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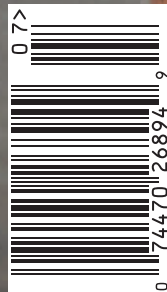


ON THE MOVE

From the Solo National Championships to Track Night in America to Pro Racing and beyond, there's no stopping Tom O'Gorman



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RUNOFFS READY

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18 19



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SPORTSCAR

JULY 2016
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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS
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COVER PHOTOGRAPHY Philip Royce



WILD RIDE

Prior to the 2016 MX-5 Cup season kicking off at Mazda Raceway Laguna Seca, few could have anticipated the outcome. Come race day, 40 brand new MX-5 racecars took the green for a wild 45-minute battle.

DATE April 30, 2016

LOCATION Monterey, Calif.

WHAT Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires

PHOTOGRAPHER Richard S. James





HISTORY MAKERS

It was 52 years ago in mid June that SCCA members Carroll Shelby (left), Dan Gurney (center), and Bob Bondurant (right) made history by winning the GT class at the 24 Hours of Le Mans. Here, the trio prepare for the start of the grueling race.

DATE June 20, 1964

LOCATION Le Mans, France

WHAT 24 Hours of Le Mans

PHOTOGRAPHER LAT Photographic



HOLBROOK SCORES A COOL JOB

Pirelli World Challenge team owner and competitor Shea Holbrook recently was the focus of ESPN's Cool Jobs feature. The feature covers everything from her first ride around the track to her current role as an instructor for Track Night in America. Head to www.espn.com to read more.



TARGA, SCCA STYLE

Targa racing events date back to the early 1900s, one time being flat-out races crisscrossing the country side, and later becoming a more dignified rally format. Now, the SCCA looks to put its unique stamp on the Targa format by combining the best aspects of RoadRally, Solo, and closed circuit competition.

The first SCCA Targa is scheduled for Aug. 11-14, 2016, and will take participants to events organized by Central Carolina Region, Atlanta Region, and Kentucky Region. "This new activity is designed to showcase the SCCA lifestyle and highlight all the fun people can have with the Club,"

says Heyward Wagner, SCCA Director of Experiential Programs. "Specifics like classing and rules will be announced soon, but the experience will have a blend of autocross, RoadRally, and on-track elements. The challenge is to do all these things, including drive from one venue to the next, in the same car."

Lisa Noble, SCCA President and CEO, notes that SCCA Targa is a clear indicator of how the Experiential Programs Department is thinking outside the box when it comes to exploring ways for people to have fun with cars. "SCCA Targa, Tire Rack Starting Line School, Track Night in

America Driven by Tire Rack, RoadRally, and Solo are all examples of ways our members, current and new, can have fun in cars they have already," she says. "The Sports Car Club of America has a long and glowing history in motor racing and, as an organization, we've been actively looking at ways to make it easier for more people to come play with us. I think we've made major strides along this path in the last several years, and I strongly believe our efforts strengthen the Club and motorsports as a whole."

More information will be available at SCCA.com as the event nears. 📍

Courtesy FCA



AMERICAN SEDAN GETS NEW ADDITION

The 2009-'14 Dodge Challenger outfitted with the 5.7L V8 is the latest car to join American Sedan under the new Restricted Preparation rule set. The addition of the Challenger revives the pony car wars of yesteryear, and should make a great addition to the class.

StockPhoto.com / Franck reporter

Clark Michels



TOPS DOWN AT TRACK NIGHT

Participants wielding convertibles who want to attend a Track Night in America Driven by Tire Rack event should take note of revisions to the convertible vehicles policy. The new policy, effective immediately, clears up questions and confusion regarding convertibles. The new rule follows:

It is highly recommended that all convertible vehicles be equipped with an aftermarket roll bar that meets or exceeds the standards set in the SCCA Time Trials rules. However, convertible vehicles may participate in Track Night events provided the vehicle meets at least one of the following criteria and is not subject to any of the below exceptions: The convertible vehicle is equipped with an aftermarket roll bar that meets or exceeds standards set in the SCCA Time Trials rules; the convertible vehicle is equipped with documented, factory-installed rollover protection (examples of

manufacturer documented rollover protection would include hydroformed and reinforced A-pillars or windshield frames, and factory-installed roll bars and/or "pop-up" bars that are designated as rollover protection); the convertible vehicle is a 2006-year model or newer.

There are exceptions. Convertibles manufactured since 2006 that are equipped with a factory V8 or forced induction, and convertibles modified with engine swaps, aftermarket forced induction, or other massive power adders must meet the above-mentioned criteria for rollover protection.

It is also notable that this policy change affects convertibles that were previously participating with a hardtop instead of a roll bar. Convertibles in this configuration will no longer be eligible for use at Track Night in America events.

Visit www.tracknightinamerica.com for more information. 📍

THE 2006 RULE
Convertibles older than a 2006 model must meet certain safety requirements before being allowed on track.

JACK OF ALL TRADES

To win an SCCA Targa, you must be good at many disciplines, from track driving to autocross to Road Rally.

Foundation's Raffle Nears

The 2016 installment of the SCCA Foundation Raffle is nearly at an end. The grand prize this year is a Formula 1 U.S. Grand Prix ticket package, which includes two VIP hospitality passes, as well as \$5,000 to cover travel and expenses. Go to www.sccafoundation.com to purchase your raffle tickets before the June 27 deadline, and maybe this Oct. 21-23 you'll be jetting to

Austin, Texas, to watch Formula 1 in person at Circuit of the Americas. And remember, the more tickets you buy, not only do you increase your chances of winning, but you also help fund the SCCA Foundation and all of its programs, which includes involvement with the Tire Rack Street Survival teen driving schools, The Formula SAE engineering initiative, and the SCCA Archive. 📍

StockPhoto.com / Maria Dryfhout



TOURING 3, ADJUSTED

The Club Racing Board delivered a sweeping round of changes for the Touring 3 class in the May issue of *Fastrack* news. These adjustments are engineered to help slow the overall pace of the class, reigning in the more powerful cars and making the smaller displacement cars more competitive.



Jeff Loewe



Clark McInnis

THE BUZZ

Buzz McCall claimed the Southeast Conference Majors Touring 1 title.

SOUTHEAST CONFERENCE CROWNS CHAMPS

The 2016 Southeast Conference SCCA U.S. Majors Tour is in the books. Nearly 700 drivers competed in the Southeast Conference this year, but only 28 were crowned Conference Champions.

The Southeast Conference launched into its 10-round season early in January. Round One and Round Two took place at Homestead Miami Speedway. Later that same month, Round Three and Round Four occurred at Sebring International Raceway. The Conference then took a month break before Round Five and Round Six at NOLA Motorsports Park in Avondale, Louisiana. In March, Southeast Conference competitors took to the legendary Road Atlanta circuit for Round Seven and Round Eight. The season then wrapped up with two rounds at VIRginia International Raceway in April. 📍

SOUTHEAST CONFERENCE CHAMPIONS

CLASS: DRIVER (CAR)

American Sedan: Al Wheatley (Chevrolet Camaro)

B-Spec: Chi Ho (Honda Fit)

E Production: Edward Zabinski (Porsche Boxster)

F Production: Mark Weber (Mazda Miata)

H Production: Andrew Wright (Mini Cooper)

Formula 1000: Joel Haas (Piper DF-5)

Formula Atlantic: Ryan Norman (Mazda Swift 016)

Formula Continental: Charles Moran (Van Diemen RF99)

Formula 500: F. Russell Strate Jr. (Rocketech R-2)

Formula Enterprises: Paul Schneider

Formula F: Will Harvey (Spectrum 014H)

Formula Mazda: Paul Ravaris

Formula Vee: Donnie Isley (Agitator/VW)

GT-1: Jeff Hinkle (Dodge Challenger)

GT-2: Tom Patton (Sunbeam Tiger)

GT-3: Ray Stephenson (Mazda RX-7)

GT-Lite: Peter Shadowen (Honda CRX Si)

Prototype 1: Jacek Mucha (JMS 016/Mazda)

Prototype 2: Bryan Yates (West WR1000)

Spec Miata: Selin M. Rollan

Spec Racer Ford: Scott Rettich

Spec Racer Ford 3: Tray Ayres

Super Touring Lite: Casey Gunnell (Toyota Celica)

Super Touring Under: Brad McCall (Scion FR-S)

Touring 1: Buz McCall (Porsche Cayman)

Touring 2: Tim Kezman (Porsche 997)

Touring 3: Chad Gilsinger (Acura TL SH-AWD)

Touring 4: Tim Myers (Mazda RX-8)

Cunningham joins Road America Board

SCCA racing legend Peter Cunningham has been appointed to the Board of Directors for the Road America circuit in Elkhart Lake, Wis. Cunningham brings with him decades of experience as a successful driver, team owner, business owner, and founding shareholder of WC Vision LLC. Cunningham, along with the other board members, will help guide and maintain the vision of the track that has long been a fixture in American road racing.

DOING MORE

Longtime SCCA member and pro racer Peter Cunningham is taking on even more responsibilities.

Cunningham, an SCCA member since 1981, has competed - and won - in almost all that SCCA has to offer, from rally to Solo to Club and Pro Racing. He currently campaigns Pirelli World Challenge's GT class with RealTime Racing in an Acura TLX. 📍



LAT / Richard Dole

World Challenge schedule change

The Pirelli World Challenge series announced a schedule change for the three Touring Car (TC) classes originally scheduled for July during the Mid-Ohio Sports Car Course weekend. Those rounds have been moved up to the Lime Rock Park weekend set for May 26-28.

Due to a change in the SCCA F4 schedule, the Lime Rock Park TC event will include more track time for the competitors than was allotted for the TC group at Mid-Ohio. The Mid-Ohio weekend will continue to

have the PWC GT, GTA, GT Cup, and GTS rounds as a part of the Verizon IndyCar Series extravaganza.

With the limited track time originally scheduled for the TC cars at Mid-Ohio, World Challenge officials felt it in the best interest of the three TC classes to move to the World Challenge headliner weekend at Lime Rock in the Memorial Weekend classic.

TC teams unable to attend Lime Rock will receive double points at the World Challenge season finale set for Oct. 6-9 at Mazda Raceway Laguna Seca. 📍



DOUBLING THE FUN

With the schedule change, Touring Car competitors have the choice of making the final race a double points event.

Jay Bonvador



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R A C I N G

On June 10-11, the third Tire Rack Match Tour Solo event of the season will take place at Heartland Park Topeka, the one-time home to the Tire Rack Solo National Championships. And, while you're there, be sure to check out the SCCA National Office, which is just around the corner. Register at www.scca.com.



Jeff Leow

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F4 now launching in June

SCCA Pro Racing has announced its debut weekend of the Formula 4 United States Championship has been postponed due to delays in manufacturing of a sufficient number of cars to meet the team demand.

The first race weekend, which was scheduled for May 27-28 at Lime Rock

AT THE READY

While F4 could have launched in May, the decision was made to delay the season's start.

Park, will be rescheduled for a track and date to be determined to maintain a five-event championship series. The F4 U.S. Championship will now host its inaugural outing on June 10-12 at New Jersey Motorsports Park.

"Regrettably, if the Lime Rock event were to go ahead as planned, we would be in jeopardy of leaving some drivers and teams who are committed to the series disenfranchised," SCCA Pro Racing President and CEO Derrick Walker said. "We felt it was important that all drivers who want to participate in the F4 United States Championship be given a chance to do so. We appreciate the loyalty they have shown us."

Federation Internationale de l'Automobile (FIA) regulations require a minimum of 12 cars for each championship event, which would not have been an issue for Lime Rock. However, delaying the start of the season provides the opportunity to fulfill all car orders, exceeding the FIA requirement.

For more information on the SCCA Pro Racing F4 U.S. Championship, visit F4USChampionship.com. 📍

RUN FOR IT

The first annual SCCA Runoffs 5K and Checkered Flag Dash is set to take place at Mid-Ohio Sports Car Course during the 2016 National Championship Runoffs presented by Garmin VIRB, with the green flag waving for the runners at 6:30 p.m. on Sept. 24.

The 5K course includes running a complete lap around the Mid-Ohio racetrack, with runners taking the checkered flag at the finish line. The one-mile Checkered Flag Dash fun run will precede the 5K at 6:00 p.m. and also finish at the track's finish line, giving the whole family an opportunity to run on the track.

In support of September being Childhood Cancer Awareness month, all proceeds from the event will benefit the Cleveland Clinic Children's Hospital, as well as the Maxton's Fight Foundation.

"While the primary purpose of the Runoffs is to crown our National Champions, we're always looking for creative ways to enhance the event," SCCA Club Racing Director Deanna Flanagan said. "When this idea was proposed to us, we believed it had potential and was a great opportunity to carry forward the Childhood Cancer Month initiative we began at Daytona in 2015."

"We really wanted to try and put together a unique, special event for the Runoffs this year," 5K Race Director and SCCA Club racer Jason Stine said. "Our goal is to put on a fun, family-oriented event that is not only for



StockPhoto.com/1st

Runoffs attendees but also for the local Ohio running community."

After crossing the finish line, runners will enjoy food and beverages during the awards ceremony. Several door prizes from event sponsors will be drawn during the ceremony, including SCCA annual memberships, free tire mounting and balancing services, and more.

Registration is now available at www.hermescleveland.com. 📍

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FIA (8856-2000) APPROVED. SFI 3.3/5.

The **PUMA EverFit + Pro** race shoe features the latest technology in foot stability and support for the race professional. The **PUMA EverFit + Pro** race shoe features a soft full-grain leather outer shell offering exceptional comfort and protection, while a rounded heel cup and textured rubber outsole derived from F1 provides the ultimate in precise, delicate, and quick footwork. The **PUMA EverFit + Pro** shoe also incorporates a 'quick lace' system with soft Kevlar eyelets extending from the cage network enabling secure, easy, and fast conformation and proper support of the entire foot.

- Full grain leather upper, super strong and supple
- Rounded heel cup for a natural foot movement on the pedals
- Quick lace system with soft Kevlar eyelets
- Textured rubber outsole for optimum grip
- FIA 8856-2000 Approved
- SFI 3.3/5 Approved
- Available only in the black/white/red color combination.
- Sizes: 39-47 (7-13US)



The **PUMA EverFit + Pro** shoe features a dynamic lacing system that locks the upper and outer sole to the foot through a network of Kevlar cables extending from the top sole to the outer sole creating a complete dynamic support cage for the driver's foot.



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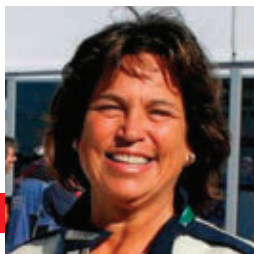
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Perry Bennett



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

SOUNDS LIKE FUN!

The other day, someone asked me, "What do you do for a living?" With more than a little bit of pride, I said, "I'm the President and CEO of a membership organization called the Sports Car Club of America. We put on motorsports events across the United States."

"That sounds like fun!" the inquisitive person replied. And, with a big grin on my face, I proclaimed, "Yeah, it really is!"

My whole SCCA experience has been fun for the last 46 years. Whether it's been in my present position, crewing on a car, working grid, timing, or registration, serving as a Region officer, driving, or the other handful of jobs I have had, the Club has offered me opportunities for personal growth, challenges, and more fun than the average human deserves. For that, I love our Club.

Those challenges, the growth, and the fun we all experience through the Club are what we convey to our newest participants and members. This month's edition of *SportsCar* features Tom O'Gorman, who is one of the key instructors of Track Night in America Driven by Tire Rack, a program entirely based on having fun with cars. Track Night in America engages people new to motorsports by creating a fun atmosphere that builds relationships with cars, tracks, motorsport, one

another, and the entire SCCA community. As the glue that cements these bonds - which, by the way, are the exact same bonds that keep most of us interested in the SCCA and the sport - Track Night is establishing lasting ties that will form the foundation of our Club's future. That's the lifestyle you and I already lead, and it not only sounds like fun, but it *is* fun.

An integral part of Track Night is the wonderful staff that creates a fun atmosphere for these events, and they are doing a great job when it comes to making sure our newest participants enjoy our sport and Club. Tom O'Gorman is the lead for many such events. Lucky for us, he has a personality of infectious enthusiasm - and some pretty awesome hair frequently featured in "selfie" pictures along with a signature pair of "cheap sunglasses" to complete the look. Tom is a perfect example of the excitement and support our coaches bring to track events. He and others such as Shea Holbrook, Kathy Barnes, Blair Deffenbaugh, Jinx Jordan, and Greg Amy are the core of instructor/coaches entrusted with igniting passion for our sport through their SCCA autocross, road racing, and professional experience.

