639043

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 9/25/16. Limit one coupon per customer per day.

**WOW SUPER COUPON**

**12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE**  
BADLAND

LOT 61256/60813/61889  
68142 shown

Customer Rating **★★★★★**

**SAVE \$433**

**\$319.99** comp at \$752.99

61627388

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**SUPER COUPON**

**FREE**

WITH ANY PURCHASE  
**PITTSBURGH 6 PIECE SCREWDRIVER SET**

LOT 61313/62583/62728  
47770/62570 shown

**\$7.98** VALUE

61647293

**WOW SUPER COUPON**

**90 AMP FLUX WIRE WELDER**  
CHICAGO ELECTRIC WELDING

LOT 61849/62719  
68887 shown

Customer Rating **★★★★★**

**SAVE \$50**

**\$99.99** comp at \$149.99

61656365

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**SUPER COUPON**

**PITTSBURGH AUTOMOTIVE PNEUMATIC ADJUSTABLE ROLLER SEAT**

LOT 46319 shown  
61160/61896

Customer Rating **★★★★★**

**SAVE 50%**

**\$199.99** comp at \$399.99

61656213

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**SUPER COUPON**

**12 VOLT, 10/250 AMP BATTERY CHARGER/ENGINE STARTER**  
CENTECH

LOT 60653 shown  
66783/60581/62334

Customer Rating **★★★★★**

**SAVE 57%**

**\$299.99** comp at \$69.99

61650175

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# CALENDAR

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

## PRO RACING



### TRANS-AM

**gottransam.com**  
**Mar 4-5** Sebring Int'l Raceway, Fla.  
**Bupp (TA); Robinson (TA2); Saunders (TA3); Kent Jr. (TA4); Boden (TA5)**  
**Apr 9-10** Road Atlanta, Ga.  
**Ruman (TA); Buffomante (TA2); Mueller (TA3); Francis Jr. (TA4); Flynn (TA5)**  
**May 14-15** Watkins Glen International, N.Y.  
**Jun 3-5** Belle Isle Grand Prix, Mich  
**Jun 10-12** New Jersey Motorsports Park, N.J.  
**July 2-3** Brainerd Int'l Raceway, Minn.  
**Aug 11-13** Mid-Ohio Sports Car Course, Ohio  
**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.



### WORLD CHALLENGE

**world-challenge.com**  
**Mar 3-6** Circuit of the Americas, Texas  
**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.  
**Lewis (GT); Lewis (GT); Fuentes (GTA); Fuentes (GTA); Urry (GTC); Urry (GTC); Roush Jr. (GTS); Roush (GTS)**  
**Apr 15-17** Grand Prix of Long Beach, Calif.  
**Parente (GT); Fuentes (GTA)**  
**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.  
**Sep 28-30** Road Atlanta, Ga.



Chris Clark

### PRO RACING

**WHAT** Trans Am  
**WHEN** June 10-12, 2016  
**WHERE** Millville, N.J.  
After Trans Am hits Belle Isle in early June, the series heads to New Jersey for another exciting round at NJMP.



### F1600 CHAMPIONSHIP

**f1600championshipseries.com**  
**Feb 11-13** Palm Beach International Raceway, Fla. (exhibition)  
**Ming**

**Feb 19-21** Sebring, Fla. (exhibition)  
**Ming**

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



### F2000 CHAMPIONSHIP

**f2000championshipseries.com**  
**Feb 11-13** Palm Beach International Raceway, Fla. (exhibition)  
**Norman**

**Feb 19-21** Sebring, Fla. (exhibition)  
**Norman**

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



### ATLANTIC CHAMPIONSHIP

**atlanticchampionshipseries.com**  
**Feb 11-13** Palm Beach International Raceway, Fla. (exhibition)  
**Norman**

**Feb 19-21** Sebring, Fla. (exhibition)  
**Norman**

**Apr 7-10** Road Atlanta, Ga.  
**Norman; Grant**

**May 13-15** Watkins Glen, N.Y.

**Jun 3-5** VIRginia Int'l Raceway, Va.  
**Jul 1-3** Mid-Ohio Sports Car Course, Ohio  
**Aug 5-7** Pittsburgh International Race Complex, Pa.  
**Aug 26-28** New Jersey Motorsports Park, N.J.  
**Oct 7-9** Dominion Raceway, Va.



### FORMULA 4

**f4uschampionship.com**  
**May 27-28** Lime Rock Park, Conn.  
**Jun 10-12** New Jersey Motorsports Park, N.J.  
**Aug 13-15** Mid-Ohio Sports Car Course, Ohio  
**Sep 17-19** Road Atlanta, Ga.  
**Oct 8-10** Homestead-Miami Speedway, Fla.



### FORMULA LITES

**formulalites.com**  
**May 6-7** Road Atlanta, Ga.  
**May 20-21** Thompson Speedway, Conn.  
**Jun 11-12** NJMP, N.J.  
**Jul 2-3** Brainerd International Raceway, Minn.  
**Aug 20-21** Autobahn Country Club, Ill.  
**Sep 10-11** MSR Houston, Texas  
**Sep 17-18** Road Atlanta, Ga.  
**Oct 8-9** Homestead-Miami Speedway, Fla.



Clark McInnis

### PRO RACING

**WHAT** F1600 Championship Series  
**WHEN** June 3-5, 2016  
**WHERE** Alton, Va.  
F1600 joins the entire Championship Series suite at VIR for the third points-scoring weekend of the season.