These are our ambassadors to a new generation of motorsports fans and SCCA members. The interest they

generate through Track Night in America and the knowledge they share with participants will certainly translate to growing our new base entries for the core programs we now know; Club Racing, Solo, and RallyCross, as well as some new programs and concepts being developed, such as Budget Enduro and Targa, that keep an eye on offering the kind of experience new members want.

We are a Club of motorsports enthusiasts and we must continue to explore different or new ways for people to enjoy their cars while having fun. That will allow us to continue to be a relevant and growing Club.

So, join the fun, no matter what your driving preference or experience might be, I really suggest you find a Track Night in America Driven by Tire Rack event near you and sign up. You'll find fun people at a fun event. It is what we do - we *have fun with cars!* 🏁

Membership Drive Contest

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

MEMBERSHIP REFERRAL LEADERS FOR APRIL 2016

NAME	REF	REGION
Brian Ghidinelli	37	San Francisco
Gayle Jardine	34	Cal Club
Warren Leach	20	San Diego
Gal Mesika	18	Washington DC
Derrick Taylor	16	Buccaneer
Todd Higgins	12	South Jersey
Johnathan Burchardt	10	SW Louisiana
Darren Gunn	8	Central Florida
Carl Somerton	7	Snake River
John Zuccarelli	7	Florida

There are 1,160 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Texas	8.6%
Chicago	7.8%
Washington DC	5.6%

Large Regions (401-799):	
Ohio Valley	7.3%
Steel Cities	6.9%
Northwest	5.1%

Medium Regions (200-400):	
Utah	28.9%
Reno	19.2%
Northwest Ohio	14.7%

Small Regions (<200):	
Puerto Rico	83.3%
Montana	41.9%
Great River	31.7%

TRACK NIGHT IN AMERICA 2015 STATISTICS

Total events	89
Participating tracks	19
Total entries	4,182
Novice group participation	41%
Intermediate group participation	33%
Advanced group participation	17%
Non-SCCA member participation	62%
Non-member novice participation	73%
Entrants driving unmodified vehicles	50%
Age 35 and under	44%
Average participant age	40.6
Participants who plan to do more events in 2016 than they did in 2015	80%

The Science of Going Faster

Variable Speed Shock Dynamometers

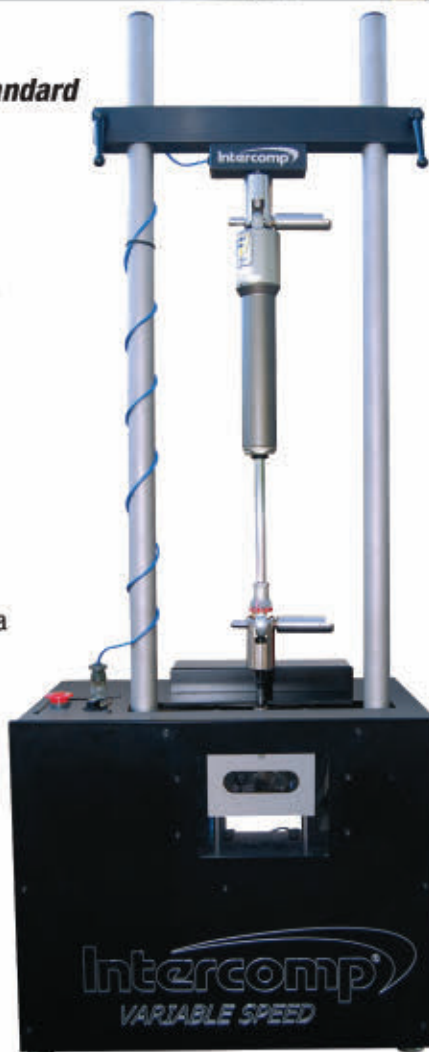
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Type K Thermocouple Sensor
Runs on 220V Power
Scotch Yoke System
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 User friendly, easy-to-operate software allows you to load & view previous shock tests, overlay 20 graphs, display measurement units independently, and offers a wide range of graphing options including live data display/live graphing.



**Variable Speed
 3HP Shock Dynamometers**

<u>High Speed</u>	<u>Standard Speed</u>
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28" Masts	28" Masts
Part # 102092-40	Part # 102093-40
40" Masts	40" Masts



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CATHERINE TRAN

CAL CLUB REGION
SCCA MEMBER SINCE 2008

"Growing up with my brother as a father figure, I was naturally drawn toward his interests in anything automotive. Eventually, I started working at FRSport - an automotive performance parts store - surrounded by passionate car enthusiasts. I learned about autocrossing from a close friend, and would randomly come out to autocross practices for fun, but I never imagined myself competing.

"In 2014, however, I was bitten by the competition bug. FRSport built a Subaru BRZ to compete in the STX class, and the company allowed me to demo the vehicle at local festivals. I couldn't believe how amazing the car drove, so I signed up for every practice and competition to get more seat time. Because our BRZ was doing well locally, our team ventured out to compete in more Solo Championship Tours and ProSolos, as well as track days.

"I was able to meet many amazing and inspiring racers who shared the same passion for the sport. My greatest motivation came from having talented and fun-spirited competitors in my class. They pushed me to drive faster and work harder to be competitive. Their energy and positive encouragement kept the competition enjoyable, and now I've built a second family with many members of the SCCA community.

"I wondered how I could give back to this amazing SCCA community to keep the spirit alive for future racing generations, so I volunteered to design a course for a Cal Club Region novice Solo school. I also encourage new drivers at the various events by hopping in their car and instructing. If they ask for advice, I do my best to provide positive feedback and useful suggestions - anything to help pave the way for future SCCA members to gain the insight and experience we received.

"When someone asks me, 'Why do you compete?' How do I explain to them the big picture that encompasses all the feelings and emotions of the experiences involved? Sometimes I can't put it into words, so I get out there, push the limits, and encourage the same in others."

INSPIRATION
After being inspired by her brother, Catherine Tran now tries to inspire others.



Jesus Martinez



MAIN IMAGE Courtesy FRSport



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POBST POSITION



Philip Tucker

Buying Guardrails

“Easy over that crest!” I shouted from the passenger seat of a brand-new Porsche GT3, as we sailed into Schwedenkreuz at the Nürburgring. Zero response from my lead-foot client, driving like he was still in the Mini track car he was used to. It had been in one ear and out the other ever since we hit the track. Every time he went out on his own, I was genuinely surprised when he returned in one piece.

As the Porsche got light over the blind decreasing radius crest, the rear-mounted engine began another of its famous treks to the front, and some too-little, too-late steering correction caused a monster hook-slide that shot us off driver’s right, caroming off the Armco with a frightening “*prannnnng*”. As we crawled from the wreckage, both of us seemed OK, and an official vehicle pulled up, disgorging a couple uniformed attendants with notepads. Ambulance? Not yet. Tow truck? It is still on the way. First on the scene? The damage assessors.

Right on the spot, damage was calculated and the car owner swiped a credit card, even as the smoke was still wafting from the scene. For the car? Already? Some Porsche finance commandos? Not this time, driving enthusiasts. These nattily attired representatives were delivering an on-the-spot invoice for the guardrail! So, even before moving his crumpled, barely broken-in 911, my client paid a sizeable bill to rebuild the wall.

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



Dave Green

TREAD LIGHTLY
Eventually, everyone loses control of their racecar. It's bad enough that you have to repair your car, but now some tracks are beginning to charge drivers for damage done to the facility.

This was the first I'd heard of this disturbing new trend. Becoming ever more common in the U.S., this is a complete switch from the days of old, when tire walls and barriers were always the sole responsibility of the track itself. After all, if you drive fast, at some point, you are very likely to go off and hit something. It's part of the adventure, and it's way better than even further into the past, when races were held on the open roads.

I have been so pleased to see the many new tracks that have sprung up over the last 20 years, and I am all for helping them keep pit lane open. However, something about charging racers for damage to track safety barriers gets under my skin. Maybe because for the vast majority of my career, the tracks handled that, paid for by our rentals and entry fees. What changed?

A few years back, as I rolled over the track-crossing bridge into VIRginia International Raceway for another great weekend pursuing my passion, I glanced left as I always do, to soak in the stunning view of the awe-inspiring Climbing Esses in the early morning mist. To my horror, I saw foundations and walls going up. Right next to this Category 5, 140mph, demon challenge of a leaping zig, known to bring whimpers from even the most hardened competitors when things go awry.

As I've mentioned here before, I wrote a quixotic letter to the track management, insisting that they move those new condo/garages back a good 50 yards, just to get it on paper. After a polite response from

the track manager, construction was completed as is, and many a fine machine has met its demise on the back porches of these lovely luxury digs. In fact, my future former girlfriend was one of the first, spinning in someone else's spilled coolant and backing a nice Cayman into the brand-new tire wall that used to be a hundred yards of open grass. Ever the gentleman, I subsequently offered my car, and something wonderful and too short grew from it. So, there's that.

My point? If racetracks are going to start charging racers for crash damage, then is it not reasonable for racers to now be entitled to charge the tracks for damage to their cars? Maybe if your walls were not so close, the cars would not hit them - or at least, maybe not so hard. Maybe if your runoff areas were better smoothed, then cars would not be launched into dramatic and destructive rollovers?

I'm not sure if my beloved Sebring has yet joined this trend, but as I watched a Porsche Cup race this spring from the exit of Turn 1, there was a spin. The driver failed to go both feet in, and rolled back across the track into traffic. One of my clients, a very talented young man, swerved deftly to the grassy verge, successfully avoiding the melee that ensued, completely unharmed. Next thing you know, the car was thrown three feet into the air, landing heavily on its nose, breaking radiators and, in fact, bending the chassis! An old crossroad languished in that green runoff, acting as a stunt ramp that

would have made *The Fast and the Furious* proud.

Who can forget Joey Hand's wild nose-to-tail tumbling ride in a GT BMW at Mid-Ohio, due to a similar circumstance, a track connector and a drainage swale in the runoff shoulder along the back straight?

Look, I adore my racetracks and relish the opportunity to push machines to their sublime limits, but what changed? Haven't safety walls and guardrails always been part of being a racetrack, since hay bales and buried tires, and a normal part of running the place? Isn't crashing now - and always - a normal part of racing?

On the other hand, I have long prided myself on doing very little damage to guardrails, so maybe I'm better off if the poor schmucks who are lying in the hospital bed after a big hit are delivered a \$3,500 bill with their pain pills, rather than for my team and sanctioning body to have to pay higher entry fees? Maybe the consideration of this liability will make drivers a little more careful - at least the second time?

I'll tell you this, my friends, if I write a check to a racetrack for three \$1,000 pieces of guardrail, roughly the going rate, I want to be darned sure those new rails go in, too. Otherwise, it's a gouging of the track junkie racers for which these facilities exist.

I say this new revenue source for tracks opens a new door that may swing both ways, and don't be surprised if racers start challenging right back for damage that could have been avoided with better design and maintenance. ☺

ON THE MOVE



SCCA Solo National Champion turned Track Night in America instructor Tom O’Gorman sets his sights on a professional racing career in an unconventional manner. His schedule keeps him busy, but he wouldn’t have it any other way

WORDS & PHOTOS Philip Royle

Will this be Tom O’Gorman’s breakthrough year? While O’Gorman is quick to admit he doesn’t know what the future holds, he’s putting all the pieces in place to succeed as an SCCA Solo champion turned professional racer. And, in O’Gorman’s eyes, the pieces are fairly simple: be fast, win, move on to something else, and repeat. But even he admits it’s more difficult than that.

BUSY BEE

Tom O'Gorman is deeply involved in SCCA's Track Night in America and Starting Line. Add racing into the equation, and he's a busy guy - but he loves every minute.





ATTENTION GETTERS

(ABOVE) Tom O'Gorman (left) and David Daughtery (right) have built a fun and unique racing partnership. (RIGHT) O'Gorman introduces Daughtery to the art of the selfie and accompanying Instagram upload.

Truth be known, this enthusiastic 24-year-old seems to have as good a chance of making it as a professional racer as anyone, down to his humble roots and branded persona. His T-shirts and stickers read "Tomo Racing," the self-designed logo involving a catchy illustration of the spiky-haired O'Gorman wearing his trademark sunglasses.

"I try to learn from racers who are having a lot of success now," O'Gorman reveals, citing success stories like that of Pirelli World Challenge racer Ryan Eversley. "The big thing I see now is there are fewer opportunities for drivers being plucked by manufacturers, and the people who are having that success are branding themselves."

Image is, indeed, vital in this game. "I'm lighthearted and energetic. I'm just putting it out there for everyone to see," he says. It's around this time he breaks out his phone and snaps a selfie with his new racecar and co-car owner David Daughtery, uploading the image to Instagram. The accompanying text: "This will make a lot more sense later #sccaselfie #funwithcars #teammates #photoshoot #honda #fit #carbonarmy."

"After that, I decided I wanted to go to the next step, so I started looking at road racing"

TOM O'GORMAN

O'Gorman's plan is to break into the big time of professional racing using World Challenge Touring Car B-Spec as the launching platform. But it's not like this is his first foray into motorsports. That story began long ago for this young racer - back in 2007.

At the age of 15, O'Gorman discovered autocross. "I got my novice driver's license, and two weeks later I was autocrossing," he explains. "My dad and I had never done anything other than spectating before this." Some of the races they attended included the Runoffs at Mid-Ohio Sports Car Course.

"We were quickly introduced to SCCA autocross through my cousin and, in 2007, I did my first National autocross," he continues. "The next year, a group of people I'd met through my cousin had a spare Miata, and they asked if I wanted to autocross it the following year. In 2008,

we drove up to the Peru [Tire Rack] Solo Championship Tour and I ended up winning - I was completely hooked."

2009 saw O'Gorman purchasing his own autocross car, but frustration quickly set in. "I didn't have the funding or knowledge to set the car up, and I hated coming off an event feeling like I drove really well but didn't have the car to get the times I needed. So I sold that car and started co-driving at Solo events."

Then came the year that changed his life. "In 2013, I won a Solo National Championship, my ProSolo class, the Triad Award, and was presented with the Driver of the Year Award," he says. "After that, I decided I wanted to go to the next step, so I started looking at road racing."

He purchased Jinx Jordan's ITC Honda and raced Regionally, but it wasn't long before his sights fixed on going pro. "I had the mindset that I needed to move fast, so after one year with the ITC car, I started looking at the next step," he explains. "I ended up choosing B-Spec over Spec Miata or SRF because the costs were right, and I could double dip between Club and Pro Racing."

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This is where branding and social media came into effect. To launch this jump, the cash-strapped O’Gorman launched a crowd-funding campaign that netted enough money to contend a Honda Fit B-Spec in World Challenge, albeit for only a race or two.

“I raised about \$8,000 after I bought the car,” he says. “After the Mid-Ohio race in 2015, I had some money left over, so I decided I was going to make it to [Mazda Raceway] Laguna Seca for the season finale.”

The problem was, his Fit received extensive damage at the Mid-Ohio World Challenge race – damage that included a bent rear axle. “I fixed the car myself, loaded the car up, and towed it to California [from Cincinnati] on my own.” Not bad for someone who admits to knowing more about styling his hair than working on cars. But, he laughs, “It never seemed like a bad idea to go to a World Challenge race on my own.”

In Monterey, he met up with familiar faces from Black Armor Helmets, who he knew through Solo competition, and they helped him through the weekend. This ultimately led to one of the sponsorships he now carries.

But let’s back step. When O’Gorman was testing the B-Spec waters, he met ex-pro racer, eight-time Runoffs Champ, and Instagram-less David Daughtery, who was campaigning B-Spec in the U.S. Majors Tour. “We stayed in contact throughout the season, then when we were both looking for a new Honda Fit for 2016, me for World Challenge and David for the Runoffs, it made sense to work together,” O’Gorman explains. The result was a relatively unlikely duo equipping one B-Spec car and sharing it.

The relationship benefits both drivers, but possibly O’Gorman slightly more. “I’ve always been the co-driver, even in autocross,” O’Gorman admits. “David will help me take care of the car, something I’ve never had to do before.”

“When it comes to the World Challenge races, the car will be setup and ready”

DAVID DAUGHTERY

Daughtery, on the flip side, is somewhat of a setup wiz. “There are a lot of things you can do that make no difference to the car, but there are things you need to do to make the car right, and that’s what I want to pass on to Tom,” Daughtery says, and explains that part of their agreement is that he will have the car ready to go for O’Gorman, minimizing O’Gorman’s stress once he’s at a pro race



WALK THE WALK

Part of Tom O’Gorman’s plan for building a professional racing career involves creating a public image – one that takes a decent amount of work (LEFT), although he doesn’t take his look too seriously. But don’t let his hair fool you, he has abundant talent to back it up.



weekend. "When it comes to the World Challenge races, the car will be setup and ready," Daughtery explains.

Daughtery also sees potential seeping from O'Gorman. "I've had Michael Galati and Randy Pobst as teammates in the past, and I don't see any difference between them and Tom," he exclaims. "I can see so much talent in Tom."

Since O'Gorman's plan is to win, move on, then repeat, that begs the question: What happens once the 2016 SCCA Pro Racing season ends? "I love the potential of the progression through the World Challenge, so I'd like to do that - but if options present themselves elsewhere, I'll go there." But flexibility, O'Gorman explains, is also paramount to his future success. "In racing,

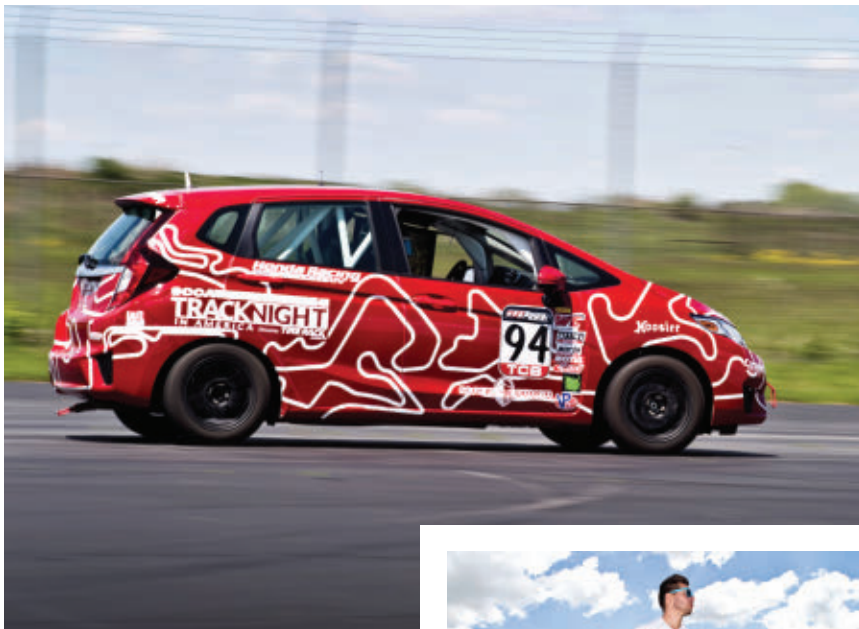


A CHAMPION'S KNOWLEDGE

For the last couple of years, David Daughtery has been gunning for a B-Spec Runoffs championship - something that eluded him by 0.262sec in 2015. In 2016, the eight-time Runoffs champion and ex-professional racer and team owner will be sharing a B-Spec car with Tom O'Gorman, someone who has an impressive Solo resume but is comparatively light on professional road racing experience. So, what advice does Daughtery have for his car-mate with 2016 World Challenge Touring Car B-Spec championship aspirations?

"It's about consistent results," Daughtery says. "I've told Tom straight up, I don't want any DNFs. There's the inevitable that you can't control, but if you can rein it in just a little bit and not over drive, you can get the finishes that will carry you to the championship."

And how does Daughtery see his own season panning out at this year's Runoffs? "I've had people faster than me at Mid-Ohio," he says, pausing and grinning. "But not for 23 laps."



ROOTS

(ABOVE) Tom O’Gorman is a key player in SCCA’s Track Night in America – a relationship he takes so seriously he uses his World Challenge Honda Fit B-Spec venture to spread the word. (RIGHT) O’Gorman’s schedule keeps him busy, but between racing and Track Night, he still finds time to walk an autocross course or two.



if you can’t fund yourself out of your own bank account, then you have to find other ways to pay for everything,” he says.

Outside of racing, O’Gorman’s working life also revolves around motorsports. He used to work for his father at the family-owned go-kart track, but now splits time between his job at Petty Holdings (which hosts the Richard Petty Driving Experience, among other things) and his duties with the SCCA National Office.

“I’ve really been lucky that through my growth at SCCA events, I’ve ended up working with the Tire Rack Starting Line schools and Track Night in America Driven by Tire Rack,” he says. It’s the latter partnership that brings this story full circle. “I wanted to make the B-Spec car a Track Night in America car in World Challenge,” he explains, pointing to the red Honda Fit sitting next to us, outfitted smartly with maps of all the racetracks Track Night hits, along with the Track Night in America logo. O’Gorman has been with Track Night since day one, is primarily responsible for the novice program, and is passionate about the program that allows easy, affordable racetrack access for the everyday enthusiast.

“The Track Night theme on the racecar lets

“It also shows people who do track Night in America events that the sky’s the limit”

TOM O’GORMAN

spectators at World Challenge events know that there’s a place they can go to drive on track, and it also shows people who do Track Night in America events that the sky’s the limit,” he says.

Ultimately, regardless of whether he wins or loses in World Challenge this year, his racing future will be shaped by the way he deals with the results. But that probably won’t be a problem. You see, while O’Gorman claims his strategy is to win and then move on, the reality is he never seems to leave anything behind. That said, with the interview coming to a close, we parted ways, him heading to compete at the Wilmington ProSolo the following day. He may have professional racing on his mind, but at the end of the day, he smiles, “When I go to a ProSolo, I’m in my element and I’m enjoying being with all my friends. Going back to autocross is like vacation.” In many ways, this is undeniably O’Gorman’s year. 🍅

BEING TRACK NIGHT IN AMERICA

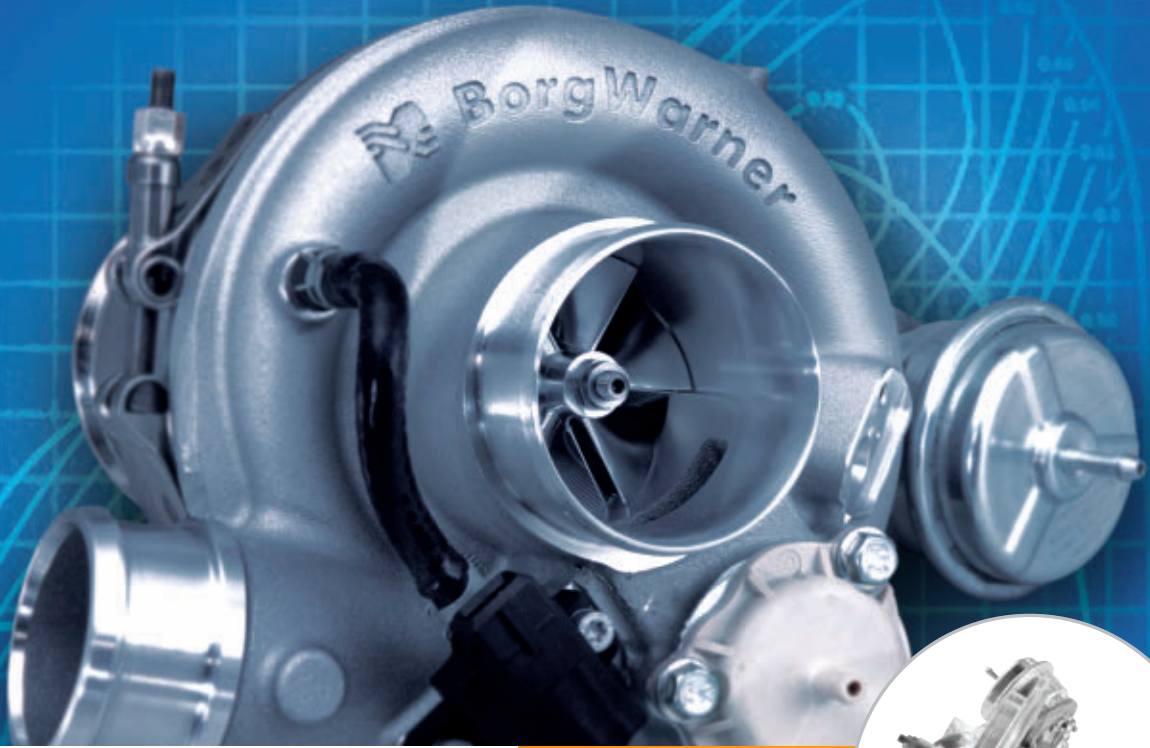
“I knew Heyward Wagner through autocross,” Tom O’Gorman explains about how he ultimately became involved in Track Night in America Driven by Tire Rack. “We’d end up at the same events together; he was involved in the announce team.”

From there, Wagner, now SCCA’s Director of Experiential Programs and chief of the Starting Line and Track Night programs, took a liking to O’Gorman’s enthusiasm and determination. “I helped with a couple Starting Line schools in 2012,” O’Gorman says, “and have done schools every year since. When Track Night started, Heyward asked me to come in as a novice instructor.”

But early on, Track Night was a new animal, he says. “At the first Track Night, Heyward had goals, but still needed to figure out the details of how the event would unfold,” O’Gorman explains of the events that are aimed at getting people on the racetrack in their street cars during a week day afternoon, all for \$150 or less. “He told us to run with it, so I did. From there I traveled to 12 events, and eventually started organizing some of the events. I currently travel to between 10 and 12 events a month, mostly between April and September.” In 2015, Track Night put some 4,182 people on track in a non-competition environment, with nearly half of those signing up in O’Gorman’s novice department. Most of those novices also say they’ll be back – undoubtedly filled with the enthusiasm that O’Gorman brings to everything he touches.

To find out more about Track Night in America, head to TrackNightInAmerica.com.

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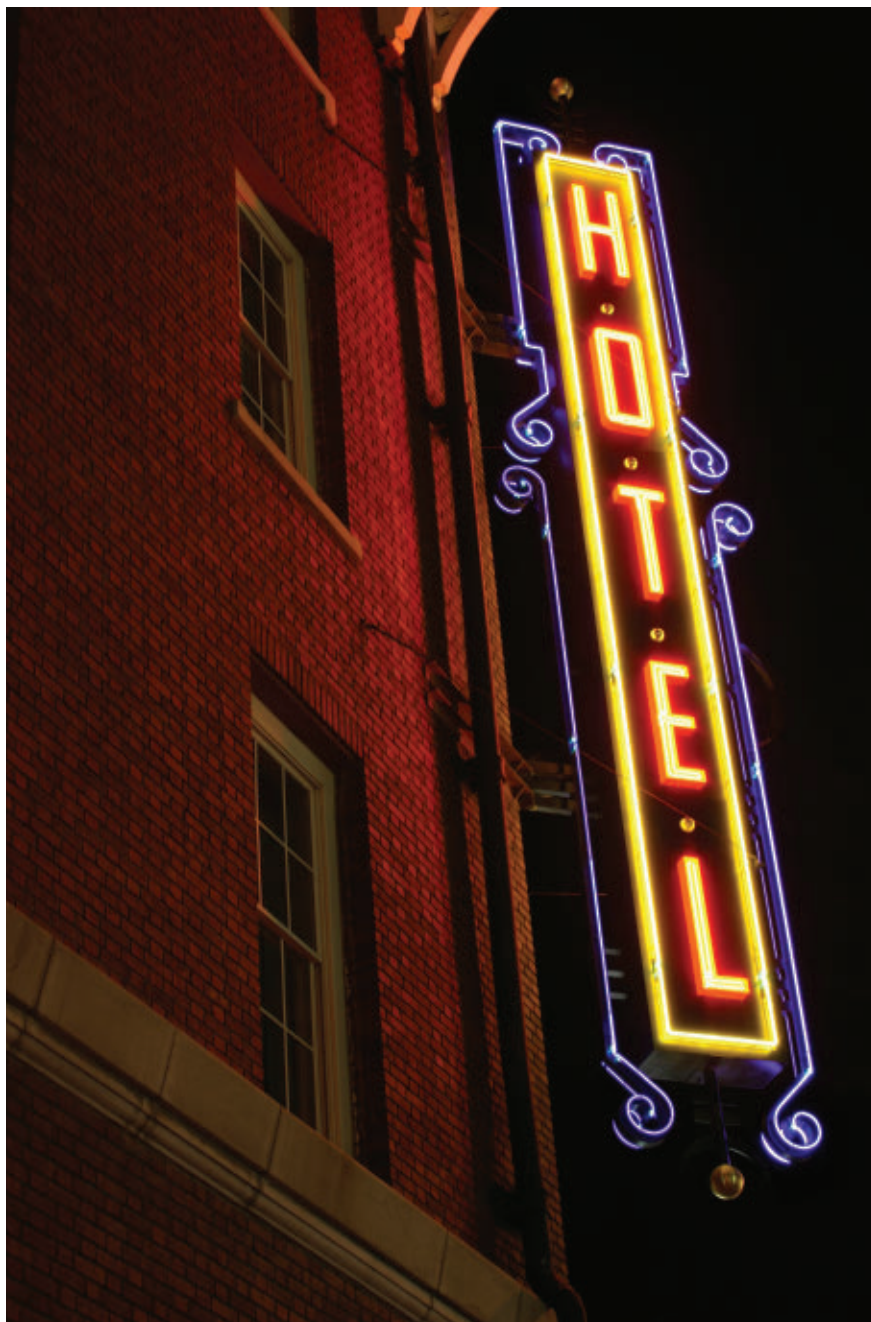
WORDS Jeff Zurschmeide

There's never been a better location for affordable, convenient lodging at the National Championship Runoffs than we had at Daytona International Speedway in 2015. With enough hotel rooms on hand to handle the Daytona 500, Runoffs competitors, workers, and fans had ample choices within walking distance of the track. There was even an airport right next door to the Speedway if you wanted to fly in.

Things will be quite a bit different this Sept. 19-25 at Mid-Ohio Sports Car Course, when the Runoffs makes its way back to the comfy, yet challenging, road course in Lexington, Ohio - a track that called the Runoffs home for a dozen years. Nestled in the rural hills of Richland County, the area around the track could hardly be more different from Daytona Beach. But don't worry - unless you really can't do without Ker's Winghouse, there's plenty to love about spending a week or two at Mid-Ohio, and we're about to tell you exactly how to make the most of your stay.



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Ashland is a few miles farther up the road. By now, rooms in Lexington and Bellville are mostly booked for Runoffs week. At the time of this writing (early May), only the Mid-Ohio Inn in Bellville was showing any available rooms, and those were listed at \$111 per night.

Mansfield has many hotels, ranging from \$50 per night for the Rodeway Inn, up to \$148 per night for the La Quinta, and that's a 10-mile drive to the track. Offerings get even better the farther you go from the track. Ashland, Ohio, has many affordable hotels, but it's a 30-mile drive to the track.

Racers who became accustomed to the convenient B&B culture in Elkhart Lake over the five years that the Runoffs were held at Road America are likely to find accommodations thin on the ground near Mid-Ohio, but they do exist. There are several nice B&B Inns around Mid-Ohio, including the Paddock Inn, The Inn on Smith's Hill, and others - good luck getting a room now at this late date, but it never hurts to give them a call.

Mid-Ohio Sports Car Course offers a limited number of motor home/RV spaces, and also has a campground available for tent or camper camping. Additionally, there are KOA campgrounds north and south of Mansfield with full RV and tent spaces available, along with a pool, hot tub, and other amenities. If you're looking to rent an RV for the event, Mid-Ohio Sports Car Course recommends Craig Smith RV at (866) 462-1746.

"With weather as changeable as it is in Ohio in the fall, camping out is always going to be a risky proposition"

VACANCY

Depending on your requirements for accommodations, you should be prepared to drive some distance when staying at this year's Runoffs. That said, there are many great towns nearby to try out.

Mid-Ohio Sports Car Course is located in Northeast Ohio, roughly halfway between Cleveland and Columbus. Racers coming in from the western states can choose to take Interstate 70 through Denver, Kansas City, St. Louis, and Indianapolis, or take Interstate 80 as far east as Chicago and then pick up Interstate 90 to Ohio. Drivers headed up from the Southeast can take Interstate 77 almost all the way.

If you're flying in, either Columbus or Cleveland will be your destination airport. Each is about two hours from the vicinity of the track. If you're coming from the West Coast, flight prices and availability are about the same to either location, but check connections from your hometown to both airports to be sure.

The nearest towns to Mid-Ohio are Lexington, Bellville, and Mansfield - Mansfield being the largest by far.