## CLUB RACING



**Date** Track/Region  
Phone numbers are for region registrars

### 2016 U.S. MAJORS TOUR

**sccamajors.com**  
**NORTHEAST CONFERENCE**  
**Apr 29-May 1** Summit Point Motorsports Park, W. Va.  
**May 14-15** Pittsburgh International Race Complex, Pa.  
**Jun 24-26** Watkins Glen Int'l, N.Y.  
**Jul 22-24** New Jersey Motorsports Park, N.J.  
**Aug 13-14** Pocono Raceway, Pa.

### NORTHERN CONFERENCE

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

### MID-STATES CONFERENCE

**Apr 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 29-May 1** Buttonwillow Raceway Park, Calif.  
**May 28-30** Pacific Raceways, Wash.  
**Jul 2-3** Portland Int'l Raceway, Ore.

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

### DIVISIONAL/REGIONAL

**NORTHEAST** **nediv.org**  
**May 7-8** Palmer Motorsports Park/New England

**May 28-29** New Hampshire Motor Speedway/New England

**Jun 4-5** Ro NJMP/South Jersey

**Jun 17-18** Lime Rock Park/New England

**Jun 18-19** Summit Point/Washington DC

**Jul 9-10** Ro 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 12-14** Ro 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

**Oct 7-8** Thompson Speedway/New England

**Oct 7-9** Watkins Glen/Glen

**Oct 22-23** NJMP/South Jersey

**Finger Lakes (585) 328-2617**

**Glen (607) 739-2953**

**New England (508) 561-2188**

**New York (518) 789-3762**

**South Jersey (609) 784-5316**

**Steel Cities (412) 831-0361**

**Washington DC (301) 572-7444**

**SOUTHEAST** **sedivrac.org**

**May 7-8** Daytona International

**Speedway/Central Florida**

**May 7-8** Ro VIRginia International

**Raceway/North Carolina**

**May 21-22** Palm Beach International

**Raceway/Florida**

**May 28-29** Carolina Motorsports Park/Central Carolinas

**Jun 11-12** Sebring/Central Florida

**Jun 26-26** Homestead/Florida

**Jul 2-3** Roebing Road/SEDiv

**Jul 16-17** Sebring/Central Florida

### All dates/events subject to change

\* = Double Event      # = Enduro  
Ro = Runoffs qualifier      r = Restricted  
+ = Addition/Change      v = Vintage  
HC = Hill Climb      T = Tentative  
CT = Club Trial      TT = Track Trial  
PDX = Performance Driving Experience  
RR = Regional Road Rally      R = Regional  
GTA = Game, Tour, Adventure Rally  
GRC = Great Race Class      NT = National Tour  
NC = National Course      RT = Regional Tour  
CR = Course Rally      SR = Social Rally

E-mail addresses for registrars and event organizers are available at [www.scca.com](http://www.scca.com)

### FOR CHANGES

Club Racing: (785) 232-7229  
Solo, Road Rally: (785) 232-7656  
RallyCross: (785) 357-7259



Anthony Briscoe

**U.S. MAJORS TOUR**

The Northeast Conference is in full swing when the Majors hits Watkins Glen on June 24-26. Last year, the racing was insanely close - will the battles continue in 2016?

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

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

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Apr 23-24\*Ro** Blackhawk Farms/Chicago  
**May 28-29\*Ro** Brainerd Int'l Raceway/Land O' Lakes  
**Jun 11-12Ro** Blackhawk Farms/Milwaukee  
**Aug 20-21\* Ro** Road America/Chicago  
**Sep 3-4\*Ro** Brainerd Int'l Raceway/Land O' Lakes  
**Oct 15-16\*Ro** Blackhawk Farms/Chicago  
**Chicago** (815) 718-4881  
**Land O' Lakes** TBD  
**Milwaukee** TBD

**MIDWEST** [midiv.org](http://midiv.org)  
**Jun 4-5\*Ro** Raceway Park of the Midlands/Nebraska  
**Jul 16-17\*Ro** Iowa Speedway/Des Moines Valley  
**Jul 30-31\*Ro** Hallett/Kansas, Kansas City  
**Aug 27-28\*Ro** Gateway/St. Louis  
**Oct 22-23\*** Gateway/St. Louis  
**Des Moines Valley** TBD

**Kansas, Kansas City** TBD  
**Nebraska** TBD  
**St. Louis** (314) 249-6571

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**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](http://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](mailto:anniedew@msn.com)  
**Continental Divide**  
[anniedew@msn.com](mailto:anniedew@msn.com)

**NORTHERN PACIFIC** [norpacsscca.org](http://norpacsscca.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](http://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](http://nediv.org)  
**May 14** Xerox/Finger Lakes  
**May 21** Montgomery County Community College/Philadelphia  
**Finger Lakes** [marcus.kroll@gmail.com](mailto:marcus.kroll@gmail.com)  
**Mahoning Valley** (330) 418-3328  
**Philadelphia** (215) 360-3207

**SOUTHEAST** [sediv-racing.org](http://sediv-racing.org)  
**Aug 14** North Charleston Coliseum/South Carolina  
**South Carolina** (843) 224-2449

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Jun 18** Tire Rack Test Track/South Bend  
**Aug 20** Tire Rack Test Track/South Bend  
**South Bend**  
[streetsurvival@sbrscca.org](http://streetsurvival@sbrscca.org)

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**May 14** Milwaukee Area Technical College/Milwaukee  
**Oct 22** Route 66 Raceway/Chicago  
**Chicago** [kcoulter@comcast.net](mailto:kcoulter@comcast.net)  
**Milwaukee** [milwaukeeeccaregistrar@gmail.com](http://milwaukeeeccaregistrar@gmail.com)

**NORTHERN PACIFIC** [norpacsscca.org](http://norpacsscca.org)  
**Oct 9** Portland International Raceway/Oregon  
**Oregon** (503) 327-8990

**DRIVER'S SCHOOLS**

**NORTHEAST** [nediv.org](http://nediv.org)  
**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](http://sediv-racing.org)  
**Jul 16-17** Sebring/Central Florida  
**Central Florida** (407) 568-6902

**SCCA ACCREDITED SCHOOLS**

**FULL COMPETITION LEVEL**  
**AMG Driving Academy**  
 (888) 604-1766 [amgacademy.com](http://amgacademy.com)

**Bertil Roos Racing School**  
 (800) 511-7606 [racenow.com](http://racenow.com)

**BIR Performance Driving School**  
 (866) 511-7606 [birperformance.com](http://birperformance.com)

**Bob Bondurant School**  
 (800) 842-7223 [bondurant.com](http://bondurant.com)

**MSR Houston**  
 (281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Sport Driving School**  
 (888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Simraceway Performance Driving Center**  
 (800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

**Skip Barber Racing School**  
 (800) 221-1131 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School**  
 (800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**NOVICE PERMIT / SCHOOL AND EVENT CREDIT**

**Bertil Roos Racing School**  
 (800) 722-3669 [racenow.com](http://racenow.com)

**Bob Bondurant School**  
 (800) 842-7223 [bondurant.com](http://bondurant.com)

**Bridgestone Racing Academy**  
 (905) 983-1114 [race2000.com](http://race2000.com)

**Lucas Oil School of Racing**  
 (561) 200-7223 [lucasoilraceschool.com](http://lucasoilraceschool.com)

**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

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[proformanceracingschool.com](http://proformanceracingschool.com)

**Simraceway Performance Driving Center**  
 (800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

**Skip Barber Racing School**  
 (800) 221-1131 [skipbarber.com](http://skipbarber.com)

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**Allen Berg Racing School**  
 (888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)

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

**bobbyceesracersedge.com**

**Danny McKeever's Fast Lane Racing School**  
 (888) 948-4888 [raceschool.com](http://raceschool.com)

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 (503) 327-8990; [jweidenbaum@scca.com](mailto:jweidenbaum@scca.com)



## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

George E. Alderman	6/1/1956	Philadelphia
Jim Haynes	6/1/1956	New England
Sotires P. Mantis	6/1/1956	Washington DC

## 55-YEAR MEMBERS

Gerald A. Frydenlund P.E.	6/1/1961	Houston
John F. Weinberger	6/1/1961	Chicago

## 50-YEAR MEMBERS

James P. McCashin II	6/1/1966	Cal Club
Douglas A. Mullaney	6/1/1966	Northern New Jersey
Littlejohn T. Schebish	6/1/1966	Washington DC

## 45-YEAR MEMBERS

Carmelo Crisafulli	6/1/1971	New York
Dee Duncan	6/1/1971	Neohio
James M. Dunlap	6/1/1971	Northern New Jersey
Peggy H. Kastner	6/1/1971	Cal Club
C.S. Mandell	6/1/1971	Florida

## 40-YEAR MEMBERS

John C. Fergus II	6/1/1976	Ohio Valley
Brian J. Gause	6/6/1976	Central Carolinas
David Keith Jalen	6/1/1976	San Francisco
Marianne C. Lyons	6/1/1976	New England
John C. Miller	6/1/1976	Land O'Lakes
Jerry F. Moe	6/1/1976	Milwaukee
Cheryl A. Stine	6/1/1976	Central New York
John B. Trenery	6/1/1976	Central Louisiana
Richard White	6/1/1976	Kansas City

## 35-YEAR MEMBERS

Barry D. Baker	6/1/1981	Ohio Valley
Lowell "Bud" E. Brazelton	6/1/1981	Mid South
Maurice R. Hamill	6/1/1981	Blue Ridge
Wayne G. Horst	6/1/1981	Texas
Clinton Kimel Jr.	6/1/1981	Atlanta
David J. Lapham	6/1/1981	New York
Keith W. Martin	6/1/1981	Blue Ridge
Randi Miller-Graffy	6/1/1981	Northwest
Thomas Nelson	6/1/1981	Oregon
Paul Schoeneman	6/1/1981	Steel Cities
Don H. Smith	6/1/1981	Misery Bay
Anthony S. Walters	6/1/1981	Washington DC
Mark A. Williams	6/1/1981	Washington DC
Jerry Winker	6/1/1981	Land O'Lakes
Andy York	6/1/1981	Tennessee

## 30-YEAR MEMBERS

William J. Baldwin	6/24/1986	Cal Club
Bob H. Beede	6/9/1986	New England
David S. Beoney	6/23/1986	Central Pennsylvania
Alan C. Blood	6/6/1986	Finger Lakes
Bill Brown	6/11/1986	Central Florida
Todd Cohen	6/16/1986	Blue Ridge
Nancy Digh	6/11/1986	Central Florida
Rhea L. Dods	6/5/1986	Reno
Susan Ferretti	6/11/1986	New York
Lester Figarsky	6/16/1986	Mohawk Hudson
Ronald L. Fish	6/13/1986	Finger Lakes
Joe Gaffney	6/24/1986	San Francisco
Steve Gambino	6/23/1986	Northern New Jersey
Larry Gilbert	6/5/1986	Atlanta
Paul E. Grant	6/24/1986	Blackhawk Valley