But with weather as changeable as it is in Ohio in the fall, camping out is always going to be a risky proposition at the Runoffs. Cooler temperatures, particularly overnight, and rain is likely - past Runoffs have even seen snow on the ground (granted, that was when the event was held slightly later in the year). Regardless, smart campers should always have a backup plan ready to go.

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CHOW DOWN

For many, the return to Mid-Ohio is like seeing an old friend again. For them, the 2016 Runoffs will be a great chance to revisit some favorite spots, while first timers will be able to try out new haunts.

Lexington and Mansfield offer a wide variety of great places to feed your crew on just about any budget. One of the best things about the Runoffs at Mid-Ohio is the BBQ party that has traditionally been hosted by the Mansfield and Richland County Convention and Visitor's Bureau. Check the Runoffs schedule closer to the date for information on this event.

One perennial racer's favorite is the Texas Roadhouse, located on N. Lexington-Springmill Road. The experience starts with a big bowl of peanuts on the table; just toss the shells on the floor. If you want a steak to celebrate your victory or assuage your crushed hopes, this is the place! Of course, there are plenty of other meaty treats to choose from as well. Or try the Brown Derby Roadhouse located west of Mansfield in Ontario. Both roadhouses have the same kind of fare, right down to the peanuts.

If you prefer a brewpub atmosphere, try the Phoenix

"With a little planning, your trip to the 2016 Runoffs will hopefully be filled with great food"

Brewing Company in Mansfield. This is the only brewery in town, and they also offer regional foods and wines. Fans of the macabre will like the fact that the pub is located in a restored mortuary.

While we're on the subject of meat, try the Smokin' Bros BBQ, located on Park Avenue in Mansfield. The Bros are proud of their number one ranking in central Ohio, and serve only baby back pork ribs, beef brisket, and pulled pork. You can also get the best sides here - mac and cheese, baked beans, and coleslaw.

Vegetarians should check out Saffron Indian Cuisine, also located on Park Avenue in Mansfield. This restaurant offers a wide variety of vegetarian entrees, along with a full Indian menu.

For an old-time Ohio feel, try the Oak Park Tavern, situated out on State Route 430 just east of Mansfield. The tavern is designed to resemble a steak house from the 1940s, and they are particularly proud of their Lake Erie Yellow Perch.

One last restaurant to mention is the historic Malabar Farm Restaurant at the junction of SR603 and Pleasant Valley Road. The restaurant is located in an 1820 farmhouse and serves food grown right there on the farm. If you're a fan of fresh farm-to-table cooking, this is your place, and it's not even expensive!

Finally, if you have any questions about where to stay, what to do, and how to get there, contact the Mansfield and Richland County Convention and Visitors Bureau at (800) 642-8282, or check out www.mansfieldtourism.com. With a little planning, your trip to the 2016 Runoffs will hopefully be filled with great food and wonderful accommodations - oh, and some great racing and maybe a National Championship to boot. 🍷



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THE AMERICAN WAY

The Classic American Muscle category burst onto the scene three years ago, bringing with it a new face to Solo competition. Raleigh Boreen tells us how it came to be

WORDS Philip Royle
IMAGES Perry Bennett

You don't have to dig far into the memory banks to remember a time when classic muscle cars had limited opportunities in SCCA Solo competition. C Prepared and E Modified were just about it, but to be competitive, you needed a car tuned specifically to the task - no casual, street-built hotrod would get the job done. At the same time, outside the SCCA a number of organizations had created autocross competitions specifically for modestly modified classic muscle cars - and many notable SCCA names topped those results sheets. Was SCCA missing an opportunity?

Around this time, longtime SCCA members Raleigh and Velma Boreen had been asked to head several projects for the Solo side of the Club. "One of the goals was to help grow Solo attendance at the Regional level," says Raleigh. "In 2012, a friend of ours, Dave Dusterberg, took us to a Goodguys event in Indianapolis to see their autocross for muscle cars. He was excited and said Indy Region needed to offer something for muscle cars."

The Boreens instantly recognized this as a great opportunity for SCCA Region development, and knew this was a project both they and the SCCA needed to tackle.

"Think about it," says Raleigh, "where do we get new members? People coming out of college do not have a lot of disposable income because many have huge debt. Those who have disposable income are the 40-, 50-, and 60-year-old people - and what kind of cars do many of those people like? Muscle cars."



CAM ENOUGH

The Classic American Muscle category has attracted a number of impressive beasts, like this original Shelby Cobra.





FROM THE START
Raleigh Boreen not only helped create the CAM category, but he's also a competitor in the CAM-C class.

Raleigh and Velma took the idea to Howard Duncan, SCCA's Senior Director of Rally/Solo, for his input. "The idea we proposed to Howard Duncan was that if we go after these new potential SCCA members, we needed to create an identity. E Modified or C Prepared would not mean anything to someone new to the Club."

Before long, a new Region-only Solo class was created: Classic American Muscle, which perfectly shortens to CAM. "The name creates an identity," explains Raleigh.

The Boreens then met with Doug Gill (SCCA's Rally/Solo Competition Manager), Duncan, and Dusterberg to flesh out the different CAM classes.

"The rules took ideas from Goodguys and USCA [the Ultimate Street Car Association]," says Raleigh, who explains the goal was to keep the rules simple and in line with the other sanctioning bodies. "We wanted a person to be able to run a Goodguys event one weekend, a USCA event the next, and an SCCA event the third weekend."

While this process began in 2012, it took until 2014 for CAM to go live. It launched as Regional-only, with a solitary class. "A lot of new people ran the CAM class, but the older cars we were trying to attract to the events were at a disadvantage," Raleigh explains.

The solution? Two more classes made their way into CAM's brief rulebook. "For 2015, we created

"In the muscle car world... people drive the cars they love, or have passion for"
RALEIGH BOREEN

three classes, CAM-T [Traditional] for cars and trucks 1954-'72 in appearance, CAM-C [Contemporary] for cars and trucks 1973 and newer, and CAM-S [Sport], which is two passenger cars from the 1930s to present, with some exclusions."

In 2015, the three classes boosted attendance and brought in many new members," Raleigh explains, noting the rules are an evolution that have been tweaked again in 2016 to promote even more participation.

Although the class is now offered at the Tire Rack Solo Nationals Championships, it runs as supplemental with no signs of it gunning for a spot as a National Championship class. While that was always the intention - create a Regional-only class to bring new members into the fold - that doesn't mean CAM will remain small.

"Velma and I went to several Goodguys and USCA events to find out what people were saying and what they were looking for," says Raleigh. "The thought was to expand the CAM cars to the SCCA National events and potentially have some standalone CAM events."

The standalone events became plausible very quickly thanks to the support of Speedway Motors, which sponsored a special Invitational at the 2014 Solo National Championships.

"Thirty-two cars showed up and put on a great show," he says. "In 2015, Speedway Motors, Wilwood Brakes, Ridetech, and Falken Tires stepped up to support three special CAM events." Those events were a success, leading to a sold-out invitational at the Solo National Championships.

"For 2016, we have four CAM events, one in California, Texas, Indiana, and then Nebraska," Raleigh says, noting that Detroit Speed has also been added to the sponsor list.

In Raleigh's eyes, the CAM program has been an unadulterated success. "It has brought new people into the Club and has given the SCCA the ability to offer another group of people the chance to have fun with their cars." In 2015, Raleigh notes, a minimum of three percent of all cars running Regional events were CAM cars; in the Great Lakes Division, that number was closer to eight percent. "CAM has gotten people talking about the SCCA," says Raleigh, "and that is good."

What does the future hold for the plucky class that could? "CAM will evolve, just as other classes have," says Raleigh. "But one of the big differences we see in the muscle car world is that people drive the cars they love, or have passion for; in the SCCA, many people drive the cars that can win - that's a big difference."

Consequently, Raleigh believes CAM will probably follow a different path than other SCCA Solo classes, Regional or National, but the end game is the same. "We have to remember," he summarizes, "the goal is to have fun with cars." Lots of power, big engines, and awesome cars: Actually, that sounds like fun. 📍

OLD AND NEW
Classic American Muscle welcomes all muscle cars, from classic Mustangs (RIGHT) to comparatively new ones (ABOVE). The same applies to Camaros, Challengers, Chargers, Corvettes, and on, and on...





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The door opens on an otherwise ubiquitous looking warehouse in Corona, Calif. – a warehouse you might otherwise assume is simply a distribution hub for this international suspension company – and we step inside. But while this massive building does house products ready to ship, it's also where Eibach Springs manufactures the vast majority of its springs, swaybars, and coilover systems that customers purchase in the U.S. It's also the starting point for the question

that brought us here: How are automotive springs manufactured? The answer, we discovered, is somewhat surprising.

While an increasing amount of the manufacturing process is automated, a significant portion requires hands-on interaction by Eibach's staff, both in setup and quality control. On top of this, we discovered, there are a lot of preconceived notions about spring manufacturing that are either no longer true, or perhaps never were.

For starters, you won't find a massive oil bath where springs are dumped after being superheated and bent into their springy form. To be honest, we were expecting a medieval foundry in this regard. But, while you might see that at some point in Eibach's manufacturing process, it's the exception rather than the rule, and probably doesn't apply to your competition or street car parts at all. The realities of spring manufacturing are a little less flashy, but just as effective.

HOW IT'S MADE

We tour a manufacturing facility we didn't know existed and learn that racecar springs, dampers, and swaybars are made in a way we didn't know possible

WORDS & IMAGES Philip Royle



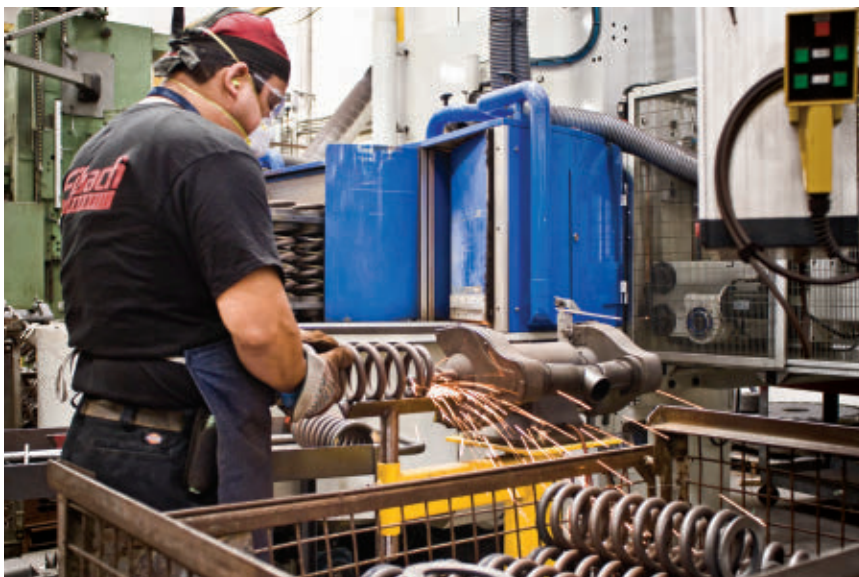
"A spring's life starts as raw steel," explains Mark Krumme, who heads the marketing department for Eibach, and is also a bit of a car nut himself. "We keep about 600 metric tons on hand at all time. Since we only order from a few suppliers for the sake of product consistency and quality, we have to keep at least a six-month supply of wire on hand."

Standing amid these massive bales of raw wire is somewhat frightening, as the

BIG TOYS
(ABOVE) This massive machine shot peens the springs, making them stronger and resistant to sag. This step is essential not only to the production of springs, but swaybars as well.

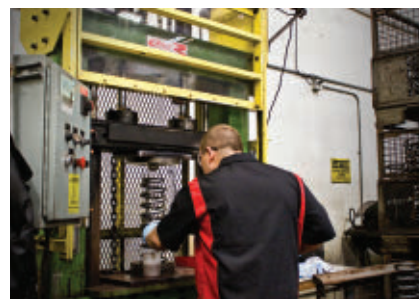


STEP ONE
Raw spring material comes in massive bales (LEFT) that are transported to the Wafios winder and bent into something more recognizable (ABOVE). During Eibach's spring-making process, this step also includes the first quality check.



THE PROCESS

With the metal wound into springs and then tempered (BOTTOM LEFT), the ends are ground into their final form (LEFT) and then sent to presetting (BELOW), where each spring is compressed completely to set the spring's final length. Once production is complete, quality control (BOTTOM) uses a dyno to check the springs meet Eibach's standards.



unimaginable amounts of potential energy wound into tall circles of steel is intimidating. As we walk through aisle after aisle of these steel bales, Krumme assures us we needn't worry - a multitude of precautions are taken to keep the entire process safe.

"The wire then goes over to a proprietary Wafios winder, a machine that was designed to our specifications," Krumme continues, noting that the same machines that wind Eibach's street springs also wind intricate race springs for both your average SCCA racer and NASCAR.

The now recognizable automotive springs then move to a massive tempering oven, which looks like a stumpy, exceptionally reinforced shipping container. Once inside, the springs are heated and cooled, setting the steel into its new shape. The springs then head to finishing, where a chamfer can be added or the ends ground, depending on the application.



Shot peening comes next. "This removes the outermost layer of material and is basically like a forging process to strengthen the material," Krumme explains. "After this, you have a much stronger spring."

From this massive industrial machine, a box of springs is wheeled about 20 feet to the presetting department. There, a person takes each spring, places it in a comparatively small machine, and compresses the spring until the coils bind - otherwise known as hitting block height.



"This basically sets the height of the spring for the duration of its life," says Krumme. The spring loses a small portion of its height here, but that's all worked into the equation in the engineering.

Next is the dress-up portion, involving a chemical bath and powder coating, which is followed by a quality check. "The last step is bringing the springs into the quality check department," says Krumme. "They're measured, rated, and tested." Truth be known, this is actually the second quality

SPRING SELECTION

When you're piecing together a suspension system for a competition car, there are a ton of factors to consider, including spring rate, as well as spring length. Eibach's Mark Krumme notes that when selecting a spring, there are things to consider beyond the spring rate.

For one, a liner spring isn't completely linear. "The ends of a spring are always progressive, there's no way around it," he explains, pointing out that when a

spring compresses, a spring dyno will show a steep climb to the target spring rate, but it's still a progression and not an instant jump to the target rate. "What you're seeing in that ramp up is the small part of the spring collapsing, and then you get to your rate," he says. "As you get closer to block, you have a spike."

In other words, it might take a spring half an inch to reach its target spring rate. If, at static height, you're only compressing the spring a quarter inch,

you're not at the maximum spring rate. This isn't necessarily a bad thing, but it is something to keep in mind. Then on the tail end, the coils will eventually bind, with the spring rate diverging once more from its target rate prior to reaching "block." This variation at the beginning and end of the spring dyno curve creates a sweet spot in the spring's motion you might want to consider when selecting spring length.

One way to maximize the sweet spot is by using a spring with a lot of

travel; you can do this by running longer springs. "With an eight-inch spring you have about an extra inch of travel over a seven-inch spring," explains Krumme.

The longer the spring you have, however, the more weight you're adding, so it is a compromise. But, as Krumme notes, it's minimal. "You want to keep the weight in mind, but the more travel you have, the better off you are. You have more to work with and more to tune."

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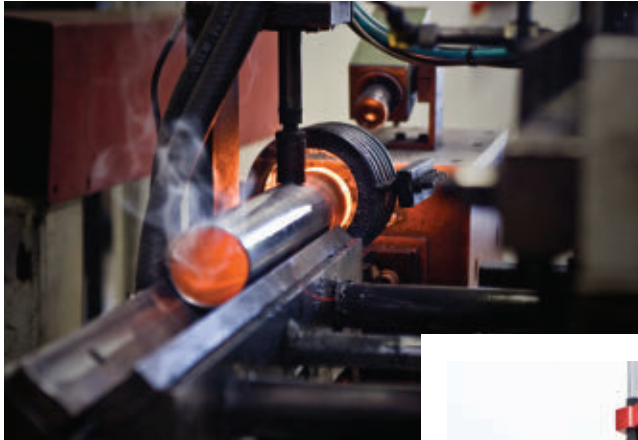
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SHOCKING

Eibach makes its shocks in house. Once the shock bodies are cut to length, the housings that are made of mild steel are super heated (LEFT) so the bottoms can be bent closed. Stainless steel shock bodies receive TIG welded end caps. Once assembled, Eibach dynos every shock (BELOW).

zinc," explains Krumme. "For stainless, we get them electro-polished. Then they go into assembly."

The assembly procedure begins with honing the innards of the damper so it seals correctly to the gas piston o-ring and the piston wipers, then the internals stuffed inside the body by a machine that does said stuffing and oil filling in one fell swoop. Meanwhile, anything with a shrauder valve or that's a coilover gets assembled by hand.