Scott Griffith	6/16/1986	New England
Will Hettchen	6/11/1986	Washington DC
Randy Jackson	6/4/1986	Tennessee
Bob Jardine	6/24/1986	Cal Club
Sammi Marlis-Ronshausen	6/11/1986	Central Florida
Mark M. McCooley	6/11/1986	Northwest
Harold P. Mowery	6/24/1986	Fort Wayne
Warren J. Munson	6/13/1986	Chicago
Robert H. Nick	6/5/1986	Neohio
Brenda J. Nick	6/5/1986	Neohio
Lee Pfeiler	6/9/1986	Ohio Valley
Ed M. Ronshausen	6/11/1986	Central Florida
Thomas J. Sager	6/24/1986	Chicago
Greg Schneider	6/23/1986	Florida
James M. Simmons	6/5/1986	Wichita
Charles Michael Smellie	6/13/1986	Florida
Michael L. Smith	6/16/1986	Chicago
John F. Squier	6/16/1986	New England
Jason S. Steeb	6/9/1986	Detroit
Thomas E. Styczynski	6/24/1986	Oregon
Kurt K. Thiel	6/23/1986	Finger Lakes
Roger R. Welling	6/23/1986	Northern New Jersey
Lap Xing	6/24/1986	Cal Club

## 25-YEAR MEMBERS

Raymond C. Bastille	6/6/1991	New England
Dennis Goruk	6/12/1991	Northwest
Julia W. Aebersold	6/21/1991	Kentucky
Norman C. Beaver	6/11/1991	Washington DC
Ross L. Bremer	6/18/1991	Buccaneer
Pedro L. Caban	6/7/1991	Central Florida
Elaine M. Chrismas	6/24/1991	Northwestern Ohio
Thomas W. Ernst	6/18/1991	Western New York
Lorien Feighner	6/6/1991	Saginaw Valley
Brad Fish	6/7/1991	Finger Lakes
Charles Fosberry	6/19/1991	New England
Leigh D. Fosberry	6/19/1991	New England
David Freitas	6/7/1991	Cal Club
Jeffrey A. Guerdatt	6/27/1991	Finger Lakes
Tim Harmon	6/25/1991	Wichita
Michael J. Hart	6/27/1991	Houston
Chris Jones	6/11/1991	Washington DC
Mary Ann Kendall	6/25/1991	Blackhawk Valley
George P. Kendall	6/25/1991	Blackhawk Valley
Philip W. Kingham	6/12/1991	Detroit
Judy L. Kingston	6/18/1991	Philadelphia
Slade Miller	6/7/1991	Oklahoma
Kelly Moran-Reed	6/18/1991	Southern West Virginia
Paul Moylan	6/24/1991	Kansas City
John W. Olson	6/18/1991	Western Michigan
Karen B. Perrin	6/18/1991	Buccaneer
Bernie Schuch Pettiford	6/6/1991	Colorado
Lindsay Leigh Roberts	6/19/1991	Atlanta
David Matthew Scannell	6/12/1991	New England
Per Schroeder	6/18/1991	Central Florida
Charles H. Shelton	6/24/1991	South Texas Border
Steven H. Staveley	6/12/1991	Cal Club
Margaret Thompson	6/20/1991	Tennessee Valley
David Vande Berg	6/11/1991	Des Moines Valley
David S. Wallens	6/27/1991	Central Florida
Judy H. Welsh	6/18/1991	Central Florida
Cliff White	6/20/1991	Tennessee Valley

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**Sports Car Driving Experience**  
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[springmountainmotorsports.com](http://springmountainmotorsports.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

## TIME TRIALS

**NORTHEAST** [nediv.org](http://nediv.org)

**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** Flintsone, 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

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

**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](http://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](http://cendiv-scca.org)

**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



Mark Weber

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**WHEN** June 11-12, 2016

**WHERE** Sebring, Fla.

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**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](http://sowdivscca.org)

**Jul 16-17 PDX** NOLA Motorsports Park/

Houston

**Dec 3-4 PDX** MSR Houston/Houston

**Houston** TBD

**Texas** TBD

**ROCKY MOUNTAIN** [coloradoscca.org](http://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](mailto:anniedew@msn.com)

**Continental Divide**

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## SCCA HAPPENINGS

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
**Jun 25 PDX/CT/TT** Thunderhill/Reno  
**Aug 27 PDX/CT/TT** Thunderhill/Reno  
 Reno (775) 450-1393

**SOUTHERN PACIFIC** [scca-sopac.org](http://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.  
*Russell (Super); Grice (Ladies)*  
**Apr 29-May 1** Crows Landing, Calif.  
**May 6-8** Wilmington, Ohio  
**May 13-15** Washington D.C.  
**May 27-29** Lincoln, Neb.  
**Jun 3-5** Mineral Wells, Texas  
**Jun 10-12** Swanton, Ohio

**Jul 15-17** Packwood, Wash.  
**Jul 29-31** Wilmington, Ohio  
**Aug 5-7** Blythville, Ark.

#### **TIRE RACK**

##### **SCCA PROSOLO FINALE**

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

#### **TIRE RACK** MATCH TOUR.

**May 13-15** Bristol, Tenn.  
**Jun 10-12** Topeka, Kan.  
**Jun 17-19** Birmingham, Ala.  
**Jul 15-17** Wampum, Pa.

#### **CAM CHALLENGE**

**May 20-22** Mineral Wells, Texas  
**Aug 12-14** Peru, Ind.  
**Sep 2-3** Lincoln, Neb.

#### **REGIONAL**

##### **NORTHEAST** [nediv.org](http://nediv.org)

**May 1** Centre County Public Safety Center/Central Pennsylvania  
**May 7** Warminster Community Park/Philadelphia  
**May 14** Wells Fargo Center/Philadelphia  
**May 21** New Meadowlands Stadium/Northern New Jersey  
**May 21-22** Monroe Community College Brighton Campus/Finger Lakes  
**May 22** Centre County Public Safety Center/Central Pennsylvania  
**May 29** Farm Show Complex/Susquehanna  
**Jun 3** Mid-State Airport/Central Penn.  
**Jun 4-5** Farm Show Complex/Susquehanna  
**Jun 4-5** Warminster Community Park/Philadelphia  
**Jun 5** Monroe Community College Brighton Campus/Finger Lakes



Jeff Levee

#### **PROSOLO**

**WHAT** ProSolo National Series

**WHEN** June 3-5, 2016

**WHERE** Mineral Wells, Texas

The ProSolo series is in full song come June, first heading to Mineral Wells, Texas, and then blasting off to Swanton, Ohio.

**Jun 26** Mid-State Airport/Central Penn.  
**Jul 9-10** Mid-State Airport/Central Penn.  
**Jul 10** Monroe Community College Brighton Campus/Finger Lakes  
**Jul 16-17** Warminster Community Park/Philadelphia  
**Jul 24** Xerox/Finger Lakes  
**Aug 7** Monroe Community College Brighton Campus/Finger Lakes  
**Aug 14** Mid-State Airport/Central Penn.  
**Aug 21** Monroe Community College Brighton Campus/Finger Lakes  
**Aug 28** Centre County Public Safety Center/Central Pennsylvania  
**Sep 11** Farm Show Complex/Susquehanna  
**Sep 18** Warminster Community Park/Philadelphia  
**Sep 18** Delphi Corporation/Finger Lakes  
**Sep 25** Centre County Public Safety Center/Central Pennsylvania  
**Sep 25** Wells Fargo Center/Philadelphia

**Oct 2** Mid-State Airport/Central Penn.  
**Oct 2** Monroe Community College Brighton Campus/Finger Lakes  
**Oct 9** Warminster Community Park/Philadelphia  
**Oct 29-30** Hershey Park/Susquehanna  
**Central Pennsylvania**  
 csi\_black@yahoo.com  
**Finger Lakes** marcus.kroll@gmail.com  
**Northern New Jersey**  
 mbtoynut@yahoo.com  
**Philadelphia** (484) 949-4100  
**Susquehanna** Brillinger@aol.com

#### **SOUTHEAST** [sedivacing.org](http://sedivacing.org)

**Apr 30-May 1** Darlington Raceway/South Carolina  
**May 15** Spence Field/Dixie  
**May 21** Michelin North America/South Carolina  
**May 21** Michelin North America/South Carolina  
**May 22** Twin Fountains Raceway/Tennessee  
**Jun 5** Spence Field/Dixie  
**Jun 11** Darlington Raceway/South Carolina  
**Jun 11-12** Darlington Raceway/South Carolina  
**Jun 26** Spence Field/Dixie  
**Jul 17** Florence Civic Center/South Carolina  
**Jul 17** Florence Civic Center/South Carolina  
**Jul 23** NCM Motorsports Park/Tennessee  
**Jul 24** Spence Field/Dixie  
**Aug 13** North Charleston Coliseum/South Carolina  
**Aug 14** Twin Fountains Raceway/Tennessee

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**Aug 14** North Charleston Coliseum/South Carolina

**Aug 21** Spence Field/Dixie

**Sep 3** NCM Motorsports Park/Tennessee

**Sep 25** Spence Field/Dixie

**Oct 15-16** NCM Motorsports Park/Tennessee

**Oct 22** Michelin North American/South Carolina

**Nov 6** Spence Field/Dixie

**Dec 4** Spence Field/Dixie

Dixie bbatch@nettally.com

South Carolina nixonbt@gmail.com

Tennessee trscca.cd@gmail.com

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)