Like the springs and swaybars, the shocks also go through quality control, where every shock is tested on a dyno.

It turns out, not every component that leaves this facility does so with an Eibach logo painted on the side - Eibach private labels components for a number of manufacturers. But it's not just other aftermarket companies that use Eibach's facility for its products, oh no. "Companies like McLaren, Lotus, Ferrari, Lamborghini, Audi, and Porsche are all looking to us for the private labeling of parts," Krumme says.

As we head back out of the facility, winding past the salt bath machine where prototype parts bathe for more than 500 hours, and near the machine that puts the same springs through a torturous multi-hundred-thousand compression thrill ride, we find ourselves awed by how much the entire process makes perfect sense, when you think about it. At the same time, we find ourselves pondering all kinds of other questions, like shot peening and tempering - how the heck does that work? 🌀

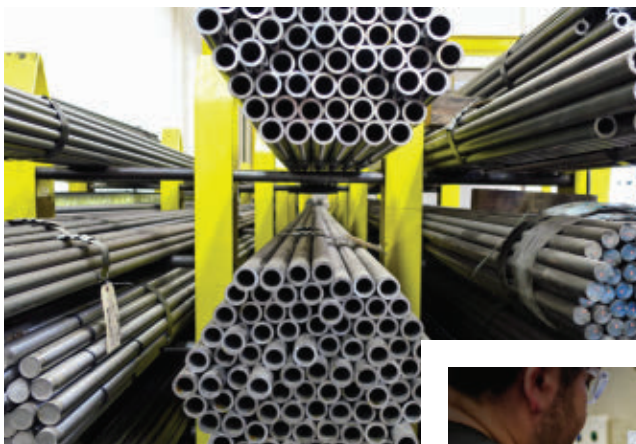
check, as the initial check happens right after the springs come off the Wafios.

During that quality check, Eibach is looking for no more than an extremely minimal variance on the target spring rate. If you're looking for a tighter spread, Eibach offers its Platinum line, which boasts half a percent variance. "Our Platinum race springs are made from a super high tensile material and the spring winding technology makes them extremely compliant," Krumme says. "They're lightweight and give you a lot of control, and we provide a dyno chart for each one of these springs."

Eibach also produces its swaybars in house, which makes sense when you realize the production process is all but identical to that of a spring, albeit on different machines. The swaybars are made from spring steel, so they follow the same basic production methods. "They're bent, taken to end forming, then tempered and shot peened," he says. During the process, quality control checks are made. "Swaybars get jigged up after the first bend and after the end forming," Krumme tells us, "and then those get their turn in the quality control department, too, before leaving the building."

Around the corner from all of this, in the same innocent looking warehouse, is damper production. "We have mild steel and stainless steel tubes," Krumme explains of the process that turns metal tubes into finished dampers in a surprisingly small corner of the warehouse. "For the stainless, we'll TIG on the end caps, and for the mild steel, we super heat the end and smash it shut. After that, they all get pressure tested."

From there, a CNC machine either cuts threads onto the body or places a circlip mount, and then the body heads to the coating department. "For some mild steel, we shot peen them and then have them powder coated, while others get sent to



BENDING BARS

Swaybar production is similar to that of springs, but with a few notable differences. Swaybars start life as straight spring steel (ABOVE). Once bent into shape, the ends are then super heated and pressed into the correct form (RIGHT).





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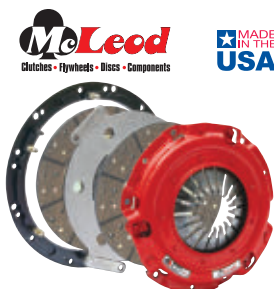
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IN YOUR CORNER

The stopwatch and clipboard have given way to the smart phone and timing app, but having an extra set of eyes and ears while racing is irreplaceable.



SOCIAL MEDIA

While in-car race radio systems may not be an absolute necessity for road racing, they are key to becoming safer and more involved on the track

WORDS Jason Isley | MAIN IMAGE Philip Royle



For years, radios were the best way for a driver to receive data about laps times, the crew sitting ready with stopwatch and clipboard, diligently recording and calling out lap times. Nowadays, even the most basic in-car data systems flash lap times on a screen as the car crosses the stripe. We have even seen some drivers taking advantage of apps like Race Monitor, mounting a phone in sight of the driver so not only can they see how they are doing during qualifying or the race, but also how their competition is stacking up.

That's not to say radios don't still serve a purpose in the racing world - far from it. "There is a performance advantage when you have somebody to talk to," says Shawn Sampson of Sampson Racing Communications. "From the enduro aspect, communications is as vital as the set of tires on the car. You simply can't go endurance racing without it. Then when you get into teams that use communication to be competitive, the sky is the limit - you can have the crew chief and four crewmembers on a private channel talking. They are using this to talk about car setup and how they are going to adjust the car when it comes in to the pits. That's a completely different level of communication."

LISTEN UP

(ABOVE) In-car communications are great for relaying track safety info, competitor lap times, or to keep your driver focused.



Philip Royce

hooking up to clean power, using the proper filters, and running everything away from any ignition wires. We are filtering it for alternator whine and ignition pop, and from RF getting back into the ignition system and messing with the car itself."

In addition to the kit installed in the car, the driver will also get some goodies. A microphone needs to be installed in the helmet, and a set of ear buds will be tucked snugly in his or her ears. Seems simple enough, but according to Toto Lassally of Speedcom Communications, correct microphone placement is essential to good audio transmission. "The foam sock on the microphone needs to be mounted in such a way that if you pucker up your lips, they would graze the foam," says Lassally. "[The microphone] has got to be dead smack in the middle - placement and installation is key."

Ear buds typically come in one of two forms, a foam tip or silicone mold, but each performs the same task. The basis for the ear bud is a piece of tech taken from the hearing aid industry. "Balanced armatures," says Lassally. "They are speakers out of hearing aids. They work well [for this application] because they only produce the midrange, getting rid of the low-end rumble and the high-end pitch noise."

If the basic foam ear buds don't offer the fit the driver wants, they can opt for an off-the-shelf silicone unit, or a fully custom piece made to fit their ears. "They use the same balanced armature, but instead of the foam tips, they are mounted in silicone," Lassally explains. "It's a comfort situation; it's strictly for comfort."

So, what can you expect to pay for the ability to communicate with your crew, family, and friends? The prices range greatly based on needs, for both range and signal clarity, but expect to spend between \$500 and \$1,500 for a system good enough for most Club racers. But, as Lassally tells us, "[the cost is] all over the place." On top of that, he explains, "As more people are becoming aware of the performance of digital radios, they're spending the money. It's a night and day difference."

Are radios right for you? It really is an individual preference. Anyone can race without them, so it's not a necessity. However, if a communication system helps keep you safer on track, potentially improves performance, or just helps keep your crew involved, it might be money well spent. ☺

GEAR UP

There is a communications system out there for almost any racing budget, with many helmets now coming pre-wired for radios.

Even if you show up without a crew at the track, you can still get very useful information via an in-car radio. "A lot of guys come by themselves, and what they end up doing is teaming together four or five guys, and they all run the same [radio] channel when they're on the track," says Sampson. "So, yes, they are competing against each other, but they are also taking to each other at the same time - there is some friendly jabbing when someone makes a mistake, but they can also relay track information if there is an incident on track."

The recreational user may find in-car radios equally useful, and fun, as a social tool at the track. "The next one is the husband and wife, or the person who brings a team and wants them to be a part of the event," says Sampson. "If they're not in the racecar, they are putting on the headset and having communication with their driver - it makes it fun for everybody to be at the track."

"For me, it was the husband and wife team," he continues. "We were both racing in the Pro 7 days back 20 years ago. My wife and I were both racing and we needed the radios to have communication while we were on the track."

In very much the same way that radio scanners are so popular at

professional races, allowing fans to listen in on the strategy playing out amongst their favorite drivers, you can get your friends and family engaged at a Club Race. "If you are just sitting on the wall, day in and day out, and you don't have a radio, it gets pretty tedious," Sampson says. "Having the communication is a great way to keep people coming to the track and being involved with your racing."

Are you sold on the idea? If so, the next challenge is to find radios that fit your need. "For a road course car, you're generally putting in handheld radios," explains Scott Steinberger of PCI Race Radios. "You go to a [wired] mobile radio for some applications, like endurance racing, just because of battery life."

When it comes to racecar installation, the systems based on handheld radios are a snap, while the mobile radio based systems require more attention to detail. "On a handheld, you want to make sure any of your communication cables are routed away from any charging system lines - your alternator charges your car, and there is frequency in that charge, so staying away from those wires is a good idea," says Steinberger. "If you go with a mobile radio, you do get a little more power but you also need to focus on the installation,

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TORQUE MONSTER

Are you using the right oil in your diesel-powered tow rig? | WORDS Jason Isley | MAIN IMAGE Courtesy FCA

The massive torque and often-superior fuel economy of a diesel-powered truck or motor home make them almost *de rigueur* for those towing racecars. If you already own one of these locomotive-like beasts, you probably already know how they stack up to their gas counterparts, pairing ridiculous torque with an almost cartoonish, low redline. And, due to its design, diesel engines can cover hundreds of thousands of miles between major services. But it's not all dandelions and roses when it comes to what goes on inside the engine, as the nature of the hot-running, often turbo-powered diesel engine is punishing.

Diesel engines vary from their gas counterparts in the combustion process, operating temperatures, and the loads put on the engine - among other things - requiring the use of diesel specific oil if you want to

maximize the lifespan of the engine. That said, for the most part, both gas and diesel engine oils share a similar anatomy, typically being formulated from the blending of base oils, with specific, additive packages being used to achieve the performance needed for each type of engine.

According to the technical department at Mobil 1, its synthetic diesel truck oil "is engineered with state-of-the-art technology to help deliver exceptional performance in modern low-emission engines." But what does that marketing jargon really mean? Essentially, Mobil 1 tells us, diesel specific engine oils are designed to help reduce low-temperature sludge buildup and aid engine startup, while still offering protection against high-temperature deposits - all things that diesel engines suffer from. Ultimately, says Mobil 1, diesel-specific engine oil "can help extend engine life

while providing long drain capabilities," something very useful considering the high capacity of and expense related to servicing your diesel engine.

So, before you grab that cheap bottle of engine oil when changing the oil in your diesel tow rig, maybe you should walk a little farther down the aisle to the "diesel" section. Your engine might just pay you back by hitting a half million miles or more - that's a lot of race seasons. 📍

READY TO WORK

A diesel-powered tow rig can be a costly investment, so to help ensure it's there for the long haul, you should use a diesel-specific oil (RIGHT).



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DRIVING AMERICA

Bob Bondurant School of High Performance Driving and Dodge/SRT team up and prove America truly is the land of the great

WORDS Philip Royle | IMAGES Courtesy FCA

The message Dodge/SRT and the Bob Bondurant School of High Performance Driving want to spread is that the Bondurant school is moving completely to Dodge/SRT vehicles, and anyone who purchases a 2015-'16 SRT vehicle gets a one-day Bondurant experience at the Bondurant headquarters in Chandler, Ariz. Really, though, does that apply to you? Statistically speaking, probably not, but while Dodge/SRT and Bondurant think this is the story, it isn't. The real story is that this partnership allows anyone to drive some of the most ludicrous vehicles on the planet, with instruction from

Bondurant's experienced instructors.

Bob Bondurant's connection with the SCCA runs deep. Bondurant himself is one of the most accomplished SCCA drivers in history, competing in everything from Club Racing to Le Mans to Formula 1. Bondurant's school also has ties to SCCA, with its multi-day racing school being an approved method of obtaining an SCCA competition license, not to mention Bondurant being the official school of Pirelli World Challenge, a series sanctioned by SCCA Pro Racing.

Now, combine that with Dodge's SRT lineup of Challengers, Chargers,

POWER HUNGRY

New SRT owners get the opportunity to stretch the legs on some powerful machines at the Bob Bondurant School of High Performance Driving. Thankfully, it's not an exclusive club, so anyone can sign up and sample these brutes.





and Vipers, add in the highly qualified Bondurant school instructors, many who boast real race experience in professional series, and you have a pretty unique opportunity.

Bondurant and Dodge/SRT gave us a taste of the new partnership, which included time in a 392ci Challenger SRT skid car, an autocross and evasive maneuver exercise in a 392ci Challenger SRT, and then racetrack time in a 645hp Viper TA 2.0 and 707hp Challenger and Charger Hellcats. That was topped off with a ride-along in the stupidly fast Viper ACR. Our conclusion? If a lineup of cars has ever had too much power, it's

these - and we say that in a good way. While Bondurant's schools have offered American-powered muscle in the past, this current fleet is bathing in over-powered American opulence, and we couldn't stop smiling.

The school offers a variety of classes to fit most needs, and really, the only problem we saw is that by the time you leave, you find yourself wanting to buy either a Challenger SRT for SCCA's CAM Challenge, or a Viper for Club Racing's GT2 class. Statistically speaking once more, you probably won't do either, but a weekend at the Bondurant school lets you dream. ☺



FOR THE RECORD

The Dodge Viper ACR was built to do one thing: put the Viper on top (perhaps a fond farewell, as production of the Viper will come to an end in 2017). To do this, Dodge spent the better part of 2015 (and a smidge of 2014) breaking track records with the ACR in completely stock trim - right down to the Kumho Ecsta V720 street tires. In total, the Viper ACR claimed 13 records.

"The SCCA has certified that the new 2016 Dodge Viper ACR holds more track records than any other [street-legal] production car in the world," says Tim Kuniskis, Head of Passenger Car Brands - Dodge, SRT, Chrysler, and FIAT, FCA - North America.

In their fervor to set records, the SRT team ensured that not only could the ACR put down repeatable fast laps for at least two laps in a row, but also that the records were set on a variety of tracks, including ones SCCA racers actively compete on.

Was there a trick to achieving this performance? Undoubtedly, aero was key. Through the use of items like a front splitter, four front dive planes, a massive rear wing, a Gurney lip, and an extensive rear diffuser, the Viper ACR achieves more downforce than any production car - downforce to the tune of 1,200lbs at 150mph.

SRT nicely published all of the Viper ACR's track records. So, how does your racecar stack up?

VIPER ACR TRACK RECORDS

Track	Length (miles)	ACR Record
Mazda Raceway Laguna Seca	2.24	1:28.65
Road Atlanta	2.54	1:26.54
Waterford Hills	1.42	1:10.89
Nelson Ledges	2.00	1:06.21
Motown Mile	1.10	51.17
Gingerman Raceway	2.14	1:31.91
Pittsburg International Race Complex	1.53	58.37
Grattan Raceway	2.00	1:22.09
VIRginia International Raceway	4.20	2:40.02
Willow Springs	2.50	1:21.24
MotorSport Ranch	1.70	1:16.98
Buttonwillow Raceway Park	2.68	1:47.70
Inde Motorsports Ranch	2.20	1:33.75



THE SAME, BUT DIFFERENT

ProSolo events are not much different from standard Solo, but there are things you should know before jumping in

WORDS Paul Brown | MAIN IMAGE Jeff Loewe

ProSolo differs in a few important aspects from a typical Solo event, but the essence of the two events remains the same: go fast to win. To that end, the primary difference to a competitor is that a driver is told when to start at a ProSolo, where at most events the starter waves, nods, or points at the competitor, who can then begin the run at his or her discretion. Consequently, in ProSolo, the clock starts when the light turns green. So, when it's time to go, go! You're also competing in more of a heads-up format, lined up side by side with your competition. But the differences go beyond that.

ProSolo is a pair of mirror-image courses rather than the East and West or Saturday and Sunday we see at the Tire Rack Solo National Championships or Solo Championship Tours, but in all these events the winner is the driver with the best

combined time on the two courses. There are, however, some obvious operational differences and some crucial car preparation allowances that have evolved in ProSolo. The operational differences have to do with the Christmas tree start, staging, how a paired grid works, and how to successfully put 200 or more competitors through six runs on each of the courses.

The Christmas tree brings us concepts like staging lights and manual starts versus starts based on the shot clock, as well as what happens if a driver just sits when the lights come down. The shot clock turns out to be the real key to being able to handle more than 200 competitors over a single weekend, and the recent reduction in the countdown to 15 seconds gives us more capacity at events.

The run order changes in each of the three run heats, but competitors at National events



Lauren Kane

are used to looking at grid sheets to find out where to grid, so that's nothing too new. There are even a few differences in how protests and appeals are handled, since Challenge competition must go on as scheduled even if a dispute has not been resolved, but hopefully this is a topic we needn't cover.