**May 15** Mid-American Air Center/Southern Indiana

**May 15** Walesboro Airport/Columbus Sports Car Club

**May 20-22** Grissom Aeroplex/Indianapolis

**May 21-22** Majestic Star Casino/Indiana Northwest

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

**May 30** Walesboro Airport/Columbus Sports Car Club

**Jun 4-5** Grissom Aeroplex/South Bend

**Jun 11** Walesboro Airport/Columbus Sports Car Club

**Jun 11-12** Grissom Aeroplex/Indiana Northwest

**Jun 12** Indianapolis State Fairgrounds/Indianapolis

**Jun 12** Kentucky Exposition Center/Kentucky

**Jun 19** Tire Rack Test Track/Kentucky

**Jun 25-26** NCM Motorsports Park/Kentucky

**Jun 26** Mid-American Air Center/Southern Indiana

**Jul 2-3** Grissom Aeroplex/Indianapolis

**Jul 10** Walesboro Airport/Columbus Sports Car Club

**Jul 10** Mid-American Air Center/Southern Indiana

**Jul 16-17** Grissom Aeroplex/Indianapolis Northwest

**Jul 17** Majestic Star Casino/Indiana Northwest

**Jul 17** Kentucky Exposition Center/Kentucky

**Jul 23** Tire Rack test Facility/South Bend

**Jul 24** NCM Motorsports Park/Kentucky

**Jul 24** Mid-American Air Center/Southern Indiana

**Jul 31** Walesboro Airport/Columbus Sports Car Club

**Aug 14** NCM Motorsports Park/Kentucky

**Aug 19-21** Grissom Aeroplex/Indianapolis

**Aug 21** Mid-American Air Center/Southern Indiana

**Aug 21** Tire Rack Test Facility/South Bend

**Aug 21** Majestic Star Casino/Indiana Northwest

**Aug 21** Walesboro Airport/Columbus Sports Car Club

**Aug 28** Mid-American Air Center/Southern Indiana

**Sep 4** NCM Motorsports Park/Kentucky

**Sep 10** Walesboro Airport/Columbus Sports Car Club

**Sep 17** Majestic Star Casino/Indiana Northwest

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

**Sep 18** NCM Motorsports Park/Kentucky

**Sep 18** Indianapolis Speedrome/Indianapolis

**Sep 25** Tire Rack Test Track/South Bend

**Oct 1-2** Grissom Aeroplex/Indianapolis

**Oct 2** Mid-American Air Center/Southern Indiana

**Oct 8-9** Majestic Star Casino/Indiana Northwest

**Oct 8-9** Walesboro Airport/Columbus Sports Car Club

**Oct 9** Mid-American Air Center/Southern Indiana

**Oct 16** Grissom Aeroplex/Indianapolis

**Oct 18** Kentucky Exposition Center/Kentucky

**Oct 23** Tire Rack Test Track/South Bend

**Nov 6** Walesboro Airport/Columbus Sports Car Club

**Columbus Sports Car Club**

farrd@yahoo.com

**Indiana Northwest**

gargenta52@gmail.com

**Indianapolis** davedusterberg@att.net

**Kentucky** jameymcdaniel@twc.com

**Neohio** (440) 804-4236

**South Bend** solo@sbrscca.org

**Southern Indiana** (812) 453-1376

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)

**May 21-22** Catapillar/Central Illinois

**Aug 27-28** Rantoul National Aviation Center/Central Illinois

**Oct 1-2** Pekin Municipal Airport

**Central Illinois** re@cir-scca.org

**MIDWEST** [midiv.org](http://midiv.org)

**May 14-15** Grenade Airport/Mississippi

**May 14-15** East Crawford Recreation Area/Salina

**Jun 4-5** East Crawford Recreation Area/Salina

**Jun 11-12** Columbus Air Force Base/Mississippi

**Jun 19** Remington Park/Oklahoma

**Jul 9-10** East Crawford Recreation Area/Salina

**Jul 9-10** Heartland Park Topeka/Kansas, Kansas City

**Jul 23-24** Grenade Airport/Mississippi

**Jul 24** Remington Park/Oklahoma

**Aug 6-7** East Crawford Recreation Area/Salina

**Aug 14** Providence Amphitheater/Kansas City

**Aug 20-21** Heartland Park Topeka/Kansas, Kansas City

**Aug 20-21** Columbus Air Force Base/Mississippi

**Sep 10-11** East Crawford Recreation Area/Salina

**Sep 11** Remington Park/Oklahoma

**Sep 25** Remington Park/Oklahoma

**Oct 1-2** East Crawford Recreation Area/Salina

**Oct 15-16** Grenade Airport/Mississippi

**Oct 16** Remington Park/Oklahoma

**Oct 30** Remington Park/Oklahoma

**Nov 5-6** East Crawford Recreation Area/Salina

**Nov 12-13** Columbus Air Force Base/Mississippi

**Kansas City** alhermans@sdccorp.com

**Mississippi** georgebpainter@aol.com

**Oklahoma** ss8em2@gmail.com

**Salina** smnck@att.net

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**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

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UTQG 200 AA A  
9/32 Tread Depth(in.)



**VICTRA**  
**VR-1**

205/50ZR15

**245/40ZR15**

205/55ZR16

255/40ZR17

245/40ZR18

265/35ZR18

295/40ZR18\*

\*6/32 Tread Depth(in.) UTQG 140 AA A



**May 22** Hutchinson Naval Air Base/Wichita  
**Jun 4-5** NOLF Waldron Field/South Texas Border  
**Jun 19** Hutchinson Naval Air Base/Wichita  
**Jun 26** Texas Motor Speedway Bus Lot/Texas  
**Jul 2-3** NOLF Waldron Field/South Texas Border  
**Jul 17** Hutchinson Naval Air Base/Wichita  
**Jul 31** Lone Star Park/Texas  
**Aug 6-7** NOLF Waldron Field/South Texas Border  
**Aug 14** Hutchinson Naval Air Base/Wichita  
**Aug 28** Lone Star Park/Texas  
**Aug 28** Hutchinson Naval Air Base/Wichita  
**Sep 3-4** NOLF Waldron Field/South Texas Border  
**Sep 18** Hutchinson Naval Air Base/Wichita  
**Oct 1-2** NOLF Waldron Field/South Texas Border  
**Oct 9** Hutchinson Naval Air Base/Wichita  
**Oct 9** Texas Motor Speedway/Texas  
**Oct 23** Hutchinson Naval Air Base/Wichita  
**Oct 23** Lone Star Park/Texas  
**Nov 5-6** NOLF Waldron Field/South Texas Border  
**Nov 13** Hutchinson Naval Air Base/Wichita  
**Dec 3-4** NOLF Waldron Field/South Texas Border

**Central Louisiana**  
 mblazek@bellsouth.net  
**Delta** (504) 487-5044  
**Houston** dmcclvey@gmail.com  
**South Texas** (361) 980-8000  
**Texas** jennifer.maxcy@att.net  
**Wichita** cuoncrs@gmail.com

**ROCKY MOUNTAIN** [coloradoscca.org](http://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** [norpacscsa.org](http://norpacscsa.org)  
**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  
**San Francisco** (530) 934-4455  
**San Francisco, Fresno** (559) 905-0061  
**Snake River** (208) 484-2768

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
**May 6-7** Qualcomm Stadium/San Diego  
**May 14-15** Qualcomm Stadium/San Diego  
**May 15** Vidinha Stadium/Hawaii  
**May 22** Marana Regional Airport/Arizona Border  
**May 22** Maui Raceway Park/Hawaii  
**Jun 12** Vidinha Stadium/Hawaii  
**Jun 26** Marana Regional Airport/Arizona Border  
**Jun 26** Maui Raceway Park/Hawaii  
**Jul 10** Vidinha Stadium/Hawaii  
**Jul 24** Maui Raceway Park/Hawaii