Accurate staging on the start line is critical, and some vehicles (mostly open-wheel race cars) either have no reverse gear or it is pretty much an afterthought, so open-wheel cars are allowed manual staging assistance, which generally also involves a wheel chock (often a shop towel wrapped in duct tape with a string attached). While it isn't really a preparation allowance, this is where builders of production-based racecars in Prepared or Modified classes might want to consider

HEADS UP

(MAIN) Head-to-head competition is the essence of ProSolo, and one of the key factors that separate it from Solo. (INSET) The addition of a flapper may be needed on your car to keep the pre-stage and stage lights happy at a ProSolo starting line.

keeping the parking brake even though its removal is allowed by the rules.

Operational differences are one thing, but there are actually some car preparation allowances that are a bit more meaningful. Street category vehicles are allowed to add engine-cooling devices. Other categories already allow various methods of gaining additional cooling, and with four runs back to back in class competition (or a bunch of runs in quick succession in the case of a deep Challenge run) that is something to consider when setting up a car that may see ProSolo action.

Then there's the "flapper" rule. This is intended to ensure that the part of

"The primary difference to a competitor is that a driver is told when to start at a ProSolo... So, when it's time to go, go"

the car that sits in the stage beam is also the part of the car that hits the red light beam as well as the finish trip. Cars not in the Street category generally have freedom within their existing preparation rules to deal with any staging difficulties, but Street has no such allowances. With the approval of the Chief Steward at any given event, a Street category vehicle that is having staging difficulties may add a device to make staging more predictable. In most cases, this will probably be a strip of tape along the bottom edge of the front spoiler, bumper, or fascia to make a solid surface to break the staging beam. This year's major update to the timing system introduced some issues that led to simply making this rule apply to all Street category vehicles - no Chief Steward involvement needed.

When it comes down to it, ProSolo really isn't much different from any other Solo event, but there are a few minor differences - so, if you see some funny looking temporary bodywork, it may just be someone taking advantage of one of those differences. Regardless, the ProSolo season's still under way, so when the ProSolo National Series comes to an area near you (check out www.scca.com/prosolo), why not give it a shot? 🍀



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**OUT FRONT**

(LEFT) Amy Ruman recorded her third career Road Atlanta victory in TA as she works to defend her 2015 title. (BELOW) Randy Mueller drove his BMW to the win in TA3, fending off much more powerful cars in the process.



BACK IN THE BATTLE

Defending champions and hungry challengers head to Road Atlanta for Trans Am's second round of the 2016 race season

WORDS Clark Trexler, edited by Philip Royle | **IMAGES** Chris Clark

Amy Ruman secured her third career victory at Road Atlanta at the April 10, 2016 Trans Am race as she powered around the 2.54-mile Georgia track in a flag-to-flag victory. The win was Ruman's first of the year as she continues her title defense of the TA class Championship.

Ruman's performance neared dominance at times, building up a 10-second lead over the first 14 laps of the race before the first of three yellows, and showing shades of a similar performance on the Road Atlanta track in 2015 that also yielded a victory.

"My dad [Bob Ruman] just has the setup dialed in," said Ruman. "We were fast right off the trailer...[and] led every session - and last year we had a dominant race as well.

"The McNichols 23 was on fire today," she continued. "I'm glad that we've rebounded like we have from Sebring - we should have had that win; I just made an error, and that happens sometimes. Hopefully that's done and over with, and we'll move on with more wins and get the ball rolling from here."

For Ruman, her title defense goes on, but

she's focused on addressing each race individually and not looking too far ahead. "The season is so long and so much can happen," said Ruman. "We had a nice lead last year, and it dwindled away midseason. I'm just taking each race one at a time. If we have a bad race, we'll move on from it; if we have a good one, we're just going to try and continue the momentum and persevere. We're chasing our second championship, and I'm here to defend that title - hopefully we'll wrap that up and do it again this year."

Meanwhile, Tony Buffomante captured his second career Trans Am win with a flag-to-flag victory in the 28-car TA2, powered by AEM, race. The victory capped off a dominant weekend by Buffomante, which saw him set the fast lap in qualifying, practice and lead every lap of the race from behind the wheel of the No. 34 Mike Cope Racing Ford Mustang.

In TA3, Randy Mueller secured his third Trans Am win after starting the race in third position, securing first position on the second lap and leading the rest of the race, outrunning more powerful Dodge Vipers and

Chevrolet Corvettes with his more nimble BMW M3. The second-year TA3 driver was quick to credit his team's preparation and work off-track as a difference maker.

"We're putting in a lot of time back in the shop," said Mueller. "The preparation is making a big impact - I feel like we're definitely the underdog in the class when it comes to power, so we have to get our racing done in the turns and that's tough because on the straightaways they can drive right by us. But our consistency, that's what's important."

In TA4, two-time defending Champion Ernie Francis Jr., secured a second consecutive victory following up a retroactively awarded win at Sebring with a flag-to-flag win at Road Atlanta, this time dueling with Dean Martin for the top spot for the vast majority of the race.

And, in TA5, Connor Flynn captured his first pro win after a race-long battle with Milton Grant. The win marked not only a career first but also a first step in the right direction, as he and others continue to build the recently introduced Porsche exclusive class. 🍷



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Courtesy Paula Hawthorne

know where to go and what they are watching. This just in, the Erie, Penn., Miata club is also joining in the Pitt Race fun. Bruce Springsteen sings that you can't start a fire without a spark. Paula Hawthorne is a raging blaze.

Last year she didn't just win the Worker of the Year Award, she won the SCCA Membership Award. Her prize is going to finance her attendance at one of the most famous races in the world: Le Mans. "I'm working on my French, but it's not going that well," she laughs. When she won the Worker of the Year Award at Daytona during the 2016 National Championship Runoffs presented by Garmin VIRB, it was her name that was plucked out of a hat to win the SCCA Lifetime Membership Prize. When you're hot, you're hot.

With just nine years of SCCA experience, Paula is a relatively newcomer. At first, she struggled to find her niche in the Club. "Some of the more experienced members were politely prodding me to settle into some specialty, but I wanted to do everything," she says.

Her initial racetrack experience was when a friend brought her along to Mid-Ohio where they flagged a motorcycle event. Her first SCCA race was at Watkins Glen where they had her copy radio calls. She liked that as she was exposed to many different facets of officiating. At her next event, Nelson Ledges, she was back waving flags.

For a while she did settle in, working grid where she says she got to know the drivers, and on occasion she will crew for drivers - she feels it helps her stay in touch with what the drivers need. She was put off by how long drivers have to stand in line at some events to register, so she was thrilled to have three additional people working registration last year at her races. "We had a total of five workers and it really kept things moving."

Paula was Membership Chair for five years and the Assistant Regional Executive for the last three. As of this past December, she became the Regional Executive. Her mantra? "We have to be user friendly for our customers." When putting an event together, she wants to have readily available all the information a competitor will need. A comprehensive spreadsheet for all services is prepared and distributed, which lays out all available services from food vendors to tire suppliers. She has her chiefs all wear yellow T-shirts. "If competitors have a question on the grid, all they have to do is look for the yellow shirt."

She believes that communication is the key, and she believes in empowering the chiefs. "I trust them to make good decisions, and I don't micromanage."

She also takes nothing for granted. "We need to tell people about the great product that we have," she says. "Sometimes it's as simple as walking around the paddock during an event and connecting with people, asking questions. Do you need anything? Can I help you with anything? We just want to help them have fun, [because] that's why they came."

She sees her job simply as making their weekend experience the best one possible - and nothing gets better if it's swept under the rug. "At any given event, a problem can crop up," she notes.

She is a big believer that people will understand and accept things if you genuinely communicate that you are doing everything you can to fix the problem and see that it doesn't happen again. She recounts watching a number of drivers spend three hours to get through tech. She fixed that. "These days people have a lot of choices as to how they're going to spend their leisure time," she says. "Our chiefs need to do their jobs, but they need to communicate in a friendly manner. We want our customers to come back." 📍

RING MASTER EXTRAORDINAIRE

Paula Hawthorne, SCCA's Race Administration worker of the Year | **WORDS** James Kearney

Paula Hawthorne has a bit of P.T. Barnum in her - and that's not a bad thing. When I chatted with this Pittsburgh area firecracker, she was doing prep work for the upcoming U.S. Majors Tour at Pitt Race. She had just connected with the Western Pennsylvania Miata Club and arranged for them to bring their members to the race as spectators. Paula didn't stop there. In order for them to better relate to the event, she printed up and distributed the various class rules. She is all about getting people to come to SCCA races one way or another.

"A lot of it is education," she says. "Many folks just don't know what we are doing." And Paula doesn't just get them there - she makes sure they



Ken Brown

CREATIVITY

Paula Hawthorne (TOP) stops at nothing to succeed. For this year's Pitt Race Majors, (ABOVE and RIGHT), she contacted local car groups in an attempt to get more spectators - and it worked.



Ken Brown

TRACK NIGHT IN AMERICA - TRY IT, YOU'LL LIKE IT

Pitt Race possibly utilized SCCA Track Night in America the most. "The track owners worked very closely with us," says Paula Hawthorne. "It was great to see folks come out to the track in the evening midweek and experience motorsports." She remembers one young woman walking all around the paddock with her dad. Paula convinced her to get in line and sign up to take a ride on track with one of the instructors. "I told her she'd regret it if she didn't give it a try. She did, and looked me up afterward to thank me."

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Customer Rating **★★★★★**

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STARTING STRONG

16-year-old Jacob Loomis might be new to the SCCA, but that doesn't mean he's new to racing

WORDS James Heine | IMAGES Mark Weber

To a grownup of a certain age, the reality still seems amazing. Where young men and women who aspired to a motorsports career once began their quest at perhaps 17, 18, or 19, today, one finds that often that number has been reduced by a decade or more. Now it's almost common in this column to discover that the subject donned a helmet and a driving suit and sat down in a go-kart about the time he or she entered first grade and has been advancing up the motorsports ladder since then. Yes, amazing, indeed.

Witness Texas Region's Jacob Loomis, a thoughtful, well-spoken young man from Denton who (at the time of this writing) sits atop the SCCA's Mid-States Conference Formula Mazda Majors standings with four consecutive class wins, the first pair coming at NOLA and the second brace at Hattlett.

Loomis' Majors victories follow a first and a second at Texas Region's Southwest Winter Festival in January, where he also set an FM track record in qualifying, and an inaugural pair of FM wins at Houston Region's December race. Impressive for anyone, let alone a young man who just turned 16 earlier this year.

"I've been racing since I was about 5," Loomis says. "I love racing. It's always been part of my life, and it's basically morphed into a part of me."

Now looking forward to his junior year at high school, Loomis made his move from karts to FM last year with the help of Moses Smith at Texas Autosports.

"We wanted to move up and try something new," Loomis says. "My dad talked with Moses and got me a test drive for my





"I love racing. It has always been a part of my life, and it's basically morphed into a part of me"
JACOB LOOMIS

birthday. We tested for two sessions, and I instantly fell in love with the car."

A few weeks later, his dad found a 2000 Formula Mazda and bought it, Loomis adds, and ever since, he's simply been hooked on the car.

Before the switch to the SCCA and FM, Loomis honed his skills in SKUSA's shifter karts for Champion Racing, the country's dominant Intrepid factory team. "I was a Pro Kart factory driver, and we ended up doing some pretty big races," Loomis notes. "We actually went to Las Vegas for the SKUSA SuperNationals."

The transition from shifter karts to Formula Mazda has been relatively easy, Loomis says. Smith and his staff at Texas Autosports have been a tremendous help, both to himself and his dad, he explains, as has been the help he's received over the years from Champion Racing's Rodney and Brett Berryhill. "I owe a lot to them," Loomis says.

In transitioning from shifter karts to FM, the biggest change "is definitely the speed," he explains. The karts "got up and went pretty fast, but the cars - it's amazing how fast they go."

The new racetracks he's encountered have impressed him also. "They're all amazing and they're all fast. They're just great. It's really cool, because a lot of people - especially me - would

just dream of going to tracks like these, let alone getting in a racecar and racing on them."

As for his Hallett weekend, it was not without its challenges, Loomis notes. On Saturday, he finished the race without second gear, which prompted a Saturday-night transmission teardown. On Sunday, the transmission was still giving trouble in qualifying, which, naturally, precipitated an all-hands-on-deck scramble to change out the entire transaxle and gearbox between qualifying and the race.

"This was a new experience for me, since we have never done this before," he says, "but my dad and I, with a lot of help from the boys at Texas Autosports, were able to get the car ready for the race."

The race that, as noted earlier, he won - in spite of nearly being collected in an accident.

"Late in the race, as I was lapping the third-, fourth-, and fifth-place cars, who were nose to tail, the third-place car lost control and spun, gathering up the other two cars right in front of me. I was able to avoid most of the accident with only cosmetic damage to my side pod."

Still, Loomis adds, "It was a really good weekend." Hallett, he says, "is a technical, driver's track, and it poses some challenges, which really makes it fun."

While Loomis hopes that his switch to Formula Mazda is the first step for him in Mazda's Road to Indy program, he's also preparing for a college career. His goal, he offers, is to become an engineer. "Actually, right now, I'm taking an engineering-based class called 'Project Lead the Way,'" he says. A fitting name it is, considering his skills behind the wheel. 🏁

SPREADING KNOWLEDGE

For those who know Jacob Loomis, it's not surprising that even as he makes the transition from kart racer to Formula Mazda pilot, on his trips to local karting tracks, he serves as a driving coach for young racers who may someday follow in his footsteps. His efforts as a coach have grown naturally out of his love for racing and his desire to offer the same kind of help to young racers that he has received. "I work with kids who need help - with coaching or tuning or stuff like that. It's kind of my sideline thing," he says.



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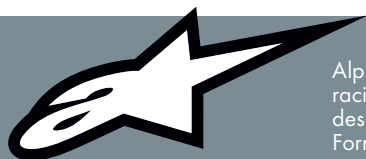
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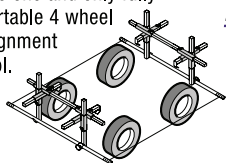
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Fastrack News.

Available online

on or around the 20th of every month, and can be downloaded at scca.com/fastrack

Fastrack News

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*Contact ad department for exact measurements prior to submission.

NEXT AVAILABLE ISSUES:**SEPTEMBER 2016**

Reserve space by: June 22

Materials due: July 6

Mails: July 28

OCTOBER 2016

Reserve space by: July 20

Materials due: August 3

Mails: August 25

TO PLACE BUSINESS CLASSIFIED:
CONTACT OUR AD DEPARTMENT

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

PERSONAL CLASSIFIEDS

50 words	1 x	\$39	+photo \$64
50 words	2 x	\$54	+photo \$100
50 words	3 x	\$73	+photo \$134
50 words	4 x	\$86	+photo \$164

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

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POTENTIAL FP MID-OHIO RUNOFFS WINNER LOTUS SUPER 7 > Club Course 1:38.46. Strong 1,500 c.c. all steel Cortina. Leeson, Quaife, Penske triples, full CDS Data Acquisition, spares. Price: \$40K. **Contact:** Austin (386) 767-6396



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 VANDIEMER 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.



STOHR WF1-P1 > 2006 completely rebuilt and sorted for 2016. This car is capable of being the fastest SCCA car on the track! Full carbon fiber body, new George Dean 1441cc Hayabusa engine, rebuilt diff., new side fill fuel cell, new fire system, Ohlin shocks, titanium rotors. Many extras. Price: \$49,500. **Contact:** Scott at (949) 547-0919 or scmcphe@gmail.com

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



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, Top 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 ▼

HONDA CRX HF SCCA STL > B16 Engine fresh rebuild 11:1, head work and balanced crank, Hondada 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



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.corvette60.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

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 SB2 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

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

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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CALENDAR

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

PRO RACING



TRANS-AM gotransam.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
GT: Long; O'Connell
GTA: Fuentes; Fuentes
GTC: Udell; Urry
GTS: Aschenbach; Sandberg
TC: Kozarov; Grahovec
TCA: Goulart; Wolfe
TCB: Hough; Rodgers
Mar 11-13 Grand Prix of St. Petersburg, Fla.
GT: Lewis; Lewis
GTA: Fuentes; Fuentes
GTC: Urry; Urry
GTS: Roush Jr.; Roush Jr.
Apr 15-17 Grand Prix of Long Beach, Calif.
GT: Parente
GTA: Fuentes
April 22-24 Barber Motorsports Park, Ala.
GT: Parente; Cooper
GTA: Fuentes; Fuentes
GTC: Udell; Udell
GTS: Buford; Buford
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.
Gallagher; Foley
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 July 2-3, 2016
WHERE Brainerd, Minn.
Trans Am returns to Brainerd International Raceway in July for a knock down, drag out battle for the win.