**Jul 31** Marana Regional Airport/Arizona Border  
**Jul 31** Vidinha Stadium/Hawaii  
**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  
**Jul 17** Hutchinson Naval Air Base/Wichita  
**Oct 22-23** Marana Regional Airport/Arizona Border  
**Oct 23** Maui Raceway Park/Hawaii  
**Nov 20** Marana Regional Airport/Arizona Border  
**Dec 11** Marana Regional Airport/Arizona Border  
**Arizona** (480) 563-2496  
**Arizona Border**  
 arizonasanders@msn.com  
**Arizona Border, Marana** (520) 425-1948  
**Hawaii - Aloha** (808) 349-8813  
**Hawaii - Maui** (808) 281-3654  
**Hawaii - Vidinha** (808) 212-6118  
**San Diego** (619) 922-1472

## ROADRALLY

A complete RoadRally planning calendar can be found at [www.scca.com/rally](http://www.scca.com/rally)

**NATIONAL**  
**May 14** Steel Haul Course Rally/Steel Cities  
**Jun 12** Roads Scholar/Milwaukee  
**Aug 6** Hurdle 2016/New England  
**Sep 17** Oktoberally/Land O' Lakes

**REGIONAL**  
**NORTHEAST** [nediv.org](http://nediv.org)  
**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](http://cendiv-scca.org)  
**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](http://scca-sopac.org)  
**May 6** First Friday Niter/Cal Club  
**Jun 3** First Friday Niter/Cal Club  
**Arizona Border** (520) 529-4115  
**Cal Club** (424) 297-0086

## RALLYCROSS

**NATIONAL CHALLENGE**  
**Jul 8-10** Frostburg, Md.  
**Aug 5-7** Deertrail, Colo.



Rupert Bermington

### RALLYCROSS

**WHAT** Regional RallyCross  
**WHEN** Whenever you're ready  
**WHERE** A dirt lot near you  
 Regional RallyCross is an excellent way to prepare for the RallyCross National Championship, which takes place at the end of September.

## NATIONAL CHAMPIONSHIP

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

## REGIONAL

### NORTHEAST [nediv.org](http://nediv.org)

**May 1** Walczyks Farm/Central New York  
**Jun 5** Wellsboro, Pa./Central New York  
**Jun 25** Farm Show Complex/Susquehanna  
**Jul 10** Central NY Raceway Park/Central New York  
**Aug 6** Farm Show Complex/Susquehanna  
**Aug 28** Rolling Wheels Raceway Park/Central New York  
**Sep 3** Farm Show Complex/Susquehanna  
**Sep 11** Rolling Wheels Raceway Park/Central New York  
**Oct 15** Walczyks Farm/Central New York  
**Dec 11** Walczyks Farm/Central New York  
**Central New York** (315) 575-3623  
**New England** chregan@aol.com  
**Susquehanna** nkxv1@yahoo.com

### SOUTHEAST [sedivrac.org](http://sedivrac.org)

**May 15** Hollytree Offroad LLC/Tennessee Valley  
**May 22** Senoia Raceway/Atlanta  
**Jun 4** Byron Racway/Middle Georgia  
**Jun 25** Hollytree Offroad LLC/Tennessee Valley  
**Jun 26** Durhamtown Plantation/Atlanta  
**Jul 16** Byron Racway/Middle Georgia  
**Jul 24** Hollytree Offroad LLC/Tennessee Valley  
**Jul 31** Senoia Raceway/Atlanta  
**Aug 13** Byron Racway/Middle Georgia  
**Aug 20** Hollytree Offroad LLC/Tennessee Valley  
**Aug 21** Durhamtown Plantation/Atlanta  
**Sep 11** Senoia Raceway/Atlanta  
**Sep 17** Byron Racway/Middle Georgia  
**Sep 18** Hollytree Offroad LLC/Tennessee Valley  
**Oct 13** Senoia Raceway/Atlanta  
**Oct 15** Byron Racway/Middle Georgia  
**Oct 15** Hollytree Offroad LLC/Tennessee Valley  
**Oct 23** Durhamtown Plantation/Atlanta  
**Nov 12** Byron Racway/Middle Georgia  
**Nov 20** Hollytree Offroad LLC/Tennessee Valley  
**Dec 4** Durhamtown Plantation/Atlanta  
**Dec 10** Byron Racway/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](http://greatlakes-scca.org)

**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

### MIDWEST [midiv.org](http://midiv.org)

**May 14** Grain Valley, MO/Kansas City, MO  
**Jul 16** Grain Valley, MO/Kansas City, MO  
**Aug 27** Savannah, MO/Kansas City, MO  
**Sep 17** Savannah, MO/Mansas City, MO  
**Oct 23** Kincaid, KS/Kansas City, MO  
**Kansas City** doug@formula1blog.com

### NORTHERN PACIFIC [norpacscsa.org](http://norpacscsa.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.brielaier@gmail.com

## MEMBER BENEFITS

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

**MAXXIS®**  
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Maxxis International is offering a 10-percent discount off its RC-1, VR-1, or MSOOB tires from [www.maxxis.com](http://www.maxxis.com)

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## PRIZE POSSESSIONS

Prize Possessions is offering members a free custom logo setup and 10-percent off on the initial order.



Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.

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

Mobil 1

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## NEW PRODUCTS



### RED BULL RACING EYEWEAR

Red Bull Racing Eyewear is based on innovative materials used in the four-time World Champion Red Bull Racing Formula 1 racecars. The collection includes sunglass styles using exclusive XNL lenses, a material that is used in Formula 1 helmet visors because it is absolutely unbreakable. Available at various retailers.