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



FORMULA LITES formulalites.com

May 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.

CLUB RACING



Date Track/Region
Phone numbers are for region registrars

2016 U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

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

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

Jul 2-3 High Plains Raceway, Colo.

WESTERN CONFERENCE

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

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 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 sediv racing.org

Jun 11-12 Sebring/Central Florida
Jun 26-26 Homestead/Florida
Jul 2-3 Roebeling Road/SEDiv
Jul 16-17 Sebring/Central Florida
Jul 23-24 Road Atlanta/Atlanta
Aug 5-6 Daytona International Speedway/Central Florida
Aug 13-14 Ro Charlotte Motor Speedway/Central Carolinas
Aug 27-28 Barber Motorsports Park/Alabama, Tennessee Valley
Sep 3-4 Sebring/Central Florida
Sep 17-18 Sebring/Central Florida
Oct 8-9 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 Ro 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

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

Jun 11-12 Ro 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

All dates/events subject to change

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

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

FOR CHANGES

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

MIDWEST midiv.org

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

SOUTHWEST sowdivscca.org

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

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

NORTHERN PACIFIC norpacscca.org

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

SOUTHERN PACIFIC scca-sopac.org

Jun 11-12*Ro Buttonwillow Raceway Park/Cal Club
Sep 3-4*Ro Buttonwillow Raceway Park/Cal Club
Oct 29-30* Auto Club Speedway/Cal Club
Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS**NORTHEAST** nediv.org

Aug 20 Stratford Army Engine Plant/New England, FCSCC
Oct 15 Regency Furniture Stadium/Washington DC
New England (203) 306-7053
Washington DC (240) 508-5335

SOUTHEAST sedivacing.org

Aug 14 North Charleston Coliseum/South Carolina
Sep 17 Daytona International Speedway/Central Florida
Central Florida (407) 324-1874
South Carolina (843) 224-2449

GREAT LAKES greatlakes-scca.org

Jun 18 Tire Rack Test Track/South Bend
Aug 20 Tire Rack Test Track/South Bend
South Bend
streetsurvival@sbrscca.org

CENTRAL cendiv-scca.org

Oct 22 Route 66 Raceway/Chicago
Chicago kcoulter@comcast.net

**MAJORS TOUR**

The Northern Conference of the U.S. Majors Tour hits Road America at the end of July.

MIDWEST midiv.org

Jun 4 Metropolitan Community College/Kansas City
Jun 11 The Family Arena/St. Louis
Aug 13 The Family Arena/St. Louis
Sep 24 The Family Arena/St. Louis
Oct 15 The Family Arena/St. Louis
Kansas City (413) 358-0844
St. Louis (314) 616-6313

NORTHERN PACIFIC norpacscca.org

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

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

Jun 4-5 NJMP/South Jersey
Aug 12-14 NJMP/South Jersey
South Jersey (609) 784-5316

SOUTHEAST sedivacing.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

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

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

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

MSR Houston
 (281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4it-services.com

Porsche Sport Driving School
 (888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
 (800) 733-0345 jimrussellusa.com

Skip Barber Racing School
 (800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School
 (800) 391-6891
springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Bertil Roos Racing School
 (800) 722-3669 racenow.com

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

Bridgestone Racing Academy
 (905) 983-1114 race2000.com

Lucas Oil School of Racing
 (561) 200-7223 lucasoilraceschool.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4it-services.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

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

Simraceway Performance Driving Center
 (800) 733-0345 jimrussellusa.com

Skip Barber Racing School
 (800) 221-1131 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
 (888) 722-3220
allenberggracingschools.com

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

Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com

Demonte Motorsports
 (631) 482-8875
demontemotorsports.com

FAASST Performance Driving School
 (719) 761-1372 faasst.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

Sports Car Driving Experience
 (800) 453-5506
corvetteracingschool.com

Spring Mountain Advanced Driving School
 (800) 391-6891
springmountainmotorsports.com

Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS
NORTHEAST nediv.org

Jun 11-12 HC Weatherly, Penn./Northeastern Pennsylvania
Jun 25-26 HC Reading, Penn./Blue Mountain

Jul 9-10 HC Laurel Run, Penn./Northeastern Pennsylvania
Jul 16-17 PDX/CT Summit Point-Shenandoah/Washington DC

Aug 6-7 HC Flintstone, Md./Steel Cities
Aug 12-14 PDX NJMP/South Jersey

Aug 20-21 HC Reading, Penn./Blue Mountain
Sep 3-4 TT Summit Point/Steel Cities

Sep 10-11 PDX/CT Summit Point/Washington DC
Sep 17-18 HC Weatherly, Penn./Northeastern Pennsylvania

Oct 1-2 HC Trout Run, Penn./Steel Cities
Oct 22-23 PDX/CT Summit Point-Jefferson/Washington DC

Oct 22-23 PDX NJMP/South Jersey
Blue Mountain (215) 234-0518

Northeastern Pennsylvania
 (570) 655-0576
South Jersey (609) 784-5316

Steel Cities (301) 729-2407
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org
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

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www.scca.com

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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Brennan Wishner 5/1/1956 Steel Cities

55-YEAR MEMBERS

Alan B. Marsh 5/1/1961 Chicago
John W. Payson 5/1/1961 New England
Preston E. Phelps 5/1/1961 Steel Cities

50-YEAR MEMBERS

Bruce Brunner 5/1/1966 San Francisco
Penny Choice 5/1/1966 Chicago
Kenneth W. Chrt 5/1/1966 Chicago
Carl A. Liebich 5/1/1966 Milwaukee
Forrest Loudon Minor 5/1/1966 Washington DC
Robert G. O'Connor 5/1/1966 Arkansas
William Partridge 5/1/1966 Indianapolis
Orval R. Turley 5/1/1966 Detroit

45-YEAR MEMBERS

Jonathan R. Becker 5/1/1971 San Francisco
Mark H. Brakke 5/1/1971 Land O'Lakes
Peter F. Brohl 5/1/1971 Northern New Jersey
Stephen C. Butz 5/1/1971 Indianapolis
Tom M. Dickmann 5/1/1971 New York
Karen Kuckenbecker 5/1/1971 Milwaukee
Helga Meyer 5/1/1971 Chicago
Kenneth H. Payson 5/1/1971 New England
Carl E. Raglin 5/1/1971 Chicago
Jim Taylor 5/1/1971 Northern New Jersey
Chuck Zanardi 5/1/1971 San Francisco

40-YEAR MEMBERS

Al Berardi 5/1/1976 New England
Donald C. Caldwell Jr. 5/1/1976 Washington DC
Nancy Osolkowski 5/1/1976 Western New York
Gerald Sheehee 5/1/1976 New England
Steven C. Soenke 5/1/1976 San Francisco

35-YEAR MEMBERS

G. Cameron Bell 5/1/1981 Land O'Lakes
Bruce T. Abbott 5/1/1981 Buccaneer
James Michael Bradley 5/1/1981 Fort Wayne
James D. Brown 5/1/1981 New England
Nadine Camicia 5/1/1981 San Francisco
Mary Jane Cavallo 5/1/1981 South Jersey
Garrett Davis 5/1/1981 San Francisco
Paul Derov 5/1/1981 Neohio
Theresa L. Dobbs 5/1/1981 Glen
Ruth L. Graham 5/1/1981 New York
Frederick A. Greenland 5/1/1981 San Francisco
Patrick Jeffords 5/1/1981 Milwaukee
Ron Johnson 5/1/1981 Texas
Peter Kummer 5/1/1981 Finger Lakes
Jack L. Phillips 5/1/1981 Atlanta
Brent J. Rutkowski 5/1/1981 Wiregrass
Ruth Wolf 5/1/1981 Philadelphia

30-YEAR MEMBERS

Michael Ahrens 5/2/1986 Misery Bay
Ronald Bailey 5/21/1986 Las Vegas
Gary C. Bennett 5/15/1986 South Carolina
Sarah Bonnier 5/13/1986 New England
Jessie J. Broadway 5/15/1986 Atlanta
Karen Leigh Burrows 5/8/1986 Arkansas
Dominic Cagliostro 5/14/1986 Rio Grande
Anne Christian 5/9/1986 Colorado
Augustus T. Dorman 5/7/1986 Blue Mountain
Patty Doughty 5/22/1986 Arizona
John W. Dubbs III 5/12/1986 Chicago
James A. Eslaire 5/7/1986 Western Michigan
Kerry Foote 5/30/1986 Central Florida
Charles W. Friend 5/30/1986 Pan American
Liz Gauper 5/1/1986 Oklahoma
James M. Harvey 5/1/1986 Eastern Tennessee
James H. Heine 5/12/1986 St Louis

Karyn Culligan Hudson 5/14/1986 Atlanta
Lynne Humphrey 5/5/1986 Ohio Valley
Mark W. Irwin 5/1/1986 Eastern Tennessee
Jon Jamieson 5/29/1986 San Francisco
Gail C. Ketchie 5/7/1986 Central Carolinas
Shirley M. Klutsenbaker 5/7/1986 Buccaneer
Dan I. Kraft 5/29/1986 Central Florida
William C. Lyon 5/14/1986 Ohio Valley
Robert F. Pole 5/22/1986 Colorado
Dan Poush 5/21/1986 Oregon
Thomas J. Ragonetti 5/14/1986 Colorado
Jim Roberts 5/29/1986 Blackhawk Valley
Alan H. Robinson 5/21/1986 Oregon
David L. Rowney 5/8/1986 San Francisco
Robert R. Silvestro 5/13/1986 Cal Club
Daniel G. Soiney 5/1/1986 Milwaukee
Nancy Urso 5/30/1986 Chicago
Karen S. Walke 5/5/1986 New England
Gurdon S. Wattles 5/30/1986 Central Florida
R. James Welz 5/13/1986 Central Florida
David L. Whikehart 5/14/1986 Northwestern Ohio
Woody A. Yerxa 5/14/1986 San Francisco
Eldon John Zacek Jr. 5/14/1986 Des Moines Valley

25-YEAR MEMBERS

George Greenwood 5/29/1991 Oregon
Harlan J. Colburn 5/17/1991 Colorado
Jim Eckert 5/14/1991 Atlanta
Roberta Farrar 5/15/1991 Tennessee
Victor A. Franzese 5/30/1991 Glen
Renee Gnadt 5/16/1991 Milwaukee
April Gnadt 5/16/1991 Wilmington, Ohio
Gary M. Godula 5/16/1991 Detroit
Jimmy Griggs 5/16/1991 Land O'Lakes
S.T. Harris 5/16/1991 Wichita
Steven R. Hays 5/16/1991 Arizona
Robert V. Johnson 5/30/1991 Washington DC
Mark E. Langren 5/23/1991 Guam
David Larson 5/20/1991 Milwaukee
Robert P. Logsdon 5/31/1991 Buccaneer
John Mustonen 5/16/1991 Blackhawk Valley
Robert Newberg 5/17/1991 Blackhawk Valley
Joseph C. Parsons 5/9/1991 NE Pennsylvania
Steve Patterson 5/30/1991 Kansas City
Lisa E. Pitarresi 5/16/1991 Oregon
G. Hayden Reynolds 5/15/1991 New England
Ian Ronshausen 5/23/1991 Central Florida
A.E. Rueckheim 5/1/1991 San Diego
Mark Rushbrook 5/16/1991 Detroit
Douglas Leroy Ruthroff 5/30/1991 Arizona
Joanna Rutter 5/7/1991 Detroit
Charles Rutter 5/7/1991 Detroit
Susan J. Ryan 5/20/1991 NE Pennsylvania
Julie Schiller-Lopez 5/16/1991 San Francisco
Scott Segers 5/13/1991 Lone Star
Leslie C. Sheidler 5/9/1991 Detroit
Leslie C. Sheidler 5/9/1991 Northwestern Ohio
Evan Smith 5/30/1991 Cal Club
Virginia Smith 5/30/1991 Cal Club
Kristine Smith 5/23/1991 Houston
Wayne W. Smith 5/30/1991 Cal Club
James R. Smith MD 5/23/1991 Houston
Dick Sorenson 5/23/1991 Milwaukee
Jill Sugar 5/16/1991 Cal Club
Thomas Tkacik 5/20/1991 Arizona
Fredric Van Wagenen 5/9/1991 San Francisco
Mary Lou VanWagenen 5/9/1991 San Francisco
Jeff Wright 5/15/1991 New England
Eve Wright 5/15/1991 New England

Member anniversaries for the month of May was accidentally excluded from last month's issue, so this listing is running out of order. Our apologies for any confusion.

ROCKY MOUNTAIN coloradoscca.org

Jul 2-3 PDX High Plains Raceway/
Colorado

Jul 30-31 CT/PDX/CRE Pueblo
Motorsports Park/Continental Divide

Aug 20-21 CT/PDX/CRE High Plains
Raceway/Colorado

Colorado anniedew@msn.com

Continental Divide
anniedew@msn.com

NORTHERN PACIFIC norpacacca.org

Jun 25 PDX/CT/TT Thunderhill/Reno

Aug 27 PDX/CT/TT Thunderhill/Reno
Reno (775) 450-1393

SOUTHERN PACIFIC scca-sopac.org

Jun 11-12 CT Buttonwillow Raceway

Park/Cal Club
Sep 3-4 HC Clifton, Ariz./Arizona

Sep 3-4 CT Buttonwillow Raceway Park/
Cal Club

Sep 3-5 HC Clifton, Ariz./Arizona

Arizona (408) 832-1327

Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA SOLO
CHAMPIONSHIP TOUR

Jun 24-26 Washington D.C.

Jul 1-3 Bryan, Texas

Jul 10-12 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.

Porta (Super); Wong (Ladies)

May 6-8 Wilmington, Ohio

May 13-15 Washington D.C.

May 27-29 Lincoln, Neb.

Jun 3-5 Mineral Wells, Texas

Jun 10-12 Swanton, Ohio

Jul 15-17 Packwood, Wash.

Jul 29-31 Walmington, Ohio

Aug 5-7 Blytheville, 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

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

Jun 25 McCarty Ave OGS Lot/Mohawk

Hudson

Jun 26 Mid-State Airport/Central Penn.