### DEI HEAT SCREEN

DEI's new Heat Screen is made of Mylar laminated to glass-fiber matting backed with an aggressive pressure-sensitive adhesive for easy peel and stick application with high cohesion strength. Designed to protect against excessive direct or radiant heat, it is developed to withstand 1,200-degree F direct heat, or up to 2,000-degree F radiant. [www.designengineering.com](http://www.designengineering.com)



### AUTOMETER BEX-3000

AutoMeter can keep the battery in your racecar or tow rig ready to go with its new BEX Series Battery Extenders. Starting at around \$40, the BEX-1500 and BEX-3000 are fully automated smart chargers that keep your electrical system in peak condition, and are compatible with nearly all battery types. [www.autometer.com](http://www.autometer.com)



### MEGUIAR'S MIRROR BRIGHT DETAILING SPRAY

Mirror Bright Detailing Spray by Meguiar's is a true multi-task product that gently cleans both exterior and interior automobile surfaces and finishes. The no-scratch formula is safe for all paint types, including lacquers, enamels, and clear coats. It's excellent for removing bird soiling, grime, and other contaminants from paint finishes in between washing. [www.meguiars.com](http://www.meguiars.com)

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### PILOTI MILLE SHOE

The Mille, from Piloti, offers premium Italian luxury in a refined, mid-cut dress shoe. Made in Italy, crafted in tumbled leather with tonal suede and subtle race-inspired red stitch detailing, this versatile style features the same sole and Roll Control heel as our popular Campione. **\$220** [www.piloti.com](http://www.piloti.com)



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

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Sports Car Club of America

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# CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

## THE GREATEST SHOWS ON EARTH

Professional racing is a circus; I mean that in the best possible way. During the final throes of assembling this issue, I found myself stopping by the Grand Prix of Long Beach - very fitting considering two major topics in this issue are Pirelli World Challenge and IndyCar, and both were competing at Long Beach that weekend.

Honda had invited me to take part in a Q&A session in its Honda Fan Zone, discussing my successful Touring 4 run at the 2015 National Championship Runoffs in the exact Civic Si Honda had on display. In the time slot ahead of me was RealTime Racing's Peter Cunningham and Ryan Eversley (both competing in World Challenge GT that weekend), and Mario Andretti was slated for a Q&A a little later - I've never kept such good company!

I was asked a number of great questions during the Q&A, with some coming from young sisters, probably 7 or 8 years old. They wanted to know how old they had to be to start racing. I quickly pointed them to Solo's excellent Junior Kart program, mentioning Peter Cunningham, who had just been on stage, came up through SCCA's Solo program.

Watching their eyes light up and the smiles instantly appear was incredible. Their father quickly got into the action, asking more about the karts. Another question came from a 20-something in the audience: Is SCCA Club Racing safe? To that, I explained SCCA's policy of safety first, and encouraged him to check out the roll cage, seat, and harness in the T4 Civic that was on display.

Being a general audience, I was expecting questions like, how fast do you go in a race, what modifications are done to the motor, and the like. Instead, the questions were ones enthusiasts would pose when they just realized they, too, could go racing.

One of the topics that regularly comes up in SCCA circles is how we can attract the next generation of racers to the Club because, as some say, kids these days don't care about cars. While completely anecdotal, my experience at the Grand Prix of Long Beach implies the opposite; the next generation *wants* to race, we just need to tell them how (and therein lies a complex topic).

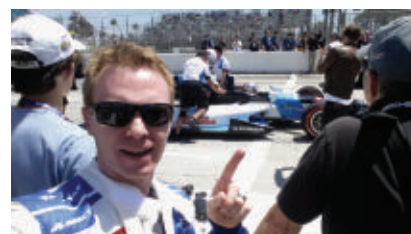
With the Q&A wrapped, I headed to pit lane where another SCCA member treated me to a driving tour of the street circuit via a two-seater IndyCar, courtesy of Honda. As Mario Andretti pulled out of the pits with me strapped in

behind, my mind had a hard time comprehending the raw acceleration. Each gear pulled as hard as the last, and by the time we were clicking into fourth gear, I fought to keep my eyes from closing - I had complete faith in Mr. Andretti's abilities, but my mind struggled with what my body was experiencing.

In the course of one hour, I'd gone from talking with a multi-time World Challenge champion, to discussing options for potential future SCCA members, to chatting with one of racing's all-time greats. While my weekend was different from your average show goer, I believe the sisters at the Q&A had just as an amazing time as I had. So, yes, pro racing weekends are a circus - they're the most incredible circus around. 🍿

### ONCE IN A LIFETIME

Want to ride in the two-seater IndyCar like me? [Indyracingexperience.com](http://Indyracingexperience.com) can help.



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## FROM THE ARCHIVES

### 10 YEARS AGO... JUNE 2006



- Our *In Focus* took a close look at the Autohaus Motorsports Dodge Viper of Tommy Archer.
- *Fitness For the Racer* covered the importance of nutrition and hydration for drivers.

### 25 YEARS AGO... JUNE 1991



- At the Rim of the World SCCA Pro Rally, Rod Millen made it back-to-back wins with his Group A Mazda 323.
- We took on part two of building an Improved Touring car: suspension upgrades.

### 50 YEARS AGO... JUNE 1966



- A distant relative of ProSolo, the Double Trouble Twin Slalom event in Pensacola Beach, Fla., saw many drivers getting lost.
- Don Yenke penned a piece about how the legendary Stinger came to be.



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