Jul 2 Mohegan Sun Arena/NE

Pennsylvania

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 Elmira Domes/Glen

GREAT LAKES greatlakes-scca.org

May 22 PDX Gingerman Raceway/SBR,
DET, WOR

Aug 5 PDX Mid-Ohio/Cincinnati

Oct 8-9 PDX Mid-Ohio/Ohio Valley

Cincinnati (330) 460-6706

SBR, DET, WOR (937) 550-3287

CENTRAL cendiv-scca.org

Jun 4-5 PDX Milwaukee Mile/Milwaukee

Jul 13 PDX Milwaukee Mile/Milwaukee

Aug 25 PDX Milwaukee Mile/Milwaukee

Sep 15 PDX Milwaukee Mile/Milwaukee

Oct 7 PDX Milwaukee Mile/Milwaukee

Oct 22 PDX Milwaukee Mile/Milwaukee

Milwaukee TBD

MIDWEST midiv.org

Jun 4-5 PDX/CRE Raceway Park of the

Midlands/Nebraska

Jul 16-17 PDX/CRE Iowa Speedway/Des

Moines Valley

Jul 30-31 PDX/CRE Hallett/Kansas,

Kansas City

Aug 21 PDX/CRE/TT Iowa Speedway/
Des Moines Valley

Aug 27-28 PDX/CRE Gateway/St. Louis

Oct 22-23 PDX/CRE Gateway/St. Louis

Des Moines Valley TBD

Kansas, Kansas City TBD

Nebraska TBD

St. Louis (314) 249-6571

SOUTHWEST sowdivscca.org

Jul 16-17 PDX NOLA Motorsports Park/
Houston

Dec 3-4 PDX MSR Houston/Houston

Houston TBD

Texas TBD

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SCCA HAPPENINGS

Jul 24 McCarty Ave OGS Lot/Mohawk Hudson
Jul 24 Xerox/Finger Lakes
Jul 31 Dover International Speedway/Philadelphia
Jul 31 Pennysaver Amphitheater/New York
Aug 7 Monroe Community College Brighton Campus/Finger Lakes
Aug 13 Oxford Valley Mall/Philadelphia
Aug 14 SUNY Binghamton/Southern New York
Aug 14 Mid-State Airport/Central Penn.
Aug 21 Monroe Community College Brighton Campus/Finger Lakes
Aug 21 PennySaver Amphitheater/New York
Aug 21 McCarty Ave OGS Lot/Mohawk Hudson
Aug 28 Centre County Public Safety Center/Central Pennsylvania
Sep 11 Farm Show Complex/Susquehanna
Sep 18 Warminster Community Park/Philadelphia
Sep 18 The Shops at Ithaca Mall/Glen
Sep 18 Delphi Corporation/Finger Lakes
Sep 25 McCarty Ave OGS Lot/Mohawk Hudson
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 McCarty Ave OGS Lot/Mohawk Hudson
Oct 9 Warminster Community Park/Philadelphia
Oct 29-30 Hershey Park/Susquehanna Central Pennsylvania

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 mbtoynut@yahoo.com
Mohawk Hudson russtduck@gmail.com
New York paul.schulman1@yahoo.com
NE Pennsylvania (570) 881-0474
Philidelphia rich.dunbar.pa@gmail.com
Southern New York (607) 642-8973
Susquehanna Brillinger@aol.com

SOUTHEAST sediv racing.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 10 Turner Field/Atlanta
Jul 17 Florence Civic Center/South Carolina
Jul 23 NCM Motorsports Park/Tennessee
Jul 24 Spence Field/Dixie
Aug 6-7 Turner Field/Atlanta
Aug 13 North Charleston Coliseum/South Carolina
Aug 13 North Charleston Coliseum/South Carolina
Aug 14 Twin Fountains Raceway/Tennessee

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 America/South Carolina
Oct 22-23 Atlanta Dragway/Atlanta
Nov 5-6 Road Atlanta/Atlanta
Nov 6 Spence Field/Dixie
Dec 4 Spence Field/Dixie
Atlanta randallprince@gmail.com
Dixie bbatch@netally.com
South Carolina nixonbt@gmail.com
Tennessee trscca.cd@gmail.com

GREAT LAKES 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 Fiargrounds/Indianapolis
Jun 12 Kentucky Exposition Center/Kentucky
Jul 19 Tire Rack Test TRack/Kentucky
Jun 25-26 NCM Motorsports Park/Kentucky
Jun 25-26 Toledo Express Airport/NWOhio
Jun 26 Mid-American Air Center/Southern Indiana
Jul 2-3 Grissom Aeroplex/Indianapolis
Jul 10 Walesboro Airport/Columbus Sports Car Club
Jul 10 Owens Community College/NWOhio
Jul 10 Mid-American Air Center/Southern Indiana
Jul 12 Allen County War Memorial Coliseum/Fort Wayne
Jul 16-17 Grissom Aeroplex/Indianapolis
Jul 17 Majestic Star Casino/Indiana Northwest
Jul 17 Kentucky Exposition Center/Kentucky
Jul 21-24 Wortsmitth Airport/Saginaw Valley
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
Jul 31 Minnesota State College/Land O' Lakes
Aug 6 Grissom AFB/Fort Wayne
Aug 14 Toledo Express Airport/NWOhio
Aug 14 NCM Motorsports Park/Kentucky
Aug 19-21 Grissom Aeroplex/Indianapolis
Aug 21 Mid-American Air Center/Southern Indiana
Aug 21 Jack Barstow Airport/Saginaw Valley
Aug 21 Tire Rack Test Facility/South Bend

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PLAY HARD,



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Aug 21 Majestic Star Casino/Indiana Northwest
Aug 21 Walesboro Airport/Columbus Sports Car Club
Aug 28 Toledo Express Airport/NWOhio
Aug 28 Minnesota State College/Land O' Lakes
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 Owens Community College/NWOhio
Sep 18 NCM Motorsports Park/Kentucky
Sep 18 Indianapolis Speedrome/Indianapolis
Sep 25 LaCrosse Fairgrounds Speedway/Land O' Lakes
Sep 25 Allen County War Memorial Coliseum/Fort Wayne
Sep 25 Jack Barstow Airport/Saginaw Valley
Sep 25 Tire Rack Test Track/South Bend
Oct 1-2 Grissom Aeroplex/Indianapolis
Oct 2 Mid-American Air Center/Southern Indiana
Oct 2 Toledo Express Airport/NWOhio
Oct 8-9 Majestic Star Casino/Indiana NW
Oct 8-9 Walesboro Airport/Columbus Sports Car Club
Oct 9 Mid-American Air Center/Southern Indiana
Oct 16 Grissom Aeroplex/Indianapolis
Oct 16 Owens Community College/NWOhio

Oct 16 Jack Barstow Airport/Saginaw Valley
Oct 18 Kentucky Exposition Center/Kentucky
Oct 23 RM Auctions/Fort Wayne
Oct 23 Tire Rack Test Track/South Bend
Nov 6 Walesboro Airport/Columbus Sports Car Club
Nov 6 RM Auctions/Fort Wayne
Columbus Sports Car Club
 farrd@yahoo.com
Ft Wayne (260) 452-7804
Indiana Northwest
 gargenta52@gmail.com
Indianapolis davedusterberg@att.net
Kentucky jameymcdaniel@twc.com
Land O' Lakes (608) 317-4354
Neohio (440) 804-4236
NWOhio bryan@rawlinsnet.net
Saginaw Valley (517) 719-8158
South Bend solo@sbrscca.org
Southern Indiana (812) 453-1376

CENTRAL cendiv-scca.org
May 21-22 Catapillar/Central Illinois
Jul 3 Air National Guard/Great River
Jul 17 Route 66 Raceway/Chicago
Jul 17 Cordova International Raceway/Great River
Jul 23-24 Sawyer International Airport/Lake Superior
Aug 14 Air National Guard/Great River
Aug 20-21 Sawyer International Airport/Lake Superior
Aug 27-28 Rantoul National Aviation Center/Central Illinois
Aug 28 Route 66 Raceway/Chicago
Sep 4 Air National Guard/Great River
Sep 18 Cordova International Raceway/Great River

Sep 25 Route 66 Raceway/Chicago
Oct 1-2 Pekin Municipal Airport
Oct 15 Route 66 Raceway/Chicago
Central Illinois re@cir-scca.org
Chicago (708) 784-0628
Great River mmwhitney@mchsi.com
Lake Superior
 jim.chartre@ccsystems.com

MIDWEST 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 10 Lincoln Airpark/Nebraska
Jul 23-24 Grenade Airport/Mississippi
Jul 24 Remington Park/Oklahoma
Jul 30-31 Lincoln Airpark/Nebraska
Aug 6-7 East Crawford Recreation Area/Salina
Aug 7 Lincoln Airpark/Nebraska
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 9 Lincoln Airpark/Nebraska
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 althermans@sdccorp.com
Mississippi georgebpainter@aol.com
Nebraska (402) 968-3282
Oklahoma ss8em2@gmail.com
Salina smnck@att.net

SOUTHWEST 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
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

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 255/40ZR17

245/40ZR18
 265/35ZR18

295/40ZR18*

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



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NATIONAL SOLO
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ProSolos, and Match Tours,
there are seven events in July!

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

ROCKY MOUNTAIN coloradoscca.org

May 14-15 Legacy Event Center/Utah
Jun 4-5 Front Range Airport, EVO School/Colorado
Jun 18 Front Range Airport/Colorado
Jun 25-26 Legacy Event Center/Utah
Jul 8-10 Front Range Airport/Colorado
Jul 10 Cohen Stadium/Pan American
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
Pan American kbbp@aol.com
Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpacscga.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 Helena Airport/Southwest Montana
Jul 16-17 Expo Idaho/Snake River
Jul 24 Marina Airport/San Francisco
Jul 29-31 Carlson Center/Arctic Alaska
Jul 30-31 Jore Corporation/Big Sky
Aug 6 Marina Airport/San Francisco
Sep 10-11 Expo Idaho/Snake River
Aug 13-14 Helena Airport/Montana
Aug 19-21 Carlson Center/Arctic Alaska
Sep 4-5 Frenchtown High School/Big Sky
Sep 17-18 Helena Airport/Montana
Sep 24-25 Expo Idaho/Snake River
Oct 1-2 Frenchtown High School/Big Sky
Oct 2 Buttonwillow Raceway Park/San Francisco, Fresno
Oct 15-16 Expo Idaho/Snake River
Nov 5-6 Expo Idaho/Snake River
Nov 19-20 Fresno Fairgrounds/San Francisco

Arctic Alaska (907) 654-4970
Big Sky cisney@ronan.net
Montana Y49Martinez@gmail.com
San Francisco (530) 934-4455
San Francisco, Fresno

racinric95@comcast.net
Snake River (208) 484-2768
Southwest Montana
rosebud_59047@yahoo.com

SOUTHERN PACIFIC 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
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

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
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

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

NORTHERN PACIFIC norpacscga.org

Jul 6 RR in Paradise Social/Arctic Alaska
Aug 6 Shift'n Shinola Social/Arctic Alaska
Arctic Alaska scca@mac.com

SOUTHERN PACIFIC 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.

NATIONAL CHAMPIONSHIP

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

REGIONAL

NORTHEAST 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

May 15 Hollytree Offroad LLC/Tennessee Valley
May 22 Senoia Raceway/Atlanta
Jun 4 Byron Raceway/Middle Georgia
Jun 25 Hollytree Offroad LLC/Tennessee Valley
Jun 26 Durhamtown Plantation/Atlanta
Jul 16 Byron Raceway/Middle Georgia
Jul 24 Hollytree Offroad LLC/Tennessee Valley
Jul 31 Senoia Raceway/Atlanta
Aug 13 Byron Raceway/Middle Georgia
Aug 20 Hollytree Offroad LLC/Tennessee Valley
Aug 21 Durhamtown Plantation/Atlanta
Sep 11 Senoia Raceway/Atlanta
Sep 17 Byron Raceway/Middle Georgia
Sep 18 Hollytree Offroad LLC/Tennessee Valley
Oct 13 Senoia Raceway/Atlanta
Oct 15 Byron Raceway/Middle Georgia
Oct 15 Hollytree Offroad LLC/Tennessee Valley
Oct 23 Durhamtown Plantation/Atlanta
Nov 12 Byron Raceway/Middle Georgia
Nov 20 Hollytree Offroad LLC/Tennessee Valley
Dec 4 Durhamtown Plantation/Atlanta
Dec 10 Byron Raceway/Middle Georgia
Dec 10 Hollytree Offroad LLC/Tennessee Valley
Atlanta quattros@gmail.com
Middle Georgia
topher170@yahoo.com
Tennessee Valley
leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

May 21 Greenfield, Ohio/Ohio Valley
Jun 18 Greenfield, Ohio/Ohio Valley
Detroit slicedkr@hotmail.com
Ohio Valley (641) 571-7163
Saginaw Valley
brian_dupree@hotmail.com

MIDWEST 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 norpacscga.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.brielmaler@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:



Hertz offers savings of up to 15 percent for current SCCA members.



Receive a 10-percent discount on many brands from **SafeRacer**, as well as free shipping on orders over \$99.



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



Cool Shirt is offering SCCA members a 10-percent discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.

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

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NEW PRODUCTS



AIR LIFT LOADLIFTER 5000 ULTIMATE

Air Lift Company has released its LoadLifter 5000 Ultimate air springs for the 2016 Nissan Titan XD pickup. Available for two- and four-wheel-drive Titan XDs, LoadLifter 5000 Ultimate is Air Lift's heaviest-rated air spring kit. It is designed to work with the existing suspension on many 3/4- and one-ton pickup trucks. www.airliftcompany.com



TRIZACT PRECISION SCRATCH KIT

The new 3M Trizact Precision Scratch Kit is designed to remove scuffs and scratches from a vehicle's painted surfaces. Combined with drill-activated restoration, the Trizact system provides easy and fast results. The complete kit includes a 3M Trizact scratch pad, orange compounding pad, black polishing pad, drill/pad adapter, 3M rubbing compound, and 3M scratch remover. www.3m.com



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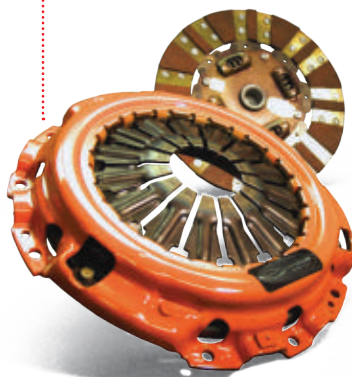
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The Centerforce I clutch is a high-quality, entry-level performance clutch for those drivers in need of a superior stock replacement. Using Centerforce's patented centrifugal weight system and premium friction materials, the Centerforce I clutch is ideal for drivers with stock engines or mild power increases. www.centerforce.com



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New Jersey Motorsports Park
NOLA Motorsports Park
Pacific Raceways
Palm Beach International Raceway
Palmer Motorsports Park
Pittsburgh International Race Complex
Pocono Raceway
Portland International Raceway
Putnam Park Road Course
Roebling Road Raceway
The Ridge Motorsports Park
Thompson Speedway Motorsports Park
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Dawsonville, GA
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Rosemount, MN
Woodford, VA
South Haven, MI
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Deer Trail, CO
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Cresson, TX
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Avondale, LA
Kent, WA
Jupiter, FL
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Shelton, WA
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www.TrackNightInAmerica.com



CONTACT PATCH

PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

SETTING THE HOOK

It was around the turn of the century that I received my first performance driving instruction. It was nothing as formal as attending the Bondurant school covered in this issue. Rather, it was a makeshift course where everyone had a session or two receiving words of wisdom from an instructor. My instructor? Pierre Kleinubing.

At the time, I wasn't a huge follower of what is now called Pirelli World Challenge, but I certainly knew who Kleinubing was. After all, at that time he was at the top of his game in Touring Car, winning the class in 1997, 2000, and 2001 (and later 2006 and '09), so you can understand why I sat in awe as he directed me around the course. I don't particularly remember anything he told me, although I'm sure some stuff did sink in - but the fact that a professional racecar driver was helping me at this event meant the world. I mean, what was Pierre Kleinubing, an active, championship-winning racecar driver, doing in a car with *me*?

This is what was on my mind as I sat down to conduct this month's cover feature interview. Along with having his sights set

on being a professional racecar driver, Tom O'Gorman is one of the key personnel for one of SCCA's latest ventures, Track Night in America Driven by Tire Rack. Track Night's goal is to get people on a racetrack, who might otherwise not have the time or funds to make it happen. The idea is that for \$150 or less, you get multiple sessions on a real racetrack during a weekday - that's a smokin' deal. The price doesn't break the bank, you don't have to give up your entire weekend to have fun, and there are virtually no rules other than to bring a car and have fun. It's a winning formula that's proving successful and has really put SCCA in the limelight in the past year. If you signed up as a novice at a Track Night pretty much anywhere in America, chances are you met O'Gorman.

So, as I'm sitting at Chipotle on a balmy mid-morning Friday chatting with O'Gorman, mere weeks before he was set to begin his chase for the 2016 World Challenge Touring Car B-Spec championship - his first SCCA Pro Racing title attempt, but not his first go-round in the pro racing circuit - I can't help but draw connections between those who O'Gorman instructs and the impact Kleinubing's presence had on me.



Philip Royle

INFLUENCERS

Tom O'Gorman is a racer, instructor with both the Starting Line and Track Night in America, and very enthusiastic. It's people like him who influence future motorsport enthusiasts.

Who was I? At the time, I hadn't the knowledge, funds, or wherewithal to get on track, but it was this event that planted the seed of possibility in my mind. I realized that if Kleinubing was here, offering me (of all people) assistance, that meant there was hope. And I can't help but believe O'Gorman isn't having the exact same effect on thousands of Track Night participants.

Will O'Gorman go on to win five World Challenge titles like Kleinubing? Everyone who knows this enthusiastic young racer would undoubtedly say, yes - and I bet all the novices he instructs at Track Night events hope he will, too. 🍷

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FROM THE ARCHIVES

10 YEARS AGO... JULY 2006



- Project MX-5, our attempt at turning a 2006 Mazda into a Showroom Stock B racer, hit the track for the first time.
- *Fitness for the Racer*, part 2, covered the art and science of endurance training.

25 YEARS AGO... JULY 1991



- The Acura NSX made its debut at Sears Point, with Peter Cunningham scoring a podium finish.
- *Pit Walk* covered the Monaco Grand Prix, which marked Ayrton Senna's fourth win of the season.

50 YEARS AGO... JULY 1966



- The USRRC season was underway, and we had coverage from Las Vegas, Riverside, Laguna Seca, and Bridgehampton.
- The Virginia Reel National Rally was voted the best of the year.



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